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# A G E N D A

**PLACER COUNTY TRANSPORTATION PLANNING AGENCY  
PLACER COUNTY AIRPORT LAND USE COMMISSION  
WESTERN PLACER CONSOLIDATED TRANSPORTATION SERVICES AGENCY  
PLACER COUNTY LOCAL TRANSPORTATION AUTHORITY**

**Wednesday, February 26, 2020  
9:00 a.m.**

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

- A. Flag Salute**
- B. Roll Call**
- C. Closed Session – Conference Room A** **Action**  
Conference with Legal Counsel - Existing Litigation (Paragraph (1) of subdivision (d) of Government Code Section 54956.9):  
  
NAME OF CASE: Sierra Club v. Caltrans, PCTPA, et al. (Sacramento County Superior Court Case No. 34-2018-80002859) (CEQA Litigation – SR 65 Widening Project)
- D. Approval of Action Minutes: January 22, 2020** **Action**  
Pg. 1
- E. Agenda Review**
- F. Public Comment**
- G. Consent Calendar: Placer County Transportation Planning Agency** **Action**  
These items are expected to be routine and noncontroversial. They will be acted upon by the Board 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.
- 2019 Highway Infrastructure Program (HIP) Apportionments
  - FY 2019/20 City of Auburn Claim for Local Transportation Funds (LTF) - \$960,034 Pg. 7
  - FY 2019/20 City of Auburn Claim for State Transit Assistance (STA) Funds - \$99,265 Pg. 13

**Board of Directors Meeting Agenda**  
**PLACER COUNTY TRANSPORTATION PLANNING AGENCY**  
**AIRPORT LAND USE COMMISSION**  
**WESTERN PLACER CONSOLIDATED TRANSPORTATION SERVICE AGENCY**  
**PLACER COUNTY LOCAL TRANSPORTATION AUTHORITY**  
**February 26, 2020**  
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- 4. FY 2019/20 City of Auburn Claim for State of Good Repair Funds (SGR) Funds - \$16,051 Pg. 19
- 5. FY 2020/21 Preliminary Findings of Apportionment for Local Transportation Fund (LTF) Pg. 25
- 6. FY 2020/21 Preliminary State Transit Assistance (STA) Fund Allocation Estimate Pg. 27
- 7. FY 2020/21 Preliminary State of Good Repair (SGR) Fund Allocation Estimate Pg. 28

**H. Federal Legislative Program for 2020 Action Pg. 29**

**I. State Legislative Program for 2020 Action Pg. 33**

**J. Preliminary Draft FY 2020/21 Overall Work Program (OWP) and Budget Action Pg. 37**

**K. Congestion Mitigation and Air Quality (CMAQ) Project Funding Recommendations Action Pg. 39**

**L. Unmet Transit Needs Report and Findings for FY 2021 Action Pg. 41**

**M. Executive Director’s Report Info**

**N. Board Direction to Staff**

**O. Informational Items Info**

- 1. PCTPA TAC Minutes – February 11, 2020 Pg. 101
- 2. Status Reports
  - a. PCTPA – February 26, 2020 Pg. 104
  - b. AIM Consulting – Report for January 2020 Pg. 120
  - c. FSB – Report for January 2020 Pg. 123
  - d. Key Advocates – Report for January 2020 Pg. 127
  - e. Capitol Corridor Performance Report Pg. 134
- 3. Newspaper Articles Pg. 138
- 4. Western Placer Consolidated Transportation Service Agency (WPCTSA) Financials ending December 31, 2019 *Under separate cover*
- 5. PCTPA Receipts and Expenditures – December 2019 *Under separate cover*

**Board of Directors Meeting Agenda**  
**PLACER COUNTY TRANSPORTATION PLANNING AGENCY**  
**AIRPORT LAND USE COMMISSION**  
**WESTERN PLACER CONSOLIDATED TRANSPORTATION SERVICE AGENCY**  
**PLACER COUNTY LOCAL TRANSPORTATION AUTHORITY**  
**February 26, 2020**  
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*The Placer County Board of Supervisors' Chambers 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](mailto:ssabol@pctpa.net)) or in person as soon as possible and preferably at least 72 hours prior to the meeting.*

Following is a list of our 2019 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, California.

<b>PCTPA Board Meetings – 2020</b>	
Wednesday, January 22	Wednesday, July 22
Wednesday February 26	Wednesday, August 26
Wednesday, March 25	Wednesday, September 23
Wednesday, April 22	Wednesday, October 28
Wednesday, May 27	Wednesday, December 2
Wednesday, June 24	



# ACTION MINUTES

## REGULAR MEETING OF THE

**Placer County Transportation Planning Agency  
Western Placer Consolidated Transportation Services Agency  
Placer County Airport Land Use Commission**

**January 22, 2020  
Placer County Board of Supervisors Chambers  
175 Fulweiler Avenue  
Auburn, CA 95603**

### **ROLL CALL**

John Allard  
Ken Broadway  
Trinity Burruss, Chair  
Jan Clark-Crets  
Jim Holmes  
Paul Joiner  
Cheryl Maki  
Kirk Uhler  
Jaime Wright

### **STAFF**

Kathleen Hanley  
Aaron Hoyt  
Shirley LeBlanc  
Mike Luken, Executive Director  
David Melko  
Solvi Sabol

**CLOSED SESSION: Conference with Legal Counsel - Existing Litigation (Paragraph (1) of subdivision (d) of Government Code Section 54956.9). Name of Case: Sierra Club v. Caltrans, PCTPA, et al. (Sacramento County Superior Court Case No. 34-2018-80002859) (CEQA Litigation – SR 65 Widening Project)**

No closed session occurred.

### **APPROVAL OF ACTION MINUTES – DECEMBER 4, 2019**

Upon motion by Maki and second by Broadway, the action minutes of December 4, 2019 were unanimously approved.

### **PUBLIC COMMENT**

No public comment.

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

It was moved, seconded (Holmes/Broadway) and passed by unanimous vote that the following PCTPA Consent items be approved:

1. PCTPA Audited Financial Statements & TDA Compliance Report
2. PCTPA FY 2020 Federal Transit Administration (FTA) Section 5311 Program of Projects: \$504,161
3. Master Agreements with AMMA Transit Planning, LSP Transportation Consultants, Inc. and WSP USA to provide On Call Transit Planning Support Services

4. Letter of Task Agreement #20-01 with WSP USA for the Lincoln Express Bus Service Implementation Plan: \$73,102.54
5. Reappointment of Capitol Corridor Joint Powers Authority Representatives
6. Sacramento Area Council of Governments (SACOG) Green Means Go Pilot Program: Greenhouse Gas (GHG) Emissions Reductions by 2035

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

It was moved, seconded (Maki/Holmes) and passed by unanimous vote that the following PCTPA Consent items be approved:

1. Audited Financial Statements & TDA Compliance Report

**RIEGO ROAD/BASELINE ROAD WIDENING PROJECT INITIATION DOCUMENT EQUIVALENT (PIDE) CONTRACT AWARD**

Luke McNeel-Caird provided an overview of the Riego Road / Baseline Road project which would cost approximately \$100 million dollars. PCTPA has been designated as the project lead for the Project Initiation Document Equivalent (PIDE). The Request for Proposals (RFP) for the PIDE was released in December 2019 with Dewberry/Drake Haglan selected as the first place team. It's expected the PIDE will be completed in June 2020. The PIDE will be used to pursue local, state, and federal funding.

It was moved, seconded (Joiner/Allard) and passed by unanimous vote to authorize the Executive Director to negotiate and sign a consultant contract, not to exceed \$100,000, with Dewberry/Drake Haglan for services to complete the Project Initiation Document Equivalent (PIDE) to pursue local, state, and federal funding for Riego Road/Baseline Road construction.

**TRANSPORTATION FUNDING OUTREACH - JANUARY 2020 POLLING**

Mike Luken gave an update of where we are at with regard to the South Placer funding strategy outreach efforts as directed by the Board and made by possible through AB 1413. Luken addressed the steps and key dates in bringing a transportation funding measure to the voters in November 2020. One of the steps was conducting a second survey in January 2020. Luken said that based on the results of this last survey, it is being recommended that the City of Lincoln, City of Rocklin, and City of Roseville be included in the South Placer County District "District". It is further recommended that the Town of Loomis be excluded from the District given the unfavorable support of a potential transportation sales tax measure. Luken introduced Curt Below, FM3 Research, who provided a presentation on these survey results. Cherri Spriggs, FSB Core Strategies and PCTPA consultant on the funding strategy, provided an update on funding strategy outreach program.

Public Comment was received from:

- Michael Garabedian, Placer County Tomorrow
- Sean Rabe, Town Manager, Town of Loomis

It was moved, seconded (Allard/Joiner) and passed by the following roll call vote to designate the South Placer District as the following cities: City of Lincoln, City of Rocklin and City of Roseville:

- AYES: Allard, Broadway, Burruss, Clark-Crets, Holmes, Joiner, Maki, Uhler, Wright
- NOES: None
- ABSTAIN: Note

It was moved, seconded (Maki/Broadway) and passed by the following roll call vote to proceed with polling planned for March 2020 which will provide the final data set for the Board to consider a proposed measure being placed on the ballot after consideration by Placer Councils and the Board of Supervisors.

YES: Allard, Broadway, Burruss, Clark-Crets, Holmes, Joiner, Maki, Uhler, Wright

NOES: None

ABSTAIN: Note

### **EXECUTIVE STAFF UPDATE**

Luke McNeel-Caird explained that we have been working on the Placer Sacramento Gateway Plan over the past year and half and have received over 5,000 surveys from users on the corridor. If the transportation sales tax passes we are well positioned to go after state and federal transportation funding. To that end, we have been afforded the honor of having Secretary David Kim of California State Transportation Agency (CalSTA) tour projects along the Placer-Sacramento Corridor. In addition to Secretary Kim, Caltrans Deputy Executive Director Jim Davis will also be on the tour. Local electeds and leaders will be involved in the tour and providing details on projects at stops along the corridor. Innovative and multi-modal type projects including bike/ped and transit, will be featured on the tour as these are current priorities of the state. The tour is scheduled from 10:00 am to 1:00 pm on Tuesday, January 28<sup>th</sup>.

### **ADJOURN**

Chair Burrus adjourned the meeting at approximately 10:05 a.m.

A video of this meeting is available online at <http://pctpa.net/agendas2020/>.

**TO: PCTPA Board of Directors**

**DATE: February 26, 2020**

**FROM: Michael Luken, Executive Director**

**SUBJECT: CONSENT CALENDAR**

Below are the Consent Calendar items for the February 26, 2020 agenda for your review and action.

1. 2019 Highway Infrastructure Program (HIP) Apportionments  
The 2019 Federal Appropriations Act included additional funding under the Highway Infrastructure Program (HIP). The total apportionment to California was approximately \$256 million, with \$1,248,730 distributed to PCTPA based on Caltrans' distribution formula. The HIP funding has specific deadlines on expenditures and no deadline extensions are allowed. Therefore, PCTPA Board approval is requested to allocate the remaining \$898,730 of 2019 HIP funds to the City of Roseville in exchange for \$898,730 of Roseville's Regional Surface Transportation Block Group Program (RSTBGP) funds. The HIP funds will be used to resurface Stanford Ranch Road in the City of Roseville, while the RSTBGP Funds will be used as a local match to pursue state funding for the Interstate 80 Auxiliary Lanes Project. This swap between PCTPA and the City of Roseville ensures timely use of HIP funds.
2. FY 2019/20 City of Auburn Claim for Local Transportation Funds (LTF) - \$960,034  
The City of Auburn submitted claims for \$960,034 in LTF funds for FY 2019/20 - \$423,953.87 for streets and roads purposes and \$536,080.13 for transit. The City's claims are in compliance with the approved LTF apportionment, and all transit needs that are reasonable to meet are being provided. Staff recommends approval, subject to the requirement that the City submit a complete Fiscal and Compliance Audit for the fiscal year ending June 30, 2019, prior to issuance of instructions to the County Auditor to pay the claimant in full.
3. FY 2019/20 City of Auburn Claim for State Transit Assistance (STA) Funds - \$99,265  
The City of Auburn submitted a claim for \$99,265 in STA funds for FY 2019/20 for transit purposes. The City's claim is in compliance with the approved STA apportionment and with all applicable STA requirements. Staff recommends approval.
4. FY 2019/20 City of Auburn Claim for State of Good Repair Funds (SGR) Funds - \$16,051  
The City of Auburn submitted a claim for \$16,051 in Senate Bill 1 SGR funds for FY 2019/20 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.

5. FY 2020/21 Preliminary Findings of Apportionment for Local Transportation Fund (LTF)  
As the Regional Transportation Planning Agency (RTPA) for Placer County, PCTPA is responsible for the administration of the Transportation Development Act (TDA) funds. The TDA was established in 1971 to provide transportation funding through the Local Transportation Fund (LTF) derived from ¼ cent of the general sales tax collected statewide. LTF funds are allocated for specific transportation uses as prioritized by the TDA and intended for public transportation uses prior to those for streets and roads.

The preliminary LTF apportionment for FY 2020/21 estimates a \$350,000 fund balance at the end of FY 2019/20 and recommends a two percent growth in revenue. The preliminary fund estimate totals \$27,070,733 and the jurisdictional distributions should be used for budgeting purposes. A revised estimate will be presented to the Board of Directors after the close of the Fiscal Year in August.

Staff recommends that the Board approve the attached Preliminary Finding of LTF Apportionment for FY 2020/21. The PCTPA TAC concurred with this recommendation at its February 11, 2020 meeting.

6. FY 2020/21 Preliminary State Transit Assistance (STA) Fund Allocation Estimate  
State Transit Assistance (STA) is one of two fund sources made available through the Transportation Development Act and is derived from the statewide sales of diesel fuel. STA funds are dedicated to public transit operations and capital uses. The funds are distributed on a population basis (section 99313) to each jurisdiction and on a fare revenue basis (section 99314) to those jurisdictions operating a public transit service.

The State Controller's Office (SCO) released the preliminary estimate for FY 2020/21 on January 31, 2020. The preliminary fund estimate totals \$3,092,111 and the jurisdictional distributions should be used for budgeting purposes. A revised estimate will be presented to the Board of Directors after the close of the Fiscal Year in August.

Staff recommends that the Board approve the attached FY 2020/21 Preliminary STA Fund Allocation Estimate. The PCTPA TAC concurred with this recommendation at its February 11, 2020 meeting.

7. FY 2020/21 Preliminary State of Good Repair (SGR) Fund Allocation Estimate  
Senate Bill 1 (SB 1), the Road Repair and accountability Act of 2017 is estimated to generate \$5.4 billion per year in new funding to repair and maintain the state highways, bridges and local roads, and support public transit and active transportation. The State of Good Repair (SGR) program is one component of SB 1 and funds eligible transit maintenance, rehabilitation and capital project activities that maintain the public transit system in a state of good repair. A statewide total of \$110 million has been made available for FY 2020/21 to eligible recipients according to State Transit Assistance (STA) program statutes.

According to the State Controller's Office Allocation Estimate for FY 2020/21, the County's share of the statewide total is \$495,054, including prior year fund balances. The attached fund allocation identifies the formula allocation of funds for use in budgeting purposes. The Cities of Colfax, Lincoln, Rocklin, and the Town of Loomis have elected to reallocate their proportional share to Placer County for preventive bus maintenance associated with contracted services. A revised estimate will be presented to the Board of Directors after the close of the Fiscal Year in August.

Staff recommends that the Board approve the attached FY 2020/21 Preliminary SGR Fund Allocation Estimate. The PCTPA TAC concurred with this recommendation at its February 11, 2020 meeting.

LM:ML

**CLAIM FOR LOCAL TRANSPORTATION FUNDS**  
**STREETS & ROADS PURPOSES**

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

FROM: CLAIMANT: City of Auburn  
ADDRESS: 1225 Lincoln Way  
Auburn CA 95603

CONTACT PERSON: Mengil A Deane  
Phone:530-823-4211 Ext. 145    Email:mdeane@auburn.ca.gov

The City of Auburn hereby requests, 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 2019/20, for street and road purposes (P.U.C. 99400a) in the amount of \$423,953.87.00 to be drawn from the Local Transportation Fund deposited with the Placer County Treasurer:

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.

APPROVED:  
PLACER COUNTY  
TRANSPORTATION PLANNING AGENCY  
BOARD OF DIRECTORS

APPLICANT:

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

BY:   
(signature)

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

TITLE: Director of Planning & Public Works

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

DATE: 1/27/2020



## 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 Auburn

Fiscal Year: FY 2019/20

<u>Brief Project Description</u>	<u>Project Cost</u>	<u>Source of Funding &amp; Amount</u>	
Transit Operations	\$536,080.13	FTA 5311	\$72,012.00
		HVIP	\$220,000.00
Transit Capital	\$569,249	SECAT	\$200,000.00
Vehicles		LCTOP	\$42,193.00
Machinery & Equipment		Fares	\$25,000.00
Bus Stop Facility Impvmnts		LTF	\$536,080.13
E/V Charging Station		STA	\$99,265.00
Passenger Connect Card		SGR	\$16,051.00
Transit Guide			
Transportation Operation	\$87,000	LTF	\$423,953.87
		CMAQ	\$2,056,467
Transportation Capital	\$6,080,000	ATP	\$799,000.00
Paving Projects		PTMISEA	\$116,000.00
Sidewalk Repairs-Commercial		PCWA Agreement	\$901,438.00
Nevada St Side Walk Project		General Fund	\$1,133,745.13
Emerg. Repair – Strom Drains		Gas Tax	\$600,000.00
ADA Study		Sewer Fund	\$82,000.00
Side Walk Repair Residential		PTMISEA	\$33,420.00
Roadway Overlay projects			
City Pavement Marking Project			
Strom drain Channel			
Wayfinding Signs Project			

# PLACER COUNTY TRANSPORTATION PLANNING AGENCY

## IN THE MATTER OF: ALLOCATION OF LOCAL TRANSPORTATION FUNDS TO THE CITY OF AUBURN

RESOLUTION NO. 20-03

The following resolution was duly passed by the Placer County Transportation Planning Agency at a regular meeting held February 26, 2020 by the following vote on roll call:

Ayes:

Noes:

Absent:

Signed and approved by me after its passage.

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Chair  
Placer County Transportation Planning Agency

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Executive Director

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

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

NOW, THEREFORE, BE IT RESOLVED that the Agency has reviewed the claim and has made the following allocations from the 2019/20 fiscal year funds.

1. To the City of Auburn or Transit Services  
conforming to Article 4 – Section 99260(a) of the Act: \$ 536,080.13
2. To the City of Auburn for Streets and Roads purposes  
conforming to Article 8 – Section 99400(a) of the Act: \$ 423,953.87

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, 2019, prior to issuance of said instructions to the County Auditor to pay the claimant.

RESOLUTION NO. 20-05

RESOLUTION APPROVING AND AUTHORIZING EXECUTION OF THE 2019/20  
LOCAL TRANSPORTATION FUND CLAIM TO THE PLACER COUNTY  
TRANSPORTATION PLANNING AGENCY

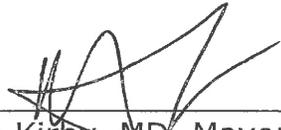
WHEREAS, in the procedures established by the Placer County Transportation Planning Agency (PCTPA) requires the applicant to certify by resolution approval of the execution of the application before submission of said application to the PCTPA;

THE CITY COUNCIL OF THE CITY OF AUBURN DOES HEREBY RESOLVE:

That the CITY OF AUBURN authorizes the submittal of an application to PCTPA for the 2019/20 Local Transportation Fund and State of Good Repair Claims. The Planning & Public Works Director or the City of Auburn or her designee, is hereby authorized and empowered to execute the 2019/20 Transportation Claim and all necessary amendments and payment requests hereto in the amount of:

\$536,080.13	TDA Article 4, P.U.C. 99260a (Transit Operations)
\$423,953.87	TDA Article 8a, P.U.C. 99400a (Streets and Roads)
\$99,265	STA (State Transit Assistance)
\$16051	SB1 (State of Good Repair)

DATED: January 27<sup>th</sup>, 2020

  
William Kirby, MD, Mayor

ATTEST:

  
Amy Lind, City Clerk

I, Amy Lind, City Clerk of the City of Auburn, hereby certify that the foregoing resolution was duly passed at a regular meeting of the City Council of the City of Auburn held on the 27<sup>th</sup> Day of January 2020 by the following vote on roll call:

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Ayes: Maki, Amara, Berlant, Spokely, Kirby  
Noes:  
Absent:

Amy Lind  
Amy Lind, City Clerk

**CERTIFIED AS A TRUE COPY**  
Amy M. Lind  
**CITY CLERK**  
**CITY OF AUBURN**



## 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 Auburn

Fiscal Year: FY 2019/20

<u>Brief Project Description</u>	<u>Project Cost</u>	<u>Source of Funding &amp; Amount</u>	
Transit Operations	\$536,080.13	FTA 5311	\$72,012.00
		HVIP	\$220,000.00
Transit Capital	\$569,249	SECAT	\$200,000.00
Vehicles		LCTOP	\$42,193.00
Machinery & Equipment		Fares	\$25,000.00
Bus Stop Facility Impvmts		LTF	\$536,080.13
E/V Charging Station		STA	\$99,265.00
Passenger Connect Card		SGR	\$16,051.00
Transit Guide			
Transportation Operation	\$87,000	LTF	\$423,953.87
		CMAQ	\$2,056,467
Transportation Capital	\$6,080,000	ATP	\$799,000.00
Paving Projects		PTMISEA	\$116,000.00
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Nevada St Side Walk Project		General Fund	\$1,133,745.13
Emerg. Repair – Strom Drains		Gas Tax	\$600,000.00
ADA Study		Sewer Fund	\$82,000.00
Side Walk Repair Residential		PTMISEA	\$33,420.00
Roadway Overlay projects			
City Pavement Marking Project			
Strom drain Channel			
Wayfinding Signs Project			

# PLACER COUNTY TRANSPORTATION PLANNING AGENCY

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

**RESOLUTION NO. 20-04**

The following resolution was duly passed by the Placer County Transportation Planning Agency at a regular meeting held February 26, 2020 by the following vote on roll call:

AYES:

NOES:

ABSENT:

Signed and approved by me after its passage.

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Chair  
Placer County Transportation Planning Agency

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Executive Director

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

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

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

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

1. The claimant's proposed expenditures are in conformity with the Regional Transportation

Plan.

2. The level of passenger fares and charges is sufficient to enable the operator or transit service claimant to meet the fare revenue requirements of Public Utilities Code Sections 99268.2, 99268.3, 99268.4, 99268.5, and 99268.9, as they may be applicable to the claimant.
3. The claimant is making full use of federal funds available under the Urban Mass Transportation Act of 1964, as amended.
4. The sum of the claimant's allocations from the State Transit Assistance Fund and from the Local Transportation Fund does not exceed the amount the claimant is eligible to receive during the fiscal year.
5. Priority consideration has been given to claims to offset reductions in federal operating assistance and the unanticipated increase in the cost of fuel, to enhance existing public transportation services, and to meet high priority regional, countywide, or areawide public transportation needs.
6. The regional entity may allocate funds to an operator for the purposes specified in Section 6730 only if, in the resolution allocating the funds, it also finds the following:
  - a) The operator has made a reasonable effort to implement the productivity improvements recommended pursuant to Public Utilities Code Section 99244. This finding shall make specific reference to the improvements recommended and to the efforts made by the operator to implement them.
  - b) For an allocation made to an operator for its operating cost, the operator is not precluded by any contract entered into on or after June 28, 1979, from employment of part-time drivers or from contracting with common carriers of persons operating under a franchise or license.
  - c) A certification by the Department of the California Highway Patrol verifying that the operator is in compliance with Section 1808.1 of the Vehicle Code, as required in Public Utilities Code Section 99251. The certification shall have been completed within the last 13 months, prior to filing claims.
  - d) The operator is in compliance with the eligibility requirements of Public Utilities Code Section 99314.6.

Allocation to the City of Auburn of \$99,265 in State Transit Assistance Funds (PUC 99313 and PUC 99314) for transit operations (section 6730a) in the amount of \$99,265 in FY 2019/20.

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

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

RESOLUTION NO. 20-05

RESOLUTION APPROVING AND AUTHORIZING EXECUTION OF THE 2019/20  
LOCAL TRANSPORTATION FUND CLAIM TO THE PLACER COUNTY  
TRANSPORTATION PLANNING AGENCY

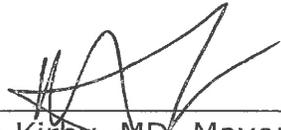
WHEREAS, in the procedures established by the Placer County Transportation Planning Agency (PCTPA) requires the applicant to certify by resolution approval of the execution of the application before submission of said application to the PCTPA;

THE CITY COUNCIL OF THE CITY OF AUBURN DOES HEREBY RESOLVE:

That the CITY OF AUBURN authorizes the submittal of an application to PCTPA for the 2019/20 Local Transportation Fund and State of Good Repair Claims. The Planning & Public Works Director or the City of Auburn or her designee, is hereby authorized and empowered to execute the 2019/20 Transportation Claim and all necessary amendments and payment requests hereto in the amount of:

\$536,080.13	TDA Article 4, P.U.C. 99260a (Transit Operations)
\$423,953.87	TDA Article 8a, P.U.C. 99400a (Streets and Roads)
\$99,265	STA (State Transit Assistance)
\$16051	SB1 (State of Good Repair)

DATED: January 27<sup>th</sup>, 2020

  
William Kirby, MD, Mayor

ATTEST:

  
Amy Lind, City Clerk

I, Amy Lind, City Clerk of the City of Auburn, hereby certify that the foregoing resolution was duly passed at a regular meeting of the City Council of the City of Auburn held on the 27<sup>th</sup> Day of January 2020 by the following vote on roll call:

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Ayes: Maki, Amara, Berlant, Spokely, Kirby

Noes:

Absent:

Amy Lind  
Amy Lind, City Clerk

**CERTIFIED AS A TRUE COPY**  
Amy M. Lind  
**CITY CLERK**  
**CITY OF AUBURN**

**CLAIM FOR STATE OF GOOD REPAIR PROGRAM FUNDS**

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

FROM: CLAIMANT: City of Auburn  
ADDRESS: 1225 Lincoln Way  
Auburn CA 95603

CONTACT PERSON: Mengil A Deane  
Phone: 530-823-4211 Ext. 145 Email: mdeane@auburn.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 of Good Repair Funds 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 Capital (6730a): \$16,051.00

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: \_\_\_\_\_

TITLE: Director of Planning & Public Works

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

DATE: 1/27/2020

## 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 Auburn

Fiscal Year: FY 2019/20

<u>Brief Project Description</u>	<u>Project Cost</u>	<u>Source of Funding &amp; Amount</u>	
Transit Operations	\$536,080.13	FTA 5311	\$72,012.00
		HVIP	\$220,000.00
Transit Capital	\$569,249	SECAT	\$200,000.00
Vehicles		LCTOP	\$42,193.00
Machinery & Equipment		Fares	\$25,000.00
Bus Stop Facility Impvmts		LTF	\$536,080.13
E/V Charging Station		STA	\$99,265.00
Passenger Connect Card		SGR	\$16,051.00
Transit Guide			
Transportation Operation	\$87,000	LTF	\$423,953.87
		CMAQ	\$2,056,467
Transportation Capital	\$6,080,000	ATP	\$799,000.00
Paving Projects		PTMISEA	\$116,000.00
Sidewalk Repairs-Commercial		PCWA Agreement	\$901,438.00
Nevada St Side Walk Project		General Fund	\$1,133,745.13
Emerg. Repair – Strom Drains		Gas Tax	\$600,000.00
ADA Study		Sewer Fund	\$82,000.00
Side Walk Repair Residential		PTMISEA	\$33,420.00
Roadway Overlay projects			
City Pavement Marking Project			
Strom drain Channel			
Wayfinding Signs Project			

# PLACER COUNTY TRANSPORTATION PLANNING AGENCY

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

**RESOLUTION NO. 20-05**

The following resolution was duly passed by the Placer County Transportation Planning Agency at a regular meeting held February 26, 2020 by the following vote on roll call:

AYES:

NOES:

ABSENT:

Signed and approved by me after its passage.

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Chair  
Placer County Transportation Planning Agency

---

Executive Director

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

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

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

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

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

made the following findings and allocations:

1. The claimant's proposed expenditures are in conformity with the Regional Transportation Plan.
2. The level of passenger fares and charges is sufficient to enable the operator or transit service claimant to meet the fare revenue requirements of Public Utilities Code Sections 99268.2, 99268.3, 99268.4, 99268.5, and 99268.9, as they may be applicable to the claimant.
3. The claimant is making full use of federal funds available under the Urban Mass Transportation Act of 1964, as amended.
4. The sum of the claimant's allocations from the State of Good Repair Program, State Transit Assistance Fund and from the Local Transportation Fund does not exceed the amount the claimant is eligible to receive during the fiscal year.
5. The State of Good Repair Program has specific goal of keeping transit systems in a state of good repair, including the purchase of new transit vehicles, and maintenance and rehabilitation of transit facilities and vehicles.
6. The regional entity may allocate funds to an operator for the purposes specified in Section 99312.1(c) or as allowed by updates and/or clarifications to the State of Good Repair Program Guidelines issued by the California Department of Transportation.

Allocation to the County of Placer of \$16,051 in State of Good Repair Program Funds (PUC 99313 and 99314) for transit purposes (section 6730b) in FY 2019/20.

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

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

RESOLUTION NO. 20-05

RESOLUTION APPROVING AND AUTHORIZING EXECUTION OF THE 2019/20  
LOCAL TRANSPORTATION FUND CLAIM TO THE PLACER COUNTY  
TRANSPORTATION PLANNING AGENCY

WHEREAS, in the procedures established by the Placer County Transportation  
Planning Agency (PCTPA) requires the applicant to certify by resolution approval of  
the execution of the application before submission of said application to the PCTPA;

THE CITY COUNCIL OF THE CITY OF AUBURN DOES HEREBY RESOLVE:

That the CITY OF AUBURN authorizes the submittal of an application to PCTPA for the  
2019/20 Local Transportation Fund and State of Good Repair Claims. The Planning &  
Public Works Director or the City of Auburn or her designee, is hereby authorized and  
empowered to execute the 2019/20 Transportation Claim and all necessary  
amendments and payment requests hereto in the amount of:

- \$536,080.13      TDA Article 4, P.U.C. 99260a (Transit Operations)
- \$423,953.87      TDA Article 8a, P.U.C. 99400a (Streets and Roads)
- \$99,265            STA (State Transit Assistance)
- \$16051             SB1 (State of Good Repair)

DATED: January 27<sup>th</sup>, 2020

  
\_\_\_\_\_  
William Kirby, MD, Mayor

ATTEST:

  
\_\_\_\_\_  
Amy Lind, City Clerk

I, Amy Lind, City Clerk of the City of Auburn, hereby certify that the foregoing  
resolution was duly passed at a regular meeting of the City Council of the City  
of Auburn held on the 27<sup>th</sup> Day of January 2020 by the following vote on roll  
call:



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Ayes: Maki, Amara, Berlant, Spokely, Kirby  
Noes:  
Absent:

Amy Lind  
Amy Lind, City Clerk

**CERTIFIED AS A TRUE COPY**  
Amy M. Lind  
**CITY CLERK**  
**CITY OF AUBURN**

**PLACER COUNTY TRANSPORTATION PLANNING AGENCY (PCTPA)  
PRELIMINARY FINDINGS OF APPORTIONMENT FOR FY 2020/2021  
LOCAL TRANSPORTATION FUND (LTF)**

February 2020

		FY 2019/2020 Estimated Fund Balance Subtotal <sup>(1)</sup>	FY 2020/2021 Revenue Subtotal	FY 2020/2021 Apportionment Total
<b>PLACER COUNTY LTF REVENUE ESTIMATE</b>		\$351,938	\$26,718,795	<b>\$27,070,733</b>
TRPA Revenue Estimate <sup>(2)</sup>	2.9353%		\$784,272	\$784,272
TRPA LTF Fund Balance		\$7,059		\$7,059
<b>TRPA TOTAL</b>			\$784,272	<b>\$791,331</b>
County Auditor Administrative Costs			\$264	\$264
<b>BALANCE AVAILABLE FOR APPORTIONMENT BY TRPA</b>				<b>\$791,067</b>
PCTPA Revenue Estimate	97.0647%		\$25,934,524	\$25,934,524
PCTPA LTF Fund Balance		\$344,879		\$344,879
<b>PCTPA TOTAL</b>			\$25,934,524	<b>\$26,279,403</b>
County Auditor Administrative Costs			\$8,736	\$8,736
PCTPA Administrative and Planning Costs <sup>(3)</sup>			\$475,000	\$475,000
Pedestrian and Bicycle Allocation <sup>(4)</sup>		\$6,898	\$509,015.76	\$515,913
Community Transit Service Article 4.5 Allocation <sup>(5)</sup>		\$13,519	\$997,671	\$1,011,190
<b>BALANCE AVAILABLE FOR APPORTIONMENT BY PCTPA</b>		\$324,462	\$23,944,101	<b>\$24,268,564</b>

Apportionment of FY 2020/2021 PCTPA LTF Revenue Estimate by Jurisdiction					
Jurisdiction	Population January 1, 2019	Percent (%)	FY 2020/21 Allocation Subtotal	FY 2019/20 Carryover Apportionment <sup>(6)</sup>	Revenue Apportionment
<b>PLACER COUNTY</b>	104,526	27.15%	\$6,499,937	\$88,079	\$6,588,016
<b>AUBURN</b>	14,392	3.74%	\$894,965	\$12,128	\$907,092
<b>COLFAX</b>	2,073	0.54%	\$128,909	\$1,747	\$130,656
<b>LINCOLN</b>	48,277	12.54%	\$3,002,099	\$40,681	\$3,042,780
<b>LOOMIS</b>	6,887	1.79%	\$428,267	\$5,803	\$434,071
<b>ROCKLIN</b>	69,249	17.98%	\$4,306,241	\$58,353	\$4,364,594
<b>ROSEVILLE</b>	139,643	36.27%	\$8,683,683	\$117,671	\$8,801,354
<b>TOTAL</b>	<b>385,047</b>	<b>100.00%</b>	<b>\$23,944,101</b>	<b>\$324,462</b>	<b>\$24,268,564</b>

Apportionment of FY 2020/2021 PCTPA LTF Revenue Estimate Available to Claimant			
Jurisdiction	Revenue Apportionment	Planning Contribution <sup>(7)</sup>	Available to Claimant
<b>PLACER COUNTY</b>	\$6,588,016	(\$263,521)	\$6,324,496
<b>AUBURN</b>	\$907,092	(\$36,284)	\$870,809
<b>COLFAX</b>	\$130,656	(\$5,226)	\$125,430
<b>LINCOLN</b>	\$3,042,780	(\$121,711)	\$2,921,069
<b>LOOMIS</b>	\$434,071	(\$17,363)	\$416,708
<b>ROCKLIN</b>	\$4,364,594	(\$174,584)	\$4,190,010
<b>ROSEVILLE</b>	\$8,801,354	(\$352,054)	\$8,449,300
<b>TOTAL</b>	<b>\$24,268,564</b>	<b>(\$970,743)</b>	<b>\$23,297,821</b>

**NOTES:**

- 1) FY 2019/2020 LTF balance based on February 3, 2020 Preliminary LTF Fund Estimate provided by the Placer County Auditor.
- 2) Tahoe Regional Planning Agency receives funds proportional to its population within Placer County (see box below).
- 3) Apportioned per Section 7.1 PCTPA Rules & Bylaws for FY 2020/2021 Preliminary Overall Work Program and Budget, February 26, 2020.
- 4) Pedestrian and Bicycle Allocation is 2% of the remaining apportionment, per PCTPA Board direction.
- 5) Community Transit Service Article 4.5 allocation is up to 5% of the remaining apportionment, per PCTPA Board direction.  
FY 2020/2021 Article 4.5 allocation is set at 4%.
- 6) FY 2019/20 carryover apportionment (see next page) uses May 2019 DOF population estimates.
- 7) PCTPA receives 4% of apportionment for regional planning purposes and implementation of FAST-Act planning requirements.

January 1, 2019 DOF Population Estimates <sup>1</sup>		
TRPA Population <sup>2</sup>	11,644	2.9353%
PCTPA Population	385,047	97.0647%
<b>TOTAL</b>	<b>396,691</b>	<b>100.00%</b>

Sources:

1. Table E-1: City/County Population Estimates January 1, 2018 to January 1, 2019, DOF, May 1, 2019.
2. Western Slope and Tahoe Basin for Placer County as of January 1, 2019, DOF, May 15, 2019.

**Calculation of FY 2019/20 PCTPA LTF Carryover  
Using 2019 Population - Western Slope**

Amount of FY 2019/2020 Carryover: **\$324,462**

<b>POPULATION</b>			
<b>JURISDICTION</b>	<b>January 1, 2019</b>	<b>PERCENT</b>	<b>ALLOCATION</b>
<b>PLACER COUNTY</b>	104,526	27.15%	\$88,079
<b>AUBURN</b>	14,392	3.74%	\$12,128
<b>COLFAX</b>	2,073	0.54%	\$1,747
<b>LINCOLN</b>	48,277	12.54%	\$40,681
<b>LOOMIS</b>	6,887	1.79%	\$5,803
<b>ROCKLIN</b>	69,249	17.98%	\$58,353
<b>ROSEVILLE</b>	139,643	36.27%	\$117,671
<b>TOTAL</b>	<b>385,047</b>	<b>100.00%</b>	<b>\$324,462</b>

**Sources:**

1. Table E-1: City/County Population Estimates January 1, 2018 to January 1, 2019, DOF, May 1, 2019.
2. FY 2019/2020 LTF balance based on February 3, 2020 Preliminary LTF Fund Estimate provided by the Placer County Auditor.

**PLACER COUNTY TRANSPORTATION PLANNING AGENCY  
 FY 2020/21 STATE TRANSIT ASSISTANCE (STA) FUND PRELIMINARY ALLOCATION ESTIMATE  
 (EXCLUDING TAHOE BASIN)  
 February 2020**

PUC 99313 Allocation	\$2,704,060
PUC 99314 Allocation	\$388,051
Total STA Allocation <sup>(1)</sup>	\$3,092,111

4 Percent Allocation of PUC 99313 to WPCTSA<sup>(2)</sup>      \$108,162

Total PUC 99313 Allocation Available to Jurisdictions      \$2,595,898

**FY 2020/2021 Jurisdiction PUC Section 99313 STA Fund Allocation**

Jurisdiction	January 2019 Population <sup>(3)</sup>	PUC 99313 Population Percentage	PUC 99313 Population Allocation
Placer County	104,526	27.15%	\$704,690
Auburn	14,392	3.74%	\$97,028
Colfax	2,073	0.54%	\$13,976
Lincoln	48,277	12.54%	\$325,472
Loomis	6,887	1.79%	\$46,431
Rocklin	69,249	17.98%	\$466,861
Roseville	139,643	36.27%	\$941,441
<b>TOTAL</b>	<b>385,047</b>	<b>100.00%</b>	<b>\$2,595,898</b>

Notes: (1) 2020/2021 State Transit Assistance Allocation Revised Estimate, California State Controller Division of Accounting and Reporting, January 31, 2020.

(2) 4% of unencumbered PUC 99313 Allocation is allocated to WPCTSA.

(3) Table E-1: City/County Population Estimates January 1, 2018 to January 1, 2019, DOF, May 1, 2019.

PUC = Public Utilities Code

**FY 2020/2021 Jurisdiction PUC 99314 STA Final Fund Allocation**

Jurisdiction	PUC 99314 Fare Revenue Basis <sup>(4)</sup>	PUC 99314 Fare Revenue Percentage	PUC 99314 Fare Revenue Allocation	Total Jurisdiction Allocation
Placer County	\$4,593,182	78.4%	\$304,245	\$1,008,935
Auburn	\$21,850	0.4%	\$1,447	\$98,475
Colfax	\$0	0.0%	\$0	\$13,976
Lincoln	\$0	0.0%	\$0	\$325,472
Loomis	\$0	0.0%	\$0	\$46,431
Rocklin	\$0	0.0%	\$0	\$466,861
Roseville	\$1,243,374	21.2%	\$82,359	\$1,023,800
<b>TOTAL</b>	<b>\$5,858,406</b>	<b>100.0%</b>	<b>\$388,051</b>	<b>\$2,983,949</b>

Notes: (4) 2019/2020 State Transit Assistance Allocation Revised Estimate, California State Controller Division of Accounting and Reporting, August 1, 2019.

<b>January 1, 2019 DOF Population Estimates<sup>1</sup></b>		
TRPA Population <sup>2</sup>	11,644	2.9353%
PCTPA Population	385,047	97.0647%
<b>TOTAL</b>	<b>396,691</b>	<b>100.00%</b>

Sources:

1. Table E-1: City/County Population Estimates January 1, 2018 to January 1, 2019, DOF, May 1, 2019.

2. Western Slope and Tahoe Basin for Placer County as of January 1, 2019, DOF, May 15, 2019.

**PLACER COUNTY TRANSPORTATION PLANNING AGENCY  
 FY 2020/2021 STATE OF GOOD REPAIR (SGR) PRELIMINARY ALLOCATION ESTIMATE  
 (EXCLUDING TAHOE BASIN)  
 February 2020**

PUC 99313 Allocation	\$432,593
PUC 99314.8 Allocation	\$62,081
Total SGR Allocation <sup>(1)</sup>	\$494,674

4 Percent Allocation of PUC 99313 to WPCTSA      \$0

Total PUC 99313 Allocation Available to Jurisdictions      \$432,593

**FY 2020/2021 Jurisdiction PUC Section 99313 SGR Fund Allocation**

Jurisdiction	January 2019 Population <sup>(2)</sup>	PUC 99313 Population Percentage	PUC 99313 Population Allocation	PUC 99313 FY 2018/19 Adjustment <sup>(3)</sup>	PUC 99313 Jurisdiction Allocation	Reallocation to Transit Operator <sup>(4)</sup>	PUC 99313 Total Allocation
Placer County	104,526	27.15%	\$117,433	\$82	\$117,515	\$142,204	\$259,719
Auburn	14,392	3.74%	\$16,169	\$12	\$16,181	\$0	\$16,181
Colfax	2,073	0.54%	\$2,329	\$2	\$2,331	(\$2,331)	\$0
Lincoln	48,277	12.54%	\$54,238	\$39	\$54,277	(\$54,277)	\$0
Loomis	6,887	1.79%	\$7,737	\$5	\$7,743	(\$7,743)	\$0
Rocklin	69,249	17.98%	\$77,800	\$53	\$77,853	(\$77,853)	\$0
Roseville	139,643	36.27%	\$156,886	\$110	\$156,996	\$0	\$156,996
<b>TOTAL</b>	<b>385,047</b>	<b>100.00%</b>	<b>\$432,593</b>	<b>\$302</b>	<b>\$432,895</b>	<b>\$0</b>	<b>\$432,895</b>

Notes: (1) 2020/2021 State of Good Repair Revised Allocation Estimate, California State Controller Division of Accounting and Reporting, January 31, 2020.

(2) Table E-1: City/County Population Estimates January 1, 2018 to January 1, 2019, DOF, May 1, 2019.

PUC = Public Utilities Code

**FY 2020/2021 Jurisdiction PUC Section 99314 SGR Fund Allocation**

Jurisdiction	PUC 99314 Fare Revenue Basis <sup>(5)</sup>	PUC 99314 Fare Revenue Percentage	PUC 99314 Fare Revenue Allocation	PUC 99314 FY 2018/2019 Adjustment <sup>(6)</sup>	PUC 99314 Total Allocation	Total Jurisdiction Allocation
Placer County	\$4,593,182	78.4%	\$48,674	\$64	\$48,737	<b>\$308,456</b>
Auburn	\$21,850	0.4%	\$232	\$1	\$232	<b>\$16,413</b>
Colfax	\$0	0.0%	\$0	\$0	\$0	<b>\$0</b>
Lincoln	\$0	0.0%	\$0	\$0	\$0	<b>\$0</b>
Loomis	\$0	0.0%	\$0	\$0	\$0	<b>\$0</b>
Rocklin	\$0	0.0%	\$0	\$0	\$0	<b>\$0</b>
Roseville	\$1,243,374	21.2%	\$13,176	\$13	\$13,189	<b>\$170,185</b>
<b>TOTAL</b>	<b>\$5,858,406</b>	<b>100.0%</b>	<b>\$62,081</b>	<b>\$78</b>	<b>\$62,159</b>	<b>\$495,054</b>

Notes: (5) 2020/2021 State of Good Repair Allocation Estimate, California State Controller Division of Accounting and Reporting, January 31, 2020.

(6) Adjustments to reconcile difference in FY 2018/19 PUC 99314 4th Quarter payment to adopted estimates, September 6, 2019.



## ***MEMORANDUM***

**TO:** PCTPA Board of Directors

**DATE:** February 26, 2020

**FROM:** Mike Luken, Executive Director

**SUBJECT:** FEDERAL LEGISLATIVE PROGRAM FOR 2020

### **ACTION REQUESTED**

- 1) Adopt the Federal Legislative Program for 2020 as shown in this report.
- 2) Direct staff and federal advocates to represent these positions, including travel to Washington DC.

### **BACKGROUND**

Federal transportation bills fund a number of transportation programs here in California and in Placer County, including Congestion Mitigation and Air Quality (CMAQ), Regional Surface Transportation Block Grant Program (RSTBGP), and funding for maintaining and addressing safety on the State and Federal highway system.

Fixing America's Surface Transportation Act, or the FAST Act, was signed into law in 2015 and reauthorized federal surface transportation programs through September 30, 2020. For the first time ever, the law also included a program specifically for passenger rail, although it did not have identified revenues and must be appropriated annually. However, rail notwithstanding, the five-year FAST Act was fully funded, but it uses six years' worth of revenues to achieve that. Ultimately, that expenditure of future funds will need to be addressed in the next reauthorization.

On July 30, 2019, as the first step in the reauthorization process, the Senate Environment and Public Works Committee (EPW) approved, on a bipartisan basis, S. 2302, "America's Transportation Infrastructure Act of 2019," its section of the FAST Act reauthorization bill. The legislation authorizes \$287 billion over five fiscal years, including \$259 billion for formula programs to maintain and repair roads and bridges. The total represents an increase of over 27 percent from FAST Act levels. The bill also includes provisions to improve road safety, streamline project delivery, protect the environment and grow the economy. The House companion bill from the Transportation and Infrastructure Committee (T&I) is expected to be unveiled in early spring. Other Senate and House committees also need to act, most notably the Senate Finance and House Ways and Means Committees to provide funding for the bill in a way to protect the future solvency of the Highway Trust Fund (HTF). The current strain on the HTF is to a large extent a result of the fact that the Federal gas tax is not indexed for inflation and has not be increased since 1993.

### **DISCUSSION**

#### ***Mega Infrastructure Bill***

Although 2020 action on a mega infrastructure bill is unclear at this time, President Trump would like to do a bill in the spring but is publicly saying after the election. The United States DOT wants to do a bill in the spring; same with House Democrats; Senate Republicans are silent, EPW Chairman Barrasso is standing behind his proposal that has not been released; Senate Democrats are

also silent standing behind their \$10 trillion January 2019 proposal; and House Republicans are waiting on a cue from the White House.

In November, T&I Committee Chairman DeFazio briefed the Democratic Caucus on his outline for an infrastructure package. The broad package of spending priorities includes highways, transit, airports, water, clean water, dredging and other infrastructure priorities. No price tag or specific details were released. To direct our input in the crafting of a new infrastructure program, staff recommends the Board adoption of a Federal Legislative Program as shown below.

### ***Congressionally-Directed Funding***

One key policy that may gain traction for discussion again is the reintroduction of Congressionally-directed funding to specific critical transportation projects, much like the funding that was directed to fix the I-80 Bottleneck in 2006. As the Board is aware, that Federal funding was used to leverage State and local funds to not only fix the I-80 Bottleneck, but also for improvements to the I-80/Eureka Road Interchange and Phase 1 of the I-80/SR 65 Interchange project. Given this history, Congressionally-directed funding provides a viable opportunity for Placer priorities. For example, recently the U.S. Department of Transportation announced a Request for Information from the public and stakeholders on rural transportation needs and opportunities as part of a newly proposed Rural Opportunities to Use Transportation for Economic Success (ROUTES) Initiative. We are currently assessing the Initiative, in conjunction with our neighboring jurisdictions and SACOG, to ensure that it provides funding opportunities that support PCTPA's critical transportation needs.

### ***Funding Policies***

Funding policies that maximize funding available to states for highway programs that include local selection of project priorities, as exemplified by the CMAQ and RSTBGP programs, would provide another critical opportunity for leveraging funds. Overall staff recommends the following policy framework:

- Support efforts to ensure the continued solvency and integrity of the Highway Trust Fund;
- Support various congressional funding opportunities, including, but not limited to, the FAST Act reauthorization bill, a mega infrastructure bill, and the annual appropriations process, for critical infrastructure projects to enhance economic opportunity and quality of life;
- Seek relief from Federal regulations on projects to improve the highway system that do not have Federal funding support; and,
- Balance road maintenance and accessibility needs by supporting greater flexibility in the definition of structural and non-structural improvements in triggering American with Disabilities (ADA) improvements.

### ***Priority Projects***

The program continues the Board's longstanding focus on the highest priority projects for transportation, including:

Road Projects

- I-80/SR 65 Interchange Phases 2 and 3
- Highway 65 Widening
- I-80 Auxiliary Lanes
- Placer Parkway Phases 2-4 (Foothills Blvd to Highway 99/70)
- Baseline/Riego Road from Foothills Blvd to Highway 99/70

Rail/Transit/Other Projects

- Roseville – Sacramento Third Track Project
- Explore Federal grant opportunities for transit and alternative transportation

***Federal Discretionary Program***

In the past, PCTPA has aggressively pursued discretionary funding from programs authorized in the FAST Act and relevant appropriations bill, including Fostering Advancements in Shipping and Transportation for the Long-term Achievement of National Efficiencies (FASTLANE) program, which was replaced by the Infrastructure for Rebuilding America (INFRA) program. PCTPA has also considered the Better Utilizing Investments to Leverage Development (BUILD) program, which replaced the Transportation Investment Generating Economic Recovery (TIGER) Grant Program.

Because there is so little money available in these programs and the need is so great, only about 1-3% of the applications nationally are funded. Previous applications submitted by Placer County for Placer Parkway and by the City of Roseville for Washington/Andorra were unsuccessful. However, staff recommends that we continue to monitor opportunities for funding in discretionary programs for priority projects and submit applications as appropriate.

***Local Projects***

Member jurisdictions often have more localized transportation priorities that would benefit from PCTPA's assistance in Federal advocacy, such as obtaining Federal approvals or supporting funding requests. Staff recommends the Board support transportation projects from member jurisdictions.

***Advocacy***

Staff recommends these positions be forwarded to Sante Esposito of Key Advocates to represent the Agency's interests in Washington DC. Staff further recommends Board Chair Tiffany Burruss or another Board designee represent these positions in Washington DC as part of the Sacramento Chamber of Commerce's annual Cap to Cap advocacy program April 25-April 29. Staff also recommends that PCTPA continue holding a small sponsored reception in Washington, DC, this year during Cap to Cap. PCTPA hosted such an event the last two years which was highly successful.

## **Draft Federal Legislative Program for 2020**

### Policy

- Support the reintroduction of Congressionally directed funding towards critical infrastructure projects to enhance economic opportunity and quality of life;
- Advocate for the appropriation of funding for intercity passenger rail as authorized in the FAST Act;
- Seek relief from Federal regulations on projects to improve the highway system that do not have Federal funding support;
- Balance road maintenance and accessibility needs by supporting greater flexibility in the definition of structural and non-structural improvements in triggering Americans with Disabilities Act (ADA) improvements.

### Projects / Appropriations

- Actively and strategically pursue Federal funding opportunities in the reauthorization of the FAST Act including the Infrastructure for Rebuilding America (INFRA) and Better Utilizing Investments to Leverage Development (BUILD) and other grant programs; a mega infrastructure bill, the FY21 appropriations process, and Congressionally directed funding for the following priority projects:
  - I-80/SR 65 Interchange Improvements
  - Highway 65 Widening
  - I-80 Auxiliary Lanes
  - Placer Parkway
  - Roseville – Sacramento Third Track Rail Project
  - Baseline/Riego Road Widening
- Investigate the potential use of the Transportation Infrastructure Finance and Innovation Act (TIFIA) loan program to jump-start construction of priority projects, including the Placer Parkway and Baseline/Riego Road;
- Explore opportunities for Federal grants to fund various transportation priorities, including transit and bikeways;
- Support member jurisdiction efforts to obtain Federal funding and/or approvals for local transportation priorities.
- Explore renewal of strategic relationship with Washoe County and Northern Nevada for projects along Interstate 80, Highway 65, Tahoe Area Roads and rail service.
- Support Northern California Megaregional efforts and partnerships through SACOG and CCJPA.
- Work closely with Placer SACOG Representatives and the Placer Federal Delegation to initiate field visits by US Department of Transportation representatives to Placer County.



## ***MEMORANDUM***

**TO:** PCTPA Board of Directors

**DATE:** February 26, 2020

**FROM:** Mike Luken, Executive Director

**SUBJECT:** STATE LEGISLATIVE PROGRAM FOR 2020

### **ACTION REQUESTED**

- 1) Adopt the State Legislative Program for 2020 as shown in this report.
- 2) Direct staff and State Advocate to represent these positions with electeds and agencies in Sacramento.

### **BACKGROUND**

The Legislature will convene the second year of the 2019-2020 legislative session on January 6, 2020, which will continue through August 2020. Staff is following all relevant bill introductions and over the coming months will bring recommended bill positions for the board to consider adopting based the approved 2020 State and Federal Legislative Platform. Additionally, active bills introduced in 2019 where Board already adopted positions, will continue to be monitored.

January 24, 2020 is the last day to submit bill requests to the Office of Legislative Counsel and February 21, 2020 is the last day for bills to be introduced.

### **2020 STATE LEGISLATIVE PROGRAM**

With the success in 2019 of the pursuit of the expansion of legislative authority to develop a sub-county level transportation sales tax district through the passage of AB 1413 (Gloria) and the enactment of the bill upon the Governor's approval, staff has determined the 2020 State Legislative Platform requires only slight modifications from 2019 as shown below.

Staff also intends to monitor potential adjustments to SB 1, with an emphasis on the ongoing development of competitive and formulaic SB 1 program grant guidelines.

### **DISCUSSION**

The draft State Legislative Program for 2020, as shown below, continues many of the longstanding directives of the Board.

Staff recommends the Board continue its longstanding support for expanded use of locally controlled funding approaches, maximizing discretionary funding opportunities, and streamlining project delivery, while opposing proposals that would inequitably increase burdens on local and regional agencies as outlined in the State Legislative Program for 2020.

The board in 2019 authorized the provision of assistance to the City of Lincoln for legislative authority for the relinquishment of a portion of State Route 193. This was accomplished and it is anticipated that Caltrans will now proceed to the Commission with the relinquishment request. Staff recommends monitoring this in the event the City of Lincoln may require assistance.

Staff may also participate in the Sacramento Metro Chamber's State Legislative Day at the Capitol which was cancelled last year but may be reinstated to forward these priorities being considered by the Board.

PCTPA Staff is also working closely with the SACOG representatives for all Placer jurisdictions to urge Placer's state delegation to advance PCTPA and its member agencies transportation priorities.

## **Draft State Legislative Program for 2020**

- The California Department of Tax and Fee Administration (CDTFA) has some minor cleanup language to AB1413 they wish to have the Legislature to make. Staff is strongly recommending that Assemblyman Gloria delay this cleanup procedure until 2021 during a non-election year;
- Support proposals to further improve Caltrans efficiencies and streamlining project delivery, including:
  - California Environmental Quality Act (CEQA) exemptions for work in existing right of way;
  - Permanent acceptance of Federal delegations of environmental review authority;
  - Early identification of project environmental mitigations; and
  - Expansion of innovative procurement methods, such as combining design and construction management in a single contract.
- Continue to support implementation of SB 1 to fund critical transportation infrastructure and the principles it contains, including:
  - Completing the Placer-Sacramento Gateway Plan and Placer-Sacramento Action Plan to enable PCTPA and its partners to continue to apply for the SB 1 Solution for Congested Corridors Program
  - Monitor potential modification of the Alternative Transportation Program and other SB1 programs to give Placer the best potential source of funding for its projects.
  - Focus on maintaining and rehabilitating the current system;
  - Dedicated funding for high-priority goods movement projects;
  - Equal split between state and local projects;
  - Leverage for local transportation sales tax programs, including incentives for passage of new measures;
  - Strong accountability requirements to protect taxpayer investment; and  
Reliable annual funding levels.
- Support SACOG's Green Means Go program for funding VMT reducing infrastructure in the region
- Oppose restricting the use of LTF funding to funding only public transit
- Support modification of fare box return ratio that provides greater flexibility for Placer transit systems.
- Oppose other legislation that reduces or eliminates transportation revenues for transportation purposes.
- Support expanded use of creative funding mechanisms to expedite projects and minimize public costs;
- Promote the use of Cap and Trade funding for pavement maintenance that improves vehicle efficiency and reduce greenhouse gases;

- Support incentives and matching funds for counties to pass new transportation funding programs, such as local option transportation sales taxes;
- Support the establishment of a 55% majority threshold for the passage of a local option transportation sales tax; and
- Support efforts to increase amount, flexibility, and local control for use of transportation funds while reducing the redundancies, conflicting directives, and expansion of environmental reviews by regulatory agencies.



## ***MEMORANDUM***

**TO:** PCTPA Board of Directors **DATE:** February 26, 2020

**FROM:** Luke McNeel-Caird, Deputy Executive Director  
Mike Luken, Executive Director

**SUBJECT:** PRELIMINARY DRAFT FY 2020/21 OVERALL WORK PROGRAM (OWP)  
AND BUDGET

### **ACTION REQUESTED**

Authorize the Executive Director to submit the attached preliminary draft FY 2020/21 Overall Work Program (OWP) and Budget to Caltrans.

### **BACKGROUND**

Each Regional Transportation Planning Agency (RTPA) must submit a draft OWP to Caltrans no later than March 1 of each year.

The OWP should provide a description of the activities to be undertaken by the agency in the coming year, along with detailed budget information. The attached draft OWP and Budget has been developed in compliance with these requirements and has been reviewed by the Technical Advisory Committee and Caltrans staff. The draft will undergo continued refinement, as staff receives comments from the Board, Caltrans, and jurisdictions, and as information on grant awards and state budget allocations becomes available. A final FY 2020/21 OWP will be presented for Board approval at your May meeting.

### **DISCUSSION**

#### ***Work Program***

The FY 2020/21 work program reflects a continued focus on pre-construction project implementation activities in Work Elements (WE) 40 through 47, with the following six projects planned to start construction in the next three years if construction funding is secured through a local revenue source:

- Highway 65 Widening Phase 1 (WE 42) and I-80 Auxiliary Lanes (WE 43) are both currently in 95 percent design and construction on both projects could begin in 2021
- Placer Parkway Phase 1 (WE 40) design is being completed by the County of Placer and construction could start in 2022
- Riego Road/Baseline Road Widening (WE 47) from State Route 99 in Sutter County to Foothills Boulevard in Placer County (12 miles) is starting the Project Study Report and has an aggressive schedule to start construction in 2022
- State Route 49 Sidewalk Gap Closure (WE 44) is currently starting design, construction is fully funded through a state grant, and construction is anticipated to start in 2022
- I-80/SR 65 Interchange Phase 2 (WE 41) already has both state and federal environmental clearance, and could start design in 2020 and then start construction in 2023

**PCTPA Board of Directors**  
**PRELIMINARY DRAFT FY 2020/21 OWP and BUDGET**  
**February 2020**  
**Page 2**

Staff will also be working with our partners at Caltrans to close out the Phase 1 construction of the I-80/SR 65 Interchange Improvements project (WE 41), which was completed four months ahead of schedule in September 2019 and under the \$50 million budget.

Meanwhile, the Regional Transportation Funding Strategy (WE 60) will wind down leading up to late May 2020, and education to generate a locally-controlled long-range transportation funding for the construction of the above and other projects will be completed through the Regional Transportation Funding Program (WE 61). Expenditures include outreach, supported by efforts under Intergovernmental Coordination (WE 12), Intergovernmental Advocacy (WE 13), and Communications and Outreach (WE 14).

With the completion of the Placer-Sacramento Gateway Plan (WE 45) by June 2020, staff will transition to the Placer-Sacramento Action Plan (WE 46) to identify multimodal projects of statewide significance among the 14 participating agencies for Cycle 3 of Senate Bill 1 competitive funding grants in 2022.

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 as in FY 2019/20 with 7.0 full time equivalent staff.

***Budget***

Staff is pleased to again provide the Board with a balanced budget of \$5,016,210, which is a 24% decrease from FY 2019/20 with the completion of the I-80/SR 65 Interchange Phase 1 and the Placer-Sacramento Gateway Plan. The Agency's \$730,000 contingency fund remains intact.

The FY 2020/21 budget includes approximately 59.6% (\$2,989,014) of reimbursed work and grants, such as SPRTA administration, CTSA administration, Highway 65 Widening, I-80 Auxiliary Lanes, Highway 49 Sidewalks, Riego/Baseline Road Widening, building management, and Freeway Service Patrol.

LM:ML:ss  
Attachment

**TO:** PCTPA Board of Directors

**DATE:** February 26, 2020

**FROM:** Kathleen Hanley, Assistant Planner

**SUBJECT:** CONGESTION MITIGATION AND AIR QUALITY (CMAQ) PROJECT FUNDING RECOMMENDATIONS

**ACTION REQUESTED**

1. Approve the list of transportation and air quality improvement projects shown in Attachment 1 for funding under the federal Congestion Mitigation and Air Quality (CMAQ) program.
2. Direct staff to work with local agencies and SACOG to program these projects in the Metropolitan Transportation Improvement Plan (MTIP).

**BACKGROUND**

CMAQ funding was first introduced in 1991 with the federal Intermodal Surface Transportation Efficiency Act (ISTEA) and has been included in subsequent federal surface transportation bills, including the most recent Fixing America's Surface Transportation (FAST) Act authorized in December 2015. The purpose of the CMAQ Program is to fund transportation projects or programs that will contribute to attainment or maintenance of the National Ambient Air Quality Standards (NAAQS) for ozone, carbon monoxide, and particulate matter.

In December 2019, the PCTPA Board approved guidelines for the FY 2023-2025 CMAQ funding round that directs 25% of estimated funding to discretionary regional projects and directs the remaining funds be distributed on a competitive bases with 'fair share' targets for each member jurisdiction. PCTPA staff issued a call for projects in December 2019 to member jurisdictions and applications were received in January 2020.

**DISCUSSION**

For the FY 2023-2025 CMAQ funding round, \$11,320,717 in funding is available. Projects submitted for CMAQ funding in the current round are shown in Attachment 1. All were deemed eligible and are recommended for Board approval. The TAC has reviewed this list and concurs with this recommendation.

KH:LM:ML:ss

**Placer County Transportation Planning Agency  
FY 2023-2025 CMAQ Program  
February 2020**

<b>Summary of 2023-25 CMAQ Applications</b>						
<b>Project Sponsor</b>	<b>Project Description</b>	<b>Total Project Cost</b>	<b>Total CMAQ Funding Requested</b>	<b>Total Emission Reduction (kg/day)</b>	<b>CMAQ Cost Effectiveness (per lb)</b>	<b>Total Cost Effectiveness (per lb)</b>
SMAQD	Spare the Air - Sacramento Region Driving Reduction Program	\$ 677,736	\$ 146,600	71.08	\$ 0.18	\$ 0.13
PCTPA	Congestion Management Program	\$ 150,000	\$ 150,000	17.51	\$ 0.76	\$ 0.76
PCTPA	Freeway Service Patrol	\$ 1,530,000	\$ 333,579	5.73	\$ 15.53	\$ 71.22
Loomis	Downtown Signal Improvements (Taylor and King, King and Swetzer, Taylor and Horseshoe Bar)	\$ 780,000	\$ 150,887	0.77	\$ 17.22	\$ 89.04
Placer County	Bell Road and I-80 Roundabouts	\$ 6,800,000	\$ 2,290,049	1.30	\$ 153.99	\$ 457.25
PCTPA	South Placer County Transit Project	\$ 5,585,000	\$ 1,100,000	2.93	\$ 165.51	\$ 840.34
Roseville	Vernon Street and Folsom Road Roundabout	\$ 3,732,000	\$ 3,280,426	1.30	\$ 219.45	\$ 249.65
Rocklin	Rocklin Road at Pacific Street Roundabout	\$ 5,600,920	\$ 1,517,169	0.48	\$ 274.96	\$ 1,015.05
Lincoln	Lincoln Boulevard Streetscape Improvement Project Phase 3 (1st and 5th Streets Intersection Improvements)	\$ 2,602,200	\$ 836,694	0.10	\$ 762.49	\$ 2,371.41
PCTPA	Highway 49 Sidewalk Gap Closure Project	\$ 17,250,000	\$ 1,515,313	0.12	\$ 1,100.79	\$ 12,531.13
<b>CMAQ Applications Total</b>		<b>\$ 44,707,856</b>	<b>\$ 11,320,717</b>			
<b>CMAQ Allocation Total</b>			<b>\$ 11,320,717</b>			

**TO:** PCTPA Board of Directors **DATE:** February 26, 2020

**FROM:** Kathleen Hanley, Assistant Planner

**SUBJECT:** UNMET TRANSIT NEEDS REPORT AND FINDINGS FOR FY 2021

**ACTION REQUESTED**

Adopt Resolution No. 20-06 making the following findings and recommendations regarding the annual unmet transit needs analysis and recommendations as required by the Transportation Development Act (TDA):

1. There are no new unmet transit needs in FY 2020 that are reasonable to meet for implementation in FY 2021.
2. The Annual Unmet Transit Needs Report for Fiscal Year 2021 is accepted as complete.
3. PCTPA staff, in coordination with the Transit Operators Working Group, should review transportation network company and microtransit partnerships to determine whether there are any new examples beyond what was researched in the Short-Range Transit Plans that could improve transit service in Placer County.

**BACKGROUND**

As the Regional Transportation Planning Agency for Placer County, PCTPA is responsible for the administration of TDA funds. This responsibility includes the annual unmet transit needs process, which has four key components:

- Soliciting testimony on unmet transit needs that may exist in Placer County;
- Analyzing transit needs in accordance with adopted definitions of “unmet transit needs” and “reasonable to meet;” (Attachment 1, Appendices B and C)
- Consultation with the Social Services Transportation Advisory Council (SSTAC); and
- Adoption of a finding regarding unmet transit needs that may exist for implementation in the next fiscal year.

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

Last year, the PCTPA Board found that service between Lincoln and Rocklin for someone who is unable to ride fixed route buses is an unmet need that is reasonable to meet. The Cities of Lincoln and Rocklin and Placer County Transit are working together to implement this service change.

**DISCUSSION**

This year Placer County Transportation Planning Agency (PCTPA) received a record 347 Unmet Transit Needs comments through extensive online engagement, a workshop in Tahoe City, and a public hearing. There were three dominant trends in comments:

1. As in previous years, there were many comments requesting a service that already exists, reflecting a need for more public education around transit.
2. There were far more requests for inter-city and inter-county transit service than in previous years.
3. There were far more requests for non-work transit service than in previous years, including requests for service from south Placer to the Tahoe Basin, from south Placer to the airport, and evening service to downtown Sacramento.

PCTPA staff analyzed all public comments according to adopted PCTPA definitions and Short Range Transit Plan (SRTP) recommendations. This analysis is documented in the *Annual Unmet Transit Needs Report for Fiscal Year 2021* (Attachment 1). As a result of this analysis, staff found that there were no new unmet transit needs that are reasonable to meet.

PCTPA staff presented recommended findings for this year and the results of last year's recommendation to the Social Services Transportation Advisory Council (SSTAC) on January 6, 2020. The SSTAC concurred with staff recommendation and added a recommendation that PCTPA staff review microtransit and transportation network company pilot projects and monitor their applicability to Placer County. The Short-Range Transit Plans adopted in 2018 looked into these developing technologies extensively, so PCTPA staff's work would focus on new local initiatives, such as the Sacramento Regional Transit Smart Ride and West Sacramento Via services.

PCTPA staff presented the SSTAC's recommended finding at the February 11<sup>th</sup> Technical Advisory Committee (TAC). The TAC concurred with the recommended finding.

KH:LM:ML:ss



**Placer County  
Transportation  
Planning Agency**

**DRAFT**

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# **Annual Unmet Transit Needs Report**

**For Fiscal Year 2021**



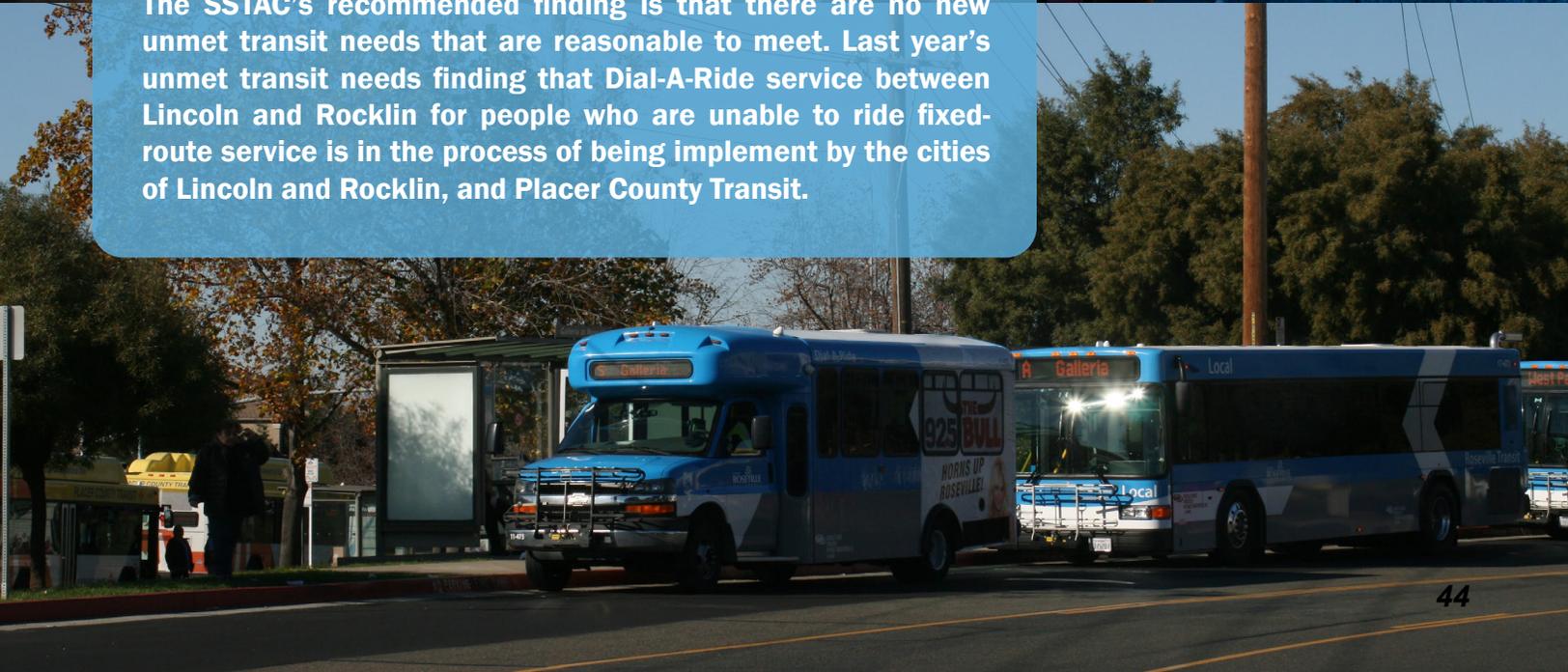
## EXECUTIVE SUMMARY

This year Placer County Transportation Planning Agency (PCTPA) received a record 347 Unmet Transit Needs comments through a workshop, a public hearing, and extensive online engagement. The comments represent nearly every part of Placer County and reflect the diversity of needs for transit across its communities.

There were three dominant trends in comments. First, as in previous years, there were many comments requesting a service that already exists, reflecting a need for more public education around transit. Second, there were far more requests for inter-city and inter-county transit service than in previous years. Third, there were many request for non-work transit service, including service from South Placer to the Tahoe Basin for recreation, service to the airport, and service to downtown Sacramento for evening and weekend events.

PCTPA staff analyzed these comments according to adopted Unmet Transit Needs definitions, and will present recommended findings to the Social Services Transportation Advisory Council (SSTAC), the Technical Advisory Committee (TAC), and the PCTPA Board of Directors.

The SSTAC's recommended finding is that there are no new unmet transit needs that are reasonable to meet. Last year's unmet transit needs finding that Dial-A-Ride service between Lincoln and Rocklin for people who are unable to ride fixed-route service is in the process of being implement by the cities of Lincoln and Rocklin, and Placer County Transit.



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# ABOUT UNMET TRANSIT NEEDS

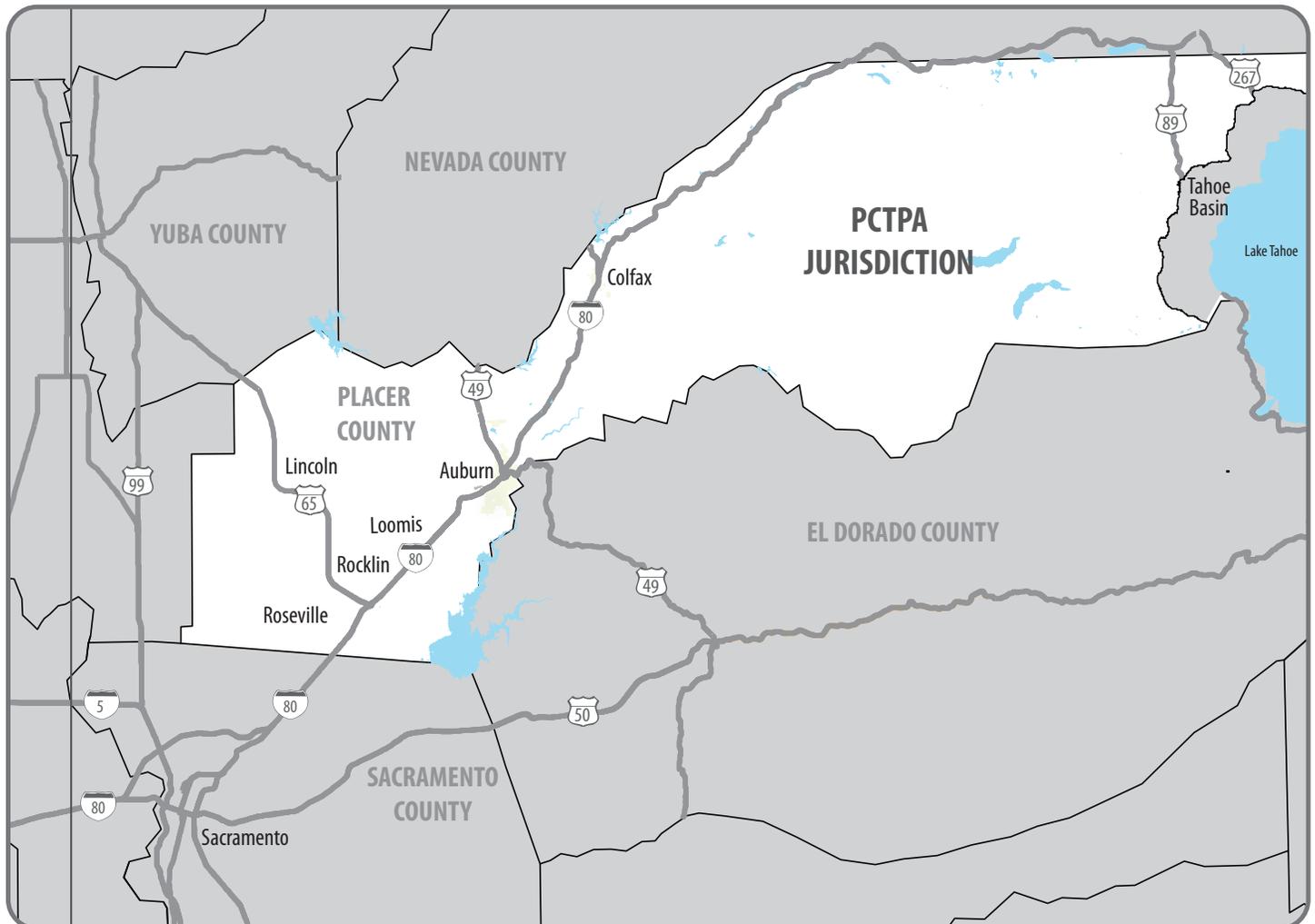
## About PCTPA

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

One of PCTPA's duties is to administer Transportation Development Act (TDA) funds, which includes the Local Transportation Fund (LTF). While public transit is the first priority for LTF funds, jurisdictions can spend it for other transportation purposes so long as there are no "unmet transit needs". To determine whether Placer County has any unmet transit needs—and therefore whether LTF can be spent on non-transit improvements—every year PCTPA collects and analyzes comments from the public on unmet transit needs.



## PCTPA Jurisdiction Map



## PCTPA UTN Definition

**“Unmet transit needs may include establishing, contracting for, or expanding public transportation, in addition to services or measures required to comply with the Americans with Disabilities Act. If, based on the adopted definition and criteria, any unmet transit needs are determined to be reasonable to meet by the PCTPA Board of Directors; they must be funded in the next fiscal year prior to any TDA funds being allocated for non-transit purposes.”**

Amended in 2014

## TDA and ADA Requirements

PCTPA defines an unmet transit need as “an expressed or identified need, which is not currently being met through the existing system of public transportation services, including needs required to comply with the requirements of the Americans with Disabilities Act.” This definition outlines the first requirement a request must meet: whether the transit service requested already exists.

In addition to describing an unmet need, a request must be “reasonable to meet”. In 2014, PCTPA adopted five criteria for determining what is “reasonable to meet”. First, the requested service must not cost more to implement than the amount of transit funding an operator has to spend. Second, the requested service must be able to meet the minimum required farebox recovery ratio, or the ratio of fare revenues to operating costs. These first two criteria ensure the requested service could be implemented cost-effectively. Third, there must be community support for the requested service, including support from community groups and leaders, and evidence of that support. Fourth, the requested service must be consistent with the goals of the Regional Transportation Plan. Fifth, the request service must be consistent with goals and intent of the applicable Short Range Transit Plan(s). These final three criteria ensure there is general support for the requested service.

The Americans with Disabilities Act (ADA) requires that all public transit buses be accessible to individuals with disabilities and that transit authorities provide origin-to-destination paratransit services to individuals with disabilities within a three-quarter mile boundary around all fixed-route transit services. According to the PCTPA unmet transit needs definition, improvements that are necessary to meet ADA requirements are considered unmet transit needs that are reasonable to meet.

Using these definitions and criteria, PCTPA staff evaluate each public comment to determine whether the requested service is a) an unmet transit need and b) reasonable to meet. If it is determined that there is an unmet transit need that is reasonable to meet, state law dictates that LTF money must be used to meet that need before it can be used for non-transit services.

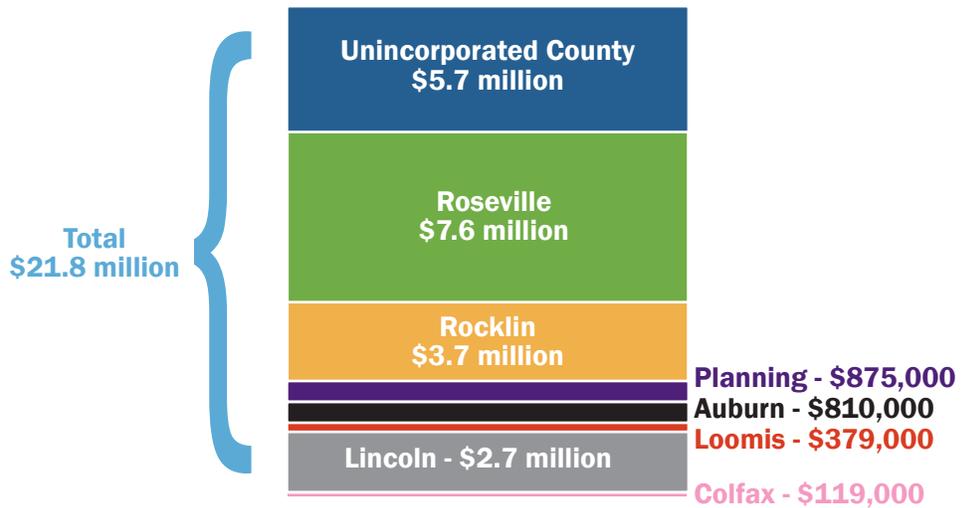


# ABOUT UNMET TRANSIT NEEDS

## Transit Funding

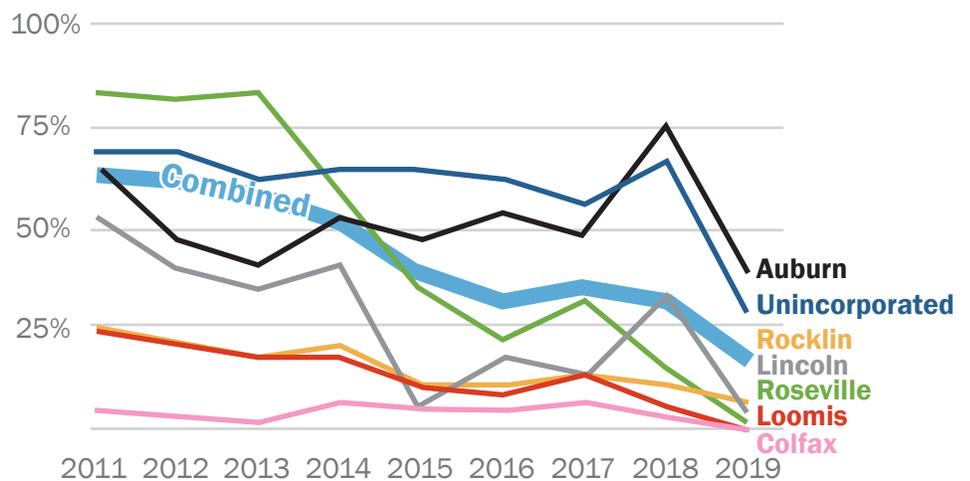
While the primary source of funds for public transit is the Transportation Development Act (TDA), transit operators in Placer County use a variety of federal, state and local funding sources. The TDA provides funding under two separate statewide programs: sales-tax-funded Local Transportation Fund (LTF) and the diesel-tax-funded State Transit Assistance (STA) fund. Because the Unmet Transit Needs process deals only with the use of LTF funds, an analysis of STA funds is not included in this report.

**FY 2019 LTF Allocation by Jurisdiction**

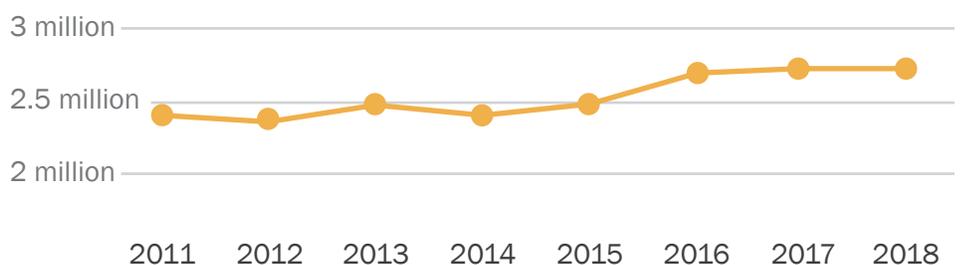


As shown in the stacked bar chart on the top left, Placer County received \$21.8 million dollars in LTF in fiscal year 2019. PCTPA uses a portion of the LTF to fund planning efforts, and the remainder is split among the jurisdictions according to population. Each jurisdiction may then choose to spend a portion of their LTF on non-transit projects, so long as there are no unmet transit needs that are reasonable to meet. Exactly how much is spent on streets and roads rather than transit is up to the jurisdictions, and the proportions vary year-to-year depending on estimated costs, availability of other funding sources, and local spending priorities. The line graph on the middle right shows that over the past several years, jurisdictions have tended to spend less of these transit funds on transit purposes. Countywide, just 16% of LTF funds were spent on transit in fiscal year 2019. Despite this decrease in LTF spent on transit, the amount of service miles has increased, as seen in the line graph on the bottom right.

**% of LTF Spent on Transit Annually**



**Annual Miles of Transit Service in Placer County**

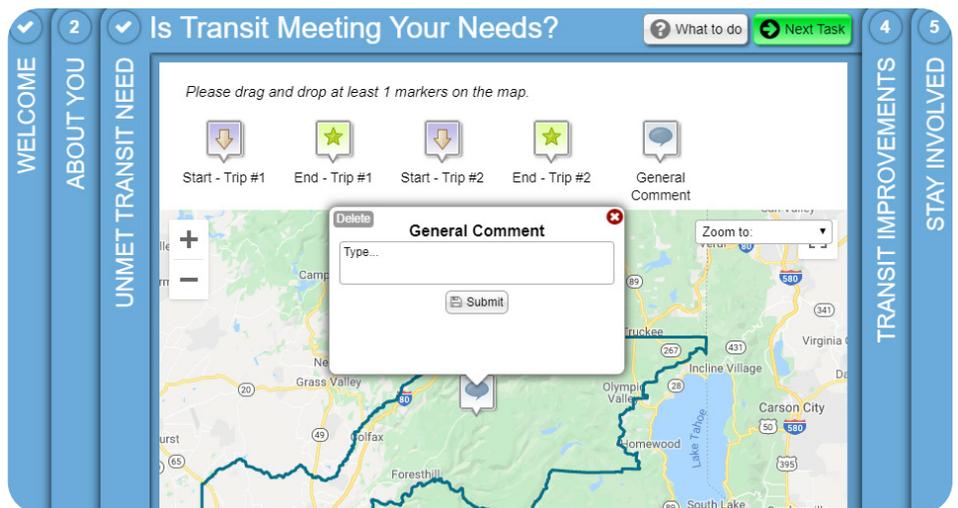
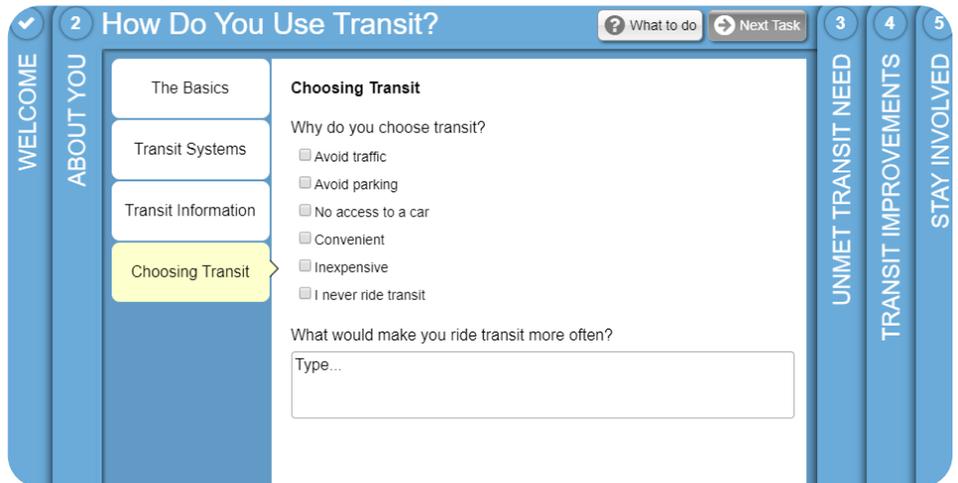


Measured in vehicle revenue miles and includes TART service, some of which is outside PCTPA's jurisdiction. Source: State Controller's Office Transit Operator Data

## Outreach Process

Due to the success of online surveys in last year's Unmet Transit Needs outreach, PCTPA staff focused efforts on creating an engaging and easy-to-use online survey to collect comments this year. While there was still one in-person workshop in Tahoe City, the vast majority of comments came through the online survey. As a result of this outreach, PCTPA received 346 comments. Of those, 42 comments did not include any kind of transit request and 24 comments involved transit service outside of PCTPA's jurisdiction.

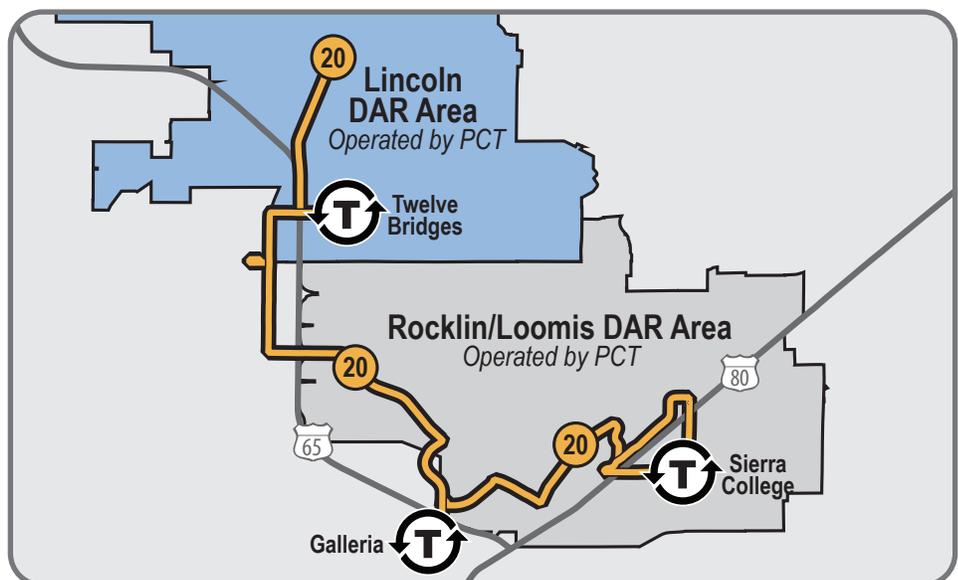
These comments were analyzed by PCTPA staff and reviewed by the Social Services Transportation Advisory Council (SSTAC), as required by the TDA. At their January 6th meeting, the SSTAC found that there were no new unmet transit needs that were reasonable to meet and requested that staff look further into transportation network companies and microtransit to improve transit service in the county.



## Status of Last Year's Recommendations

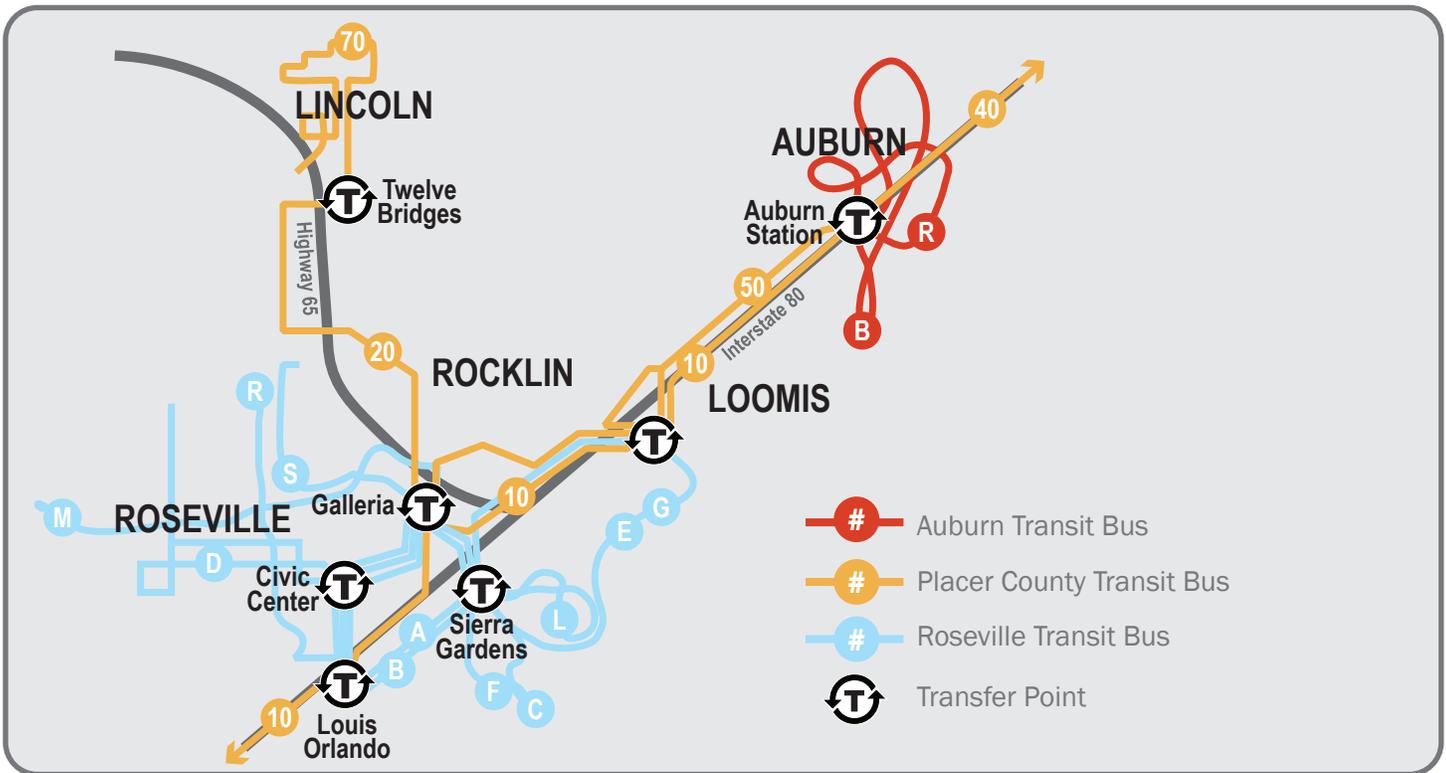
Last year's Unmet Transit Needs Finding determined that providing Dial-A-Ride service between Lincoln and Rocklin for those who cannot ride fixed-route service was an unmet transit need that was reasonable to meet. The Cities of Lincoln and Rocklin and Placer County Transit are working together to provide this service. ADA-eligible riders are expected to take Dial-A-Ride trips between the two cities beginning in early 2020.

Existing Service Between Lincoln and Rocklin



# EXISTING TRANSIT SERVICE

## Fixed Route Service in South Placer County



### Operator Websites

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

### Transit Operators

Placer County is served by 6 transit operators: Roseville Transit, Placer County Transit (PCT), Auburn Transit, Tahoe Truckee Area Regional Transit (TART), Western Placer Consolidated Transportation Services Agency (WPCTSA), and Capitol Corridor. While this section aims to summarize the types of transit services offered in Placer County and the ridership on those service, more detailed route and service information can be found on the operators websites which are listed to the left.

### Transit Planning

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

The SRTPs were updated in 2018 and are in the process of being adopted by Placer County's jurisdictions. These documents are the best source for comprehensive transit analysis and they are available for download at [pctpa.net](http://pctpa.net). There are also two transit studies referenced in the responses to comments: the Rocklin Community Transit Study (2015) and the Placer County Rural Transit Study (2015). These documents are also available for download at [pctpa.net](http://pctpa.net).

## Interregional, Intercity, and Commuter Service

Roseville Transit, PCT, and Capitol Corridor all offer transit service between cities and regions. Roseville Transit offers Commuter Bus service between various pickup locations in Roseville and Downtown Sacramento as well as a Gameday Express service to Sacramento Kings games. PCT’s Auburn/Light Rail Bus (10), Alta/Colfax Bus (40), Taylor Road Shuttle (50), and Sierra College/Lincoln Bus (20) routes all provide connections between different cities and towns in Placer County while PCT’s Placer Commuter Express provides commuter service between pickup locations along Interstate 80 and Downtown Sacramento. Capitol Corridor provides train and thruway bus service from the Auburn, Rocklin, and Roseville Stations to Sacramento and the Bay Area. The many comments regarding commute service in Appendix A reflect the growing popularity of transit commute options.



## Local Service

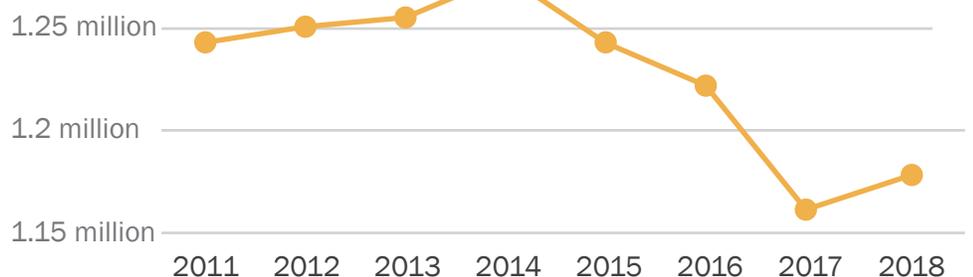
Local bus service is available within Roseville, Lincoln, Auburn, and in the Tahoe Truckee area. Roseville Transit provides 11 different bus routes across the city. PCT’s Lincoln Circulator (70) provides local service to Lincoln while the Highway 49 Bus (30) provides service to Auburn. Auburn Transit also has two deviated-fixed bus routes across Auburn, the Red and the Blue. TART operates three fixed routes: the Hwy 267 Bus provides service between Truckee and Kings Beach, the Hwy 89 Bus provides service between Truckee and Tahoe City, and the Mainline Bus runs along the lake from Incline Village to Sugar Pine. Following national trends, ridership is below a peak during the recession, but is beginning to rebound, as shown in the line graph below.

## Demand-Response and Paratransit Service

Each transit operator provides some form of demand-response bus service where riders can preschedule pickups and drop-offs from locations other than the fixed route bus stops. While some operators offer this service to the general public, riders with disabilities who require paratransit service are given priority in these services. PCT offers general public Dial-A-Ride and paratransit service in Lincoln, Rocklin, Granite Bay, Loomis, and anywhere within a three-quarter mile of Taylor Road or Highway 49. Roseville Transit offers general public Dial-A-Ride and paratransit service across the city. Auburn Transit provides deviated-fixed service—meaning buses will deviate from their fixed routes upon appointment—for general public and paratransit riders anywhere within a three-quarter mile of their fixed routes. TART provides paratransit service within a three-quarter mile of their fixed routes.

WPCTSA offers two social service transit services: Health Express and My Rides. Health Express provides service for seniors and people with disabilities to non-emergency medical appointments. Health Express is available in most of southern Placer County. Countywide, My Rides provides service to non-emergency medical appointments for seniors, people with disabilities, and families with children under 5, but is a volunteer service and therefore is dependent on volunteer availability. Both My Rides and Health Express require that passengers be approved before scheduling their first ride.

### Annual Transit Ridership in Placer County



Note: Includes all TART service, some of which is outside PCTPA’s jurisdiction.

Note: Does not include Capitol Corridor ridership

Source: State Controller’s Office Transit Operator Data

# ANALYSIS AND RECOMMENDATIONS

## Staff Recommendation Finding

PCTPA staff analyzed comments developed recommended findings according to PCTPA’s adopted unmet transit needs definitions:

1. There are no new unmet transit needs in FY 2020 that are reasonable to meet for implementation in FY 2021
2. The Annual Unmet Transit Needs Report for Fiscal Year 2021 is accepted as complete.
3. PCTPA staff, in coordination with the Transit Operators Working Group, should review transportation network company and microtransit partnerships to determine whether there are any new examples beyond what was researched in the Short Range Transit Plans that could improve transit service in Placer County.

This recommended finding was adopted by the Social Services Transportation Advisory Council (SSTAC) at their January 6, 2020 meeting. This finding will be presented to the PCTPA Technical Advisory Committee and Board of Directors at their meetings on February 11th and 26th, respectively.

## Analysis of Comments

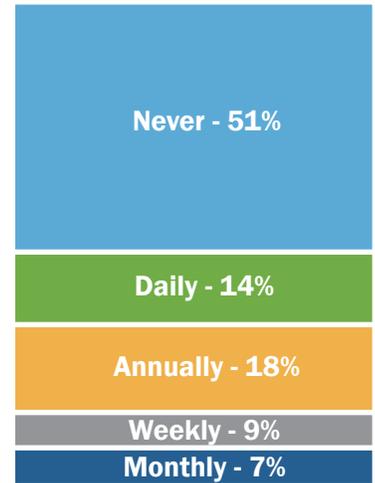
In addition to asking about unmet transit needs, the survey gathers basic ridership information. The stacked bar chart to the right shows how often commenters ride transit. Compared to previous years, there were more infrequent and non-transit riders who responded to the survey. Of those that did ride transit, the most common reasons for riding were to avoid parking and traffic. Additionally, most survey responders got transit information from operator websites, continuing a trend over the past several years.

Compared to previous years, this year’s Unmet Transit Needs Outreach included more requests for intercity and intercounty service, 24% and 30% respectively. Request for service from south Placer County to downtown Sacramento were common, as were requests for service between south Placer and the Tahoe Basin. This reflects a growing public interest in longer distance transit routes as opposed to local neighborhood service. In fact, intracity trips made up just 16% of all unmet transit needs requests, and many of those trips can be made on the jurisdictions’ general public Dial-A-Ride services.

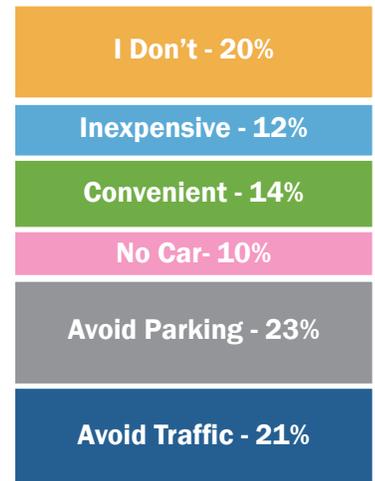
Similar to last year, there were multiple requests for service to the newly developed and growing areas of Placer County, including north Rocklin, West Roseville/Westpark, and Lincoln. All of these areas are served by citywide Dial-A-Ride and local staff continue to monitor the need for increased service as the areas continue to develop.

There were also a significant number of request and comments regarding bus operations issues and comments regarding transit service in general. These are not considered unmet transit needs by definition but were forwarded to the operators for their review. These comments, and request for service outside PCTPA’s jurisdiction, are included in the “Other” section in Appendix A.

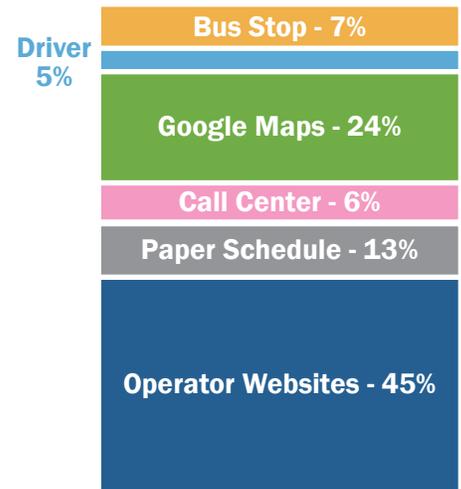
### How Often Do You Ride Transit?



### Why Do You Ride Transit?



### How Do You Get Information?

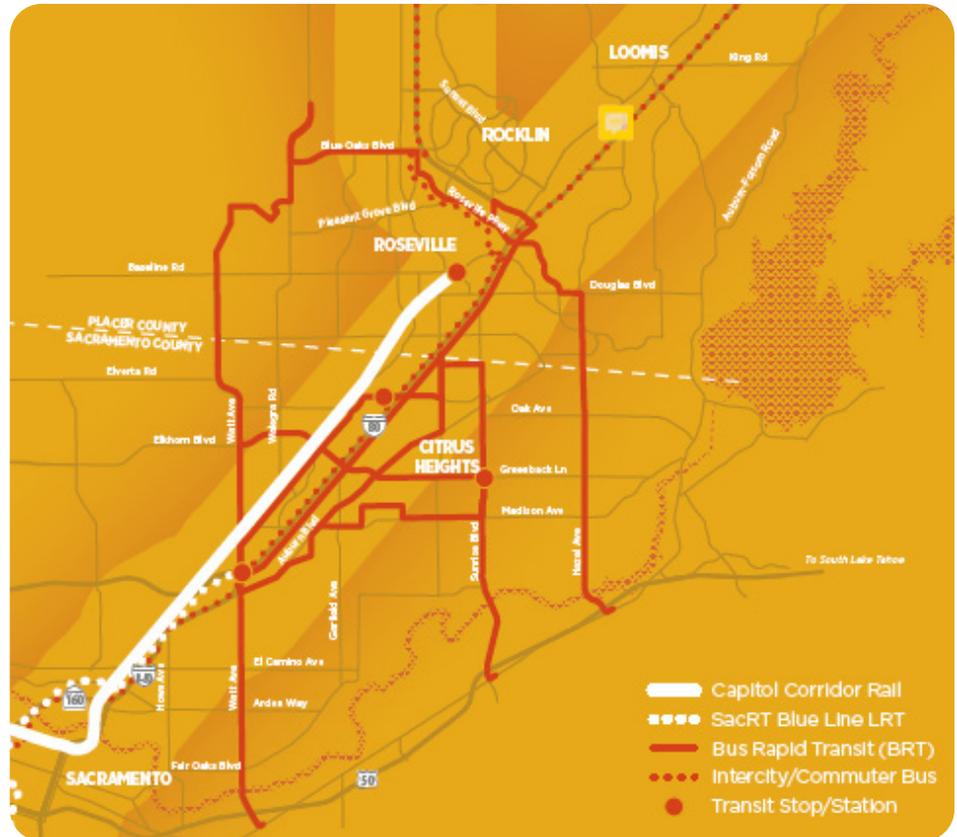


## Transit Planning Efforts

The responses to comments in Appendix A make several references to the Placer-Sacramento Gateway and Action Plans. These two plans were created by PCTPA, the Sacramento Area Council of Governments (SACOG), the Capitol Corridor Joint Powers Authority (CCJPA), and Caltrans District 3 to identify improvements along the I-80 and Highway 65 corridors between Placer and Sacramento Counties. The Gateway Plan effort will finish in spring 2020, and a public draft is available for review at [more80choices.com](http://more80choices.com). The Action Plan will begin in 2020 and continue through 2022.

Both plans examine transit, including bus, commuter, light-rail, and train service. While existing service is limited as shown in the infographic below, these plans will propose transit improvements that could encourage people to shift from driving.

*Transit Projects - from the Placer-Sacramento Gateway Plan*



*Existing Corridor Travel Options Infographic - from the Placer-Sacramento Gateway Plan*

Can corridor travelers easily complete these trips using these options?	Distance	Private Vehicle	Capitol Corridor		Light Rail	Bus	Walking	Bicycling
			Rail	Bus				
Peak hour commute from South Placer (Roseville, Rocklin, etc.) to Sacramento	20+ mi	Yes	Yes	Yes	No	Yes	No	No
Peak hour commute from Sacramento to South Placer	20+ mi	Yes	No	Yes	No	Yes	No	No
Off-peak travel between South Placer and Sacramento	20+ mi	Yes	No	No	No	No	No	No
Travel between Antelope and Sacramento	15 mi	Yes	No	No	No	No	No	No
Travel between Citrus Heights and Roseville	5 mi	Yes	No	No	No	No	No	Yes

# APPENDIX A: PUBLIC COMMENTS & RESPONSES

The table below includes every comment received as part of the Unmet Transit Needs outreach for fiscal year 2021. The first column from the table includes the comment received from the public. In most cases the comment is printed exactly as received, but in rare cases it was summarized to save space or remove personal information. The second column includes one of four findings: this is not an unmet transit need, this unmet transit need is not reasonable to meet, or this unmet transit need is reasonable to meet. The third column includes an explanation for how PCTPA staff and the SSTAC determined whether a request was an unmet transit need that was reasonable to meet. In many cases the explanations refer to various transit plans, all of which are available on the PCTPA website [pctpa.net](http://pctpa.net). The fourth column lists the jurisdictions relevant to each comment ('County' refers to the unincorporated areas of Placer County).

The comments are listed in the table according to four categories: Intracity Comments with requests for service within one jurisdiction; Intercity Comments with requests between jurisdictions in Placer County; Intercounty Comments with requests between Placer County and other counties; and Miscellaneous Comments. This year, commenters could request transit service by dropping 'start' and 'end' points on a map. For this report, those point-based requests were expressed as 'From \_\_\_ to \_\_\_\_'. Comments where the point based information was the only information provided indicated by a '\*'. Expletives and individual addresses were removed, otherwise comment appear as submitted.

## Intracity Comments

	Comment	Finding	Response	Jurisdiction
1	From Porch Swing and Amberly to Creekside Town Center*	This is not an unmet transit need	This trip can be made by taking Roseville Transit Dial-A-Ride. The Roseville Transit Short Range Transit Plan proposes the West Roseville/Fiddymont Farms Area be the focus of a Transit Master Plan as further development planning is finished for that area.	Roseville
2	From Porch Swing and Amberly to Oakmont High School*	This is not an unmet transit need	This trip can be made by taking Roseville Transit Dial-A-Ride. The Roseville Transit Short Range Transit Plan proposes the West Roseville/Fiddymont Farms Area be the focus of a Transit Master Plan as further development planning is finished for that area.	Roseville
3	From the Fountains to the Safeway on Pleasant Grove*	This is not an unmet transit need	This trip can be made by taking the Roseville S or M routes from the Galleria Transfer Point to Pleasant Grove and Roseville Parkway	Roseville
4	From Alder Grove Senior Living to Hwy 49 and Bell Rd*	This is not an unmet transit need	This trip can be made by taking the Auburn Transit North Route from Alder Grove to Nevada Station and Transferring to the Placer County 30 Route to Placer Government Center.	County Auburn
5	From Holt Parkway and Schellhouse Drive to Sunrise and Stone Point*	This is not an unmet transit need	This trip can be made by taking Roseville Transit Dial-A-Ride. The Roseville Transit Short Range Transit Plan proposes the West Roseville/Fiddymont Farms Area be the focus of a Transit Master Plan as further development planning is finished for that area.	Roseville

## Intracity Comments (cont.)

	Comment	Finding	Response	Jurisdiction
6	From Holt Parkway and Schellhouse Drive to the Galleria*	This is not an unmet transit need	This trip can be made by taking Roseville Transit Dial-A-Ride. The Roseville Transit Short Range Transit Plan proposes the West Roseville/Fiddymont Farms Area be the focus of a Transit Master Plan as further development planning is finished for that area.	Roseville
7	From 49 and Persimmon Terrace to Boardman and Cherry*	This is not an unmet transit need	This trip can be made by taking the Auburn Transit South Central Route from Cherry St to the Savemart stop, then taking the North Route from the Savemart to Persimmon Terrace.	Auburn
8	From Kennerleigh Parkway to Sutter Roseville*	This is not an unmet transit need	This trip can be made by taking the Roseville M Route from Kennerleigh and Pleasant Grove to the Galleria, then taking the Roseville A Route from the Galleria to Sutter Roseville.	Roseville
9	From Kennerleigh Parway to Woodcreek Oaks and Pleasant Grove*	This is not an unmet transit need	This trip can be made by taking the Roseville M Route from Kennerleigh and Pleasant Grove to Woodcreek Oaks and Pleasant Grove	Roseville
10	From Rocklin High School to Blue Oaks and Lone Tree*	This is not an unmet transit need	This trip can be made by taking Rocklin Dial-A-Ride from Rocklin High School to Blue Oaks and Lone Tree	County Rocklin
11	From Horsehoe Bar and Taylor to Nevada Station *	This is not an unmet transit need	This trip can be made by taking the Placer County 50 Route	County Auburn Loomis
12	From Peregrine Way to Downtown Auburn*	This unmet transit need is not reasonable to meet	There is currently no transit service in South Auburn near Peregrine Way and the Short Range Transit Plans do not recommend adding such a service.	Auburn
13	From Burelton Way to Sunsplash*	This is not an unmet transit need	This trip can be made by taking the Roseville E Route from Sierra College and Secret Ravine to the Sierra Gardens Transfer Point and then taking the Roseville B Route from the Sierra Gardens transfer point to Sunsplash.	Roseville
14	From Kaiser Medical to Westbrook and Pleasant Grove*	This unmet transit need is not reasonable to meet	This trip can be made by taking Roseville Transit Dial-A-Ride. The Roseville Transit Short Range Transit Plan proposes the West Roseville/Fiddymont Farms Area be the focus of a Transit Master Plan as further development planning is finished for that area.	Roseville
15	I don't understand why Roseville accepts advertising from a location it does not serve. Combine Roseville R and S, maybe give to PCT to serve west Rocklin.	This unmet transit need is not reasonable to meet	Issues of advertising are not considered unmet transit needs but that comment has been passed along to the operators. The Short Range Transit Plans do not recommend combining the R and S routes.	Roseville
16	From Sun City Lincoln to Raleys in Lincoln*	This is not an unmet transit need	This trip can be made by taking Lincoln Dial A Ride form Sun City Lincoln to Raleys in Lincoln.	County Lincoln

## Intracity Comments (cont.)

	Comment	Finding	Response	Jurisdiction
17	From Woodcreek Oaks and Diamond Woods to Downtown Roseville*	This is not an unmet transit need	This trip can be made by taking Roseville Dial-A-Ride from Woodcreek Oaks and Diamond Woods to Downtown Roseville.	Roseville
18	From Luther and Matson to Belair Shopping Center*	This is not an unmet transit need	This trip can be made by taking the Auburn North Route from Luther and Matson to Nevada Station, then taking the Placer County 30 Route from Nevada Station to the Bel-Air on Highway 49.	County Auburn
19	From Main Street and Atkinson to Roseville Civic Center*	This is not an unmet transit need	This trip can be made by taking the Roseville D Route from Main and Atkinson to the Roseville Civic Center.	Roseville
20	From Lincoln High School to Lakeside and Joiner. Lincoln High School after school 4:00 pm, 5:00 pm Drop off kids from school whom stay late for sports or study hall. This community and others could benefit from the city bus. More houses, more kids.	This is not an unmet transit need	This trip can be made on Lincoln Dial-A-Ride. Federal law limits the use of transit funding for school trips.	County Lincoln
21	From Fiddymont and Crawford to Blue Oaks and Woodcreek Oaks*	This is not an unmet transit need	This trip can be made by taking Roseville Transit Dial-A-Ride. The Roseville Transit Short Range Transit Plan proposes the West Roseville/Fiddymont Farms Area be the focus of a Transit Master Plan as further development planning is finished for that area.	Roseville
22	From Fiddymont and Crawford to Pleasant Grove and Fairway*	This is not an unmet transit need	This trip can be made by taking Roseville Transit Dial-A-Ride. The Roseville Transit Short Range Transit Plan proposes the West Roseville/Fiddymont Farms Area be the focus of a Transit Master Plan as further development planning is finished for that area.	Roseville
23	From Vista De Madera to East Joiner and Sterling*	This is not an unmet transit need	This trip can be made by taking Lincoln Dial-A-Ride from Vista De Madera to East Joiner and Sterling.	County Lincoln
24	From Secret Ravine and Carradale to Kaiser Roseville*	This is not an unmet transit need	This trip can be made by taking the Roseville E Route from Sierra College and Secret Ravine to Douglas and Eureka.	Roseville
25	From Secret Ravine and Carradale to Winco on Fairway*	This is not an unmet transit need	This trip can be made on Roseville Dial-A-Ride.	Roseville
26	From Fountains to Roseville Station*	This is not an unmet transit need	This trip can be made by taking the Roseville B Route from Roseville Parkway and Reserve to the Roseville Civic Center Transfer Point.	Roseville

## Intracity Comments (cont.)

	Comment	Finding	Response	Jurisdiction
27	From Brookstone and Westbrook to Roseville Galleria*	This is not an unmet transit need	This trip can be made by taking Roseville Transit Dial-A-Ride. The Roseville Transit Short Range Transit Plan proposes the West Roseville/Fiddymont Farms Area be the focus of a Transit Master Plan as further development planning is finished for that area.	Roseville
28	From Brookstone and Westbrook to Kaiser Roseville*	This is not an unmet transit need	This trip can be made by taking Roseville Transit Dial-A-Ride. The Roseville Transit Short Range Transit Plan proposes the West Roseville/Fiddymont Farms Area be the focus of a Transit Master Plan as further development planning is finished for that area.	Roseville
29	From Kemper and Highway 49 to Placer County Government Center. Clipper Creek allows me to drop off my car and charge while I am at work.	This is not an unmet transit need	This trip can be made by taking the Placer County 30 Route from Atwood and Highway 49 to the Placer County Government Center.	County
30	From Elm and Union to Roseville Galleria*	This is not an unmet transit need	This trip can be made by taking the Roseville R Route from Foothills and Main to the Louis Orlando Transfer Point, then taking the Roseville A Route to the Galleria.	Roseville
31	From Nader Rd to Auburn Folsom and Morningside*	This unmet transit need is not reasonable to meet	There is currently no transit service between Sheridan and Lincoln. While the Short Range Transit Plans recommend piloting a shuttle, there is not sufficient ridership at this time to support a service.	County
32	From Markham Park to Lincoln High School*	This is not an unmet transit need	This trip can be made by taking Lincoln Dial-A-Ride from Markham Park to Lincoln High School.	County Lincoln
33	From Blue Oaks and Woodcreek Oaks to Santucci Justice Center*	This is not an unmet transit need	This trip can be made by taking Roseville Dial-A-Ride.	Roseville
34	Foresthill to Mt Vernon and Vineyard*	This unmet transit need is not reasonable to meet	There is no transit service in Foresthill and while the Short Range Transit Plans recommend piloting a shuttle, there would not be sufficient ridership at this time to support such a service.	County
35	From Slade Ridge Road to Hidden Hills Rd*	This unmet transit need is not reasonable to meet	There is no transit service in this area of South Auburn and the Short Range Transit Plans do not recommend adding such a service.	County
36	From Jenna Court to Kaiser Roseville*	This is not an unmet transit need	This trip can be made by taking Roseville Dial-A-Ride.	Roseville

## Intracity Comments (cont.)

	Comment	Finding	Response	Jurisdiction
37	Rocklin High School to Sierra College*	This is not an unmet transit need	This trip can be made by taking Rocklin Dial-A-Ride.	Rocklin
38	Rocklin High School to Roseville Galleria*	This is not an unmet transit need	This trip can be made by taking Rocklin Dial-A-Ride.	Rocklin
39	Southridge Drive to Bell and Blue Oaks*	This unmet transit need is not reasonable to meet	There is no transit service within this area of rural North Auburn and the short Range Transit Plans do not recommend adding such a service.	County
40	From Sunset and Woodside to Winco*	This is not an unmet transit need	This trip can be made by taking Rocklin Dial A Ride.	Rocklin
41	From Sunset and Woodside to Sunset and Fairway*	This is not an unmet transit need	This trip can be made by taking Rocklin Dial-A-Ride.	Rocklin
42	We need bus service in the Wildcat Blvd/ Whitney Ranch Parkway area.	This is not an unmet transit need	The Wildcat/Whitney Ranch Parkway area has Dial-A-Ride service, which is available citywide in Rocklin.	Rocklin
43	If adding a bus is not possible, please make the Dial A Ride in GBAy start before 7Am and last service after 5PM. Thank you.	This unmet transit need is not reasonable to meet	The Short Range Transit Plans do not recommend extending the hours of Granite Bay Dial-A-Ride, due to low ridership.	County
44	More stops near Target in Lincoln and Twelve Bridges Elementary school.	This is not an unmet transit need	The Ferarri Ranch shopping area and Twelve Bridges Elementary are both served by citywide Dial-A-Ride.	Lincoln
45	Reinstating the "I" bus route in Roseville would be very helpful. It would save me half an hour's walk to the bus stop. The "D" route is nice to have, however. Thank you for it.	This unmet transit need is not reasonable to meet	The Short Range Transit Plan does not recommend reinstating the Roseville I Route.	Roseville
46	Please bring back the "I" Route.	This unmet transit need is not reasonable to meet	The Short Range Transit Plan does not recommend reinstating the Roseville I Route.	Roseville
47	For students that stay after school for study hall or sports, I'd like to see the Dial A Ride make another round picking up students in the Lincoln.	This unmet transit need is not reasonable to meet	Lincoln Dial-A-Ride is a reservation based service.	Lincoln
48	Why doesn't Roseville have a bus stop at the Amtrak station?	This unmet transit need is not reasonable to meet	The short Range Transit Plan does not recommend routing bus service to Roseville Amtrak Station.	Roseville
49	Westpark needs more options into other areas of Roseville. It's currently a forsaken wasteland of houses. Some sort of infrastructure needs to be started there. Gas stations, grocery stores, more road connections; anything!	This is not an unmet transit need	Westpark is served by Roseville Dial-A-Ride.	Roseville
50	Busses don't run in Lincoln hills. Why not?	This is not an unmet transit need	Sun City Lincoln Hills is served by Lincoln Dial-A-Ride	Lincoln

## Intracity Comments (cont.)

	Comment	Finding	Response	Jurisdiction
51	Sun city Lincoln hills could use a small van to shuttle folks around that cannot drive	This is not an unmet transit need	Sun City Lincoln Hills is served by Lincoln Dial-A-Ride	Lincoln
52	<p>I have attended Meet Me needs Transit meetings Hoyt, Will Gardner, Angela, and Jennifer. I have given them time schedules Maps have the city of Lincoln what I found out between each bus time and schedule is only a minute to two minutes. when the bus goes down from third make a left turn on 5th Street to the stop sign to make a left turn on 5th Street to go to Q Street and make a right turn to go all the way down to 8th and Q Street and continue on to Nicholas Road to a stop sign they make a right turn another right turn on O Street to back to 5th Street. I have I am disabled and I'm a taxpayer and I do pay for the services that I depend upon every time at the meetings Jennifer says we're going to look into the matter and might just nothing. Never got done and there are many other buses stops set empty and there are no other individuals at those buses stops at all and I'm not the last person at the end of corner and even my block there are disables on my street it's not really fair where they just they just sit and they don't check corrective actions I just ignoring my issues lots of promises and nothing has never went forward and what the problem is is the management but they just there were anywhere in about the what the supervisors are going to get always talk about the future but the future hasn't occurred yet we need to take care of them now transit system this one little bus in the City just not doesn't meet when you're are disabled the ones that who runs the services does not understand when you're disabled it's hard to get around I do know that they have a light bus service in town but I'm going out of town that's why I need to fix us years ago when the city of Lincoln was operating our own bus service it was Service on 8th and Q Street are they at the time service out.the last time that the bus meeting there were going to try it out the transit system how long does it take to go down to my street on 8th and Q Street but that never happens they just keep looking at the maps just sit down and enjoy the donuts and coffee but I paid for the service because I am a property taxpayer am I paying for the service technically I offer the bus service how long does a person has to wait with a disables before they make a move to make it right what's I'd like to be the County Supervisor needs to replace the management who's has been through troubles hard times and they know what it is the struggles.</p>	This unmet transit need is not reasonable to meet	8th and Q is served by Lincoln Dial-A-Ride, a paratransit service.	Lincoln

## Intracity Comments (cont.)

	Comment	Finding	Response	Jurisdiction
53	<p>My home is near DryCreek Roan and HWY 49. Because of heart and other problems, I'm pretty much disabled.</p> <p>I can walk and I can stand but I can do neither for very long.</p> <p>About six months ago I separated myself from the driving public. For the good of my fellow citizens, I stopped driving my automobile. It was for the ultimate good of everyone, drivers., passengers, property owners, and pedestrians.</p> <p>Since that day I have relied on fellow church members (Salvation Army Auburn Corps) and my wife, who is already expressing her displeasure at the job of family transportation manager.</p> <p>Formerly I have been active in my health club, Auburn Elks, SIR's, and Placer County's Auburn Library. Now, most of these activities are suspended. Several times I have called about in the county attempting to locate curb to curb or even end of my block transport to and from several of the aforementioned haunts, without success. My active business years were spent in Downtown Auburn as a business owner-manager, employer and Auburn Chamber member for forty years.</p> <p>I must admit that I was able to secure a ride to and from my home to my Health Club, Auburn Racket and Fitness, using Ubert but at \$12 each way from my home it is above my paygrade.</p> <p>So, when I'm quizzed about Auburn Rapid Transit, I roll my eyes and think, not in my lifetime. I realize that I should likely leave Auburn for Sacramento, where these services are existent. Just the thought fo that sort of move for me and my family is painful and expensive to contemplate. I wish your group good fortune in their quest of some sort of public service system. My next life promises to be much more secure.</p>	This is not an unmet transit need	This comment lacks sufficient detail to identify a request. However, Seniors First and the South Placer Transit Information Center have resources to help you understand what transit options are available to you.	County Auburn
54	<p>During the school year, the School Tripper in Lincoln takes away spots for Dial A Ride so you have to leave earlier or later and I cant make the times. Because I transfer to fixed route buses, these constricting times on Dial A Ride from the Lincoln School Tripper make it harder to take the whole trip.</p>	This is not an unmet transit need	After review denials from June-September of 2019, there was no noticeable difference in denials when the School Tripper is active.	County Lincoln

## Intracity Comments (cont.)

	Comment	Finding	Response	Jurisdiction
55	There should be fixed route service on Blue Oaks or just generally out to Westpark. Currently you can only use Dial A Ride and it is too hard to schedule with the large appointment window. There is no other option in that whole area.	This unmet transit need is not reasonable to meet	The Roseville Route D serves Blue Oaks at Woodcreek Oaks. The Roseville Short Range Transit Plan does not recommend extending service onto Blue Oaks or adding fixed route service to Westpark.	Roseville
56	From our constituents: a lot of excitement about the change in the Auburn transit system routing. One person tried to arrange for a deviation to the PowWow and could not receive a deviation. There needs to be information on the website for how users can request a deviated ride and information was not accurate. Folks who live on the edge of Rocklin continue to need flexibility in the Rocklin Shuttle to use Dial-A-Ride to cross jurisdictions so people can avoid unnecessary transfers. There needs to be agreements between jurisdictions to get users where they need to go. There needs to be more bus shelters across the system.	This is not an unmet transit need	Operations issues are not considered unmet transit needs. However, this comment will be forwarded to the transit operators.	Auburn County

## Intercity Comments

	Comment	Finding	Response	Jurisdiction
57	From Foskett Ranch to Sierra College*	This is not an unmet transit need	This trip can be made by taking Lincoln Dial A Ride from Foskett Ranch to the Twelve Bridges Library transfer Point and then taking the Placer County 20 bus to Sierra College	County Lincoln Rocklin
58	From Whitney High School to Northstar*	This unmet transit need is not reasonable to meet	There is no transit service between South Placer and the Tahoe area and the Short Range Transit Plans do not recommend adding such a service.	County Rocklin
59	From Whitney High School to Placer County Government Center*	This is not an unmet transit need	This trip can be made by taking Rocklin Dial-A-Ride from Whitney Highschool to Sierra College, then taking the Placer County Transit 20 bus to Nevada Station, and then taking the Placer 30 bus to Placer County Government Center	County Auburn Rocklin
60	From Wildcat and Whitney Ranch to the Roseville Galleria*	This is not an unmet transit need	This trip can be made by taking Rocklin Dial-A-Ride	Roseville Rocklin
61	From Rocklin High School to the Galleria*	This is not an unmet transit need	This trip can be made by taking Rocklin Dial-A-Ride from Rocklin High School to the Galleria.	Roseville County Rocklin
62	From 6990 Country Acres Lane Elverta to Mahany Library*	This unmet transit need is not reasonable to meet	There is currently no transit service in the rural Elverta area of Southwestern Placer County and the Short Range Transit Plans do not recommend adding such a service.	Roseville County
63	From Rocklin Station to Olympic Valley*	This unmet transit need is not reasonable to meet	There is no transit service between South Placer and the Tahoe area and the Short Range Transit Plans do not recommend adding such a service.	County Rocklin
64	From Sheridan to Downtown Lincoln*	This unmet transit need is not reasonable to meet	There is currently no transit service between Sheridan and Lincoln. While the Short Range Transit Plans recommend piloting a shuttle, there is not sufficient ridership at this time to support a service.	County Lincoln
65	From Sheridan to Downtown Auburn*	This unmet transit need is not reasonable to meet	There is currently no transit service between Sheridan and Auburn and the Short Range Transit Plans do not recommend adding such a service.	County Auburn
66	From Auburn Folsom and Douglas to Grant and Oak. There is no bus from granite Bay to Roseville; the Dial a Ride starts after 9AM	This unmet transit need is not reasonable to meet	There is currently no fixed-route service in Granite Bay and the Short Range Transit Plans do not recommend adding a service or expanding Dial-A-Ride hours.	Roseville County
67	From Colfax to Placer County Government Center*	This is not an unmet transit need	This trip can be made by taking the Placer Commuter Express from Colfax to Nevada Station, then taking the Placer County 30 Route from Nevada Station to Placer County Government Center.	County Auburn

## Intercity Comments (cont.)

	Comment	Finding	Response	Jurisdiction
68	From Excelsior Avenue to Bell Brook Drive*	This unmet transit need is not reasonable to meet	There is currently no transit service in this unincorporated area of North Auburn and the Short Range Transit Plans do not recommend adding such a service.	County
69	From Cook Riolo and Junction to Sierra College Interchange. Times would vary - more weekends than weekdays - to Hacker Lab, Studio Movie Grill, Target, etc.	This is not an unmet transit need	This trip can be made Monday-Saturday by taking the Roseville D Route from Woodcreek Oaks and Junction to the Civic Center Transfer Point, then taking the Roseville A Route from the Civic Center to the Galleria Transfer Point, then taking the Placer County 20 Route to Sierra College.	Roseville County Rocklin
70	From Sierra College to Sutter Roseville*	This is not an unmet transit need	This trip can be made by taking the Roseville G Route from Sierra College to the Sierra Gardens Transfer Point, then taking the Roseville B Route from Sierra Gardens to Sutter Roseville.	Roseville County Rocklin
71	From Sierra College to Roseville Galleria*	This is not an unmet transit need	This trip can be made by taking the Placer County 10 Route from Sierra College to the Galleria Transfer Point.	Roseville County Rocklin
72	From Indian Hill Rd and I-80 to Atlantic and I-80. freeway park and ride near my house to Freeway location near my work. If light rail ran up 80 I would have a viable transit option for most work days	This unmet transit need is not reasonable to meet	There is currently no commuter service at the Newcastle/Indian Hill/Ophir Rd interchange and the Short Range Transit Plans do not recommend adding such a service.	County Roseville
73	From Indian Hill Rd and I-80 to Sierra College interchange. If there was light rail up Hwy 80 I could access stores via public transit. I wish that we could take the carpool lanes each direction and convert that area to light rail which runs up Hwy 80 all the way to Auburn. Need frequent trains - every 15 or 200 minutes. Fees for driving on the freeway could fund free public transit. We need to take dramatic action to reduce our car usage and the associated carbon emissions. I would be willing to pay a fee for driving on the freeway if it funded free public transit.	This is not an unmet transit need	While the Short Range Transit Plans do not recommend extending Light Rail, it is possible to make this trip by taking the Placer County 50 Route from the Ophir Rd Park and Ride to the Sierra College Interchange. Issues dealing with fares and fees are not considered unmet transit needs.	County Rocklin
74	From Sierra Gardens and Russell to Indian Hill Rd and I-80*	This is not an unmet transit need	This trip can be made by taking the Roseville G Route from Douglas and Strauch to Sierra College, then by taking the Placer County 50 Route from Sierra College to the Ophir Rd Park and Ride lot.	Roseville County
75	From Sun City Lincoln to Roseville Galleria*	This is not an unmet transit need	This trip can be made by taking Lincoln Dial A Ride from Sun City Lincoln to the Twelve Bridges Library, then taking the Placer County 20 Route from the Twelve Bridges Library to the Roseville Galleria	Roseville County Lincoln

## Intercity Comments (cont.)

	Comment	Finding	Response	Jurisdiction
76	From Greenfield Ave, Auburn to Sunset and Pacific*	This is not an unmet transit need	This trip can be made by taking Auburn Deviated-Fixed route service to Nevada Station, then taking Placer County 10 Route from Nevada Station to the Galleria Transfer Point, then taking Placer County 20 Route from Galleria to Pacific and Sunset.	County Rocklin
77	From Woodcreek Oaks and Diamond Woods to Pacific and Rocklin*	This is not an unmet transit need	This trip can be made by taking Roseville Dial-A-Ride from Woodcreek Oaks and Diamond Woods to the Galleria Transfer Point, then taking Placer County Route 20 from the Galleria Transfer Point to Pacific Street and Rocklin Road.	Roseville County Rocklin
78	From Sierra College to Watt and I-80*	This is not an unmet transit need	This trip can be made by taking Placer County 10 Route from Sierra College to the Watt/I-80 Light Rail Station.	County Rocklin
79	From Sierra College to Lake Tahoe*	This unmet transit need is not reasonable to meet	There is no transit service between South Placer and the Tahoe area and the Short Range Transit Plans do not recommend adding such a service.	County Rocklin
80	From Rocklin and Pacific to Vernon and Washington*	This is not an unmet transit need	This trip can be made by taking the Placer County 20 Route from Rocklin and Pacific to the Galleria Transfer Point, then by taking the Roseville B Route from the Galleria to the Civic Center.	Roseville County Rocklin
81	From Indian Hill and Auburn Folsom to Sierra College*	This unmet transit need is not reasonable to meet	There is currently no transit service in the rural area around Indian Hill and Auburn Folsom and the Short Range Transit Plans do not recommend adding such a service.	County Rocklin
82	From Auburn to Tahoe*	This unmet transit need is not reasonable to meet	There is no transit service between South Placer and the Tahoe area and the Short Range Transit Plans do not recommend adding such a service.	County Auburn
83	From Fiddymont and Sunset to Sunsplash*	This unmet transit need is not reasonable to meet	There is currently no transit service in this unincorporated area of Northwestern Placer County and the Short Range Transit Plans do not recommend adding such a service.	Roseville County
84	From Sierra College to Placer County Government Center. Express commuter service needed for county workers. I happen to work in Auburn and live in Rocklin. A central pick-up and drop-off location in each location would be beneficial in reducing environmental, social, and economical concerns in having less persons on the roads and freeways. Times should be between 6AM - 8AM 3:15 PM 4:15 PM 5:15 PM	This is not an unmet transit need	This trip can be made by taking the Placer County 10 Route from Sierra College to Nevada Station, then taking the Placer County 30 Route from Nevada Station to the Placer County Government Center.	County Auburn Rocklin

## Intercity Comments (cont.)

	Comment	Finding	Response	Jurisdiction
85	From Colfax to Rocklin and Roseville*	This is not an unmet transit need	This trip can be made by taking the Placer Commuter Express from Colfax to Rocklin Station or the Taylor/I-80 Park and Ride Stop.	Roseville County Rocklin Colfax
86	From Sunrise and Leadhill to the Auburn Recreation Area*	This unmet transit need is not reasonable to meet	There is no transit service to the Auburn Recreation Area and the Short Range Transit Plans do not recommend adding such a service.	County Auburn
87	From Vista Creek and Sheridan to Auburn*	This is not an unmet transit need	This trip can be made by taking Roseville Dial-A-Ride from Vista Creek to the Louis Orland Transfer Point, then taking the Placer County 10 Route to Nevada Station in Auburn.	Roseville County Auburn
88	From Lincoln Way to Education and Hwy 49*	This is not an unmet transit need	This trip can be made by taking the Auburn South/Central Route to Nevada Station then taking the Placer County 30 Route to Education and Highway 49.	County Auburn
89	From South Auburn to Riverside and I-5*	This unmet transit need is not reasonable to meet	There is no transit service in this area of South Auburn and the Short Range Transit Plans do not recommend adding such a service.	Roseville Auburn
90	From Raley's Auburn to Foresthill Post Office*	This unmet transit need is not reasonable to meet	There is no transit service in Foresthill and while the Short Range Transit Plans recommend piloting a shuttle, there would not be sufficient ridership at this time to support such a service.	County Auburn
91	From Colfax to Dutch Flat*	This is not an unmet transit need	This trip can be made by taking the Placer County 40 Route from Dutch Flat to Colfax.	County Colfax
92	From Auburn Station to Auburn State Recreation Area North Trailheads*	This unmet transit need is not reasonable to meet	There is no transit service to the Auburn Recreation Area and the Short Range Transit Plans do not recommend adding such a service.	County Auburn
93	Blue Oaks and 65 to Cramer Rd and Highway 49*	This is not an unmet transit need	This trip can be made by taking Roseville Dial-A-Ride from Blue Oaks and Highway 65 to the Roseville Galleria, then taking Placer County 10 Route to Nevada Station, then taking Placer County 30 Route to Highway 49 and Florence Lane.	Roseville County
94	From Auburn to Foresthill. Every 4 months have an outing and a final destination eating place*	This unmet transit need is not reasonable to meet	There is no transit service in Foresthill and while the Short Range Transit Plans recommend piloting a shuttle, there would not be sufficient ridership at this time to support such a service.	County Colfax
95	From Atlantic and Galleria to Joiner and Ferrari Ranch*	This is not an unmet transit need	This trip can be made by taking the Roseville A Route from Atlantic and Center to the Galleria, then taking the Placer County 20 Bus to Twelve Bridges Library, then taking the Placer County 70 Route to Joiner and Ferrari Ranch.	Roseville Lincoln

## Intercity Comments (cont.)

	Comment	Finding	Response	Jurisdiction
96	From Copperfield Circle to Roseville Automall*	This unmet transit need is not reasonable to meet	There is no direct transit service between Roseville and Granite Bay and the Short Range Transit Plans do not recommend adding such a service.	Roseville County
97	From Colfax to Sutter Roseville*	This is not an unmet transit need	Health Express provides service to non emergency medical appointments from Colfax to Sutter Roseville.	Roseville Colfax
98	Joe Rodgers and Itchy Acres to Kasier Roseville. Start close to home, Go to Kaiser for appointments, pick up prescriptions, etc.	This is not an unmet transit need	Health Express provides service to non emergency medical appointments from Granite Bay to Roseville.	Roseville County
99	Junction and Park Regency to Sierra College*	This is not an unmet transit need	This trip can be made by taking the Roseville D Route from Junction and Park Regency to the Civic Center Transfer Point, then taking the Roseville L Route to the Sierra Gardens Transfer Point, then taking the Roseville G Route to Sierra College.	Roseville Rocklin
100	From Wycford in Rocklin to Kaiser Roseville*	This is not an unmet transit need	Health Express provides non-emergency medical trips, including from Rocklin to Kaiser Roseville.	Roseville Rocklin
101	From Sunset and Fairway to Luther and Racquet Club*	This unmet transit need is not reasonable to meet	This area of unincorporated North Auburn is not served by transit and the Short Range Transit Plans do not recommend adding such a service.	County Rocklin
102	From Whyte and Lichen to Foresthill*	This unmet transit need is not reasonable to meet	There is no transit service in Foresthill and while the Short Range Transit Plans recommend piloting a shuttle, there would not be sufficient ridership at this time to support such a service.	County
103	From Horseshoe Bar and Taylor to Main and Atkinson. There is currently no way to get between Roseville & Loomis in the middle of the day*	This unmet transit need is not reasonable to meet	There is currently no direct transit service between Roseville and Loomis and the Short Range Transit Plans do not recommend adding such a service.	Roseville Loomis
104	From Bell and Highway 49 to Lone Tree and Blue Oaks*	This is not an unmet transit need	This trip can be made by taking the Placer County 30 Route from Bell and County Center Drive to Nevada Station, then taking the Placer County 10 Route from Nevada Station to Galleria, then taking Rocklin Dial-A-Ride from Galleria to Blue Oaks and Lonetree.	County Rocklin
105	From Bell and Highway 49 to Costco Roseville*	This is not an unmet transit need	This trip can be made by taking the Placer County 30 Route from Bell and County Center Drive to Nevada Station, then taking the Placer County 10 Route from Nevada Station to Galleria, then taking the Placer County 20 Route from Galleria to the Roseville Costco.	Roseville County

## Intercity Comments (cont.)

	Comment	Finding	Response	Jurisdiction
106	From Baseline and Brewer to Junction and Stonecrest*	This unmet transit need is not reasonable to meet	There is no transit service in this area of rural Southwestern Placer County and the Short Range Transit Plans do not recommend adding such a service.	Roseville County
107	From Baseline and Brewer to Kaiser Roseville*	This unmet transit need is not reasonable to meet	There is no transit service in this area of rural Southwestern Placer County and the Short Range Transit Plans do not recommend adding such a service.	Roseville County
108	From Riverside and I-80 to Placer County Government Center. Would need a park and ride lot nearby, anywhere along I-80 going towards Auburn. Daily, as in Mon-Fr	This is not an unmet transit need	This trip can be made by taking the Placer County 10 Route from Louis and Orlando to Nevada Station, then the Placer County 30 Route to Placer County Government Center.	Roseville County
109	From Auburn Folsom and Laird to Roseville Civic Center. To commute from house to work and vice versa; there is no public transpo from Granite Bay. Placer Dial A Ride starts after 9Am and ends 3PM - with very limited pick-up/drop-off schedule.	This unmet transit need is not reasonable to meet	The Short Range Transit Plans do not recommend expanding transit service in Granite Bay, including expanded hours or more direct service to Roseville.	Roseville County
110	From Rattlesnake and Boom Run to Douglas and Sunrise*	This unmet transit need is not reasonable to meet	There is currently no transit service in the rural area of Placer County and the Short Range Transit Plans do not suggest adding such a service.	Roseville County
111	From Newcastle Park and Ride to Sunsplash. Need a stop at Newcastle park and ride area*	This unmet transit need is not reasonable to meet	The Short Range Transit Plans do not recommend adding a Newcastle stop on the Placer Commuter Express Service.	Roseville County
112	From Auburn to Tahoe City. Weekend bus to lake tahoe area. Would like light rail to extend all the way up 80 to Auburn. Take the carpool lanes for transit. Make transit free and raise gas tax. We need to transition quickly to lower carbon transportation for the health of our planet.	This unmet transit need is not reasonable to meet	There is no transit service between South Placer and the Tahoe area and the Short Range Transit Plans do not recommend adding such a service.	County Auburn
113	From Marguerite Mine Rd to Sierra College*	This is not an unmet transit need	This trip can be made by taking the Placer County 30 Route from Nevada Way to Nevada Station, then taking the Placer County 10 Route from Nevada Station to Sierra College.	County Auburn Rocklin
114	From Nevada Station to Sierra College*	This is not an unmet transit need	This trip can be made by taking the Placer County 10 Route from Nevada Station to Sierra College	County Auburn Rocklin
115	From Clover Valley Park to Washington and Pleasant Grove*	This is not an unmet transit need	This trip can be made by taking Rocklin Dial-A-Ride from Clover Valley Park to the Galleria, then taking the Roseville M Route to Pleasant Grove and Industrial.	Roseville County Rocklin

## Intercity Comments (cont.)

	Comment	Finding	Response	Jurisdiction
116	From 65 and Ferrari Ranch to Taylor and I-80*	This is not an unmet transit need	This trip can be made by taking the Placer County 70 Route from Lincoln Crossing to Twelve Bridges Library, the taking the Placer County 20 route to the Galleria, then taking the Roseville A Route to Taylor/I-80	Roseville County Lincoln
117	From Lincoln to Tahoe City*	This unmet transit need is not reasonable to meet	There is no transit service between South Placer and the Tahoe area and the Short Range Transit Plans do not recommend adding such a service.	County Rocklin
118	From Sierra College to Downtown Auburn*	This is not an unmet transit need	This trip can be made by taking the Placer County 20 Route from Sierra College to Nevada Station in Auburn	County Auburn Rocklin
119	From Meadow Vista to Sunrise and Old Auburn*	This unmet transit need is not reasonable to meet	There is currently no transit service to Meadow Vista and the Short Range Transit Plans do not recommend adding such a service.	County
120	From Bancroft and Christian Valley to Downtown Auburn*	This unmet transit need is not reasonable to meet	There is currently no transit service in the rural Clipper Gap area and the Short Range Transit Plans do not recommend adding such a service.	County Auburn
121	From Auburn to Tahoe City*	This unmet transit need is not reasonable to meet	There is no transit service between South Placer and the Tahoe area and the Short Range Transit Plans do not recommend adding such a service.	County Auburn
122	Val Verde and King to Rocklin and Pacific Street*	This unmet transit need is not reasonable to meet	There is no transit service in the rural area around Val Verde and King Roads and the Short Range Transit Plans do not recommend adding such a service.	County Rocklin
123	Slade Ridge Road to Auburn Valley Golf Club*	This unmet transit need is not reasonable to meet	There is no transit service in this area of South Auburn and the Short Range Transit Plans do not recommend adding such a service.	County Auburn
124	From Sun City Lincoln Hills to Turkey Creek Golf Club*	This unmet transit need is not reasonable to meet	There is no transit service to Turkey Creek Golf Club and the Short Range Transit Plans do not recommend adding such a service.	County Lincoln
125	From Truckee Station to Alpine Meadows Rd*	This unmet transit need is not reasonable to meet	There is no transit service between South Placer and the Tahoe area and the Short Range Transit Plans do not recommend adding such a service.	County
126	Bell Rd and Highway 49 to Kings Beach*	This unmet transit need is not reasonable to meet	There is no transit service between South Placer and the Tahoe area and the Short Range Transit Plans do not recommend adding such a service.	County Auburn
127	From unincorporated Colfax to Sunrise and Douglas*	This unmet transit need is not reasonable to meet	There is no transit service in unincorporated Colfax and the Short Range Transit Plans do not recommend adding such a service.	Roseville County

## Intercity Comments (cont.)

	Comment	Finding	Response	Jurisdiction
128	From Post Chaise Circle to Vineyard and Foothills	This unmet transit need is not reasonable to meet	There is no transit service in unincorporated Colfax and the Short Range Transit Plans do not recommend adding such a service.	Roseville County Colfax
129	Transit is needed in Sheridan, CA.	This unmet transit need is not reasonable to meet	There is currently no transit service between Sheridan and Lincoln. While the Short Range Transit Plans recommend piloting a shuttle, there is not sufficient ridership at this time to support a service.	County Lincoln
130	Going to Lincoln or Roseville is a luxury for people of low income in Sheridan. Please help us	This unmet transit need is not reasonable to meet	There is currently no transit service between Sheridan and Lincoln. While the Short Range Transit Plans recommend piloting a shuttle, there is not sufficient ridership at this time to support a service.	Roseville County Lincoln
131	I really believe public transit would be advantageous to the youth and seniors of Sheridan. Commerce is limited to those who can drive. Quite a few people depend on those with vehicles to shop, go to doctor appointments and recreation activities.	This unmet transit need is not reasonable to meet	There is currently no transit service between Sheridan and Lincoln. While the Short Range Transit Plans recommend piloting a shuttle, there is not sufficient ridership at this time to support a service.	County Lincoln
132	When unable to drive - had to ask friends for rides since unable to get to medical appt in Auburn and Roseville by public transit.	This is not an unmet transit need	Health Express provides non-emergency medical trips, including to Roseville and Rocklin.	Roseville Auburn
133	Why do you refuse to implement smartride an invaluable service to he residents of your community and drop prices so those in the most need of those services arent excluded. Placer County has huge trandooratatuon barriers at present. If you want to allow a residents real oppourtunty that are dependeng upon your services extended hours additional stops, more frequent routes and you need these on the weekends as well peo e dont stop living on the weekends and after 7 pm. Most jobs require your avaiable on the weekends. No sunday service at all in placer county where as sac county continues to hum. That connect card should be valid on dial a rides wether you have a scanner or not since it is avsiable on the main busses. Sorry for the typos	This unmet transit need is not reasonable to meet	The Short Range Transit Plans do not recommend implementing a more on-demand transit system until it has been tested elsewhere in the region. Fares are considered operations issues and are not unmet transit needs. The SRTPs also do not recommend expanding service or adding sunday service.	County
134	More availability from Colfax to Roseville daily and on the weekend	This unmet transit need is not reasonable to meet	The Short Range Transit Plans do not recommend extending transit service to Colfax.	Roseville Colfax

## Intercity Comments (cont.)

	Comment	Finding	Response	Jurisdiction
135	<p>I live in Auburn and I love American River Canyon and how it brings many people to spend time outside in many ways.</p> <p>But I think parking should be limited and safer where Middle and North Fork of the American River meet. To do that there should be public transport that would bring people from Auburn to the existing parking areas in the Canyon.</p> <p>People probably do not like the idea at first, because it is more comfortable to drive your own car and everybody is used to it. But limited parking in the canyon , fast comfortable bus transit and maybe some fun entertainment inside the bus (recorded stories played from speakers about Auburn or American River or animals etc) would make people to get used to the bus over time.</p>	<p>This unmet transit need is not reasonable to meet</p>	<p>The Short Range Transit Plans do not recommend extending transit service to the American River Canyon recreation areas.</p>	<p>County Auburn</p>
136	<p>Sheridan has no transit service and needs connection anywhere.</p>	<p>This unmet transit need is not reasonable to meet</p>	<p>There is currently no transit service between Sheridan and Lincoln. While the Short Range Transit Plans recommend piloting a shuttle, there is not sufficient ridership at this time to support a service.</p>	<p>County Lincoln</p>
137	<p>Sheridan has no transportation to Lincoln. I have no transportation. I have lived there for 40 years and we have never had service. I am having to hitchhike to Lincoln which I have been told by police is illegal. If there is no public transportation I have no other recourse but to hitchhike. I have a right to go get groceries or do my other business. I cannot do that because there is no transportation and I can't get to Lincoln to do my business.</p>	<p>This unmet transit need is not reasonable to meet</p>	<p>There is currently no transit service between Sheridan and Lincoln. While the Short Range Transit Plans recommend piloting a shuttle, there is not sufficient ridership at this time to support a service.</p>	<p>County Lincoln</p>
138	<p>I'm disabled and depend on public transportation. The Dial A Ride drivers don't know where the boundaries. They tell me they can go as far and Dilber rd and deviate 3/4 of a mile but can't go past 7/11. I can't get Dial A Ride to my house but I take the bus. I live in Auburn City Limits but I can't get the Dial A Ride bus. I am right off the freeway. There are several other people that have commented they would like to be able to take Dial A Ride.</p>	<p>This is not an unmet transit need</p>	<p>The Placer County 40 Route is an intercity route and therefore does not offer complementary Dial-A-Ride service.</p>	<p>County Auburn</p>

## Intercounty Comments

	Comment	Finding	Explanation	Jurisdiction
139	From North Lincoln to East Sacramento*	This unmet transit need is not reasonable to meet	The unincorporated area north of Lincoln does not have transit service and the Short Range Transit Plans do not suggest adding such a service. However, the Placer-Sacramento Gateway and Action Plans are exploring opportunities to improve transit service between Sacramento and Placer Counties.	County
140	From Auburn Folsom near Beals Point to West Sacramento*	This unmet transit need is not reasonable to meet	There is no service between Granite Bay and West Sacramento and the Short Range Transit Plans do not recommend adding such a service. However, the Placer-Sacramento Gateway and Action Plans are exploring opportunities to improve transit service between Sacramento and Placer Counties.	County
141	From Waterford Dr in Granite Bay to Watt I-80 LR*	This unmet transit need is not reasonable to meet	There is no service between Granite Bay and the Watt/I-80 Light Rail Station and the Short Range Transit Plans do not recommend adding such a service. However, the Placer-Sacramento Gateway and Action Plans are exploring opportunities to improve transit service between Sacramento and Placer Counties.	County
142	From Sierra College to Hazel Light Rail Station*	This unmet transit need is not reasonable to meet	There is no direct service between Placer County and the Hazel Light Rail Station and the Short Range Transit Plans do not recommend adding such a service. However, the Placer-Sacramento Gateway and Action Plans are exploring opportunities to improve transit service between Sacramento and Placer Counties.	County Rocklin
143	From Taylor/I-80 to Yuba City*	This unmet transit need is not reasonable to meet	There is no transit service between South Placer and Yuba City and the Short Range Transit Plans do not recommend adding such a service.	Roseville County
144	From Blue Oaks and Woodcreek Oaks to Plymouth, Amador Co*	This unmet transit need is not reasonable to meet	There is no transit service between Placer and Amador Counties and the Short	County
145	From UC Davis Roseville to Yuba County Airport*	This unmet transit need is not reasonable to meet	There is no transit service between Placer and the Yuba County Airport and the Short Range Transit Plans do not suggest adding such a service	Roseville
146	From Washington and Industrial to UC Davis, Sacramento*	This is not an unmet transit need	Trips from South Placer to the UC Davis Medical Center, including this trip, can be made on WPCTSA's Health Express Service.	Roseville

## Intercounty Comments (cont.)

	Comment	Finding	Explanation	Jurisdiction
147	From Horseshoe Bar and Taylor to Beale AFB*	This unmet transit need is not reasonable to meet	There is currently no transit service between South Placer and Beale AFB and the Short Range Transit Plans do not recommend adding such a service.	Loomis
148	Form Horseshoe Bar and Taylor to Reno*	This unmet transit need is not reasonable to meet	There is currently no transit service between South Placer and Reno and the Short Range Transit Plans do not recommend adding such a service	County
149	From Community Drive to UC Davis Medical Center. This is my every day commute. it's only 16-17 miles. But it takes an hour. There are over 600 people who live in the Roseville area who work at the UC Davis Medical Center!!	This unmet transit need is not reasonable to meet	There is currently no direct commuter service between Roseville and the UC Davis Medical Center. The current Roseville Commuter Bus Schedule is designed to meet the needs of most riders. While the Short Range Transit Plans suggest adding two AM and two PM Roseville commuter routes, the exact timing and pickup locations for those routes will be determined by the operators.	Roseville
150	This line can no longer act as a Chinese wall, RT services 21, 93, possibly 103, should be extended north to the Galleria via Riverside & Sunrise Blvds. Roseville A/B can be cut back or eliminated.	This unmet transit need is not reasonable to meet	The Short Range Transit Plans do not recommend these route changes. However, the Placer-Sacramento Gateway and Action Plans are exploring opportunities to improve transit service between Sacramento and Placer Counties.	Roseville
151	Working with RT, RT 28 can be extended up Fair Oaks/Old Auburn/S. Cirby/Rocky Ridge/Secret Ravine to Sierra College.	This unmet transit need is not reasonable to meet	The Short Range Transit Plans do not recommend these route changes. However, the Placer-Sacramento Gateway and Action Plans are exploring opportunities to improve transit service between Sacramento and Placer Counties.	Roseville County Rocklin
152	PCT can operate Roseville-GB-Folsom service	This unmet transit need is not reasonable to meet	The Short Range Transit Plans do not recommend adding a Roseville-Granite Bay-Folsom service. However, the Placer-Sacramento Gateway and Action Plans are exploring opportunities to improve transit service between Sacramento and Placer Counties.	Roseville County
153	RT 109 extended to Sierra Collegef	This unmet transit need is not reasonable to meet	The Short Range Transit Plans do not recommend extending the Sac RT Route 109. However, the Placer-Sacramento Gateway and Action Plans are exploring opportunities to improve transit service between Sacramento and Placer Counties.	County Rocklin

## Intercounty Comments (cont.)

	Comment	Finding	Explanation	Jurisdiction
154	Improve Roseville L service; the route is a hodgepodge and should run completely on Douglas Blvd., or could be replaced by a PCT service to Folsom via GB.	This unmet transit need is not reasonable to meet	The Short Range Transit Plans do not recommend rerouting the Roseville L Route along Douglas Boulevard or creating a PCT service to Folsom. However, the Placer-Sacramento Gateway and Action Plans are exploring opportunities to improve transit service between Sacramento and Placer Counties.	Roseville County
155	From Bogart Way to 4th and Q*	This unmet transit need is not reasonable to meet	There is currently no Roseville Commuter service from Westpark to downtown Sacramento. The current Roseville Commuter Bus Schedule is designed to meet the needs of most riders. While the Short Range Transit Plans suggest adding two AM and two PM Roseville commuter routes, the exact timing and pickup locations for those routes will be determined by the operators.	Roseville
156	From Sierra Gardens and Russell to State Capitol. To attend State Legislature meetings regarding my profession.	This is not an unmet transit need	This trip can be made by taking Roseville Commuter from Maidu to several stops around the State Capitol.	Roseville
157	From Pine Street in Rocklin to Downtown Sacramento*	This is not an unmet transit need	This trip can be made by taking the Placer Commuter Express from Rocklin Station to Downtown Sacramento	County Rocklin
158	From Crestwood Way Rocklin to N Street Sacramento*	This is not an unmet transit need	This trip can be made by taking Rocklin Dial A Ride from Crestwood Way to Rocklin Station, then taking Placer Commuter Express from Rocklin Station to Downtown Sacramento.	County Rocklin
159	From Nicolas Rd in Lincoln to Rancho Cordova*	This unmet transit need is not reasonable to meet	There is currently no direct transit route between Lincoln and Rancho Cordova and the Short Range Transit Plans do not recommend adding such a service. However, the Placer-Sacramento Gateway and Action Plans are exploring opportunities to improve transit service between Sacramento and Placer Counties.	Lincoln
160	From Sunset and Fiddymont to La Lima Way*	This unmet transit need is not reasonable to meet	There is currently no direct transit route between Roseville and Natomas and the Short Range Transit Plans do not recommend adding such a service. However, the Placer-Sacramento Gateway and Action Plans are exploring opportunities to improve transit service between Sacramento and Placer Counties.	Roseville

## Intercounty Comments (cont.)

	Comment	Finding	Explanation	Jurisdiction
161	From Park & Stanford Ranch to Watt I-80 LR. Would like a bus from near my house in Rocklin to the SacRT light rail station at Watt & I-80.	This is not an unmet transit need	This trip can be made by taking Rocklin Dial-A-Ride from Park and Stanford Ranch to the Roseville Galleria, then taking the Placer County 10 Route from the Galleria to the Watt/I-80 Light Rail Station	County Rocklin
162	From Ophir and Cheyenne to I-5 and I-80*	This unmet transit need is not reasonable to meet	Currently there is no direct transit connection between Ophir Road and South Natomas and the Short Range Transit Plans do not recommend adding such a service. However, the Placer-Sacramento Gateway and Action Plans are exploring opportunities to improve transit service between Sacramento and Placer Counties.	County
163	From Sun City Lincoln to Mt Vernon Cemetery*	This unmet transit need is not reasonable to meet	Currently there is no direct transit connection between Lincoln and Citrus Heights and the Short Range Transit Plans do not recommend adding such a service. However, the Placer-Sacramento Gateway and Action Plans are exploring opportunities to improve transit service between Sacramento and Placer Counties.	Lincoln
164	From PFE and Billy Mitchell to Downtown Roseville*	This unmet transit need is not reasonable to meet	There is currently no transit service in this rural area of Southwestern Placer County and the Short Range Transit Plans do not recommend adding such a service.	Roseville County
165	From PFE and Billy Mitchell to Watt I-80 LR. Get downtown on light rail, but the homeless would need to not fill RT	This unmet transit need is not reasonable to meet	There is currently no transit service in this rural area of Southwestern Placer County and the Short Range Transit Plans do not recommend adding such a service. However, the Placer-Sacramento Gateway and Action Plans are exploring opportunities to improve transit service between Sacramento and Placer Counties.	County
166	From Blossom Hill to Broadway and 20th St*	This is not an unmet transit need	This trip can be made by taking the Sac RT 93 Route from Louis and Orlando Transfer Point to the Sunrise Light Rail Station, then taking the Gold Line to Downtown Sacramento.	Roseville
167	From Antelope Rd and I-80 to Sierra College*	This is not an unmet transit need	This trip can be made by taking the Sac RT 93 bus from Antelope Road and I-80 to the Louis Orlando Transfer Point, then taking the Placer County 10 Route from Louis Orland to Sierra College.	County
168	Penryn Rd and I-80 to Downtown Sacramento*	This is not an unmet transit need	This trip can be made by taking the Placer Commuter Express from Penryn Road and I-80 to Downtown Sacramento	County

## Intercounty Comments (cont.)

	Comment	Finding	Explanation	Jurisdiction
169	From Sunsplash to Sacramento Capitol*	This is not an unmet transit need	This trip can be made by taking the Roseville Commuter or the Placer Commuter Express from the Taylor/I-80 lot to Downtown Sacramento.	County
170	From Roseville to Folsom. Folsom. If love to go there for the museum's and other activities a few times a month when they have things going on. There's no transfer point meeting with Folsom and it takes to long to travel there leaving no time to enjoy the many sites and things to do in Folsom. I'd like to go in the morning about 8:30a.m and return to Roseville about 3:00-4:00p.m.	This unmet transit need is not reasonable to meet	There is currently no direct transit service between Roseville and Folsom and the Short Range Transit Plans do not recommend adding such a service. However, the Placer-Sacramento Gateway and Action Plans are exploring opportunities to improve transit service between Sacramento and Placer Counties.	Roseville
171	From Auburn to Rancho Cordova*	This unmet transit need is not reasonable to meet	There is currently no transit service between Auburn and Rancho Cordova and the Short Range Transit Plans do not recommend adding such a service. However, the Placer-Sacramento Gateway and Action Plans are exploring opportunities to improve transit service between Sacramento and Placer Counties.	Auburn
172	From Baseline and Cook Riolo to Sacramento Airport*	This unmet transit need is not reasonable to meet	There is currently no transit connection between South Placer and the Sacramento Airport and the Short Range Transit Plans do not recommend adding such a service.	County
173	From Mahany Park to the Sacramento Airport*	This unmet transit need is not reasonable to meet	There is currently no transit connection between South Placer and the Sacramento Airport and the Short Range Transit Plans do not recommend adding such a service.	Roseville
174	From Grass Valley to Auburn. Mire frequent trips to gv from auburn and from riseville to gv	This is not an unmet transit need	This trip can be made by taking the Gold Country Stage 5 Route from Grass Valley to Nevada Station.	Auburn
175	From Roseville to Grass Valley. Mire frequent trips to gv from auburn and from riseville to gv	This is not an unmet transit need	This trip can be made by taking the Placer County 10 Route from the Galleria to Nevada Station, then taking the Gold Country Stage 5 Route from Nevada Station to Grass Valley.	Roseville County
176	Auburn to Pollock Pines. Auburn and riseville to pollock and placerville and back	This unmet transit need is not reasonable to meet	There is no transit connection between South Placer and Pollock Pines and the Short Range Transit Plans do not recommend adding such a service.	County Auburn
177	Roseville to Pollock Pines. Auburn and riseville to pollock and placerville and back	This unmet transit need is not reasonable to meet	There is no transit connection between South Placer and Pollock Pines and the Short Range Transit Plans do not recommend adding such a service.	Roseville County

## Intercounty Comments (cont.)

	Comment	Finding	Explanation	Jurisdiction
178	From Douglas and Riverside to UC Davis Medical Center*	This unmet transit need is not reasonable to meet	There is currently no direct commuter service between Roseville and the UC Davis Medical Center. The current Roseville Commuter Bus Schedule is designed to meet the needs of most riders. While the Short Range Transit Plans suggest adding two AM and two PM Roseville commuter routes, the exact timing and pickup locations for those routes will be determined by the operators.	Roseville
179	From Roseville Galleria to 29th and L*	This is not an unmet transit need	This trip can be made by taking Roseville Commuter from the Galleria to several stops in Downtown Sacramento.	Roseville
180	From Sun City Lincoln to Sacramento Valley Station. End time of 3:30 no Amtrak train until 5:30	This unmet transit need is not reasonable to meet	There is currently no direct connection between Lincoln and the Sacramento Valley Station and the Short Range Transit Plans do not recommend adding such a service. However, the Placer-Sacramento Gateway and Action Plans are exploring opportunities to improve transit service between Sacramento and Placer Counties.	Lincoln
181	From Joe Rodgers and Itchy Acres to Historic Folsom Light Rail Station. Get to Sacramento Light Rail without having to drive.	This unmet transit need is not reasonable to meet	There is no transit connection between Granite Bay and Folsom and the Short Range Transit Plans do not recommend adding such a service. However, the Placer-Sacramento Gateway and Action Plans are exploring opportunities to improve transit service between Sacramento and Placer Counties.	County
182	From Roseville Civic Center to Downtown Folsom*	This unmet transit need is not reasonable to meet	There is no direct connection between Roseville and Folsom and the Short Range Transit Plans do not recommend adding such a service. However, the Placer-Sacramento Gateway and Action Plans are exploring opportunities to improve transit service between Sacramento and Placer Counties.	Roseville
183	From Roseville Civic Center to El Dorado Hills*	This unmet transit need is not reasonable to meet	There is no direct connection between Roseville and El Dorado Hills and the Short Range Transit Plans do not recommend adding such a service. However, the Placer-Sacramento Gateway and Action Plans are exploring opportunities to improve transit service between Sacramento and Placer Counties.	Roseville

## Intercounty Comments (cont.)

	Comment	Finding	Explanation	Jurisdiction
184	From Bickleigh Loop to Downtown Sacramento*	This unmet transit need is not reasonable to meet	There is currently no commuter service from the Westpark area of Roseville. The current Roseville Commuter Bus Schedule is designed to meet the needs of most riders. While the Short Range Transit Plans suggest adding two AM and two PM Roseville commuter routes, the exact timing and pickup locations for those routes will be determined by the operators.	Roseville
185	From Rocklin Station to Downtown San Francisco. We need speedy trains. Cut the time with nonstop trains from Rocklin straight thru SFO	This unmet transit need is not reasonable to meet	Neither the Short Range Transit Plans nor the California Rail Plan recommend creating non-stop trains from Rocklin to the San Francisco Bay Area.	Rocklin
186	From Mahany Park to Sacramento Capitol. I'd like to use the Roseville Commuter bus at Mahany park & ride but the last bus leaves at 7:10 a.m. which is too early. I'd love it if the last bus left Mahany for downtown Sacramento at 8:30 a.m. I would be able to avoid driving to the light rail station at Roseville Road. It would make my commute to work a lot easier!	This is not an unmet transit need	The current Roseville Commuter Bus Schedule is designed to meet the needs of most riders. While the Short Range Transit Plans suggest adding two AM and two PM Roseville commuter routes, the exact timing and pickup locations for those routes will be determined by the operators.	Roseville
187	From Auburn to Grass Valley*	This is not an unmet transit need	This trip can be made by taking the Gold Country Stage 5 Route from Grass Valley to Nevada Station.	Auburn
188	From Lincoln and Nicolas to Sacramento Valley Station*	This unmet transit need is not reasonable to meet	There is currently no direct connection between Lincoln and the Sacramento Valley Station and the Short Range Transit Plans do not recommend adding such a service. However, the Placer-Sacramento Gateway and Action Plans are exploring opportunities to improve transit service between Sacramento and Placer Counties.	Lincoln
189	From Granite Bay to Berkeley*	This unmet transit need is not reasonable to meet	There is currently no transit connection between Granite Bay and Berkeley. However Capitol Corridor, with stations in Roseville and Sacramento, provides service to Berkeley.	County
190	From Westbrook and Brookstone to Placerville*	This unmet transit need is not reasonable to meet	There is no transit service between South Placer and Placerville and the Short Range Transit Plans do not recommend adding such a service.	Roseville
191	From Westbrook and Brookstone to Covelo*	This unmet transit need is not reasonable to meet	There is no transit service between South Placer and Covelo and the Short Range Transit Plans do not recommend adding such a service.	Roseville

## Intercounty Comments (cont.)

	Comment	Finding	Explanation	Jurisdiction
192	From Westbrook and Brookstone to Sacramento Capitol*	This unmet transit need is not reasonable to meet	There is currently no direct commuter service between Westpark and Downtown Sacramento; the nearest commuter stop is Mahany Park. The current Roseville Commuter Bus Schedule is designed to meet the needs of most riders. While the Short Range Transit Plans suggest adding two AM and two PM Roseville commuter routes, the exact timing and pickup locations for those routes will be determined by the operators.	Roseville
193	From Auburn to Nevada City. It is possible I believe to take transit from Auburn to Nevada City, but it has not been convenient, requires transfer and walking from one area in Grass Valley to another.	This is not an unmet transit need	This trip can be made by taking the Gold Country Stage 5 Route from Nevada Station to Grass Valley, then taking the Gold Country State 1 Route from Grass Valley to Nevada City. Transfers are a part of any transit system and are not considered unmet needs.	County Auburn
194	From Rocklin to Downtown Sacramento. Via car, 25 minute drive versus multi transit of 3hrs and 20minutes	This is not an unmet transit need	This trip can be made by taking Place Commuter Express from Rocklin Station or Taylor and I-80 to Downtown Sacramento. The Commuter Express Trip takes between 40-60 minutes depending on which stop is used in Downtown Sacramento.	County
195	From 80/65 to Hayward*	This unmet transit need is not reasonable to meet	There is no direct transit service between the 80/65 interchange and Hayward and the Short Range Transit Plans do not recommend adding such a service. By taking Capitol Corridor, one could ride from Roseville Station to Richmond Station, and then take BART to Hayward.	Roseville
196	From Roseville Galleria to State Capitol*	This is not an unmet transit need	This trip can be made by taking Roseville Commuter from the Galleria to several stops in Downtown Sacramento.	Roseville
197	From Riverside and I-80 to Downtown Sacramento*	This is not an unmet transit need	This trip can be made by taking Roseville Commuter from Louis and Orlando to several stops in Downtown Sacramento.	Roseville
198	From Cirby and I-80 to Sacramento Airport*	This unmet transit need is not reasonable to meet	There is currently no transit connection between South Placer and the Sacramento Airport and the Short Range Transit Plans do not recommend adding such a service.	Roseville
199	From Roseville to Yuba City*	This unmet transit need is not reasonable to meet	There is currently no transit connection between South Placer and Yuba City and the Short Range Transit Plans do not recommend adding such a service.	Roseville

## Intercounty Comments (cont.)

	Comment	Finding	Explanation	Jurisdiction
200	From Bell and Highway 49 to Watt and I-80*	This is not an unmet transit need	This trip can be made by taking the Placer County 30 Route from Bell and County Center Drive to Nevada Station, then taking the Placer County 10 Route from Nevada Station to the Watt/I-80 Light Rail Station	County
201	From Sunset and Pacific to Rancho Cordova*	This unmet transit need is not reasonable to meet	There is currently no direct transit route between Rocklin and Rancho Cordova and the Short Range Transit Plans do not recommend adding such a service. However, the Placer-Sacramento Gateway and Action Plans are exploring opportunities to improve transit service between Sacramento and Placer Counties.	Rocklin
202	From Roseville to Yuba City*	This unmet transit need is not reasonable to meet	There is currently no transit connection between South Placer and Yuba City and the Short Range Transit Plans do not recommend adding such a service.	Roseville
203	Foothills and Pleasant Grove to 28th and O*	This is not an unmet transit need	This trip can be made by taking Roseville Commuter from Mahany Park to several stops in Downtown Sacramento.	Roseville
204	From 28th and O to Auburn*	This is not an unmet transit need	This trip can be made by taking Placer Commuter Express from Nevada Station to several stops in Downtown Sacramento	County Auburn
205	From Troy to Nordon*	This unmet transit need is not reasonable to meet	There is currently no transit service in the Norden area of rural Placer County and the Short Range Transit Plans do not suggest adding such a service.	County
206	From Nader Rd to Downtown Sacramento*	This unmet transit need is not reasonable to meet	There is currently no transit service between Sheridan and Lincoln. While the Short Range Transit Plans recommend piloting a shuttle, there is not sufficient ridership at this time to support a service.	County
207	From Roseville Parkway and I-80 to El Camino and Truxel*	This unmet transit need is not reasonable to meet	There is currently no direct transit service between Roseville and Natomas and the Short Range Transit Plans do not recommend adding such a service. However, the Placer-Sacramento Gateway and Action Plans are exploring opportunities to improve transit service between Sacramento and Placer Counties.	Roseville

## Intercounty Comments (cont.)

	Comment	Finding	Explanation	Jurisdiction
208	From Georgetown to Auburn. I actually live here on Cougar Lane and then drive to Auburn Amtrak station which I am really having problems finding on this map, but am willing to in good weather, make it to MarVal Market. Currently, there are no commuter groups from Georgetown. We just got together and again paved out road on Reservoir Road all the way past Cougar Lane a block longer. During snow time, I drive all the way to Cool to highway 49 in order to avoid Marshall grade's 10 degree drop and curves without an edge on some parts of the curves.	This unmet transit need is not reasonable to meet	There is no transit service between Georgetown and Auburn and the Short Range Transit Plans do not recommend adding such a service.	Auburn
209	From Roseville Station to Jefferson and Linden*	This unmet transit need is not reasonable to meet	There is no transit service between Roseville and the Southport and the Short Range Transit Plans do not recommend adding such a service.	Roseville
210	From Roseville Station to Sacramento Valley Station*	This is not an unmet transit need	Capitol Corridor, and its thruway bus service provide regular service between Roseville and Sacramento Valley Stations.	Roseville
211	From Auburn to Downtown Sacramento*	This is not an unmet transit need	Placer Commuter Express and Capitol Corridor provide direct service between Auburn and Downtown Sacramento	County Auburn
212	From Auburn to Bay Area*	This is not an unmet transit need	Capitol Corridor, and its thruway bus service provide regular service between Auburn and the Bay Area.	Auburn
213	From Atkinson and Main to Pollock Pines*	This unmet transit need is not reasonable to meet	There is no transit connection between South Placer and Pollock Pines and the Short Range Transit Plans do not recommend adding such a service.	Roseville
214	Sierra College to Downtown Sacramento*	This is not an unmet transit need	This trip can be made by taking the Placer County 20 Route from Sierra College to the Watt I-80 Light Rail Station, then taking the Sac RT Blue Line to Downtown Sacramento.	County Rocklin
215	Combie Road and Lakeview Hills Rd to Auburn Valley Golf Club*	This unmet transit need is not reasonable to meet	There is no transit service between Lake of the Pines and South Placer and the Short Range Transit Plans do not recommend adding such a service.	Auburn
216	From Yankee Jim to Elkhorn and Natomas Rd*	This unmet transit need is not reasonable to meet	There is no transit service in the rural Yankee Jim area and the Short Range Transit Plans do not recommend adding such a service.	County
217	From Whitney Oaks Springfield, Rocklin to 11th and N Street*	This is not an unmet transit need	This trip can be made by taking Rocklin Dial-A-Ride from Springfield to the Galleria, Taking the Placer County 10 Route from the Galleria to Watt/I-80 then taking Sac RT Blue Line into Downtown Sacramento. .	County Rocklin

## Intercounty Comments (cont.)

	Comment	Finding	Explanation	Jurisdiction
218	From Paseo Villena and Auburn Folsom to Downtown Sacramento*	This unmet transit need is not reasonable to meet	There is no direct transit connection between Granite Bay and Downtown Sacramento. However, the Placer-Sacramento Gateway and Action plans are exploring options for greater service between Placer and Sacramento Counties.	County
219	From Douglas and Sierra Gardens to Downtown Sacramento*	This unmet transit need is not reasonable to meet	There is no direct transit connection between Granite Bay and Downtown Sacramento. However, the Placer-Sacramento Gateway and Action plans are exploring options for greater service between Placer and Sacramento Counties.	County
220	From Roseville Square to Sacramento Airport*	This unmet transit need is not reasonable to meet	There is currently no transit connection between South Placer and the Sacramento Airport and the Short Range Transit Plans do not recommend adding such a service.	Roseville
221	Sierra College and East Roseville to Sacramento Airport*	This unmet transit need is not reasonable to meet	There is currently no transit connection between South Placer and the Sacramento Airport and the Short Range Transit Plans do not recommend adding such a service.	Roseville County
222	Form Sierra College and Douglas to Sacramento Valley Station. Sierra College & Douglas. Need Mass transit from Granite bay major intersections to Sacto Valley Train Station	This unmet transit need is not reasonable to meet	There is no direct transit connection between Granite Bay and Downtown Sacramento. However, the Placer-Sacramento Gateway and Action plans are exploring options for greater service between Placer and Sacramento Counties.	County
223	San Juan Ave Roseville to State Capitol*	This is not an unmet transit need	This trip can be made by taking Capitol Corridor from Roseville Station to Sacramento Valley Station.	Roseville
224	It is long overdue to extend LR to Roseville and Rocklin.	This unmet transit need is not reasonable to meet	The Short Range Transit Plans do not recommend extending light rail. However, the Placer-Sacramento Gateway and Action plans are exploring options for greater service between Placer and Sacramento Counties.	Roseville Rocklin
225	Please add a midday commuter option!	This unmet transit need is not reasonable to meet	The Roseville Short Range Transit Plan identifies the potential for a midday commuter. The exact timing and location of that service is dependent on forecasted ridership. However, the Placer-Sacramento Gateway and Action plans are exploring options for greater service between Placer and Sacramento Counties.	Roseville

## Intercounty Comments (cont.)

	Comment	Finding	Explanation	Jurisdiction
226	Please have light rail connect to Roseville.	This unmet transit need is not reasonable to meet	The Short Range Transit Plans do not recommend extending light rail. However, the Placer-Sacramento Gateway and Action plans are exploring options for greater service between Placer and Sacramento Counties.	Roseville
227	heard that a monorail from Roseville to Downtown SAC. is in the works. Like to get more info. on that..	This is not an unmet transit need	The Short Range Transit Plans do not suggest the creation of a monorail system.	Roseville
228	Light Rail in Rocklin. William Jessup University to Sierra College, down Sunset	This unmet transit need is not reasonable to meet	The Short Range Transit Plans do not recommend extending light rail. However, the Placer-Sacramento Gateway and Action plans are exploring options for greater service between Placer and Sacramento Counties.	Rocklin
229	I would like to see more public transit available for West Roseville to the HWY 80 sector and on to Sacramento.	This is not an unmet transit need	This comment lacks sufficient detail to identify a request.	Roseville
230	Friday Roseville bus bring in #6 in the morning. Cancel #10 in the morning. thank you.	This is not an unmet transit need	Operations issues are not considered unmet transit needs. However, this comment will be forwarded to the transit operators.	Roseville
231	As someone who has a car, I don't NEED public transit, but I'd utilize it if it made sense. I use Lightrail in Sacramento to go downtown, but just can't use it to get to my second job in Roseville reasonably. Also, why aren't there more routes to the airport from ALL local cities? I use Lyft to go to the airport from Roseville and from my home in Sacramento.	This unmet transit need is not reasonable to meet	There is currently no transit connection between South Placer and the Sacramento Airport and the Short Range Transit Plans do not recommend adding such a service.	Roseville
232	Just to express again the need for an earlier bus on the Placer County Commute Express line.	This unmet transit need is not reasonable to meet	The Short Range Transit Plan did not recommend adding an earlier Placer Commuter Express run.	County
233	I would like to see more commuter bus options in west Roseville. It's difficult to take transit here in the mornings to work because the bus options are limited and the last bus service is 7:10 a.m. is too early. A later bus leaving Mahany at 8:30 a.m. would be great.	This unmet transit need is not reasonable to meet	The current Roseville Commuter Bus Schedule is designed to meet the needs of most riders. The Short Range Transit Plans suggest adding two AM and two PM Roseville commuter routes, the exact timing and pickup locations for those routes will be determined by the operators.	Roseville
234	I don't use transit much, only to get to airport when taking long trips.	This unmet transit need is not reasonable to meet	There is currently no transit connection between South Placer and the Sacramento Airport and the Short Range Transit Plans do not recommend adding such a service.	County
235	More routes in Placer Commuter Express	This is not an unmet transit need	This comment lacks sufficient detail to identify a request.	County

## Intercounty Comments (cont.)

	Comment	Finding	Explanation	Jurisdiction
236	Increase rail frequency Sac to Auburn/Colfax	This unmet transit need is not reasonable to meet	Track width and freight needs limit passenger rail frequency. Capitol Corridor and PCTPA are looking at ways to increase frequency to South Placer.	County Auburn
237	How do I get on the bus if I am in a wheelchair on the commuter bus? Can you add an earlier ride to Sac so I can work at 6:30 am? How many rides are available in the after noon departing at 4:45 pm?	This is not an unmet transit need	This comment lacks sufficient detail to identify a request. However, both Roseville and Placer County's commuter buses are wheelchair accessible.	Roseville County
238	Because I live in a very rural area, I don't use public transit. However, we need transit that goes outside of Placer Co., like to the Sac Airport. A couple of years ago I could not find transportation for a friend who flew in from Australia and wanted to go to Truckee. I looked into Amtrak, buses, etc and there was no easy way. We need links between counties and cities.	This unmet transit need is not reasonable to meet	There is currently no transit connection between South Placer and the Sacramento Airport and the Short Range Transit Plans do not recommend adding such a service.	County
239	Mass transit should be the top priority! From Sacramento to Tahoe	This is not an unmet transit need	This trip is outside PCTPA's jurisdiction and has been forwarded to the Tahoe Regional Planning Agency and the Sacramento Area Council of Governments.	
240	Need more access to and from Sacramento/ Lincoln	This is not an unmet transit need	This comment lacks sufficient detail to identify a request.	Lincoln
241	I take transit most between Roseville and Sacramento. Would be helpful to provide more options for these trips. Also, to the airport!	This unmet transit need is not reasonable to meet	There is currently no transit connection between South Placer and the Sacramento Airport and the Short Range Transit Plans do not recommend adding such a service.	Roseville
242	I moved to Roseville almost two years ago and I was unpleasantly surprised that there is no direct public transport to the Sacramento airport. 20 minutes by car, but, two hours and several changes by public transit.  I just returned from a trip to Europe landing at Oakland International with a broken foot in a cast. It took me 4.5 hours, two BARTS, one Corridor to Sacramento and than a bus to Roseville. Arriving in Roseville I could have taken 2 different buses and another hour to get home. Fortunately I knew a neighbor who was kind enough to pick me up from the train station. Not easy after having been on airplanes, trains and buses for 25 hours in total. I understand that this may be out of Placer county, but, it is very inconvenient and certainly not encouraging me to take public transportation.	This unmet transit need is not reasonable to meet	There is currently no transit connection between South Placer and the Sacramento Airport and the Short Range Transit Plans do not recommend adding such a service.	Roseville

## Miscellaneous Comments

	Comment	Finding	Explanation	Jursidiction
242	From Martis Peak Rd to Olympic Valley*	This is not an unmet transit need	This trip is outside PCTPA's jurisdiction and has been forwarded to Tahoe Regional Planning Agency.	
243	Kings Beach to Sugar Pine State Park*	This is not an unmet transit need	This trip is outside PCTPA's jurisdiction and has been forwarded to Tahoe Regional Planning Agency.	
244	From Kings Beach to South Lake Tahoe*	This is not an unmet transit need	This trip is outside PCTPA's jurisdiction and has been forwarded to Tahoe Regional Planning Agency.	
245	From Reno to Kings Beach*	This is not an unmet transit need	This trip is outside PCTPA's jurisdiction and has been forwarded to Tahoe Regional Planning Agency.	
246	From Kings Beach to South Lake Tahoe*	This is not an unmet transit need	This trip is outside PCTPA's jurisdiction and has been forwarded to Tahoe Regional Planning Agency.	
247	From Kings Beach to Reno*	This is not an unmet transit need	This trip is outside PCTPA's jurisdiction and has been forwarded to Tahoe Regional Planning Agency.	
248	Olympic Valley and Beaumont Rd. Getting from the top of communities to 89 can be challenging and makes it not worth taking public transit.	This is not an unmet transit need	This trip is outside PCTPA's jurisdiction and has been forwarded to Tahoe Regional Planning Agency.	
249	From Donner Pass and Olympic to Tahoe City. I work for Placer County in Tahoe City. I live in Placer County near the county line in Truckee. I have regular hours (8-5 M-F) and currently the service hours would not get me to work on time, nor pick me up after 5 to go home. If a "regular hours" employee cannot make the bus work, imagine if I worked at a ski resort (start time 7ish or earlier) or a restaurant (end time 9ish or later) which the majority of people here do. It's a shame, and embarrassing that we don't provide this basic service to our hard-working-class citizens who serve us and support our economy on their backs.	This is not an unmet transit need	This trip is outside PCTPA's jurisdiction and has been forwarded to Tahoe Regional Planning Agency.	
250	From Cool to North Highlands*	This is not an unmet transit need	This trip is outside PCTPA's jurisdiction and has been forwarded to the Sacramento Area Council of Governments.	
251	From Tahoe City to Reno*	This is not an unmet transit need	This trip is outside PCTPA's jurisdiction and has been forwarded to Tahoe Regional Planning Agency.	
252	From Kings Beach to South Lake Tahoe*	This is not an unmet transit need	This trip is outside PCTPA's jurisdiction and has been forwarded to Tahoe Regional Planning Agency.	
253	From Grass Valley to Sacramento Valley Station*	This is not an unmet transit need	This trip is outside PCTPA's jurisdiction and has been forwarded to the Sacramento Area Council of Governments.	

## Miscellaneous Comments (cont.)

	Comment	Finding	Explanation	Jursidiction
254	From Old Country Rd and North Lake Rd to Reno. Greyhound (unreliable, undesirable) only commutes once per day between Reno and Truckee. I simply cannot understand why there is no bus from North Tahoe to Reno... ever.	This is not an unmet transit need	This trip is outside PCTPA's jurisdiction and has been forwarded to Tahoe Regional Planning Agency.	
255	From Old Country Rd and North Lake Rd to Truckee. Night buses are needed between Truckee and North Tahoe/West Shore.	This is not an unmet transit need	This trip is outside PCTPA's jurisdiction and has been forwarded to Tahoe Regional Planning Agency.	
256	From Tahoe City to Olympic Valley*	This is not an unmet transit need	This trip is outside PCTPA's jurisdiction and has been forwarded to Tahoe Regional Planning Agency.	
257	From Nordon to Truckee*	This is not an unmet transit need	This trip is outside PCTPA's jurisdiction and has been forwarded to Nevada County Transportation Commission.	
258	From Georgetown to Downtown Sacramento. Daily I would ride from MarVal Market if it was available. The vast majority of folk in the hills between Auburn and Placerville, especially Georgetown, they almost all work in Sacramento for CA State departments. I see the very same folk each morning. So sad!	This is not an unmet transit need	This trip is outside PCTPA's jurisdiction and has been forwarded to the Sacramento Area Council of Governments.	
259	Hatchet Creek Rd to La Barr Meadows Road*	This is not an unmet transit need	This trip is outside PCTPA's jurisdiction and has been forwarded to Nevada County Transportation Commission.	
260	From Downtown Sacramento to Sacramento Airport*	This is not an unmet transit need	This trip is outside PCTPA's jurisdiction and has been forwarded to the Sacramento Area Council of Governments.	
261	Need light rail expansion	This is not an unmet transit need	This comment lacks sufficient detail to identify a request.	
262	We definitely need more public transit stops especially down Luther Road which gets very busy. People walk down Luther daily and it's so dangerous especially with how fast cars go by.	This is not an unmet transit need	Operations issues are not considered unmet transit needs. However, this comment will be forwarded to the transit operators.	Auburn
263	I would like to be notified as to when PCTPA will conduct an unmet transit needs hearing before the Transportation Commission of the City of Roseville. The next meeting will occur on Tuesday, October 15th at 6pm in the Council Chambers located at 311 Vernon Street in Downtown Roseville.	This is not an unmet transit need	This comment does not request transit service. PCTPA presents on unmet transit needs at the request of city staff.	Roseville
264	I would use TART if it had more frequency and later service, and a park and ride location somewhere near the mousehole in Truckee.	This is not an unmet transit need	This trip is outside PCTPA's jurisdiction and has been forwarded to Tahoe Regional Planning Agency.	
265	More regional trains including Tahoe	This is not an unmet transit need	This comment lacks sufficient detail to identify a request.	
266	Once daily commuter service to and from Marysville would great.	This is not an unmet transit need	This comment lacks sufficient detail to identify a request.	

## Miscellaneous Comments (cont.)

	Comment	Finding	Explanation	Jursidiction
267	Keepup the great job!	This is not an unmet transit need	This comment does not request transit service.	
268	The community would benefit more and traffic would decrease greatly if buses went to popular trailheads and beaches	This is not an unmet transit need	This comment does not request transit service.	
269	Look into free bus systems for colleges and work with Sierra College and William Jessup to implement.	This is not an unmet transit need	Operations issues are not considered unmet transit needs. However, this comment will be forwarded to the transit operators.	Rocklin
270	Need to pay drivers more to keep them	This is not an unmet transit need	Operations issues are not considered unmet transit needs. However, this comment will be forwarded to the transit operators.	
271	Widen the roads	This is not an unmet transit need	This comment does not request transit service.	
272	If buses stopped at Sun City Lincoln Hills Lincoln CA	This is not an unmet transit need	This comment lacks sufficient detail to identify a request.	Lincoln
273	LOOK AT THE PUBLIC TRANSPORT SYSTEMS IN EUROPE!!!! ESPECIALLY FOR EXAMPLE MUNICH, GERMANY!!!!	This is not an unmet transit need	This comment lacks sufficient detail to identify a request.	
274	Roseville Commuter buses are old. Your own documentation says the older commuter buses should have been replaced in 2012	This is not an unmet transit need	Operations issues are not considered unmet transit needs. However, this comment will be forwarded to the transit operators.	Roseville
275	I would likely only use share rides or a train system-I don't feel safe on the busses and the times don't line up well with my work schedule.	This is not an unmet transit need	This comment lacks sufficient detail to identify a request.	
276	Just want to thank Ms. Holly for her outstanding service and for looking out for my son on his rides home from school every day. She is the best!	This is not an unmet transit need	This comment does not request transit service.	
277	We need to increase public transit dramatically over the next 10 years to control global warming. I would advocate for more taxes to fund public transit or fees for hwy. usage to fund more public transit.	This is not an unmet transit need	This comment lacks sufficient detail to identify a request.	
278	I like that a survey was sent to citizens and it triggered me to look into and start using transit system. Thank you.	This is not an unmet transit need	This comment does not request transit service.	

## Miscellaneous Comments (cont.)

	Comment	Finding	Explanation	Jursidiction
279	<p>I live in the Tahoe Basin and am a full time resident and Professor. I have tried REPEATEDLY to take TART to work but it is 100% non-functional for real commuters. I'd like to take my car off the road to save lake clarity and traffic, but the time from my home to my work at Sierra Nevada College in Incline takes 4.5 hours roundtrip by bus, or only 1hr-1.5 hrs by car. What would you do? The only way to TRULY make public transit work in the Basin is have busses running every 15 minutes. The current system is an absolute joke designed to support J1s and NOT real, full time residents. I've taken public transportation to work for years in other locations and this is a LAUGHABLE system. As usual, Placer County is failing Eastern Placer.</p>	This is not an unmet transit need	This trip is outside PCTPA's jurisdiction and has been forwarded to Tahoe Regional Planning Agency.	
280	<p>We work in different location. I own a car, and cannot drive myself. If you want us out of the car and on a bus/train, make it easy and affordable</p> <p>What is available for those who are legally low vision or blind? Any free transit?</p>	This is not an unmet transit need	This comment lacks sufficient detail to identify a request.	
281	No	This is not an unmet transit need	This comment lacks sufficient detail to identify a request.	
282	A Commuter buss to Mather	This is not an unmet transit need	This comment lacks sufficient detail to identify a request.	
283	The new Auburn transit rout is awful! Left at 1pm didn't get home until 5:13pm!	This is not an unmet transit need	This comment does not request transit service.	Auburn
284	Retired people do not have a work zip code. This survey assumes only workers commute	This is not an unmet transit need	This comment does not request transit service.	
285	Make it safe ,simple and cheap!	This is not an unmet transit need	This comment lacks sufficient detail to identify a request.	
286	I miss not taking the bus since I changed jobs.	This is not an unmet transit need	This comment does not request transit service.	
287	More covered stops would be of great service in the sun or rain. It would improve ridership!	This is not an unmet transit need	Operations issues are not considered unmet transit needs. However, this comment will be forwarded to the transit operators.	
288	Have the builders who are filling south west placer county with tract homes pay for the transit. We who live here are stuck with the traffic and noise	This is not an unmet transit need	This comment does not request transit service.	

## Miscellaneous Comments (cont.)

	Comment	Finding	Explanation	Jursidiction
289	Huge, expensive buses have always seemed like a huge waste of money to me. More, smaller vehicles or vouchers for Uber or Lyft would seem more cost effective.	This is not an unmet transit need	Operations issues are not considered unmet transit needs. However, this comment will be forwarded to the transit operators.	
290	Gotta get SERIOUS about this! Traffic and carbon emissions are killing us.	This is not an unmet transit need	This comment does not request transit service.	
291	Placer County Transportation needs is not restricted to Placer County. Work commutes are region wide and the viable options are automobiles, car pooling and freeways. We need rail and more coordinated transit,	This is not an unmet transit need	This comment lacks sufficient detail to identify a request.	
292	I am sure you don't even read this ! Just another formality. The county does what it wants.	This is not an unmet transit need	This comment does not request transit service. Each comment is read and responded to by a member of the PCTPA staff.	
293	I am retired and not comfortable driving at night,	This is not an unmet transit need	This comment does not request transit service.	
294	Public transit is abysmal in this county. If you do not own a car, you cannot effectively get to work, school, or to social activities.	This is not an unmet transit need	This comment does not request transit service.	
295	No	This is not an unmet transit need	This comment does not request transit service.	
296	A bus stop at our apartment on Vernon	This is not an unmet transit need	This comment lacks sufficient detail to identify a request.	
297	No provided comments already. Subways and trains are needed too-not just buses.	This is not an unmet transit need	This comment lacks sufficient detail to identify a request.	
298	I work in many locations in Placer CO	This is not an unmet transit need	This comment does not request transit service.	
299	Rethink transportation to be based on customer needs to planners' preconceived notions. Night rider should be year round to reduce Drunk Driving. Tart should reroute to be the ski and resort shuttles so the entire NBLT area can be 'ski and out' or recreate in and out to transit points.	This is not an unmet transit need	These trips are outside PCTPA's jurisdiction and have been forwarded to Tahoe Regional Planning Agency.	
300	Use friendly safe drivers that talk to your customers	This is not an unmet transit need	Operations issues are not considered unmet transit needs. However, this comment will be forwarded to the transit operators.	
301	Workforce housing isn't going to become affordable - commuting is the reality.	This is not an unmet transit need	This comment does not request transit service.	
302	I retired at the end of June 2019, after working in downtown Sacramento for 40+ years. My need for public transit has greatly decreased.	This is not an unmet transit need	This comment does not request transit service.	

## Miscellaneous Comments (cont.)

	Comment	Finding	Explanation	Jursidiction
303	Would it be cheaper to merge with SacRT?	This is not an unmet transit need	This comment does not request transit service	
304	City of Roseville is growing so fast. Especially the West Roseville area. However, the transportation needs are not planned well especially the transit options from this area. Most of the people moving to West Park area are working at the Government sector or in the health care sector. I personally know 200+ families working in the downtown area from near by West Park area. Please take my comments into your consideration as it will help to promote public transportation and will reduce congestion especially in the Baseline Road and Hwy 99.	This is not an unmet transit need	This comment lacks sufficient detail to identify a request.	Roseville
305	Thanks for asking. My only option to get to work is to drive because I gave up riding my bike. There's no bus route from my neighborhood to work	This is not an unmet transit need	This comment lacks sufficient detail to identify a request.	
306	Please add more bike racks to buses - I have been turned away due to rack being full.	This is not an unmet transit need	Operations issues are not considered unmet transit needs. However, this comment will be forwarded to the transit operators.	
307	You must take into consideration the growing population of elderly who will need transportation services that don't completely tie up a whole day or require long lead times.	This is not an unmet transit need	This comment lacks sufficient detail to identify a request.	
308	I have no need for transit now. I do like knowing if will be available when I am older or less able to take myself to appts and shopping	This is not an unmet transit need	This comment does not request transit service	
309	Thank you for seeking input. I hope more transit options are made available to people traveling to and from Tahoe to Reno.	This is not an unmet transit need	This trip is outside PCTPA's jurisdiction and has been forwarded to Tahoe Regional Planning Agency.	
310	Sounds like you're a proactive group which is great. Also want to use more public transport for environmental reasons also.	This is not an unmet transit need	This comment does not request transit service	
311	Stop building homes	This is not an unmet transit need	This comment does not request transit service	
312	I have been told the county does not want to incur extra staffing costs for more frequent busses.	This is not an unmet transit need	This comment does not request transit service	
313	This is all about AGENDA 21.	This is not an unmet transit need	This comment does not request transit service	
314	Would like more wheelchair accessibility	This is not an unmet transit need	This comment lacks sufficient detail to identify a request.	
315	public transit is not for everyone; please remember this! And this questionnaire is quit long.	This is not an unmet transit need	This comment does not request transit service	

## Miscellaneous Comments (cont.)

	Comment	Finding	Explanation	Jursidiction
316	Expansion of light rail needs to be explored	This unmet transit need is not reasonable to meet	The Short Range Transit Plans do not recommend extending light rail. However, the Placer-Sacramento Gateway and Action plans are exploring options for greater service between Placer and Sacramento Counties.	
317	Seniors need more access to buses at more locations	This is not an unmet transit need	This comment lacks sufficient detail to identify a request.	
318	Why didn't you include Capitol Corridor as an option? PCTPA used to be a supporter & it is the best way to get to Sacramento with fewer stops and parking at stations.	This is not an unmet transit need	This comment does not request transit service	
319	Need more public transit! Light rail connector!	This unmet transit need is not reasonable to meet	The Short Range Transit Plans do not recommend extending light rail. However, the Placer-Sacramento Gateway and Action plans are exploring options for greater service between Placer and Sacramento Counties.	
320	My wife and I ride Route M weekly to dine out. Route M is very efficient. Well done!	This is not an unmet transit need	This comment does not request transit service.	
321	We need more park and ride lots with EV charging capabilities.	This is not an unmet transit need	This comment does not request transit service.	
322	Please extend the Light Rail from Folsom to Placer County; Please extend the Light Rail from Watt I-80 to to Placer County then eliminate the Commuter Bus from and replace it with Commuter Train going to/from Sacramento with limited stop - this will reduce traffic on I-80; use smaller buses in Roseville for fixed route (like the Dial-A-Ride. The fixed route has also 3-5 passengers and convert buses to Electric. Thank you.	This unmet transit need is not reasonable to meet	The Short Range Transit Plans do not recommend extending light rail. However, the Placer-Sacramento Gateway and Action plans are exploring options for greater service between Placer and Sacramento Counties. Operations issues including bus size are not considered unmet transit needs.	
323	Stop using those gigantic buses and use mini buses instead where ridership warrents.	This is not an unmet transit need	Operations issues are not considered unmet transit needs. However, this comment will be forwarded to the transit operators.	
324	There is currently no public transit in my region. I would use public transit on Donner Summit, and from Donner Summit to Truckee, if available.	This is not an unmet transit need	This trip is outside PCTPA's jurisdiction and has been forwarded to Tahoe Regional Planning Agency.	
325	Work on connecting all the bike paths	This is not an unmet transit need	This comment does not request transit service.	
326	We need to increase public transit substantially to help transition to a lower carbon lifestyle.	This is not an unmet transit need	This comment does not request transit service.	

## Miscellaneous Comments (cont.)

	Comment	Finding	Explanation	Jursidiction
327	bus stops in auburn are terrible, please add a code and a map with hours	This is not an unmet transit need	Operations issues are not considered unmet transit needs. However, this comment will be forwarded to the transit operators.	
328	Add small buses in neighborhoods that feed larger bus lines	This is not an unmet transit need	This comment lacks sufficient detail to identify a request.	
329	I am retired. Your work zip code question needs a retired option.	This is not an unmet transit need	This comment does not request transit service.	
330	I wish you'd take all of the advertising for the casino off the bus; it makes them hard to recognize as city transit...They look like Thunder Valley private bus trips.	This is not an unmet transit need	Operations issues are not considered unmet transit needs. However, this comment will be forwarded to the transit operators.	
331	Less bums	This is not an unmet transit need	This comment does not request transit service.	
332	Hate public transportation. Won't use it.	This is not an unmet transit need	This comment does not request transit service.	
333	Placer County should avail itself of the Citizen's Initiated Smart Growth Plan (CISGP) developed for the Sunset Area Plan. The CISGP provides land uses, especially housing densities, that are compatible with Bus Rapid transit. This type of planning will assist in bringing more trains sooner into Placer County via the Capitol Corridor expansion.	This is not an unmet transit need	This comment does not request transit service.	
334	My rides doesn't always have drivers out of Auburn area	This is not an unmet transit need	Operations issues are not considered unmet transit needs. However, this comment will be forwarded to the transit operators.	
335	this survey is worthless, most people who use transit will not be able to use the drop and drag option, the fact that sac is not included in the map is absurd. we want lanes for cars removed and replaced with rapid rail. this is not even an option. this is such a waste of public money it is shameful.	This is not an unmet transit need	This comment does not request transit service.	
336	I tried to answer this from the perspective of someone with a disability trying to come for adaptive snowsports lessons at Achieve Tahoe in Alpine Meadows.	This is not an unmet transit need	This comment does not request transit service.	
337	I'm out daily and see so many transit coaches nearly empty during the middle of the day. Are you factoring in the cost per mile per passenger in your decisions on routes and frequencies. Would smaller, more efficient transit vehicles be more cost effective on routes with fewer passengers?	This is not an unmet transit need	Operations issues are not considered unmet transit needs. However, this comment will be forwarded to the transit operators.	

## Miscellaneous Comments (cont.)

	Comment	Finding	Explanation	Jursidiction
338	Extend Light Rail to Rocklin	This unmet transit need is not reasonable to meet	The Short Range Transit Plans do not recommend extending light rail. However, the Placer-Sacramento Gateway and Action plans are exploring options for greater service between Placer and Sacramento Counties.	Rocklin
339	Placer is growing, keep up	This is not an unmet transit need	This comment does not request transit service.	
340	Service needed on Stanford Ranch	This is not an unmet transit need	This comment lacks sufficient detail to identify a request.	Rocklin
341	Transit is likely not feasible for the trips I typically make. And I have a car, so I don't really need transit. I would be using it only to reduce my carbon footprint, which, come to think of it, probably wouldn't be reduced by using transit!	This is not an unmet transit need	This comment does not request transit service.	
342	Transit opportunities are non-existent in Granite Bay area.	This is not an unmet transit need	This comment does not request transit service.	
343	we need to shift to zero emission technologies, ride sharing, and connections with amtrak/lightrail	This is not an unmet transit need	Operations issues are not considered unmet transit needs. However, this comment will be forwarded to the transit operators.	
344	In a few years I will not be driving my NEV and will depend on the bus.	This is not an unmet transit need	This comment does not request transit service.	
345	When I was recovering from surgery, I found Dial A Ride WAY too cumbersome to use. Specifically, given the window of time of arrival, then the unknown "wait" for my doctor's appointment, plus the unknown duration of the doctor's appointment, and the potential 20 or so minute wait for a ride back home AND the fact that I do not use a smart phone or a cell phone-- it would have taken up half a day for what might have been a 10 minute appointment (but one doesn't know til the bandages come off). I do go up and down highway 65, and this sounds unusual.....Could my future car be latched to other cars then unlinked when I needed to exit the highway?	This unmet transit need is not reasonable to meet	Operations issues are not considered unmet transit needs. However, this comment will be forwarded to the transit operators.	

## Miscellaneous Comments (cont.)

	Comment	Finding	Explanation	Jursidiction
346	<p>The fact that some people are at their home only from 10PM to 5:30AM. (students, people who have kids in one city and a job in another, people encountering inclement weather, people who have been told by a housemate to “not come back”) Obviously, people in peril but who don’t want it made worse until a solution is found.....Yes, it is Safe Sleep. That is sleeping in one’s vehicle in a spot where toilets and SAFETY is possible. No not ideal, but without safe sleep, no progress towards a solution is possible. The staff at the Safe Sleep lot could also be the link to other needed services. The lot would need to be empty from 8AM to 8PM to allow for other use such as parking by employees. Saving lives is what this idea is all about! It is not perfect, but no human should be assaulted in their sleep. Please take it as seriously as “carpool lanes, ride programs, and trolleys”. Again, it is about staying alive on a crisis basis, not a long term constant proposition.</p>	<p>This is not an unmet transit need</p>	<p>This comment does not request transit service</p>	

# APPENDIX B: ADOPTED UTN DEFINITIONS

## PLACER COUNTY TRANSPORTATION PLANNING AGENCY

### TDA DEFINITIONS

Pursuant to PUC Section 99401.5(c)

Adopted 11/8/92

Amended 3/23/94

Amended 9/22/99

Amended 9/27/06

Amended 5/14/14

### Unmet Transit Need

An unmet transit need is an expressed or identified need, which is not currently being met through the existing system of public transportation services. Unmet transit needs are also those needs required to comply with the requirements of the Americans with Disabilities Act.

### Reasonable To Meet

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

- 1) Service, which if implemented or funded, would result in the responsible service meeting the farebox recovery requirement specified in California Code of Regulations Sections 6633.2 and 6633.5, and Public Utilities Code 99268.2, 99268.3, 99268.4, and 99268.5.
- 2) Notwithstanding Criterion 1) above, an exemption to the required farebox recovery requirement is available to the claimant for extension of public transportation services, as defined by California Code of Regulations Section 6633.8, and Public Utilities Code 99268.8.
- 3) Service, which if implemented or funded, would not cause the responsible operator to incur expenditures in excess of the maximum amount of Local Transportation Funds, State Transit Assistance Funds, Federal Transit Administration Funds, and fare revenues and local support, as defined by Sections 6611.2 and 6611.3 of the California Administrative Code, which may be available to the claimant.
- 4) Community support exists for the public subsidy of transit services designed to address the unmet transit need, including but not limited to, support from community groups, community leaders, and community meetings reflecting a commitment to public transit.
- 5) The need should be in conformance with the goals included in the Regional Transportation Plan.
- 6) The need is consistent with the intent of the goals of the adopted Short Range Transit Plan, as amended, for the applicable jurisdiction.

# APPENDIX C: TDA FARE REVENUE RATIOS

## APPENDIX B

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

Approved February 23, 2011

Amended December 14, 2011

Amended June 26, 2013

**Amended and Effective September 28, 2016**

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

#### Notes:

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

# APPENDIX D: PUBLIC HEARING NOTICE

55589

## LEGAL NOTICE

### PUBLIC HEARING ON UNMET TRANSIT NEEDS

55589

#### LEGAL NOTICE

##### Public Hearing on Unmet Transit Needs

The Placer County Transportation Planning Agency (PCTPA) will hold a public hearing to accept testimony identifying or commenting on "unmet transit needs" that may exist within the six cities in Placer County and the unincorporated area of Placer County. Time and location of this public hearing will be:

**October 23, 2019**  
**9:00 a.m. (or as close to this time as possible)**  
**Placer County Board of Supervisors Chambers**  
**175 Fulweiler Avenue**  
**Auburn, CA**

The purpose of this hearing will be to identify any "unmet transit needs" that may exist which may be "reasonable to meet," per definitions of the California Transportation Development Act as enacted by PCTPA.

The PCTPA must consider the adequacy of existing transportation for groups such as the elderly, physically challenged, and persons of limited means. Both public and private transportation providers will be evaluated.

Prior to allocating TDA funds for purposes other than transit, such as streets and roads purposes, the PCTPA must make a finding that there are "no unmet transit needs" or there are "no unmet transit needs that are reasonable to meet."

All members of the public shall be allowed to address the Board on any item which is regarded as a public hearing item on the agenda. The Board may limit any person's input to not more than five minutes. Any person may provide the Board with a written statement in lieu of or in supplement to any oral statement made during a public hearing. Written statements shall be submitted to the Board Secretary who shall be responsible for making a copy available to members of the public.  
**PUBLISHED IN AUBURN JOURNAL: SEPTEMBER 29, 2019**

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

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

### STATE OF CALIFORNIA County of Placer

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

**SEPTEMBER 29**

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

  
Terry Clark

Dated in Auburn, California

**SEPTEMBER 29, 2019**

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

# APPENDIX E: ADOPTED FY 2021 UTN FINDINGS



# PLACER COUNTY TRANSPORTATION PLANNING AGENCY

**IN THE MATTER OF: A RESOLUTION  
MAKING FINDINGS REGARDING UNMET  
TRANSIT NEEDS IN PLACER COUNTY  
THAT ARE REASONABLE TO MEET**

**RESOLUTION NO. 20-06**

The following resolution was duly passed by the Placer County Transportation Planning Agency at a regular meeting held February 26, 2020 by the following vote on roll call:

AYES:

NOES:

ABSENT:

Signed and approved by me after its passage

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Chair Burruss  
Placer County Transportation Planning Agency

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Executive Director

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

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

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

**WHEREAS**, PCTPA has solicited testimony regarding unmet transit needs from social service agencies, transit users, and the general public through advertisements, flyers, press releases, the PCTPA web-page, e-mail distribution, a public workshop, and a public hearing; and

**WHEREAS**, each item of testimony received was analyzed and compared with the definitions of “unmet transit need” and “reasonable to meet” as adopted by the PCTPA in May 2014, and is documented in the *Annual Unmet Transit Needs Report for Fiscal Year 2021*; and

**WHEREAS**, PCTPA consulted with the Social Services Transportation Advisory Council (SSTAC) on January 6, 2020 regarding unmet transit needs in accordance with Public Utilities Code, Section 99238(c).

**THEREFORE, BE IT RESOLVED** by the Placer County Transportation Planning Agency:

1. There are no new unmet transit needs in FY 2020 that are reasonable to meet for implementation in FY 2021
2. The Annual Unmet Transit Needs Report for Fiscal Year 2021 is accepted as complete.
3. PCTPA staff, in coordination with the Transit Operators Working Group, should review transportation network company and microtransit partnerships to determine whether there are any new examples beyond what was researched in the Short Range Transit Plans that could improve transit service in Placer County.

**PLACER COUNTY TRANSPORTATION PLANNING AGENCY  
AIRPORT LAND USE COMMISSION  
WESTERN PLACER CONSOLIDATED TRANSPORTATION  
SERVICES AGENCY**

**Technical Advisory Committee Meeting Minutes**

**February 11, 2020 – 3:00 p.m.**

**ATTENDANCE**

**Technical Advisory Committee (TAC)**

Chris Ciardella, City of Auburn  
Fallon Cox, Caltrans  
Shannon Roberts, Caltrans  
Araceli Cazarez, City of Lincoln  
Brit Snipes, Town of Loomis  
Justin Nartker, City of Rocklin  
Mike Dour, City of Roseville  
Jake Hanson, City of Roseville  
Mark Johnson, City of Roseville  
Jason Shykowski, City of Roseville  
Amber Conboy, Placer County  
Katie Jackson, Placer County

**Staff**

Mike Luken  
Aaron Hoyt  
David Melko  
Luke McNeel-Caird  
Solvi Sabol  
Kathleen Hanley

**Federal and State Legislative Program**

Mike Luken said there will be very little change to the Federal and State Legislative Programs. On the state level, we will continue to support the jurisdictions efforts on SB 1 and on any project implementation efforts that occur as a result of a federal infrastructure bill. Mike will send out a federal and state priority memo to the TAC in the next day or two.

**FY 2020/21 Preliminary Draft Overall Work Program (OWP) and Budget**

Luke McNeel-Caird provided the FY 2020/21 OWP the Budget for the TAC to review in advance of the meeting. Notable changes from FY 2019/20 include:

- Work Element (WE) 41, I-80/SR 65 Interchange, Phase 1 construction is complete
- WE 42, Highway 65 Widening, and WE 43, I-80 Auxiliary Lanes, we are completing 100% design for both projects and would start construction in 2021 if the sales tax measure passes.
- WE 45, Placer-Sacramento Gateway Plan, is complete and will go to the Board for adoption before June 2020.
- WE 46, Placer-Sacramento Action Plan, request for proposals is out to secure a consultant.
- WE 60, Funding Strategy, has been a big effort for several years and is expected to conclude as of July 1, 2020. To that end, there will be a continued staff-led educational effort through a Regional Transportation Funding Program (WE 61).
- WE 27, Airport Land Use Commission/Aviation Planning, updated the Airport Land Use Compatibility Plan (ALUCP) to reflect the Auburn and Lincoln Airport layout plans

Lastly, Luke mentioned that we are working toward a shelf-ready improvement program for Baseline/Riego Road Widening (WE 47) which is funded through County of Sutter, County of Placer, and City of Roseville, and the South Placer County Transit Project (WE 24) was added to the OWP. The

budget balances and TAC concurred bringing the FY 2020/21 Preliminary OWP and Budget for Board approval this month.

### **FY 2020/21 Preliminary Findings of Apportionment**

#### **a) Local Transportation Fund**

Aaron Hoyt provided the FY 2020/21 Preliminary Findings of Apportion for LTF which reflect an apportionment of \$27,070,733. Aaron noted that we are assuming a \$350,000 fund balance from FY 2019/20 and estimate a 2% growth over last FY. This estimate is provided to the TAC for budgeting purposes; however, a revised estimate will be presented to the Board in August, after the close of the fiscal year.

#### **b) State Transit Assistance (STA)**

Aaron Hoyt provided the FY 2020/21 Preliminary State Transit Assistance Allocation Estimate which totals \$3,092,111. This estimate is provided by the State Controller's Office and funds can only be used for transit purposes. Aaron said the estimate remains relatively flat now that most of the SB 1 revenue increases have been implemented. The estimate is being provided to the TAC for jurisdictional budgeting purposes and a revised estimate will be presented to the Board in August, after the close of the fiscal year.

#### **c) State of Good Repair (SGR)**

Aaron Hoyt provided FY 2020/21 Preliminary State of Good Repair Allocation Estimate that totals \$495,054. As these funds are specifically for transit use, funds are proportionately redistributed to the jurisdictions who provide transit services to areas that they serve. The estimate is being provided to the TAC for jurisdictional budgeting purposes and a revised estimate showing specific projects to be funded will be presented to the Board in August, after the close of the fiscal year.

### **Congestion Mitigation and Air Quality (CMAQ) Project Recommendations**

Kathleen Hanley reminded the TAC that the Board issued a CMAQ Call for Projects in December 2019. Jurisdictional staff submitted ten applications which were all CMAQ eligible. These projects will go the Board for approval this month. The TAC concurred.

### **Unmet Transit Needs**

Kathleen Hanley provided the draft Unmet Transit Needs (UTN) Report. Kathleen said the three comment trends this year were 1) requests for service that already exists, 2) request for intercity and intercounty service and 3) non-commute related requests, i.e., need to go to Tahoe or downtown Sacramento recreation. This draft full report was brought to the Social Service Advisory Council (SSTAC) who concluded that there are no new unmet transit needs that are reasonable to meet. PCTPA staff, in coordination with the Transit Operators Working Group (TOWG), will review transportation network companies and micro-transit partnership opportunities. The TAC concurred with the staff and SSTAC recommended finding.

### **Caltrans District 3 Update**

Shannon Roberts introduced Fallon Cox as the new Regional Planning Liaison to Placer County. Shannon will be available as Fallon transitions into this new role. Shannon said that they are beginning the Caltrans District 3 Complete Streets Plan and will encourage Placer-specific meetings. Aaron Hoyt mentioned that SACOG is going through a Parks and Recreation update and there may be opportunities to combine these efforts.

### **Other Issues**

- a) **Innovate Mobility Accelerator:** Mike Luken informed the TAC applications for this SACOG program are open from February 3 – 24.

- b) **Project Delivery Update:** Kathleen Hanley reported that the SACOG region is out of obligation authority and emphasized that agencies have done a great job on local agency project delivery. Any CMAQ or RSTP projects would need to utilize advance construction funding. Kathleen has been in contact with jurisdiction project managers on projects that may be affected and is available to discuss any questions or concerns.
- c) **TAC and Office of Emergency Services (OES) Workshop:** Mike Luken said that Placer County OES has requested a workshop with the TAC and related jurisdiction fire/public safety officials regarding the Countywide evacuation plan updates. We anticipate the workshop to be in May or June 2020.
- d) **Highway 49 Corridor Safety Audit Project:** Mike Luken and Aaron Hoyt reported that Caltrans is doing a safety audit on Highway 49. One early part of the audit will be field walks on Highway 49 that include police/fire officials and jurisdiction staff to evaluate potential long-term solutions for safety. Aaron will attend technical group meetings with City and County representatives. Mike Luken and Ken Grehm will be part of an executive team for the project.

**PCTPA Board Meeting:** Wednesday, February 26, 2020  
**Next TAC Meeting:** Tuesday, March 10th - 3:00 pm

The TAC meeting concluded at approximately 3:40 pm.

**TO:** PCTPA Board of Directors

**DATE:** February 26, 2020

**FROM:** David Melko, Senior Transportation Planner  
Aaron Hoyt, Senior Transportation Planner  
Kathleen Hanley, Assistant Planner

**SUBJECT:** STATUS REPORT

**1. Freeway Service Patrol (FSP)**

FY 2019/20 2<sup>nd</sup> Quarter statistical summary for Placer FSP is attached. For the 2<sup>nd</sup> Quarter there were 1,035 total assists and 38 survey comments submitted. All motorists rated the service as “excellent.”

**2. Quarterly Status Report on Regionally Significant Transportation Projects**

The attached Quarterly Status Report summarizes currently programmed projects in Placer County that are regionally significant and/or funded with state and federal funds. The report provides project descriptions, project costs, and key schedule information. To keep the Board apprised of regionally significant transportation projects in Placer County, staff will provide this report once per quarter.

**3. Highway 49 Sidewalk Gap Closure Project**

The Highway 49 Sidewalk Gap Closure project received final approval of the Project Report and accompanying environmental document from Caltrans on December 6, 2019. The Project Report identifies the proposed scope of the project, schedule, and cost estimates at a 30% design level to construct approximately 2.8 miles of new sidewalk between I-80 and Dry Creek Road.

Approval by Caltrans marks the completion of one of three major milestone needed before construction of the project can begin. The project development team (PDT), consisting of PCTPA, Placer County, City of Auburn, Caltrans, and consultant staff, will continue to meet monthly to provide input on the final design elements.

More information about the project is available at [www.pctpa.net/highway49gapclosure/](http://www.pctpa.net/highway49gapclosure/).

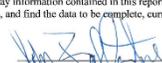
03 - PLA - 49 - 3.77.5  
03-31820 - 01/000075  
Active Transportation Program  
11/19

**Project Report**

*To Authorize Approval of the  
Environmental Document*

On State Route 49  
Between PM 3.7  
And PM 7.5

I have reviewed the right-of-way information contained in this report and the right-of-way data sheet attached hereto, and find the data to be complete, current and accurate:

  
John Ballantyne, District Division Chief, Right-of-Way

APPROVAL RECOMMENDED:   
Samuel Vandell, Project Manager

PROJECT APPROVED:  12/6/19  
Amajest S. Benjuel, District Director Date

LM:ML:ss

**PCTPA FSP 2nd Quarter ((2019/20) Statistical Summary**

Total Assists = 1035

Vehicle Type	Percent	Count	Vehicle Origin	Percent	Count	Was the driver courteous and helpful?	Percent	Count
Car/Minivan/Wagon	65.0%	630	Found by You	56.9%	589	Yes, very	100.0%	38
Sport Utility Vehicle/Crossover	16.2%	157	Dispatched by CHP	27.3%	282			
Pickup Truck	14.0%	136	Partner Assist	14.3%	148	How did FSP know you needed help?	Percent	Count
Other	1.0%	10	Directed by CHP Officer	1.2%	12	Driver saw me	86.8%	33
Truck - Over 1 Ton	1.1%	11	Revisit	0.4%	4	Others	13.2%	5
Big Rig	0.6%	6						
Motorcycle	0.6%	6	Vehicle Action	Percent	Count	How would you rate this service?	Percent	Count
RV/Motorhome	0.9%	9	Towed to Drop Zone	14.9%	154	Excellent	100.0%	38
Truck - Under 1 Ton	0.5%	5	Traffic Control	27.7%	266			
Blank	6.7%	65	Tagged Vehicle	5.8%	60	How did you hear about FSP?	Percent	Count
			Quick Fix / Repair	15.4%	159	Other/Friend	5.3%	2
<b>Vehicle Problem</b>	<b>Percent</b>	<b>Count</b>	Called for Private Assistance	3.3%	34	Hadn't heard until today	89.5%	34
Accident	42.9%	444	None - Not Needed	5.9%	61	Have see trucks driving around	5.3%	2
Mechanical	19.6%	203	None - Motorist Refused Service	3.9%	40			
Flat Tire	11.9%	123	Debris Removal	6.0%	62	How long did you wait before FSP arrived?	Percent	Count
Abandoned	5.6%	58	Escort Off Freeway	7.3%	75	Less than 5	44.7%	17
Out of Gas	7.1%	73	Towed Off Freeway	6.5%	67	5 - 10 minutes	21.1%	8
Driver Related	4.4%	45	Other	1.4%	14	10 - 15 minutes	18.4%	7
Overheated	1.3%	13	Provided Transportation	1.8%	19	15 - 20 minutes	7.9%	3
Debris	3.0%	31	Partner Assist	2.3%	24	20 - 30 minutes	5.3%	2
Other	0.6%	6				Over an Hour	2.6%	1
Unsecured Load	0.6%	6	Vehicle Location	Percent	Count			
None - Not Needed	1.9%	20	Right Shoulder	67.1%	651	<b>Total Comments</b>		38
Electrical	0.7%	7	Left Shoulder	6.5%	63			
Car Fire	0.4%	4	In Freeway Lane(s)	16.3%	158	<b>Other Metrics</b>		
Partner Assist	0.2%	2	Ramp/Connector	10.0%	97	Average Duration (Minutes)		10.3
Locked Out	0.0%	0	Unable to Locate	0.1%	1	Overtime Assists		31
			Blank	6.7%	65	Overtime Blocks		67
<b>Source: <a href="http://www.sacfsp.com/admin">http://www.sacfsp.com/admin</a></b>						Multi-Vehicle Assist		262

**Quarterly Status Report on Regionally Significant Transportation Projects in Placer County  
February 2020**

Lead Agency	MTIP ID	Project Title	Project Description	Fund Source	Total Project Cost	Year Complete	1st Yr PA&ED	1st Yr ROW	1st Yr CON
Column 1	Column 2	Column 3	Column 4	Column 5	Column 6	Column 7	Column 8	Column 9	Column 10
Caltrans D3	CAL17380	SACOG Region Emergency Repair Program	Lump Sum - Emergency Repair (excluding Federal Emergency Relief Program funds)for non-capacity increasing projects only.	SHOPP Emergency State	\$400,000	2023			2019
Caltrans D3	CAL20541	SR 49 Pavement Rehab	In Auburn, SR 49, from 0.1 mile south of Routes 49/80 separation to 0.1 mile north of Dry Creek Road - Rehabilitate Pavement (PM 3.1/7.5) [CTIPS ID 107-0000-0992] [EFIS ID 0300020616]. Toll Credits for ENG, ROW, CON	RSTP/STBG, SHOPP Roadway Pres AC	\$40,255,000	2021	2018	2018	2019
Caltrans D3	CAL20708	I-80 Fiber Optics at Various Locations	In and near the cities of Sacramento and Citrus Heights, I-80, from east of the Yolo County Line to the Placer County Line (PM MO.1/18.0); also in Placer County in the City of Roseville, I-80, from the Sacramento County Line to east of the Sacramento County Line (PM 0.0/0.7) - Install fiber optic communication lines [CTIPS ID 107-0000-1044]. Toll Credits for ENG	SHOPP Mobility AC	\$16,750,000	2021	2018	2018	2020
Caltrans D3	CAL20713	District 3 AVC Upgrades	In various counties on various routes at various locations within Caltrans District 3 - Repair and install permanent Automatic Vehicle Classification (AVC) truck data collection stations [CTIPS ID 107-0000-1051]. Toll Credits for ENG	SHOPP Mobility AC	\$13,570,000	2020	2018	2018	2019
Caltrans D3	CAL20719	I-80 Bridge Rehab	In Placer County on I-80 at various locations (PM 46.3/R63.5): Replace bridges at four locations (#19-0112, #19-0113, #19-0114, #19-0118). [CTIPS ID 107-0000-1033]	SHOPP Bridge AC	\$53,235,000	2025	2019	2019	2020
Caltrans D3	CAL20721	I-80 Colfax Culvert Rehabilitation	In and near Colfax, I-80, from west of Illinoistown Overcrossing to east of Cape Horn Undercrossing (PM 31.5/36.9) - Drainage system rehabilitation [CTIPS ID 107-0000-1034]. Toll Credits for ENG	SHOPP Roadway Pres AC	\$4,730,000	2021	2018	2018	2020
Caltrans D3	CAL20722	District 3 LED Upgrades	In various counties on various routes at various locations within District 3 (listed under PLA-80-Var in 2018 SHOPP) - Upgrade Extinguishable Message Signs (EMS) to LED [CTIPS ID 107-0000-1035]. Toll Credits for ENG	SHOPP Mobility AC	\$2,565,000	2021	2017	2017	2020
Caltrans D3	CAL20728	SR 49 Realignment	In Auburn on SR 49, from 0.2 miles south of Lincoln Way/Borland Avenue to Lincoln Way/Borland Avenue (PM 2.2/2.4): Realign roadway and construct roundabout. [CTIPS ID 107-0000-1063]	SHOPP Collision AC	\$8,919,000	2021	2018	2019	2020
Caltrans D3	CAL20729	SR 65 Galleria Blvd/Stanford Ranch Road Ramp Meter	On SR 65 in Roseville at Galleria Blvd/Stanford Ranch Road (PM R5.9): Install ramp meter. The 80/65 Interchange Phase 1 project (0H26U) combines SR 65 Galleria Blvd/Stanford Ranch Road Ramp Meter (0F352/CAL20729), 80/65 Aux Lane (0H260), and SR 65 NB Ramps at Galleria/Stanford Ranch (0H560) for construction.. Toll Credits for ENG, ROW, CON	SHOPP Mobility AC	\$4,903,000	2020	2017	2017	2017

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Column 1	Column 2	Column 3	Column 4	Column 5	Column 6	Column 7	Column 8	Column 9	Column 10
Caltrans D3	CAL20758	Loop Detectors	In various counties on various routes at various locations within District 3 (Primary Location: I-80) - Repair or replace damaged inductive loop vehicle detection elements [CTIPS ID 107-0000-1099]	SHOPP Mobility AC	\$1,629,000	2020	2018	2018	2019
Caltrans D3	CAL20760	Pla/Sac/Yol Repair Field Elements	In Placer, Sacramento and Yolo Counties on I-5, I-80, SR 99 and SR 113 at various locations: Replace obsolete Microwave Vehicle Detection System (MVDS) elements [CTIPS ID 107-0000-1098]	SHOPP Mobility AC	\$2,344,000	2020	2018	2018	2019
Caltrans D3	CAL20767	D3 Habitat Mitigation at Various Locations	In Sutter, Glenn, Colusa, Yuba, Placer, Yolo and Sacramento counties at various locations: Advance mitigation credit purchases for future SHOPP construction projects expected to impact sensitive species.	SHOPP - Roadside Preservation (SHOPP AC)	\$1,510,000	2020	2018	2019	2019
Caltrans D3	CAL20768	Coon Creek Conservation Ranch Habitat Mitigation (SR 65)	Near Lincoln, on McCourtney Road between Riosa Road and Kilaga Springs Road at the Coon Creek Conservation (C4) Ranch - Advance mitigation construction (4 acres) for future SHOPP projects expected to impact wetland, riparian and other waters [CTIPS ID 107-0000-1113]	SHOPP - Roadside Preservation (SHOPP AC)	\$2,639,000	2030	2018	2020	2020
Caltrans D3	CAL20770	I-80 Near Magra Rehab Drainage Systems	Near Magra, from Secret Town Overcrossing to the Gold Run Safety Roadside Rest Area (Pla-80-38.3/41.5) - Rehabilitate drainage systems [CTIPS ID 107-0000-1119]	SHOPP Roadway Pres AC	\$5,386,000	2023	2018	2020	2021
Caltrans D3	CAL20778	Safety Improvements in Various Counties, Routes and Locations	In Sacramento, Yolo, Placer and Glenn Counties on Routes 5, 16, 45, 49, 50, 65, 80, 99, 113 and 174 at various locations - Install traffic operations elements such as queue warning systems, flashing beacons and lighting, and modify existing signals to new standards [CTIPS Identifier Sac-Var; CTIPS ID 107-0000-1149]	SHOPP Collision AC	\$4,115,000	2020	2018	2018	2019
Caltrans D3	CAL20780	D3 Crash Cushion and Sand Barrel Upgrades	In Sacramento, Butte, Placer, Sutter, Nevada, and Yolo Counties, on US 50, SR 65, SR 70, I-80, SR 89, SR 99, SR 160 at various locations: Upgrade crash cushions and sand barrel arrays to make more durable.	SHOPP Collision AC	\$2,750,000	2022	2019	2020	2021
Caltrans D3	CAL20783	Placer County MBGR Upgrade	In and near various cities, at various locations, from 0.3 mile west of Douglas Blvd. to 0.2 mile east of Hampshire Rocks Undercrossing (PM 1.6/R66.5) - Upgrade guardrail to current standards [CTIPS ID 107-0000-1126]	SHOPP Collision AC	\$3,750,000	2022	2019	2019	2021
Caltrans D3	CAL20798	Colfax Roundabout - Maidu Village FCO	In Colfax, at the I-80 westbound onramps and offramps to SR 174 (PM 33.0/33.1) - Install roundabout; Financial Contribution Only (FCO to City of Colfax) (201.310 SHOPP Operational Improvements 18/19 FY Minor A)	CT Minor Pgm. - National Hwy System	\$1,250,000	2020			2019

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Column 1	Column 2	Column 3	Column 4	Column 5	Column 6	Column 7	Column 8	Column 9	Column 10
Caltrans D3	CAL20799	Roseville Ramp Meter Repair	In Roseville, on eastbound I-80 at Auburn Boulevard (PM 0.4), Atlantic Street (PM 3.0) and Taylor Road (PM 3.2) onramps; also in the City of Rocklin, on westbound I-80 at Sierra College Boulevard onramps (PM 7.2/7.5) - Reconstruct five (5) existing non-operational ramp meters (201.315 SHOPP Transportation Management Systems 18/19 FY Minor A)	CT Minor Pgm. - National Hwy System	\$810,000	2020			2019
Caltrans D3	CAL20806	Kingvale to Soda Springs Shoulder Repair	Near Soda Springs, from east of South Yuba River Bridge to the Nevada County line (PM R62.9/69.7); also in Nevada County from Placer County line to east of Soda Springs Overcrossing (PM 0.0/R3.0): Install concrete gutter to repair shoulder damage at various locations. (Permanent Restoration 201.131 project)	SHOPP - Emergency Response (SHOPP AC)	\$10,890,000	2021	2019	2019	2020
Caltrans D3	CAL20844	Blue Canyon Truck Climbing Lane	On I-80 in Placer County at 3 locations from Applegate to EB off-ramp to Nyack (PM R26.5/R28.8): Roadway rehabilitation. (MTP ID CAL20844)	SHOPP Roadway Pres AC	\$113,500,000	2026	2023	2023	2023
Caltrans D3	CAL20845	Monte Vista Truck Climbing Lane	On I-80 in Placer County from Saw Mill OC to 0.3 mile east of Drum Forebay OC (PM 42.7/49.3R): Pavement preservation. (See MTP ID CAL20845)	SHOPP Roadway Pres AC	\$76,860,000	2025	2023	2023	2023
Caltrans D3	CAL21227	SR 49 Safety Improvements	In Placer County near Auburn from 0.3 mile south of Lorenson Road/Florence Lane to 0.3 mile north of Lone Star Road [PM R8.7/R10.6]: Construct concrete median barrier and two roundabouts. [CTIPS ID 107-0000-1222]	SHOPP Collision AC	\$26,340,000	2024	2020	2021	2022
Caltrans D3	CAL21277	SR 65/I-5/SR 51/SR 174 High Friction Surface Treatment	In Placer, Sacramento, and Nevada Counties on SR 65, I-5, SR 51, and SR 174 at various locations: Apply High Friction Surface Treatment (HFST) and Open Grade Asphalt Concrete (OGAC) at various ramp locations. [CTIPS ID 107-0000-1211]	SHOPP Collision AC	\$3,145,000	2021	2019	2020	2020
Caltrans D3	CAL21278	SR 65 South Ingram Slough Slide Repair	In Lincoln on SR 65 at South Ingram Slough Bridge (PM R13.0/R13.1): Permanent restoration to repair slopes and abutment erosion damage by placing Rock Slope Protection (RSP) and other erosion control measures. [CTIPS ID 107-0000-1209]	SHOPP - Emergency Response (SHOPP AC)	\$1,725,000	2020	2019	2020	2020
Caltrans D3	CAL21342	Colfax Acceleration Lane	In Placer County on I-80 in the City of Colfax at the westbound on-ramp from SR 174 [PM 32.7/33.0]: Construct acceleration lane. (FY 19/20 Minor A)	CT Minor SHOPP AC	\$2,210,000	2020			2020
Caltrans D3	PLA25647	I-80 Atlantic/Eureka W/B On-ramp Widening	On I-80 in Roseville at the Atlantic Street/Eureka Road westbound on-ramp (PM 2.8): Install ramp meters and widen ramp for storage capacity. [CTIPS ID 107-0000-1031]	Local, SHOPP Mobility AC	\$11,150,000	2022	2016	2018	2020

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February 2020**

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Column 1	Column 2	Column 3	Column 4	Column 5	Column 6	Column 7	Column 8	Column 9	Column 10
Capitol Corridor JPA	CAL18320	Sacramento to Roseville Third Main Track - Phase 1	On the Union Pacific mainline, from near the Sacramento and Placer County boarder to the Roseville Station area in Placer County: Construct a layover facility, install various Union Pacific Railroad Yard track improvements, required signaling, and construct the most northern eight miles of third mainline track between Sacramento and Roseville (largely all in Placer County), which will allow up to two additional round trips (for a total of three round trips) between Sacramento and Roseville.	CAPTRAD, IIP - Public Transportation Account, Local, Prop 1A High Speed Rail	\$83,535,000	2021	2011	2017	2017
Capitol Corridor JPA	VAR56199	Sacramento to Roseville Third Main Track - Phase 2	On the UP mainline, from Sacramento Valley Station approximately 9.8 miles toward the Placer County line: Construct third mainline track including all bridges and required signaling. Project improvements will permit service capacity increases for Capitol Corridor in Placer County, with up to seven additional round trips added to Phase 1-CAL18320 (for a total of ten round trips) between Sacramento to Roseville including track and station improvements.	Local	\$224,000,000	2025	2023		2025
City of Auburn	PLA25353	Auburn Multi Modal Station - Rail Platform Extension	At the existing Auburn Multi Modal Station: Obtain right-of-way and install rail platform extension . (Emission Benefits in kg/day: 0.93 ROG, 1.18 NOx, 0.43 PM10)	CMAQ, Local	\$1,416,480	2023	2011	2022	2022
City of Auburn	PLA25471	Nevada Street Pedestrian & Bicycle Facilities	In Auburn, along Nevada St from Placer St to Fulweiler Ave: Class 2 bike lane and adjacent sidewalks to allow for continuous pedestrian and bicycle access from Old Town Auburn to the Auburn Station and EV Cain Middle School. (Emission reductions in kg/day: ROG 0.03, NOx 0.02)	ATP (Fed), CMAQ, Local, Prop 1B PTMISEA, RSTP/STBG	\$6,013,000	2019	2020		2016
City of Auburn	PLA25704	Non-Urbanized Transit Operations	In Auburn and a portion of non-urbanized Placer County: Ongoing operation of transit. (See PLA25547 for prior years.)	FTA 5311, Local	\$715,134	2022			2019
City of Colfax	PLA25674	Rising Sun Road Pavement Resurfacing Project	In Colfax: Rising Sun Road from Ben Taylor Road to W. Grass Valley Street; Resurface up to 1,400-feet including engineering design, base repairs, mill and fill of road (up to 35,000-sf); and construction management and inspection.	Local, RSTP/STBG, RSTP/STBG Exch	\$224,998	2019	2018		2018
City of Colfax	PLA25676	S. Auburn St. & I-80 Roundabout	In Colfax: At the intersection of S. Auburn St. and Westbound Interstate 80 on/off-ramps; construct a four-leg, one-lane roundabout. (Emission benefits in kg/day: ROG 0.05, NOx 0.05, PM2.5 0.01). Toll Credits for ENG	CMAQ, CT Minor SHOPP AC, HIP, Local	\$3,696,000	2019	2018		2020

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Column 1	Column 2	Column 3	Column 4	Column 5	Column 6	Column 7	Column 8	Column 9	Column 10
City of Lincoln	PLA25540	McBean Park Bridge Rehabilitation	McBean Park Dr. over Auburn Ravine, east of East Ave.: Rehabilitate existing 2-lane bridge with a 3-lane bridge. (Not capacity increasing. The bridge widening extends a channelized right turn lane, but does not provide a new through lane.)	HBP, Local	\$13,521,200	2024	2013	2022	2024
City of Lincoln	PLA25645	Lincoln Boulevard Streetscape Improvements Project Phase 3	Lincoln Boulevard for a half mile and sections of First Street, Third Street, Fifth Street, Sixth Street and Seventh Street: construct streetscape improvements, including improved sidewalks and 0.3 miles of NEV/Bike Lanes. (Emission Benefits in kg/day: 0.08 ROG, 0.05 NOx, 0.02 PM2.5, 0.02 PM10) (Toll credits for PE & CON). Toll Credits for ENG, CON	CMAQ	\$3,019,534	2023	2016		2023
City of Lincoln	PLA25646	Street Resurfacing	On 1st (First) Street between O Street and K Street: Rehabilitate and resurface roadway. Various drainage, ADA, and striping improvements will also be constructed as part of the project. (Toll credits for CON). Toll Credits for CON	RSTP/STBG	\$2,331,954	2020			2019
City of Lincoln	PLA25662	Crosswalk Safety Enhancements	At various locations in Lincoln: Install crosswalk enhancements at unsignalized locations. (H8-03-008)	HSIP, Local	\$285,000	2019			2017
City of Lincoln	PLA25668	Joiner Parkway Repaving Project Phase 2	In Lincoln; from Moore Road to Nicolaus Road on Joiner Parkway. Project will consist of AC overlay, slurry seal, base repairs, ADA ramps and striping.	Local, RSTP/STBG	\$2,411,654	2022	2018		2022
City of Lincoln	PLA25677	Lincoln Blvd Streetscape Improvement Project Phase 4	The overall goal of the Lincoln Boulevard Streetscape Improvement Project is to provide for a more pedestrian, bicycle, and neighborhood Electric Vehicles (NEV) friendly environment along and across the main street through the City. This will be accomplished by closing gaps between and improving existing sidewalks, upgrading and shortening pedestrian crossings with curb bulb outs and ADA compliant pedestrian ramps, and installing combined Class 2 bike lanes and NEV lanes along Lincoln Boulevard. This project will continue the streetscape improvements to construct improved sidewalks, curb bulb outs, curb ramps, and traffic signal improvements on Lincoln Boulevard between 1st Street and 2nd Street and at the intersections of Lincoln Boulevard at 7th Street.	Local	\$1,566,000	2023	2022		2022
City of Lincoln	PLA25687	East Joiner Parkway Overcrossing	In Lincoln: Widen East Joiner Parkway overcrossing from 4 to 6 lanes from Ferrari Ranch Road to Sterling Parkway	Local	\$10,000,000	2024	2023		2023
City of Lincoln	PLA25688	East Joiner Parkway Widening Phase 1	In Lincoln: Widen East Joiner Parkway from 2 to 4 lanes from Twelve Bridges Drive to Rocklin City Limits	Local	\$9,290,000	2020	2018		2018
City of Lincoln	PLA25689	East Joiner Parkway Widening Phase 2	In Lincoln: Widen East Joiner Parkway from 2 to 4 lanes from Twelve Bridges Drive to Del Webb Blvd north.	Local	\$8,992,396	2024	2023		2023

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City of Rocklin	PLA25551	2018 Pavement Rehabilitation-Variou Streets	In the City of Rocklin; Lonetree Blvd., from City Limit with Roseville to Sunset Blvd; Blue Oaks Blvd. from City Limit with Roseville to Sunset Blvd; Sunset Blvd. from Fairway Drive to SR-65; West Oaks Blvd. from Lonetree Blvd. to Stanford Ranch Rd.; Stanford Ranch Rd. from City Limit with Roseville to Sunset Blvd; Park Drive from City Limit with Roseville to Sunset Blvd: Rehabilitate roads. (NEPA covers both this and PLA25678.). Toll Credits for CON	RSTP/STBG	\$2,375,463	2019			2019
City of Rocklin	PLA25566	Bridge Preventive Maintenance Program	Bridge Preventive Maintenance Program, various locations in City of Rocklin. See Caltrans Local Assistance HBP web site for backup list of bridges.	HBP, Local	\$572,058	2019	2015		2015
City of Rocklin	PLA25635	Pacific St at Rocklin Road Roundabout	At Rocklin Rd/Pacific St., replace existing traffic signal intersection with a two lane roundabout.. Toll Credits for ENG, ROW, CON	CMAQ, Local	\$5,682,637	2021	2016	2021	2021
City of Rocklin	PLA25678	Pavement Rehabilitation - Various Roads	In the City of Rocklin, Wildcat Blvd., from City Limits with Lincoln to W. Stanford Ranch Rd.; Park Dr., from Sunset Blvd. to Crest Dr.; Sierra College Blvd. from Rocklin Rd. to Southside Ranch Rd.; Sierra College Blvd., from Clover Valley Road to North Clover Valley Road: Rehabilitate roads. NEPA covered by PLA25551 (STPL-5095-025).. Toll Credits for ENG	Local, RSTP/STBG	\$1,900,463	2023	2020		2023
City of Roseville	PLA15100	Baseline Road	In Roseville, Baseline Road from Fiddymnt Road to Sierra Vista Western edge west of Watt Avenue: widen from 2 to 4 lanes.	Local	\$7,852,055	2020	2018	2019	2020
City of Roseville	PLA15660	Baseline Rd. Widening	In Roseville, Baseline Rd., from Brady Lane to Fiddymnt Road: widen from 3 to 4 lanes.	Local	\$6,106,889	2022	2019	2020	2021
City of Roseville	PLA15760	Pleasant Grove Blvd. Widening	In Roseville, Pleasant Grove Blvd., from Foothills Blvd. to Woodcreek Oaks Blvd.: Widen from 4 to 6 lanes.	Local	\$4,200,000	2025	2021	2022	2023
City of Roseville	PLA15850	Roseville Road Widening	Widen Roseville Rd. from 2 to 4 lanes Between Cirby Way and southern city limit.	Local	\$2,500,000	2024	2021	2021	2022
City of Roseville	PLA19910	Dry Creek Greenway Trail	In Roseville, along Dry Creek, Cirby Creek and Linda Creek, construct class 1 bike trail.	ATP (Fed), CMAQ, Local	\$11,790,629	2022	2011	2020	2021
City of Roseville	PLA25377	Market St.	City of Roseville, Market St., from approx. 800 feet north of Baseline Road to Pleasant Grove: Extend 2 lanes.	Local	\$8,500,000	2019	2018	2019	2019
City of Roseville	PLA25378	Santucci Blvd. Extension	City of Roseville, Santucci Blvd. (North Watt Ave.): Extend four lanes from Vista Grande Blvd.to Blue Oaks Boulevard.	Local	\$6,500,000	2022	2019	2019	2020
City of Roseville	PLA25465	Downtown Pedestrian Bridge	In Roseville, improve access to Civic Center transit transfer facility by constructing transit/bicycle/pedestrian related improvements, including pedestrian bridge and Class I trail improvements. (Emission benefits in kg/day: ROG 0.18, NOx 0.11, PM2.5 0.04)	CMAQ, Local	\$4,873,000	2020	2011		2018

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City of Roseville	PLA25469	Oak Street Extension of Miners Ravine Trail	In Roseville, Miners Ravine Trail, from Lincoln Street to Royer Park along the Dry Creek corridor: Extend class 1 trail, including relocation and safety upgrades to existing Ice House Bridge. From transit stop at Downtown Roseville Library to existing class 1 trail in Royer Park: provide bicycle and pedestrian improvements including replacement of Taylor Street Bridge. (Emission benefits in kg/day: ROG 0.05, NOx 0.04, PM2.5 0.01) (FTA 5307 to be used on Taylor Street bridge and bike/ped improvements leading to transit stop at library.)	ATP (Fed), Bicycle Transportation Account, CMAQ, FTA 5307 *, Local	\$7,480,077	2020	2011		2016
City of Roseville	PLA25501	Washington Blvd/Andora Undercrossing Improvement Project	In Roseville, widen Washington Blvd from 2 to 4 lanes, including widening the Andora Underpass under the UPRR tracks, between Sawtell Rd and just south of Pleasant Grove Blvd.	Local, RSTP/STBG	\$29,300,000	2025			2022
City of Roseville	PLA25508	Oak Ridge Dr/Linda Creek Bridge Replacement	Oak Ridge Dr, over Linda Creek, 0.2 mi N of Cirby Way. Replace the existing functionally obsolete 2 lane bridge with a new 2 lane bridge.. Toll Credits for ENG, ROW, CON	HBP, Local	\$5,578,000	2021	2011	2017	2020
City of Roseville	PLA25527	Pleasant Grove Blvd. Extension	In Roseville, extend 4 lanes of Pleasant Grove from 1500 feet west of Market St to Santucci Blvd (Watt Ave).	Local	\$5,300,000	2024			2020
City of Roseville	PLA25528	Blue Oaks Blvd Extension - Phase 1	In Roseville, Extend 2 lanes of Blue Oaks Blvd from Hayden Parkway to Westside Dr., Including south half of a 6-lane bridge over Kaseberg Creek.	Local	\$6,000,000	2020	2019	2019	2020
City of Roseville	PLA25538	Vista Grande Arterial	In Roseville, from Fiddymt Rd west to Westbrook Blvd, construct new 4-lane arterial.	Local	\$2,500,000	2020			2018
City of Roseville	PLA25539	Blue Oaks Blvd. Extension Phase 2	In Roseville, Blue Oaks Blvd., from Westside Dr. to Santucci Blvd. (formerly Watt Ave.), extend 2 lanes.	Local	\$6,350,000	2021	2020	2020	2021
City of Roseville	PLA25570	Santucci Boulevard South	In Roseville, Santucci Boulevard South (Watt Ave.) from Baseline Road north to Vista Grande Boulevard: Construct 4-lane road.	Local	\$1,000,000	2021			2019
City of Roseville	PLA25572	Roseville Bridge Preventive Maintenance Program	Bridge Preventive Maintenance Program (BPMP) for various bridges in the City of Roseville. See Caltrans Local Assistance HBP website for backup list of projects.	HBP, Local	\$817,000	2019	2014		2025
City of Roseville	PLA25666	Commuter Fleet Replacement	Replace 4 diesel buses with 4 zero emission battery-electric buses, and purchase 1 additional zero emission battery-electric bus to expand commuter service.	FTA 5307 - E.S., FTA 5339 - Discr., FTA 5339 - E.S., Local	\$4,232,576	2022			2019

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City of Roseville	PLA25672	Roseville 2018 Arterial Resurfacing Project	In Roseville; Roadway resurfacing on the following streets: Blue Oaks Blvd from Fiddymont to Crocker Ranch, Pleasant Grove from Fiddymont to Michner, Woodcreek Oaks from Junction to Canevari, Foothills from Cirby to Denio Loop, Vernon St from Cirby to Douglas, Riverside Ave from City Limit to Darling, Orlando from Riverside to Cirby, Cirby from Sunrise to Rocky Ridge, Folsom from Vernon to Douglas, Lincoln from Folsom to Oak, Estates Dr (all), Harding from Lead Hill to S. end, Stanford Ranch from Hwy 65 to City Limits, Roseville Pkwy from Secret Ravine to Alexandria, Eureka from Douglas to Sierra College & Sierra College from Olympus to Secret ravine.. Toll Credits for CON	RSTP/STBG	\$4,933,559	2020			2020
City of Roseville	PLA25673	Washington Bl/All America City Bl Roundabout	In Roseville, at the intersection of Washington Blvd/All America City Blvd., design and construct a 2-lane roundabout.. Toll Credits for CON	CMAQ, Local	\$2,438,000	2021	2019		2022
City of Roseville	PLA25680	Roseville Parkway Widening	In Roseville, on Roseville Parkway, widen from 6 to 8 lanes from just east of Creekside Ridge Drive to Gibson Drive (E).	Local	\$11,200,000	2022	2019	2020	2021
City of Roseville	PLA25681	Blue Oaks Blvd Bridge Widening	In Roseville, on Blue Oaks Blvd between Washington Blvd and Foothills Boulevard, widen from 4 to 8 lanes, including Bridge over Industrial Ave./UPRR tracks.	Local	\$23,000,000	2023	2020	2021	2022
City of Roseville	PLA25682	Roseville Parkway Extension	In Roseville, extend 4-lane Roseville Parkway approx. 3,750' from Washington Blvd. to Foothills Blvd., including new 4-lane bridge over Industrial Ave./UPRR tracks	Local	\$22,500,000	2023	2020	2021	2022
City of Roseville	PLA25683	Westbrook Blvd. Extension	In Roseville, extend 4-lane Westbrook Blvd. south from existing Westbrook Blvd. to approx. 3,700' south of Pleasant Grove Blvd. (Scope included as part of PLA25483 in MTP.)	Local	\$2,000,000	2018			2018
City of Roseville	PLA25684	Westbrook Blvd. South	In Roseville, construct 4-lane Westbrook Blvd. from Baseline Rd. to approx. 1,500 north. (Scope included as part of MTP project, PLA25483)	Local	\$2,000,000	2018			2018
City of Roseville	PLA25702	Washington Boulevard Bikeway and Pedestrian Pathways Project	In Roseville, on Washington Blvd. between All America City Blvd. and just south of Pleasant Grove Blvd.: Construct bicycle and pedestrian improvements adjacent to roadway.	ATP (Fed), CMAQ, Local	\$5,982,000	2023			2020
City of Roseville	PLA25703	Replace 3 dial-a-ride buses	Purchase 3 replacement cutaway "dial-a-ride" diesel fuel buses consistent with the Roseville Transit fleet management plan.	FTA 5307 - E.S., Local	\$600,000	2020			2019

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City of Roseville	PLA25829	Fixed Route Fleet Replacement & Minor Fleet Expansion	Replace six (6) local fixed route diesel buses with six (6) 35' low floor diesel local fixed route buses; and purchase two (2) 40' low floor diesel commuter expansion buses to provide fleet resiliency. [Distributions by Fiscal Year: FY18 \$575,887; FY19 \$937,455; FY20 \$900,000 (estimated); FY21 \$900,000 (estimated)]	FTA 5307 - E.S., Local	\$4,183,374	2022			2020
PCTPA	PLA25413	Planning, Programming, Monitoring 2011-2018	PCTPA plan, program, monitor (PPM) for RTPA related activities.	RIP State Cash	\$1,125,000	2023			2011
PCTPA	PLA25440	I-80/SR 65 Interchange Improvements Phase 1	In Placer County: Between I-80 and Pleasant Grove Boulevard; Reconfigure I-80/SR 65 interchange to add auxiliary lane on northbound SR 65 from I-80 westbound on-ramp to Galleria Boulevard/Stanford Ranch Road off-ramp, widen inside northbound SR 65 from 2 to 3 lanes from south of Galleria Boulevard/Stanford Ranch Road off-ramp to Pleasant Grove Boulevard off-ramp, including widening Galleria Boulevard/Stanford Ranch Road northbound off-ramp and on-ramp, and southbound on-ramp (PA&ED, PS&E, ROW, and CON to be matched with Toll Credits). SHOPP funding (EA 03-0H260) for auxiliary lane on northbound SR 65 between I-80 and Galleria Boulevard/Stanford Ranch Road. SHOPP funding (EA 03-0F352) for southbound on-ramp from Galleria Boulevard/Stanford Ranch Road.. Toll Credits for ENG, ROW, CON	DEMO HPP, Local, NCI, Prop 1B Trade Corridor, SHOPP Collision AC, SHOPP Mobility AC	\$53,283,200	2019	2010	2017	2017
PCTPA	PLA25468	Placer County Congestion Management Program	Provide educational and outreach efforts regarding alternative transportation modes to employers, residents, and the school community through the Placer County Congestion Management Program (CMP). CMP activities will be coordinated with the City of Roseville and SACOG's Regional Rideshare / TDM Program. (Emission Benefits kg/day: ROG 11.44; NOx 11.59; PM2.5 5.54). Toll Credits for CON	CMAQ, Local	\$1,256,813	2022			2011
PCTPA	PLA25529	SR 65 Capacity & Operational Improvements Phase 1	SR 65, from Galleria Blvd. to Lincoln Blvd., make capacity and operational improvements. Phase 1: From Blue Oaks Blvd. to Galleria Blvd., construct third lane on southbound SR 65 and auxiliary lane from Galleria Blvd. to Pleasant Grove Blvd on southbound SR 65, including widening Galleria Blvd. southbound off-ramp to two lanes (Toll credits for PA&ED)(Emission Benefits in kg/day: ROG 15.80; NOx 15.88; PM10 11.66)	CMAQ, Local	\$20,750,000	2021	2013	2020	2020
PCTPA	PLA25543	Placer County Freeway Service Patrol	In Placer County: provide motorist assistance and towing of disabled vehicles during am and pm commute periods on I-80 (Riverside Ave to SR 49) and SR 65 (I-80 to Twelve Bridges Dr). (Emission Benefits in kg/day: ROG 5.62; NOx 2.25; PM2.5 0.34)	CMAQ, State Cash	\$2,987,207	2022			2014

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PCTPA	PLA25576	I-80 Eastbound Auxiliary Lane and I-80 Westbound 5th Lane	In Roseville and Rocklin: Between SR 65 and Rocklin Rd. on eastbound I-80, and east of Douglas Blvd. to west of Riverside Ave. on westbound I-80; Construct eastbound I-80 auxiliary lane, including two-lane off-ramp to Rocklin Rd, and construct 5th lane on westbound I-80, including reducing Douglas Boulevard off-ramp from 2-lanes to 1-lane.. Toll Credits for ENG, ROW, CON	2016 EARREPU, DEMO HPP, HIP, Local, NCI, RSTP/STBG	\$29,391,205	2023	2014	2020	2022
PCTPA	PLA25649	I-80/SR 65 Interchange Improvements Phase 2	In Placer County: Between Douglas Blvd. and Rocklin Road; Reconfigure I-80/SR 65 interchange to widen southbound to eastbound ramp from 1 to 2 lanes, replace existing eastbound to northbound loop ramp with a new 3 lane direct flyover ramp (including full middle structure for East Roseville Viaduct), construct collector-distributor roadway parallel to eastbound I-80 between Eureka Road off-ramp and SR 65, and widen Taylor Road from 2 to 4 lanes between Roseville Parkway and Pacific Street.	Local	\$250,000,000	2030	2019	2026	2026
PCTPA	PLA25670	Highway 49 Sidewalk Gap Closure	Along SR 49 from I-80 to Dry Creek Road In the City of Auburn and County of Placer construct sidewalks and ADA curb ramps at various locations and implement a Safe Routes to School program at six area schools. (Non-Infrastructure component will authorize work in 2019 for \$733,000.). Toll Credits for ENG, ROW, CON	ATP (Fed), CMAQ, HIP, Local	\$16,403,000	2022	2018	2020	2019
PCTPA	PLA25679	Planning, Programming, Monitoring 2019-2023	PCTPA plan, program, monitor (PPM) for RTPA related activities.	RIP State Cash	\$840,000	2023			2019
Placer County	PLA15105	Baseline Road Widening Phase 1 (West Portion)	Baseline Rd. from Watt Avenue to future 16th street: Widen from 2 to 4 lanes.	Local	\$19,200,000	2020	2012	2019	2019
Placer County	PLA15270	North Antelope Road	North Antelope Road, from Sacramento County line to PFE Road: Widen from 2 lanes to 4 lanes.	Local	\$1,704,300	2030	2021	2023	2023
Placer County	PLA15390	Sierra College Boulevard Widening A	Sierra College Boulevard, from SR 193 to Loomis town limits: Widen from 2 lanes to 4 lanes.	Local	\$15,400,000	2025	2022	2024	2025
Placer County	PLA15420	Walerga Road	Walerga Rd: Widen and realign from 2 to 4 lanes from Baseline Rd. to Placer / Sacramento County line.	Local	\$13,781,700	2020	1998	1999	2014
Placer County	PLA18390	Dyer Lane Extension (Placer Creek Drive)	Dyer Lane from Baseline Road (near Brewer) to Baseline Road east of Watt Avenue: Construct 2-lane road. (Segment east of Watt has been renamed to Placer Creek Drive.)	Local	\$10,025,700	2025	2021		2023
Placer County	PLA18490	PFE Rd. Widening	PFE Rd, from Watt Ave. to Walerga Rd: Widen from 2 to 4 lanes and realign.	Local	\$13,085,000	2024	2012	2013	2017
Placer County	PLA20700	Watt Avenue Widening	Widen Watt Avenue: from Baseline Road to the Sacramento County line: Widen from 2 lanes to 4 lanes.	Local	\$14,582,700	2025	2021		2023
Placer County	PLA25044	Sunset Blvd. Widening	Widen Sunset Boulevard from State Route 65 to Cincinnati Avenue from 2 to 6 lanes. Project includes widening Industrial Blvd / UPRR overcrossing from 2 to 6 lanes.	Local	\$37,500,000	2025	2021	2021	2022

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Placer County	PLA25170	Sunset Blvd Phase 2	Sunset Blvd, from Foothills Boulevard to Fiddymnt Rd: Construct a 2-lane road extension [PLA15410 is Phase 1.]	Local	\$6,365,000	2025	2021	2021	2022
Placer County	PLA25299	Placer Parkway Phase 1	In Placer County: Between SR 65 and Foothills Boulevard; Construct phase 1 of Placer Parkway, including upgrading the SR 65/Whitney Ranch Parkway interchange to include a southbound slip off-ramp, southbound loop on-ramp, northbound loop on-ramp, six-lane bridge over SR 65, and four-lane roadway extension from SR 65 (Whitney Ranch Parkway) to Foothills Boulevard.	Local, RSTP/STBG	\$70,000,000	2022	2013	2016	2021
Placer County	PLA25447	Bowman Rd Bridge	Bowman Rd, over UP Railroad, BNSF RR and AMTRAK, 0.1 miles south of 19C-62: Rehabilitate the existing bridge without adding additional lanes. (Toll credits for CON). Toll Credits for CON	HBP, Local, RSTP/STBG	\$4,500,948	2019	2010		2018
Placer County	PLA25448	Bowman Rd Bridge	Bowman Rd, over UP Railroad, BNSF Railyards & AMTRAK, 0.1 miles north of 19C-61: Rehabilitate the existing bridge without adding additional lanes.. Toll Credits for CON	2016 EARREPU, HBP, Local, RSTP/STBG	\$4,617,977	2020	2010		2018
Placer County	PLA25449	Dowd Rd Bridge Replacement at Coon Creek	Dowd Rd over Coon Creek, 0.4 miles north of Wise Rd.: Replace existing 2 lane bridge with a new 2 lane bridge.. Toll Credits for ROW, CON	HBP, Local	\$10,900,000	2020	2008	2017	2020
Placer County	PLA25458	Bridge Preventive Maintenance	In various location ins Placer County, perform preventive maintenance on bridges. See Caltrans Local Assistance HBP website for locations.	HBP, Local	\$1,356,000	2020	2015		2023
Placer County	PLA25463	Baseline Road Widening Phase 2 (West Portion)	Baseline Road from Sutter County Line to Future 16th Street. Widen from 2 to 4 lanes.	Local	\$29,000,000	2020	2014	2016	2019
Placer County	PLA25474	Dowd Rd Bridge Replacement at Markham Ravine	Dowd Rd, over Markham Ravine, 0.5 miles south Nicolaus Rd: Replace existing 2 lane structurally deficient bridge with a new 2 lane bridge.. Toll Credits for CON	HBP, Local	\$6,093,000	2019	2008	2011	2018
Placer County	PLA25475	Haines Rd Bridge Replacement	Haines Rd, over Wise Canal, 0.45 miles North of Bell Rd: Replace existing 2 lane bridge with a new 2 lane bridge. (Toll Credits for PE, ROW, & CON). Toll Credits for ENG, ROW, CON	HBP	\$6,200,000	2020	2011	2019	2025
Placer County	PLA25479	16th Street / Placer Vineyards Road	16th Street / Placer Vineyards Road, from Sacramento/Placer County line to Baseline Road: Construct new 2-lane road (renamed to Placer Vineyards Road).	Local	\$7,118,300	2025	2021		2023
Placer County	PLA25505	Yankee Jim's Rd Bridge at North Fork American River	Yankee Jim's Rd over North Fork American River, 1.5 mi W of Shirttail Cyn Rd: Replace structurally deficient 1-lane bridge with a new 2-lane bridge.. Toll Credits for ENG, ROW, CON	HBP, Local	\$44,651,000	2023	2011	2022	2025
Placer County	PLA25506	Walerga Rd/Dry Creek Bridge Replacement	Walerga Rd, over Dry Creek, 1.1 mi S Base Line Rd. Replace the existing 2 lane bridge with a 4 lane bridge.. Toll Credits for CON	HBP, Local	\$44,054,078	2022	2011	2016	2018

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Placer County	PLA25513	Wise Rd Bridge Replacement	Wise Rd, over Doty Creek, 0.5 miles east of Garden Bar: Replace existing 1-lane functionally obsolete bridge with a new 2-lane bridge.. Toll Credits for CON	HBP, Local, RSTP/STBG	\$4,876,390	2020	2012	2015	2017
Placer County	PLA25535	Watt Ave. Bridge Replacement	Watt Ave./Center Joint Ave., over Dry Creek, 0.4 mi north of P.F.E. Rd.: Replace existing 2 lane bridge with a 4 lane bridge.	HBP, Local	\$19,892,750	2025	2013	2022	2022
Placer County	PLA25536	Crosby Harold Rd. Bridge	Crosby Harold Rd. Over Doty Creek, 0.9 mi N of Wise Rd.: Replace an existing 1 lane bridge with a new 2 lane bridge.. Toll Credits for ENG, ROW, CON	HBP	\$5,000,000	2020	2013	2020	2025
Placer County	PLA25541	Gold Hill Rd. Bridge Replacement	Gold Hill Rd. over Auburn Ravine, 0.65 mi north of SR 193: Replace existing 2 lane bridge with a new 2 lane bridge. (Toll credits for PE, ROW, CON). Toll Credits for ENG, ROW, CON	HBP	\$6,058,248	2020	2013	2016	2019
Placer County	PLA25549	Martis Valley Trail	Complete a 10' wide paved Class I multipurpose trail connecting Northstar Village roundabout to the southerly border of Army Corps property. (Emission Benefits in kg/day: ROG 0.01; NOx 0.01)	CMAQ, Local	\$4,514,886	2020	2012	2018	2022
Placer County	PLA25565	Cook Riolo Road Pathway	Pedestrian Pathway along Cook Riolo Rd from existing sidewalk at Creekview Ranch Middle School North (Emission Benefits in kg/day: ROG 0.02, NOx 0.01) [Toll Credits for ROW, CON]. Toll Credits for ROW, CON	CMAQ, Local, RSTP/STBG	\$2,943,451	2018	2014	2016	2018
Placer County	PLA25568	Signage Upgrades	Various corridors throughout Placer County: Conduct a Roadway Safety Signing Audit and upgrade signs. (HSIP6-03-011) (Toll Credits for CON). Toll Credits for CON	HSIP, Local	\$2,228,914	2019			2014
Placer County	PLA25583	CNG Bus	Replace one CNG bus with one new cleaner CNG Bus for Placer County Transit. (Emissions Benefits in kg/day: NOx 0.75.)	CMAQ, Prop 1B PTMISEA	\$530,000	2019			2018
Placer County	PLA25598	SR 49 Widening A	SR 49, from Bell Road to Locksley Lane: Widen from 4 lanes to 6 lanes.	Local	\$8,350,650	2025	2022	2024	2025
Placer County	PLA25650	Safety Improvements	At 19 intersections throughout southwest Placer County: Installation of lighting, upgraded pavement markings, and flashing beacon improvements. Signal installation at Auburn Folsom Rd and Cavitt-Stallman Road (local funds). HSIP7-03-009 (Toll Credits for CON)	HSIP, Local, RSTP/STBG	\$2,694,200	2020			2016
Placer County	PLA25663	Crosswalk Safety Enhancements	At various locations in Placer County: Install crosswalk enhancements to existing unprotected crosswalks. (H8-03-010). Toll Credits for CON	HSIP, RSTP/STBG	\$299,700	2019			2017
Placer County	PLA25671	Bell Road at I-80 Roundabouts	The project will replace the existing traffic signal and all-way stop control at the Bell Road / Interstate 80 interchange with two roundabouts.. Toll Credits for ENG, ROW, CON	CMAQ, Local, RSTP/STBG	\$6,800,000	2026	2019	2021	2025
Placer County	PLA25691	Auburn Folsom Rd Over Miners Ravine - Rehabilitate Bridge	Auburn Folsom Rd over Miners Ravine, 1.1 miles north of Douglas Blvd. Rehabilitate 2 lane bridge, remove older portion of bridge and widen to standard lanes and shoulders - no added lane capacity.	HBP, Local	\$2,410,000	2023	2023	2023	2023

**Quarterly Status Report on Regionally Significant Transportation Projects in Placer County  
February 2020**

Lead Agency	MTIP ID	Project Title	Project Description	Fund Source	Total Project Cost	Year Complete	1st Yr PA&ED	1st Yr ROW	1st Yr CON
Column 1	Column 2	Column 3	Column 4	Column 5	Column 6	Column 7	Column 8	Column 9	Column 10
Placer County	PLA25692	New Airport Rd Over Wise Canal - Rehabilitate Bridge	New Airport Rd over Wise Canal, northeast of Hwy 49. Rehabilitate existing 2 lane bridge with wider lanes and shoulders - no added capacity.	HBP, Local	\$3,449,500	2023	2023	2023	2023
Placer County	PLA25693	Mt. Vernon Rd Over North Ravine - Rehabilitate Bridge	Mt. Vernon Rd over North Ravine, 2 miles west of Auburn. Rehabilitate existing 2 lane bridge with wider lanes and shoulders - no added lane capacity.	HBP, Local	\$2,393,500	2023	2023	2023	2023
Placer County	PLA25694	McKinney Creek Rd Over McKinney Creek - Replace Bridge	McKinney Creek Rd over McKinney Creek, 0.1 miles northwest of McKinney Rubicon SP. Replace the existing 2 lane bridge with a new 2 lane bridge - no added lane capacity.. Toll Credits for ENG, ROW, CON	HBP	\$3,317,500	2023	2023	2023	2023
Placer County	PLA25696	Gladding Rd Over Coon Creek - Rehabilitate Bridge	Gladding Rd over Coon Creek, south of Riosa Rd. Rehab existing 1 lane bridge with a new 2 lane bridge, no added lane capacity.. Toll Credits for ENG, ROW, CON	HBP	\$4,109,500	2023	2023	2023	2023
Placer County	PLA25697	Dalby Rd Over Yankee Slough - Bridge Replacement	Dalby Rd over Yankee Slough, just west of Dowd Rd. Replace an existing 2 lane bridge with a new 2 lane bridge - no added lane capacity.. Toll Credits for ENG, ROW, CON	HBP	\$2,245,000	2023	2021	2025	2025
Placer County	PLA25699	Dry Creek Rd Over Rock Creek - Rehabilitate Bridge	Dry Creek Rd over Rock Creek, 0.35 miles west of Placer Hills Rd. Rehabilitation of existing 2 lane bridge, widen for standard lanes and shoulders (no added capacity).	HBP, Local	\$1,849,001	2023	2022	2025	2025
Placer County	PLA25700	Foresthill Road Hilfiker Wall Stabilization	On Foresthill Road (PM 3.65 to 4.15), approx. 1/2 mile to 1 mile northeast of Lake Clementine Road, reconstruct the roadway to stabilize settlement occurring behind a large mechanically stabilized earth retaining wall.. Toll Credits for ENG, ROW, CON	RSTP/STBG	\$1,000,000	2020	2018		2019
Placer County	PLA25725	Education Street	Education Street, from east of SR 49 to Quartz Drive: Construct 2-lane roadway and signal modifications.	Local	\$3,835,900	2024	2020		2022
Placer County	PLA25726	Richardson Drive	Richardson Drive, from Dry Creek Road to Bell Road: Construct new 2-lane road.	Local	\$6,243,200	2025	2022		2024
Placer County	PLA25778	Foresthill Rd. Safety	Foresthill Road between Old Auburn-Foresthill Road and Spring Garden Road: Install high friction surface treatment, guardrail and warning signs. (H9-03-013)	HSIP	\$2,430,900	2024			2022
Placer County Transit	PCT10509	Transit Operations	Operating assistance for rural transit services within Placer County. Outside the Sacramento Urbanized area. FY 2019: \$405,065	FTA 5311, Local	\$814,300	2019			2019
Placer County Transit	PCT10510	Preventive Maintenance and Operating Assistance, 2018	Operating assistance and preventive maintenance for urban transit services within Placer County. FFY 2018 - Operating Assistance \$1,293,446 FFY 2018 - Preventive Maintenance \$447,238	FTA 5307 - E.S., Local	\$1,740,684	2019			2018
Placer County Transit	PCT10511	Preventive Maintenance and Operation Assistance, 2019	Operating assistance and preventive maintenance for urban transit services within Placer County FFY 2019 - Operating Assistance \$1,287,480 FFY 2019 - Preventive Maintenance \$433,093	FTA 5307 - E.S., Local	\$1,720,573	2020			2019

**Quarterly Status Report on Regionally Significant Transportation Projects in Placer County  
February 2020**

Lead Agency	MTIP ID	Project Title	Project Description	Fund Source	Total Project Cost	Year Complete	1st Yr PA&ED	1st Yr ROW	1st Yr CON
Column 1	Column 2	Column 3	Column 4	Column 5	Column 6	Column 7	Column 8	Column 9	Column 10
Town of Loomis	PLA25579	2017 CIP Road Maintenance Project	Asphalt overlay and reconstruction repair of various streets in the Loomis Downtown Core Area covered under the Capital Improvement Program Schedule for 2017.	Local, RSTP/STBG	\$821,886	2021			2020
Town of Loomis	PLA25644	Town Center Implementation Plan Improvements Phase 4	In Loomis: Taylor Road from Horseshoe Bar Road to King Road: construct new bike lanes and sidewalks and streetscape improvements.	CMAQ, Local	\$1,079,124	2021			2020

## MEMORANDUM

**TO:** Mike Luken  
**FROM:** AIM Consulting  
**DATE:** February 6, 2020  
**RE:** January Monthly Report

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The following is a summary of communications and public information work performed by AIM Consulting (AIM) on behalf of Placer County Transportation Planning Agency (PCTPA) in the month of January.

AIM assisted with media relations and public information. AIM maintained, drafted, published, and promoted content for PCTPA social media to share current information about PCTPA projects, programs, and activities.

Below are activity summaries of AIM's work:

### **Funding Strategy**

AIM continued to work with PCTPA to support its efforts in discussing the need for local transportation infrastructure funding.

### **PCTPA.net & Social Media**

AIM continued posting social media updates on the PCTPA Facebook, Twitter, and Instagram to highlight the work being done by and on behalf of PCTPA, other transportation projects in the Placer region, and current transportation news.

Key social media posts included:

- South Placer County Leadership Forum – Colonel Merryl Tengesdal
- Capitol Corridor 50% Off Winter Weekends Deal
- South Placer County Leadership Forum
- PCTPA Winter Newsletter Launch
- Capitol Corridor Program – Half Price to 49ers Game
- Mike Luken Interview for South Placer Forum - Your California Life
- South Placer Leadership Forum Recap

- Roseville Transit Service – Martin Luther King Jr. Day
- Interstate 80 / Highway 65 Interchange Recap – Placer County
- Interstate 80 / Highway 65 Interchange Video Launch
- Mike’s Message – Newsletter Blog
- Flashing Yellow Signals in Roseville
- PCTPA Board Perspective John Allard – Newsletter Blog
- Yankee Jims Bridge Replacement Project Community Meeting
- Traffic Technology – Roseville Video

Current social media page statistics include:

- Facebook – 1,722 Followers
  - *Previously 12/31: 1,682*
- Twitter – 1,300 Followers
  - *Previously 12/31: 1,152*
- Instagram – 804 Followers
  - *Previously 12/31: 603*

Key website analytics include:

- Total page views for the PCTPA website during January: 3,598
  - 26% of views were on the Home Page
  - 6% of views were on the 2020 Agendas Page
  - 4% of views were on the Roadway Projects Page
- Total page views for Interstate 80 / Highway 65 Interchange Improvements website during January: 509

## Newsletter #43

AIM distributed and launched the 43<sup>rd</sup> edition of the PCTPA newsletter and sent them to PCTPA for review. Topics include Mike’s Message, Board Perspective: John Allard, Placer Sacramento Gateway Plan Update and CCJPA: Meet the Riders.

## Media Relations

AIM continued to monitor industry and local news to identify outreach opportunities as well as support the Agency’s efforts to address local transportation and transit issues.

## Project Assistance

AIM managed the Interstate 80 / Highway 65 website and collected community email sign-ups. AIM also managed social media and community comments regarding the project. AIM provided Caltrans with weekly email sign-up updates to include their weekly construction email distribution list.

AIM coordinated logistics for, developed and launched a project update for the Interstate 80 / Highway 65 Interchange Project. AIM is currently developing and scheduling interviews for the next video in the series for the project.

**February 13, 2020**

**TO:** Mike Luken, Executive Director, Placer County Transportation Planning Agency

**FROM:** Cherri Spriggs-Hernandez, Principal, FSB Public Affairs

**RE:** January Report of Activities for Funding Strategy Outreach Effort

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Areas of focus this month were as follows:

**Legislation – Complete**

**Research – In Progress**

- Client and Research Team Conference Calls/Meetings to Review Research Findings
- Presented at Board Meeting

**Stakeholder Outreach – In Progress**

- Updated stakeholder universe
- Continued to meet individually with key stakeholders
- Prepared for February Meeting

**Partner Collaboration – In Progress**

- Connected with key partners
- Planned for South Placer Leadership Forum
- Held the South Placer Leadership Forum
- Coordinated and attended various presentations
- Continued speakers bureau/community engagement scheduling
- Coordinated activities with AIM

**Earned Media/Collateral Development/Paid Advertising – In Progress**

- Continued working on expenditure plan piece
- Continued creative on direct mail, videos and additional infographics
- Delivered direct mail piece
- Social Media Response

**Account Management – In Progress**

- Met/Spoke with PCTPA Leadership regarding a variety of strategic developments
- Continued Implementing Draft FY 2019-2020 Plan
- Prepared Lincoln Specific Plan
- Updated Draft FY 2019-2020 Plan
- Prepared monthly report

FY-2019/20 OUTREACH PLAN	ELEMENTS
<p><b>July 2019</b></p>	<ul style="list-style-type: none"> <li>● Op-Ed SB 1 Funding, John Allard</li> <li>● Social Media with AIM</li> <li>● Legislative Support</li> <li>● Tier III &amp; Tier IV Presentations</li> <li>● Advertising</li> <li>● Non-Profit Stakeholder Meeting</li> <li>● Stakeholder Meeting</li> <li>● Rocklin Chamber July Mixer at Quarry Park</li> <li>● Roseville Galleria Table</li> <li>● Expenditure Plan Booklet Production</li> </ul>
<p><b>August 2019</b></p>	<ul style="list-style-type: none"> <li>● Op-Ed, Evacuation/Emergency Responders, Devon Bell</li> <li>● Social Media Coordination with AIM</li> <li>● Legislative Support</li> <li>● Tier III &amp; Tier IV Presentations</li> <li>● Advertising</li> <li>● Electronic Billboards</li> <li>● Roseville Galleria Table</li> <li>● Lincoln Chamber Executive Director's Breakfast</li> <li>● Expenditure Plan Booklet Production</li> </ul>
<p><b>September 2019</b></p>	<ul style="list-style-type: none"> <li>● Op-Ed, AB1413, Jim Holmes</li> <li>● Social Media Coordination with AIM</li> <li>● Legislative Support</li> <li>● Advertising</li> <li>● Electronic Billboards</li> <li>● Tier III &amp; Tier IV Presentations</li> <li>● Rocklin Chamber Hot Chili Cool Cars</li> <li>● Roseville Splash</li> <li>● Roseville Chamber</li> <li>● Lincoln Showcase</li> <li>● Stakeholder Meeting</li> <li>● Roseville Galleria Table</li> <li>● Focus Group Prep</li> <li>● Expenditure Plan Booklet Production</li> </ul>
<p><b>October 2019</b></p>	<ul style="list-style-type: none"> <li>● Op-Ed, Safe Routes to School, Gayle Garbolino</li> <li>● Social Media Coordination with AIM</li> <li>● Legislative Support</li> <li>● Focus Groups</li> <li>● Tier III &amp; Tier IV Presentations</li> <li>● Stakeholder Meeting</li> <li>● Loomis Eggplant Festival</li> <li>● Roseville Galleria Table</li> </ul>

FY-2019/20 OUTREACH PLAN	ELEMENTS
	<ul style="list-style-type: none"> <li>● Earned Media Story Re: Transportation Needs &amp; Funding</li> <li>● Movie Theater Advertising</li> <li>● Small Business Summit</li> </ul>
<p><b>November 2019</b></p>	<ul style="list-style-type: none"> <li>● Due to Op-Ed Back Up Skipping November</li> <li>● Activity Coordination with AIM</li> <li>● Roseville Galleria Table – November 9 Nancy/Mike Canceled</li> <li>● January Survey Development</li> <li>● Tier III &amp; Tier IV Presentations</li> <li>● Movie Theater Advertising</li> <li>● Roseville Holiday Parade</li> <li>● Expenditure Plan Piece Production</li> <li>● Direct Mail Piece Production</li> <li>● Video Production – Emergency Study Fireman/Police/Ambulance</li> </ul>
<p><b>December 2019</b></p>	<ul style="list-style-type: none"> <li>● Op-Ed, Local Match &amp; Visitor Funding, Jeff Richardson</li> <li>● Activity Coordination with AIM</li> <li>● Survey Finalized to Take to December 5 Board Meeting</li> <li>● Stakeholder Meeting</li> <li>● Tier III &amp; Tier IV Presentations</li> <li>● Movie Theater Advertising</li> <li>● Roseville Galleria Table/Kiosk – December 7 Cherri/Kathleen</li> <li>● Direct Mail Production</li> <li>● Expenditure Plan Piece Production</li> <li>● Video Production – Emergency Study Fireman/Police/Ambulance</li> <li>● *Digital Advertising</li> </ul>
<p><b>January 2020</b></p>	<ul style="list-style-type: none"> <li>● Survey in the Field</li> <li>● Funding Strategy Town Hall Meeting @ William Jessup – January 16</li> <li>● Activity Coordination with AIM</li> <li>● Tier III &amp; Tier IV Presentations</li> <li>● Direct Mail – Transportation Needs &amp; Funding</li> <li>● Movie Theater Advertising</li> <li>● Digital Advertising</li> </ul>
<p><b>February 2020</b></p>	<ul style="list-style-type: none"> <li>● Op-Ed, TBD Author &amp; Topic</li> <li>● Tier III &amp; Tier IV Presentations</li> <li>● Activity Coordination with AIM</li> <li>● March Survey Development</li> <li>● Stakeholder Meeting</li> <li>● Direct Mail Production</li> <li>● Video Production – How Transportation is Funded</li> <li>● *Electronic Billboards</li> <li>● *Movie Theater Advertising</li> <li>● *Digital Advertising</li> </ul>

FY-2019/20 OUTREACH PLAN	ELEMENTS
<b>March 2020</b>	<ul style="list-style-type: none"> <li>• Op-Ed, Economic Development, Sherry Conway</li> <li>• Activity Coordination with AIM</li> <li>• Tier III &amp; Tier IV Presentations</li> <li>• Roseville Galleria Table</li> <li>• Stakeholder Meeting</li> <li>• Survey in the Field</li> <li>• Survey Results Going to PCTPA Board</li> <li>• Direct Mail Piece Hits Early March After Primary</li> <li>• Video Production/Finalize – How Transportation is Funded</li> <li>• *Movie Theater Advertising</li> <li>• *Digital Advertising</li> </ul>
<b>April 2020</b>	<ul style="list-style-type: none"> <li>• Op-ed, Transportation Needs &amp; Funding</li> <li>• Tier III &amp; Tier IV Presentations</li> <li>• Activity Coordination with AIM</li> <li>• Roseville Galleria Table</li> <li>• Stakeholder Meeting</li> <li>• Activity Coordination with AIM</li> <li>• Cities Vote to Place on the Ballot</li> <li>• *Movie Theater Advertising</li> <li>• *Digital Advertising</li> </ul>
<b>May 2020</b>	<ul style="list-style-type: none"> <li>• Op-Ed, Board Decision to Proceed, County Supervisor and PCTPA Board Chair</li> <li>• Cities Vote to Place on the Ballot</li> <li>• PCTPA Board Decision to Proceed</li> <li>• Earned Media Story Re: Decision</li> <li>• Stakeholder Meeting</li> <li>• Roseville 2020</li> <li>• Rocklin State of the City</li> <li>• Roseville Galleria Table</li> <li>• Activity Coordination with AIM</li> <li>• *Direct Mail Production</li> <li>• *Movie Theater Advertising</li> <li>• *Digital Advertising</li> </ul>
<b>June 2020</b>	<ul style="list-style-type: none"> <li>• PCTPA Board Decision to Proceed (Alternate Date)</li> <li>• *Direct Mail Production</li> <li>• Activity Coordination with AIM</li> </ul>
<b>July 2020</b>	<ul style="list-style-type: none"> <li>• Placer BOS Votes to Place on the Ballot</li> <li>• Activity Coordination with AIM</li> <li>• *Direct Mail Piece Hits</li> </ul>



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(202) 722-0167

January 31, 2020

To: PCTPA  
From: Sante Esposito  
Subject: January Monthly Report

## **Infrastructure**

Four important developments -

On January 28, the House Democratic leadership (Speaker Pelosi, Majority Leader Hoyer, Majority Whip Clyburn, and Assistant Speaker Lujan) along with the chairs of the key congressional committees of jurisdiction (DeFazio of T&I, Pallone of Energy and Commerce, and Neal of Ways and Means) rolled out a mega infrastructure framework, having given up on crafting a package with the White House. "So far they have not come on board," Pelosi said. "However, we've decided now we'll just have to go forward." The framework – with more details and legislative language to follow as announced – focuses on traditional surface transportation issues, broadband, 911 updates, brownfields, safe drinking water, with mention of housing, education and natural resources. See the following:  
<https://transportation.house.gov/imo/media/doc/Moving%20Forward%20Framework.pdf>.

The goal is to craft a package that looks to the future of infrastructure. Chairman DeFazio said that the bill will be a radical departure from past highway-era bills. He said that it is going to set a path for the 21<sup>st</sup> century to de-fossilize transportation. He noted building carbon neutral federal buildings, leading a transition to renewable fuels for aviation, using climate-friendly building materials and boosting rail and transit options. No decision on how to pay for the package until agreement is reached on that with the Administration. DeFazio has proposed issuing infrastructure bonds and paying them back by increasing fuel taxes and indexing them to inflation but the leadership has not endorsed this. House Republicans oppose a gas tax increase, prioritizing innovation, streamlining permitting and focusing attention on rural infrastructure needs.

The Chair of the House Ways and Means Committee, Rep. Richard Neal (D-Mass.) will meet with Treasury Secretary Steven Mnuchin to discuss an infrastructure package, saying he is hopeful about working with the White House on this important legislation following the passage of the bi-partisan trade deal. Neal told reporters in his home state of Massachusetts that he plans to meet with Mnuchin this week when he returns to Washington. "We need to agree on some

numbers and proceed on the basis that the country badly needs it, and I think that it is doable,” Neal was optimistic that there is bipartisan support for improving the nation’s infrastructure. He said passing of the USMCA trade deal showed him the House and Senate can get something done. “I think big things can get done in election years,” Neal said. “This is one of those issues that’s interesting because the President needs it and we want it.” In order to craft legislation that would best meet the needs of U.S. cities’ infrastructure.

The Ways and Means Committee held a hearing, “Paving the Way for Funding and Financing Infrastructure Investments,” on Jan. 29. The Committee heard from witnesses who gave the Members insight into the current condition of U.S. infrastructure. At a 2019 hearing, Mnuchin told Members of the Committee that he is fully committed to the passage of the Trump administration’s \$1.5 trillion infrastructure plan. Mnuchin, like Neal, emphasized bipartisanship. “I look forward to working with Chairman Neal and the Committee on a bipartisan basis,” Mnuchin told the House Ways and Means Committee, adding that the goal is to pass the ambitious building plan “this year.” Trump’s long-term infrastructure plan would depend mostly on private investments, as well as local and state governments, to provide a lion’s share of the funding, with 200 billion of the \$1.5 trillion earmarked by the administration to pay for infrastructure in the short-term. “We’re going to sit down on a bipartisan basis and we’ll see what we can agree on,” Mnuchin told the Committee. “This has to be a combination of the Administration, the House, and the Senate ... and see what we can get done. Everyone has got the same objective; we want to make infrastructure investments.” The Jan. 29, 2020, hearing witnesses were Joung lee, AASHTO; Dr. Philip Fischer, eBooleant Consulting; Laura canter, Mass Dev Financer Agency; Diane Gutierrez-Scaccetti, N.J. DOT; and, DJ Gribbon, Madrus LLC.

#### DOT-OMB Principles (excerpt)

#### The Administration’s Plan: Invest at Least \$1 Trillion in Infrastructure

The President has called upon the Congress to pass legislation that generates at least \$1 trillion in infrastructure investment. The **2020 Budget** supports achieving this goal by:

- Seeking a long-term surface transportation reauthorization. The Budget commits to working with the Congress on a long-term surface transportation reauthorization bill. The current authorization, the Fixing America’s Surface Transportation (FAST) Act of 2015, expires at the end of 2020. We must provide our State, local and private partners – who build, own and operate the vast majority of the Nation’s surface transportation infrastructure – the long-term funding certainty they need to effectively plan and deliver projects. Such reauthorization must, at a minimum, address the long-term solvency of the Highway Trust Fund in a fiscally responsible manner, focus on nationally and regionally significant projects (emphasizing projects on the Interstate Highway System and other nationally- strategic freight networks), support emerging technologies and innovation, encourage the revenue mechanisms of the future, and promote more efficient and effective permitting.
- Providing \$200 billion for other infrastructure priorities. In addition to a long-term

surface transportation reauthorization, the Administration believes it is important to provide additional investments in infrastructure, across a range of sectors, including water infrastructure. The Administration looks forward to working with the Congress to develop a package that will significantly improve the Nation's infrastructure, and the Budget includes \$200 billion towards this effort. Within that amount, \$10 billion is allocated to establish a Federal Capital Revolving Fund to support more cost-effective Federal investment in buildings and other property. The Administration will work with the Congress on allocating the remaining amount toward sectors and projects that address the most important needs and confer the largest benefits to the American people. The Administration does believe that a portion of this funding should promote visionary projects and technologies that can strengthen our economic competitiveness, including 5G wireless communications, rural broadband, advanced manufacturing, and artificial intelligence.

## **Earmarks**

Recent reports indicate discussion, and in some cases real interest, in bringing back earmarks. Many House Democrats have voiced support for overturning the current ban on earmarks. Most noticeably is Majority Leader Hoyer who is shopping an earmark return plan that would require for every earmark the recipient be a public, not a private entity, the Member requesting the earmark be identified, the earmark project be located in the Member's district/state, and the Member acknowledge under penalty that he or she has no vested interest in the earmark project. Transparency and accountability, Hoyer says, are the cornerstones of his proposal. To date, House Republicans are either opposed or silent on the return as are Senate Republicans. Senate Democrats support overturning the ban with accompanying stringent rules.

## **Senate Environment and Public Works Committee Highway Bill**

FAST Act reauthorization is required by Sept. 30 when current program expires. Senate EPW has reported its version of the bill (see below). Other Senate committees that need to act include Banking (mass transit), Commerce (trucking, rail and safety), and Finance (how to pay for the bill). House T&I working on a draft. Other House committees that need to act include Energy and Commerce (safety) and Ways and Means (how to pay for the bill).

To review, the EPW bipartisan bill would authorize \$287 billion in highway spending, 90-percent of which would be distributed to the states by formula. The bill also features a title on climate change, which would authorize \$10.8 billion for various programs addressing resiliency and other climate issues over the next five fiscal years. That includes \$1 billion for electric, hydrogen, and natural gas vehicle charging and fueling stations. It would also provide billions for programs aimed at curbing emissions and reducing congestion and truck idling. The legislation would also streamline infrastructure permitting and set a two-year target for environmental reviews. Lastly, the bill would authorize \$12.5 million per year to fund state and regional pilot testing of user-based alternative revenue mechanisms to the gas tax.

## **FY20 Transportation Appropriations Highlights**

- BUILD Grants – \$1 billion.
- Highways – \$46.3 billion, \$781 million for the Surface Transportation Block Grant funds and infrastructure along alternative fuel corridors, \$1.15 billion for bridge repair and rehabilitation, \$100 million for the Appalachian Development Highway System, \$70 million for the Nationally Significant Federal Lands and Tribal Projects grant program, and \$50 million for highway-rail grade crossing grants.
- Aviation – \$17.6 billion for the FAA and fully funds for the Essential Air Service program.
- Rail – \$2 billion for Amtrak, \$255 million for Consolidated Rail Infrastructure and Safety Improvement grants, \$300 million for State of Good Repair grants, and \$2 million each for MagLev grants and Restoration and Enhancement grants.
- Transit – Transit formula grants total \$10.1 billion, \$510 million for transit infrastructure grants. and \$1.978 billion for Capital Investment Grants, fully funding all current “Full Funding Grant Agreement” transit projects as well as new projects that have met the program criteria.
- Maritime – \$1 billion for the Maritime Administration to increase the productivity, efficiency, and safety of the nation’s ports and intermodal water and land transportation.
- Safety – \$989 million for the NHTSA, \$679 million for the Federal Motor Carrier Safety Administration, and \$281 million for the Pipeline and Hazardous Materials Safety Administration to help address safety concerns related to recent pipeline and crude oil by rail accidents.

## **Bill Tracking**

H.R.4687 — 116th Congress (2019-2020)

### **SMART Infrastructure Act**

Sponsor: Rep. Rouda, Harley [D-CA-48] (Introduced 10/16/2019) **Cosponsors:** (3)

Committees: Transportation and Infrastructure; Science, Space, and Technology; Agriculture; Energy and Commerce

**H.R. 4780, the “National Infrastructure Investment Corporation Act of 2019”** Introduced by Congressman Salud Carbajal (D-CA-24). The bill would finance infrastructure projects via loans from pension fund loans to the Corporation. No federal funds would be involved and there would be enhanced congressional oversight – majority of the Board appointed by Congress, Member input in project selection, annual audits, GAO five- year review, congressional review of selected projects, etc. Modeled after TIFIA. The Coalition received a request from Carbajal’s office for

support of the legislation.

S.352 — 116th Congress (2019-2020)

**BUILD Act**

Sponsor: Sen. Cornyn, John [R-TX] (Introduced 02/06/2019) Cosponsors: (1)

Committees: Finance Increases from \$15 billion to \$20.8 billion the national limitation on the amount of tax-exempt highway or surface freight transfer facility bonds.

H.R.180 — 116th Congress (2019-2020)

**Build America Act of 2019**

Sponsor: Rep. Hastings, Alcee L. [D-FL-20] (Introduced 01/03/2019) Cosponsors: (7, now 10)

Committees: Transportation and Infrastructure and Ways and Means Directs the Department of Transportation (DOT) to carry out a national infrastructure investment grant program for capital investments in surface transportation infrastructure. Projects eligible for funding under the program include, at a minimum, highway and bridge projects, public transportation projects, passenger and freight rail transportation projects, and port infrastructure investments. In distributing grants under the program, DOT shall ensure an equitable geographic distribution of funds, an appropriate balance in addressing the needs of urban and rural areas, and investment in a variety of transportation modes. At least 20% of grant funds must be set aside for projects in rural areas. The bill amends the Internal Revenue Code to: (1) establish a National Infrastructure Investment Trust Fund, and (2) increase the tax on gasoline other than aviation gasoline and on diesel fuel or kerosene.

S.146 — 116th Congress (2019-2020)

**Move America Act of 2019**

Sponsor: Sen. Hoeven, John [R-ND] (Introduced 01/16/2019) Cosponsors: (1)

Committees: Finance Allows tax exempt Move America bonds and Move America tax credits to be used for certain infrastructure projects. A Move America bond is treated as a tax-exempt private facility bond with certain exceptions. At least 95% of the net proceeds from the issuance of the bond must be used for infrastructure projects. The bill specifies exceptions and modifications to existing rules for bonds regarding land acquisition, government ownership, rehabilitation expenditures, and the alternative minimum tax. The bonds are subject to a volume cap equal to 50% of a state's current private activity bond volume cap. States may exchange all or a portion of the volume cap for Move America tax credits to be allocated to taxpayers. The credits include (1) an equity credit for a portion of the basis of each qualified facility; and (2) an infrastructure fund credit for investments in qualified infrastructure funds, including a state infrastructure bank, a water pollution control revolving fund, or a drinking water treatment revolving loan fund.

H.R.658 — 116th Congress (2019-2020)

**National Infrastructure Development Bank Act of 2019**

Sponsor: Rep. DeLauro, Rosa L. [D-CT-3] (Introduced 01/17/2019) Cosponsors: (60, now 61)

Committees: Energy and Commerce, Transportation and Infrastructure, Financial Services and Ways and Means

S.353 — 116th Congress (2019-2020)

### **RAPID Act**

Sponsor: [Sen. Cornyn, John \[R-TX\]](#) (Introduced 02/06/2019) Cosponsors: (1)

Committees: Environment and Public Works This bill revises the transportation infrastructure finance and innovation (TIFIA) program to (1) require program applicants to obtain investment grade ratings from at least two credit rating agencies, unless the federal credit instrument is less than \$150 million (currently, less than \$75 million), in which case one rating will suffice; (2) require the Department of Transportation (DOT) to implement an expedited decision timeline for public agency borrowers seeking secured loans; and (3) require DOT to publish status reports on program applications on the TIFIA website.

[S.403](#) — 116th Congress (2019-2020)

### **IMAGINE Act**

Sponsor: [Sen. Whitehouse, Sheldon \[D-RI\]](#) (Introduced 02/07/2019) Cosponsors: (5, now 7)

Committees: Environment and Public Works

[H.R.228](#) — 116th Congress (2019-2020)

### **Increase Transportation Alternatives Investment Act of 2019**

Sponsor: [Rep. Velazquez, Nydia M. \[D-NY-7\]](#) (Introduced

01/03/2019) Cosponsors: (2) Committees: Transportation and Infrastructure Directs the Department of Transportation (DOT) to ensure that states give preference under the Surface Transportation Block Grant Program to eligible projects that (1) are located in areas that are undergoing extensive repair or reconstruction of transportation infrastructure, including federal-aid highways, federally owned roads open for public travel, passenger rail facilities, and public transportation facilities; and (2) will provide transportation alternatives related to the closure of transportation infrastructure in such areas. DOT shall (1) carry out a competitive grant program to support community efforts to invest in transportation alternatives; and (2) give preference in awarding grants to projects located in such areas. Entities eligible for grants include state and local governments, metropolitan planning organizations, and rural planning organizations.<sup>[1]</sup><sub>[SEP]</sub>

[H.R.880](#) — 116th Congress (2019-2020)

### **Surface Transportation Investment Act of 2019**

Sponsor: [Rep. Brownley, Julia \[D-CA-26\]](#) (Introduced 01/30/2019) Cosponsors: (1)

Committees: Ways and Means and Transportation and Infrastructure. This bill limits or repeals certain tax benefits for major integrated oil companies, including (1) the foreign tax credit for companies that are dual capacity taxpayers, (2) the tax deduction for intangible drilling and development costs, (3) the percentage depletion allowance for oil and gas wells, and (4) the tax deduction for qualified tertiary injectant expenses.

The bill modifies the definition of "major integrated oil company" to include certain successors in interest that control more than 50% of the crude oil production or natural gas production of the company. The bill establishes a Transportation Block Grant Fund and appropriates to the fund amounts equal to the increase in revenues as a result of this bill. The funds must be used for making grants under the Surface Transportation Block Grant Program.

[H.R.1586](#) — 116th Congress (2019-2020)

### **BRIDGE Act of 2019**

Sponsor: [Rep. Butterfield, G. K. \[D-NC-1\]](#) (Introduced 03/07/2019) Cosponsors: (3, now 6)

Committees: House - Energy and Commerce, Education and Labor

S.1518 — 116th Congress (2019-2020) **Rebuild America Now Act**

Sponsor: Sen. Sullivan, Dan [R-AK] (Introduced 05/16/2019) Cosponsors: (4)

Committee: Environment and Public Works. To improve the processes by which environmental documents are prepared and permits and applications are processed and regulated by Federal departments and agencies, and for other purposes.

H.R.3134 — 116th Congress (2019-2020) **To direct the Secretary of Transportation to assist States to rehabilitate or replace certain bridges, and for other purposes.** Sponsor: Rep.

Langevin, James R. [D-RI-2] (Introduced 06/05/2019) Cosponsors: (2)

Committee: Transportation and Infrastructure. To direct the Secretary of Transportation to assist States to rehabilitate or replace certain bridges, and for other purposes.

S.611 — 116th Congress (2019-2020)

**Water Affordability, Transparency, Equity, Reliability Act of 2019**

Sponsor: Sen. Sanders, Bernard [I-VT] (Introduced 02/28/2019) Cosponsors: (2, now 3)

Committees: Environment and Public Works

H.R.1764 — 116th Congress (2019-2020)

**To amend the Federal Water Pollution Control Act with respect to permitting terms, and for other purposes.**

Sponsor: Rep. Garamendi, John [D-CA-3] (Introduced 03/14/2019) Cosponsors: (8, now 10)

Committees: House - Transportation and Infrastructure

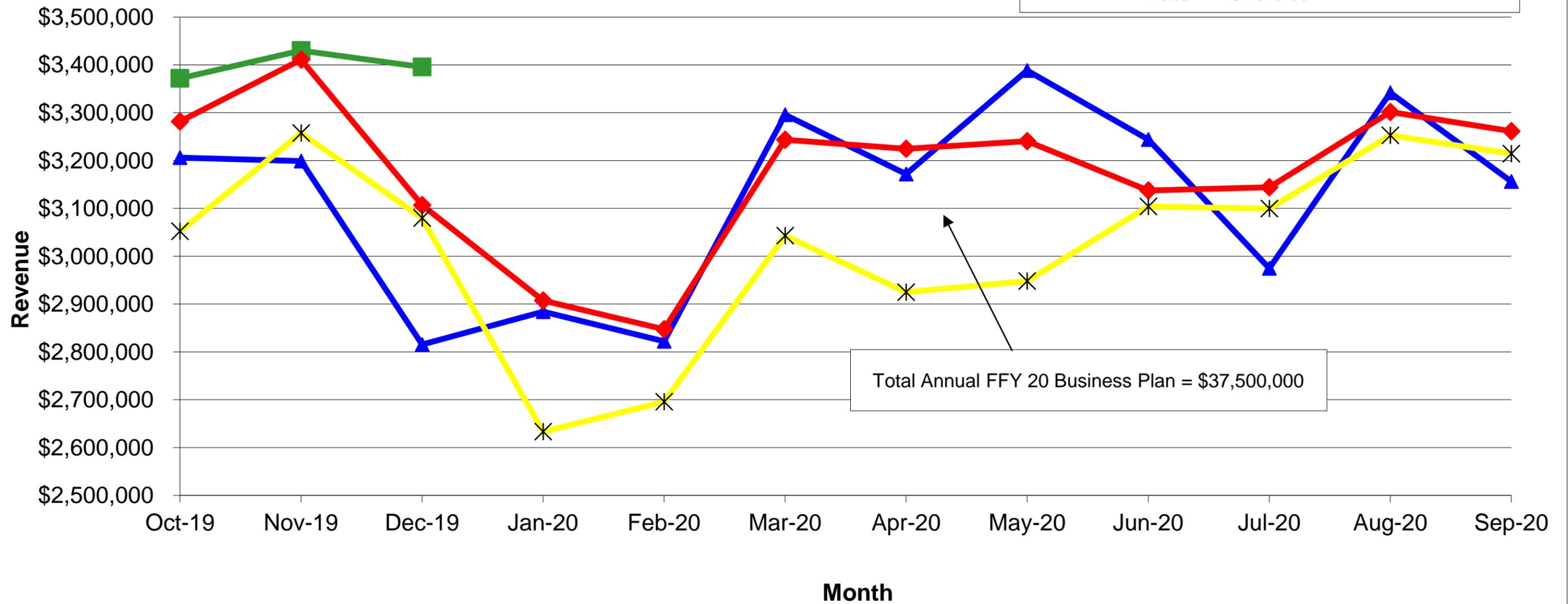
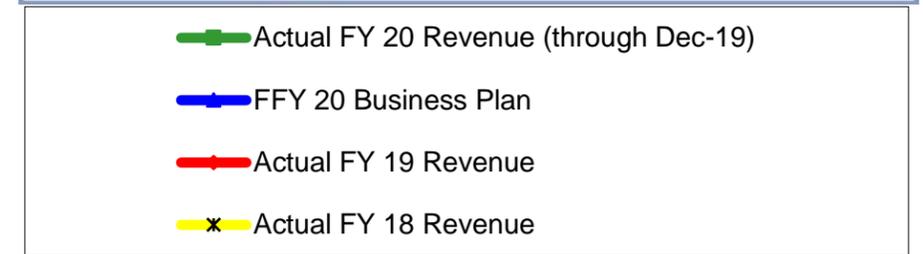
**How's Business?:  
Revenue**

10.6% vs. FFY 20 Business Plan YTD

4.1% vs. Prior FFY 19 YTD

8.6% vs. Prior FFY 18 YTD

**Capitol Corridor Performance  
FFY 2019-20  
Monthly Revenues  
Actual vs Business Plan**



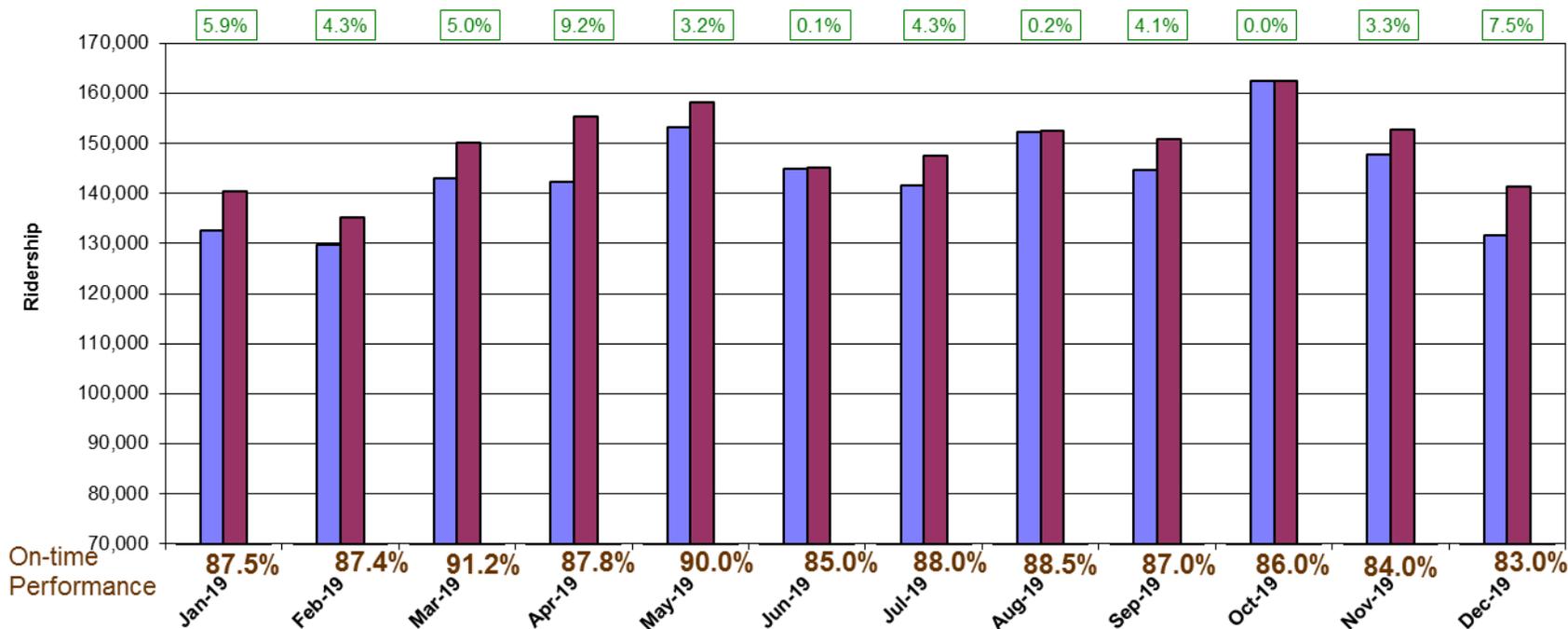
# How's Business? Ridership



■ Prior 12 Months    ■ Current 12 Months

3.82% Overall 12-Month Growth  
 Ridership Last 12 Months=1,791,948  
 Ridership Prior 12 Months=1,726,096

% difference current month to prior year's month



Capitol Corridor FY20 Performance Measures  
Oct 2019-Dec 2019

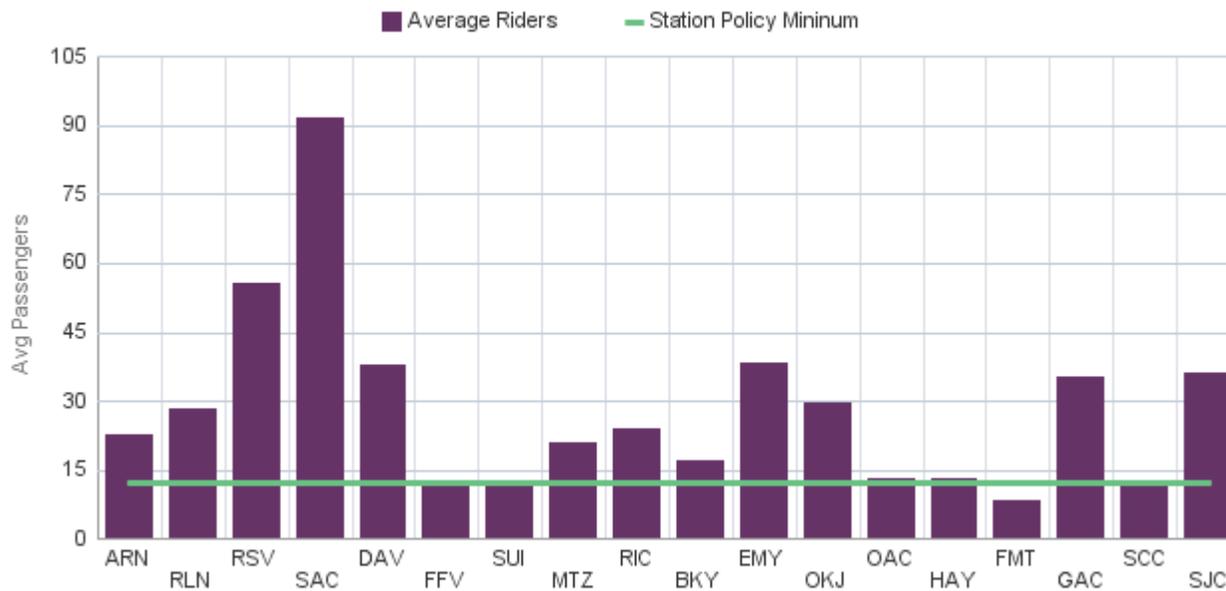
	<u>Ridership</u>	<u>Revenue</u>	<u>On Time Performance End-point</u>	<u>On Time Performance Passenger</u>	<u>System Operating Ratio</u>	<u>Customer Satisfaction</u>
Actual	456,642	\$ 10,197,270	85%	84%	68%	89.2
Business Plan	432,509	\$ 9,220,634	90%	90%	52%	92.5
Actual vs Businss Plan % Diff	6%	11%	-6%	-6%	32%	-4%
Previous YTD % Diff	3%	4%	-2%	-1%	14%	-1%

## Capitol Corridor Station Activity - Minimum Station boarding and alightings

### Highest Average Number of Passengers on a train by Station

FYTD 20/October 1, 2019 -January 26, 2020

Total Number of Passengers on board by Station



Station Code	Board Count	Alight Count	Average Riders	Meet Criteria
ARN	2,776	2,495	23	Y
BKY	27,486	27,147	17	Y
DAV	62,163	58,865	38	Y
EMY	59,802	62,028	38	Y
FFV	17,627	18,105	11	Y
FMT	7,307	7,168	8	N
GAC	33,352	28,453	35	Y
HAY	10,603	12,058	13	Y
MTZ	31,866	35,180	21	Y
OAC	12,611	14,919	13	Y
OKJ	48,362	45,563	29	Y
RIC	36,409	39,908	24	Y
RLN	3,513	3,074	28	Y
RSV	6,880	6,100	55	Y
SAC	149,769	143,402	92	Y
SCC	11,840	9,577	12	Y
SJC	32,872	29,900	36	Y
SUI	19,518	21,129	13	Y

Year of Service	Projected Ridership (Boardings + Alightings) Per Train Stop (>20 daily trains)*	Projected Ridership (Boardings + Alightings) Per Train Stop (20+ daily trains)*
1	Equal to or greater than 7	Equal to or greater than 8
2	Equal to or greater than 8	Equal to or greater than 10
5 or more	Equal to or greater than 12	Equal to or greater than 15

\*Per train ridership thresholds parsed to reflect service frequency differences

# THE SACRAMENTO BEE

January 28, 2020  
BY TONY BIZJAK

## **Sick of getting stuck in Roseville, Rocklin traffic? This sales tax may be an answer**

Commuter congestion is choking south Placer County's highways. And soon, thousands of homes will spread across open fields near Roseville, Rocklin and Lincoln, bringing more commuters and cars.

Is the problem bad enough for voters in one of California's biggest anti-tax bastions to go so far as to tax themselves for a fix? That soon may be the hottest political question of 2020 in Placer.

Unable to pass a countywide transportation sales tax in 2016, county leaders are back this year with a work-around plan: They hope to place a similar measure on the November ballot, but this time only in the county's three biggest commuter cities: Roseville, Rocklin and Lincoln.

The half-cent sales tax would focus on transportation projects that directly benefit residents of those cities, but will be paid by anyone who shops or dines there.

The approach is so unusual it required special state legislation last year to allow it. That's prompted one critic to call the move "gerrymandering," essentially drawing a new political boundary to achieve a desired effect.

But backers in the urbanized south end of the county say it is a fair way to move forward on critically needed work in a county with three sub-regions – valley, foothill and mountain – that increasingly have distinctly different personalities and needs.

Roseville Mayor John Allard is among those pushing for the vote, saying he fears the south county's powerhouse economy could be stifled if mobility problems worsen.

"Our community is growing rapidly, so our traffic is increasing dramatically," Allard said. "We need to make improvements, not just for residents of south Placer but to continue to be an economic driver for the state of California."

But it's an especially thin line. Placer voters have long been anti-tax, including in the urban areas. Distrust of government nationally and, to a degree, locally is high. According to a January poll, the majority of voters in Lincoln in particular distrust their City Hall after a scathing state audit last year found poor financial management.

## **HIGHWAY 65 NOT WIDE ENOUGH**

The three-city measure would generate about an estimated \$41 million annually over 30 years, according to the Placer County Transportation Planning Authority, the agency that is proposing the measure. The battle plan is to focus on adding new lanes to highways and adding or improving freeway interchanges, but also to include money for passenger trains and other car alternatives.

Over the last 20 years, Placer has widened numerous roads – including building a Highway 65 bypass of downtown Lincoln – added lanes and interchanges on Hwy. 65 , and recently extended a clogged transition lane from eastbound Interstate 80 to Hwy. 65 north.

It’s helped, south county leaders say, but it is not nearly enough in one of the fastest growing areas of the state, where most commuters drive solo to work.

The project list includes:

- Interstate 80/Highway 65 interchange expansion
- Widening 65 from Galleria Boulevard to the city of Lincoln
- Additional lanes on Interstate 80 westbound between Douglas and Riverside and eastbound from Highway 65 to Rocklin Road
- An interchange expansion at Rocklin Road on I-80, and new interchanges on Highway 65 at Nicolaus Road and Nelson Lane

Fixes and expansions of local city streets

Bike and pedestrian safe route projects

Commuter, senior transit and other transit projects

Funds to ultimately add 10 Capitol Corridor Trains a day from Placer to Sacramento and beyond

## **BALLOT LESSON LEARNED IN 2016**

In 2016, when county officials floated the Measure M countywide sales tax, south Placer voters overwhelmingly said yes, topping the 67 percent threshold. But lower approval numbers elsewhere in the county pulled the overall number down to 64 percent.

Even though that proposal included road improvements throughout the county, the vote differences delivered a clear message.

“If you’re in Foresthill, what do you care about widening Highway 65?” Placer County’s transportation chief at the time Celia McAdam said after the vote. “But if you are in south Placer, Highway 65 is your lifeblood.”

Colfax Councilmember Trinity Burruss chairs the PCTPA board, but notes the economic differences between mountain and south county residents. “We have some impoverished communities up here. You tend to see more high income, more large companies, more tax base (in south Placer) versus up the hill.

“It hard to swallow the tax when they know most of the money would go to those cities.”

Burruss supports the current plan, and said PCTPA board members are talking about transferring some existing county transportation funds to uphill communities as part of an agreement with the three south Placer cities.

## **LOOMIS SAYS ‘NO’ TO NEW TAX**

Placer and two other California counties sought and received special state permission last year to try ballot measures in sub-regions of their counties. The other two are Solano and San Diego counties.

Initially, county officials thought Loomis would be included in a four-city voting district. But the January poll showed strong opposition among Loomis voters. Loomis, far smaller and more rural than nearby Roseville and Rocklin, maintains a no-growth stance similar to uphill communities.

Last week, the PCTPA board voted to drop Loomis from the voting area, and focus the vote only in Roseville, Rocklin and Lincoln. Loomis Mayor Jan Clark-Crets expressed regret, saying Loomis leaders in fact support the tax plan, but the poll “numbers don’t lie.”

Even with Loomis no longer in the mix, the PCTPA poll this month showed that more voters in the other three cities will need persuading in order for the measure to pass.

Sixty-three percent in those cities said they would vote yes on the tax. That’s a solid majority, but short of the 67 percent required for a a California special tax.

In one sense, that is a surprise. While Placer remains a Republican bastion in a blue state, Republican voter registration has dropped from 48 percent to 41 percent in the last decade, according to county voter records.

The number of county voters who classify themselves as independent has increased from 19 to 24 percent. Democrats dropped a point from 28 to 27 percent. The increase in independent voters likely is fueled in part by newcomers, many of them Bay Area and coastal emigres.

That group, however, includes many retirees, and the recent poll suggests many of them are fiscally conservative and worried about pocketbook expenses. When asked what they considered the serious problem their communities face, 63 percent of them said the high cost of healthcare. It’s the first time health care has shown up at the top of the annual survey, PCTPA officials said.

Sixty-three percent also identified traffic congestion as a top concern. That concern is consistently at the top of the annual poll. Behind those, in order, were: homelessness, cost of housing, taxes and government waste.

“We have our work cut out for us,” consultant Cherri Spriggs told the PCTPA board last week. “We can’t assume the support is going to be here that we had in 2016.”

The county’s transportation authority, PCTPA, which includes two county supervisors, six City Council members and a citizen representative, plans to conduct a more detailed poll in March, then visit each city and the county board to present ideas and get feedback.

## Independent voters on rise in Placer County

2011

2019

Democrat

28%

Republican

41%

No Party

25%

Chart: Tony Bizjak Source: [Placer County](#)

## CONSERVATIVE VOTERS DISAGREE

Most members of the PCTPA board support the plan, some strongly.

Lincoln City Councilman Paul Joiner, a fiscal conservative, has mixed feelings. He said he will vote to request the measure go on the ballot to allow voters the opportunity to debate it and vote their will. When asked if he would vote as a citizen for the measure in November, he exhaled slowly before saying, “probably, yes.”

“I don’t see any other solutions to making the improvements that are necessary,” he said. His constituents are caught in traffic jams virtually anytime they leave their city to head toward Roseville and Sacramento.

Joiner says the federal and state governments have been inconsistent financial partners on local transportation projects. But the state and feds still do offer large chunks of grant money for transportation – if the local area has its own tax-revenue source to put up as matching funds for big projects.

“At this point,” Joiner said, “the only way we are going to solve this is to take an action to solve it ourselves to become a self-help county and be able to compete for those state and federal funds.”

So far, 26 of California’s 58 counties have similar voter-approved sales taxes, most of them counties with sizable urban areas. Placer is the second largest county in the state not to have a local transportation tax in place, behind Ventura.

But County Supervisor Kirk Uhler says the state and federal governments are running “a rigged game” that he is unwilling to play, at least for now. He supported the failed 2016 tax measure, saying he did it to promote business growth. This time, he said he believes the measure will be too divisive.

Uhler pointed out that the state already passed the SB 1 gas tax increase in 2017 to provide money statewide for transportation. Even if Placer approves a local tax, he said he believes the county will get shortchanged by the state because Gov. Gavin Newsom and the Democratic state legislature want to fund more transit projects rather than highway construction.

“I firmly believe this is the wrong time” to request a tax hike, he said. Instead, he says the county can use some local development fees and other small sources to move projects incrementally forward, including the Placer Parkway, which would connect Highway 65 with Highway 99/70.

## **DOES PLACER COUNTY HAVE SMART GROWTH?**

The measure has stirred debate over whether Placer is growing in a sustainable way, and whether it is taking a broad enough approach to mobility issues.

Auburn resident Leslie Warren, chair of the Alliance for Environmental Leadership, calls the plan “gerrymandering,” and says the road-heavy project list will encourage more sprawl in south Placer that will in turn fill up the new lanes with more cars.

She argues that Placer County leaders need to rethink land-use and push developers to design more of what she calls “smart growth” or urban-style and infill housing that over time will make south Placer a place where buses, rail lines, Uber-style microtransit and even bikes and walking can get a bigger percentage of people to and from their jobs.

“Residents are being pushed to the level of frustration that they might vote for their least best interest,” she said. “We want to encourage the county to look at alternatives, to encourage a mode shift to transit.”