



A G E N D A

Wednesday, March 25, 2015 - 9:00 AM
Board of Supervisors Chambers
175 Fulweiler Avenue, Auburn, CA 95603

- A. Flag Salute**
- B. Roll Call**
- C. Approval of Minutes: February 25, 2015** **Action**
Pg. 1
- D. Agenda Review**
- E. Public Comment**
- F. Consent Calendar** **Action**
Pg. 4
These items are expected to be routine and noncontroversial. They will be acted upon by the Board at one time without discussion. Any Board member, staff member, or interested citizen may request an item be removed from the consent calendar for discussion.
1. FY 2015 5311 Federal Transit Administration (FTA) Section 5311 Program of Projects - \$503,112 Pg. 6
 2. City of Rocklin Funding Agreement for Projects Using Proposition 1B – Public Transit Modernization Improvement Service Enhancement Account (PTMISEA) Funds - \$469,983 Pg. 11
 3. FY 2015/16 South Placer County Transportation Call Center Budget - \$314,195 Pg. 19
 4. FY 2013/14 City of Rocklin Funding Agreement for Projects Using Proposition 1B – Transit System Safety, Security, and Disaster Response Account (TSSSDRA) Funds - \$35,233 Pg. 20
 5. FY 2014/15 Low Carbon Transit Operations Program (LCTOP) Fund Allocation Pg. 26
 6. FY 2014/15 City of Roseville Claim for Local Transportation Funds (LTF) for South Placer County Transportation Call Center - \$296,696 Pg. 27

ADJOURN AS PLACER COUNTY TRANSPORTATION PLANNING AGENCY

CONVENE AS PLACER COUNTY AIRPORT LAND USE COMMISSION

- G. PUBLIC HEARING: Appeal of Consistency Determination for the O'Brien Child Development Center** **Action**
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ADJOURN AS PLACER COUNTY AIRPORT LAND USE COMMISSION

CONVENE AS THE WESTERN CONSOLIDATED TRANSPORTATION SERVICES AGENCY

- | | | |
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| H. | PUBLIC HEARING: Proposed Health Express Fare Changes and Service Policy Update | Action
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|-----------|---|--------------------------|

ADJOURN AS THE WESTERN CONSOLIDATED TRANSPORTATION SERVICES AGENCY

CONVENE AS PLACER COUNTY TRANSPORTATION PLANNING AGENCY

- | | | |
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| I. | Air Quality Conformity for Projects in the Regional Transportation Plan (RTP) | Action
Pg. 59 |
| J. | I-80/SR 65 Interchange Phase 1A | Action
Pg. 60 |
| K. | Executive Director's Report | |
| L. | Board Direction to Staff | |
| M. | Informational Items | Info |
| | 1. Revenues and Expenditures for January and February 2015
(Under separate cover) | |
| | 2. PCTPA Quarterly Financial Statements for December 2014
(Under separate cover) | |
| | 3. WPCTSA Quarterly Financial Statements for December 2014
(Under separate cover) | |
| | 4. TAC Minutes | Pg. 62 |
| | 5. Status Reports | |
| | a. PCTPA | Pg. 64 |
| | b. AIM Consulting | Pg. 66 |
| | c. Federal Advocates, Inc. – February | Pg. 68 |

Next Regularly Scheduled PCTPA Board Meeting

May 27, 2015

<p>PLACER COUNTY TRANSPORTATION PLANNING AGENCY MINUTES February 25, 2015</p>
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A regular meeting of the Placer County Transportation Planning Agency met on Wednesday, February 25, 2015 at 9:00 a.m. at the Placer County Transportation Planning Agency Offices, 299 Nevada Street, Auburn, California.

ROLL CALL:	Tony Hesch Jim Holmes Paul Joiner Keith Nesbitt Susan Rohan Diana Ruslin Ron Treabess Kirk Uhler Dave Wheeler	Celia McAdam Scott Aaron Aaron Hoyt Shirley LeBlanc Luke McNeel-Caird David Melko Solvi Sabol
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ELECTED OFFICIALS WORKSHOP

Celia McAdam welcomed the Board and members of the public, explaining that the Elected Official Workshop is part of the process in the Sacramento Area Council of Government’s (SACOG) update of their Metropolitan Transportation Plan (MTP)/Sustainable Communities Strategy (SCS). McAdam noted that SACOG’s MTP/SCS incorporates PCTPA’s Regional Transportation Plan (RTP) as part of our Memorandum of Understanding (MOU) and introduced, SACOG’s Executive Director, Mike McKeever.

McKeever thanked the Board, members of the public and shared his appreciation of the working relationship between the two agencies. McKeever introduced SACOG staff including MTP Project Manager, Kasey Lizon. Lizon provided a presentation overview on the MTP/SCS process. Lizon explained that the MTP is updated every four years with an updated set of assumptions. Included in these are expected revenue sources. Among other criteria in developing an MTP/SCS, Lizon stressed the importance of delivering an MTP inclusive of a transportation system that meets federal air quality standards so as not to impede the ability to receive transportation funding.

Aaron Hoyt provided an overview of PCTPA’s RTP process and the coordination that occurs between PCTPA and SACOG. Hoyt stated that a project list was brought to our Board for approval and subsequent inclusion into our RTP. This list comes from a ‘ground up approach’ as we look to general plans and the short and long range goals in the county. Hoyt stated that these projects must be recognized in the RTP and MTP to be eligible for federal and state funds.

Kasey Lizon stated the draft plan will be available in September 2015 and with MTP/SCS adoption scheduled for February 2016.

AGENDA REVIEW

The Board was provided a Resolution for the Unmet Transit Needs Finding, inadvertently omitted from the Agenda packet. Additionally, the Board was provided an update to the Unmet Transit Needs Executive Summary.

PUBLIC COMMENT

Diana Madoshi, PCTPA Social Service Technical Advisory Council (SSTAC), commented on Unmet Transit Needs process and recommendations.

Mike Barnbaum, Ride Downtown 916, commented on transit in Sacramento and Capitol Corridor service in San Francisco.

APPROVAL OF MINUTES

Upon motion by Nesbitt and second by Treabess, the minutes of January 28, were unanimously approved.

CONSENT CALENDAR

Upon motion by Treabess and second by Nesbitt, the Consent Calendar was unanimously approved.

UNMET TRANSIT NEEDS ANALYSIS AND RECOMMENDATIONS FOR 2015/16

Aaron Hoyt explained the roles and responsibilities in administering Transportation Development Act (TDA) funds, including an annual unmet transit needs process to solicit testimony on transit needs in Placer County. Hoyt provided an overview of comments received. After staff analysis and with concurrence from the Social Service Transportation Advisory Council (SSTAC), Transit Operators Working Group (TOWG), and Technical Advisory Committee (TAC), Hoyt stated that there were no new Unmet Transit needs in FY 2014/15 that are reasonable to meet for implementation in FY 2015/16. Hoyt noted the finding from FY 2004/05 pertaining to year round service on SR 267 remains an unmet transit need on a conditional basis. Will Garner, Placer County, stated that there has been ongoing discussions with the Town of Truckee and the Tahoe Truckee Airport to try to resolve this issue of year round service on SR 267.

Upon motion by Rohan and second by Holmes, the Board unanimously adopted Resolution No. 15-10 making finding and recommendations regarding unmet transit needs that are reasonable to meet.

FY 2014/15 OVERALL WORK PROGRAM (OWP) AND BUDGET – AMENDMENT**#2/3**

Celia McAdam explained that minor amendments to the FY 2014/15 OWP and Budget reflect a redistribution in funding and an update in hours/expenditures. McAdam stated that the new Work Element 80A outlines Freeway Service Patrol service for the Raise 80 project and is a pass through from Caltrans, and that the budget balances. Upon motion by Wheeler and second by Joiner, the Board adopted the FY 2014/15 OWP and Budget – Amendment #2/3 and authorized the Executive Director to submit it to Caltrans.

PRELIMINARY DRAFT FY 2015/16 OVERALL WORK PROGRAM (OWP) AND BUDGET

Celia McAdam explained that the FY 2015/16 OWP and Budget reflect continued multi-year planning efforts. McAdam noted that there is a continued emphasis on the Transportation Funding Strategy, and that the budget balances.

Upon motion by Wheeler and second by Treabess, the Board unanimously authorized the Executive Director to submit the Preliminary Draft FY 2015/16 OWP and Budget to Caltrans.

ROCKLIN COMMUNITY TRANSIT PLAN

David Melko stated that the Rocklin Community Transit Plan was developed to address several years of unmet transit needs comments. Funding for this plan came from a Caltrans grant with the objective of establishing or modifying transit services to better serve Rocklin residents. Various alternatives studied were shown to be cost prohibitive, Melko explained, however adjustments to two existing Placer County Transit routes did show promise. Melko went over the recommended implementation action plan that supports the changes to existing service.

Diana Madoshi, Rocklin Resident, SSTAC member, and Mike Barnbaum, Ride Downtown 916, provided commentary on the plan.

Upon motion by Holmes and second by Ruslin, the Board unanimously accepted the Rocklin Community Plan as complete and as a basis for evaluating unmet transit needs for the City of Rocklin.

EXECUTIVE DIRECTOR'S REPORT

Celia McAdam reported that we are working with Caltrans District 3 Director, Amarjeet Benipal, and the Highway 65 Joint Powers Authority (JPA) on a strategy to consolidate I-80/SR 65 Interchange Phase 1A improvements with improvements to the SR 65/Stanford Ranch Interchange. The funding considerations being brought to the Highway 65 JPA Board on February 26.

Celia McAdam explained that the April Board meeting conflicts with Cap to Cap commitments that affect both Chair Ruslin and herself. The Board agreed to cancel the April Board so as not to conflict with the Cap to Cap schedule.

Chair Ruslin stated the Boardmembers Rohan and Holmes are currently serving on the CCJPA Board of Directors. Due to conflicts with City of Roseville council meetings, Chair Ruslin will be replacing Boardmember Rohan in this role.

Chair Ruslin adjourned the meeting at 11:22 a.m.

Celia McAdam
Executive Director

Diana Ruslin, Chair





MEMORANDUM

TO: PCTPA Board of Directors

DATE: March 10, 2015

FROM: Celia McAdam, Executive Director 

SUBJECT: CONSENT CALENDAR

Below are the Consent Calendar items for the March 25, 2015 agenda for your review and action.

1. FY 2015 Federal Transit Administration (FTA) Section 5311 Program of Projects - \$503,112
FTA Section 5311 funds provide operating or capital assistance for transit in rural areas. Placer County Transit and the City of Auburn are the only transit operators who provide service in the rural areas of PCTPA's jurisdiction. The proposed FY 2015 program of projects totals \$503,112; \$400,921 in operating assistance for funding rural transit services within the City of Auburn and unincorporated Placer County (including TART service in the North Lake Tahoe basin); and \$102,191 for one Placer County capital project (bus replacement). Both jurisdictions agree to allocate available Section 5311 funds based on a formula of revenue vehicle hours, revenue vehicle miles and ridership: Placer County = \$405,191 and City of Auburn = \$97,921. The TAC concurred with the Section 5311 Program of Projects at its March 10, 2015 meeting. Staff recommends approval.
2. City of Rocklin Funding Agreement for Projects Using Proposition 1B – Public Transit Modernization Improvement Service Enhancement Account (PTMISEA) Funds \$469,983
On October 22, 2014 the PCTPA Board approved a revised jurisdiction allocation plan for \$3,036,097 in PTMISEA regional funds for FY 2014/15. PCTPA is the grant recipient for the City of Rocklin share of \$469,983. A Funding Agreement is needed with the City of Rocklin to pass through the PTMISEA funds. PCTPA will work closely with the City to ensure the smooth flow of the funds, completion of the project, and funding requirements are met. A copy of the Funding Agreement between PCTPA and the City of Rocklin is attached. Staff recommends approval.
3. FY 2015/16 South Placer County Transportation Call Center Budget - \$314,195
The City of Roseville submitted a proposed FY 2015/16 budget for the South Placer County Transportation Call Center. The proposed budget is set at \$314,195 of which TDA funds comprise \$300,000. The level of TDA funding is consistent with the agreed upon cap of \$300,000 for Local Transportation Funds (LTF) set by the Transit Operating Working Group (TOWG) and is identified on the preliminary FY 2015/16 LTF apportionment approved by the PCTPA Board on February 25, 2015. The scope of services proposed for FY 2015/16 is consistent with the terms of the Memorandum of Agreement approved by the PCTPA Board on February 17, 2010. The TOWG and the

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Consent Calendar
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TAC concurred with this recommendation at the March 10, 2015 meeting. Staff recommends approval of the attached FY 2015/16 Call Center Budget.

4. FY 2013/14 City of Rocklin Funding Agreement for Projects Using Proposition 1B – Transit System Safety, Security, and Disaster Response Account (TSSSDRA) Funds - \$35,233

On August 28, 2013 the PCTPA Board approved a jurisdiction allocation plan for \$229,743 in TSSSDRA regional funds for FY 2013/14. PCTPA is the grant recipient for these State Prop 1B bond funds. The City of Rocklin Multimodal Station Passenger Shelters Phase 1 Project application is for \$35,233. A Funding Agreement is needed with the City of Rocklin to pass through the TSSSDRA funds. PCTPA will work closely with the City to ensure the smooth flow of the funds, completion of the project, and funding requirements are met. A copy of the Funding Agreement between PCTPA and the City of Rocklin is attached. Staff recommends Board approval.

5. FY 2014/15 Low Carbon Transit Operations Program (LCTOP) Fund Allocation

Senate Bill 862 of 2014 created the LCTOP to provide operating and capital assistance for transit agencies to reduce greenhouse gas emission and improve mobility by implementing new or expanded transit services. A statewide total of \$25 million has been made available for FY 2014/15 to eligible recipients and will be allocated according to State Transit Assistance (STA) program statutes.

According to the State Controller's Office, the County's share of the statewide total is \$110,089. The LCTOP funds are proposed for use on several new services including year-round State Route 267, new bus Shelters on Earhart Avenue in Auburn, Saturday fixed route and dial-a-ride services in the City of Lincoln, service to the Rocklin Commons and Rocklin Crossing commercial centers on a pilot plan basis, and enhancements to the Louis/Orland Transfer Center and fixed route service enhancements in the City of Roseville. Jurisdictions unable to use the LCTOP funds due to grant requirements are able to exchange the funds with another jurisdiction for an equivalent amount of Local Transportation Funds in FY 2015/16. All applications are due to Caltrans by April 15, 2015 for a joint review with the California Air Resources Board. The TOWG concurred with the allocation methodology and the TAC concurred with the recommended funding allocation at its March 10, 2015 meeting. Staff recommends approval of the attached FY 2014/15 LCTOP Funding Allocation.

6. FY 2014/15 City of Roseville Claim for Local Transportation Funds (LTF) for South Placer Transportation Call Center - \$296,696

As the designated operator of the South Placer Transportation Call Center, the City of Roseville submitted a claim for \$296,696 for associated operational costs. The City's claims are in compliance with the approved LTF apportionment, and establishment and operation of the Call Center will fulfill a previously identified unmet transit need that is reasonable to meet. Staff recommends approval.



**CALIFORNIA DEPARTMENT OF TRANSPORTATION
DIVISION OF RAIL & MASS TRANSPORTATION
Rural Transit and Intercity Bus Branch**

**FEDERAL TRANSIT ADMINISTRATION (FTA)
SECTION 5311 REGIONAL PROGRAM OF PROJECTS (POP)**

FEDERAL FISCAL YEAR 2015



All Section 5311 Applications and POP are due to Caltrans District Transit Representatives (DTR) by May 8th, 2015. However, if there are issues meeting the deadlines, please notify your DTR as soon as possible.

All Congestion Mitigation and Air Quality (CMAQ) Applications and POP are due to Caltrans District Transit Representatives (DTR) by April 30, 2015.

County/Region: Placer County
Original Submission Date: 03/25/2015

District: District 3
Revision Submission Date:

FEDERAL FISCAL YEAR 2015
Section 5311 Program of Projects (POP)

Regular 5311 JARC 5311 CMAQ

(A) Available Funding:

Carryover: (+) 0
Estimated Apportionment [FFY 2015]: (+) 503,112
(A) TOTAL FUNDS AVAILABLE: = 503,112

(B) Programming (POP): Complete Parts I and II

	Federal Share
Part I. Operating Assistance - Total:	(+) 400,921
Part II. Capital - Total:	(+) 102,191
(B) Total [Programmed]:	(=) 503,112

(C) Balance

	Federal Share
(A) Total Funds Available:	(+) 503,112
(B) Total [Programmed]:	(-) 503,112
* Balance:	(=) 0

***BALANCE – Regional Apportionment Funds ONLY:**

- o Please Note -
 - funds must be programmed in subsequent year
 - final approval to be determined by the Department
- o Request/Letter to carryover funds should include -
 - justification for programming postponement
 - purpose and project plan
 - letter of support from local Transportation Planning Agency

(D) Flexible Funds (CMAQ, STP or Federalized STIP): Complete Part III (For reference only).

Request for transfer will be applied for directly through the District - Local Assistance District Engineer, and Headquarters' Division of Local Assistance. Division of Rail & Mass Transportation will receive a conformation once the transfer is completed.

(D) Part III. Flex Fund - Total: 0 **Federal Share**

FUNDING SUMMARY

	Federal Share
(B) Regional Apportioned - Total [Programmed]:	(+) 503,112
(D) Flex Fund - Total:	(+) 0
GRAND TOTAL [Programmed]:	(=) 503,112

Contact Person/Title: David Melko, Senior Transportation Planner
Phone Number: 530.823.4090 dmelko@pctpa.net

Date: 03/25/2015

Statewide Transportation Improvement Program (STIP) –

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

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

Metropolitan Planning Organizations (MPOs) are responsible for programming projects within their jurisdiction. Upon receiving the POPs from the Districts, Rural Transit & Procurement staff will submit Non-MPO / Rural Transportation organizations projects directly to the Department's Division of Transportation Programming for inclusion into the FSTIP.

For further guidance see the Department's Division of Transportation Programming website:

<http://www.dot.ca.gov/hq/transprog/fedpdm.htm>

PART I. Regional Apportionment - Operating Assistance

For all Operating Projects - a complete application MUST be submitted with this POP.

Subrecipient	Project Description	Federal Share	Local Share (Excluding Toll Credit)	Toll Credit Amount	Net Project Cost	PROGRAM OF PROJECTS DOC YR	PROGRAMMED DATE OR AMENDMENT #
City of Auburn	Auburn Transit Operating Assistance	\$97,921	\$339,000	0	\$436,921	2015	PLA25547
Placer Co DPW	TART Highway 89 Route Operating Assistance	\$290,000	\$667,200	0	\$957,200	2015	PCT10491
Placer Co DPW	PCT Colfax Alta Route Operating Assistance	\$13,000	\$188,000	0	\$201,000	2015	PCT10491
Operating Assistance Funds Total		\$400,921	\$1,194,200	0	\$1,595,121		

PART II. Regional Apportionment – Capital

For all Capital Projects - a complete application MUST be submitted with this POP.

Subrecipient	Project Description	Federal Share	Local Share (Excluding Toll Credit)	Toll Credit Amount	Net Project Cost	PROGRAM OF PROJECTS DOC YR	PROGRAMMED DATE OR AMENDMENT #
Placer Co DPW	Bus Purchase	\$102,191	\$422,809	0	\$525,000	2015	MTIP Amendment Pending
	Capital Total	\$102,191	\$422,809	0	\$525,000		

PART III. FLEX FUNDS (i.e. CMAQ, STP, or Federalized STIP*) if applicable

For Flex Fund Projects - a complete application MUST be submitted with this POP. *Federalized STIP projects must complete CTC allocation process.

Subrecipient	Project Description	Fund Type	Federal Share	Local Share (Excluding Toll Credit)	Toll Credit Amount	Net Project Cost	PROGRAM OF PROJECTS DOC YR	PROGRAMMED DATE OR AMENDMENT #
	Capital Total	0	0	0	0	0		

PART IV. Vehicle Replacement Information

State Contract Local Purchase Piggyback Other Explain: _____

Vehicle Description							
Type	Number of Passengers	Fuel Type	Length	VIN. #	In Service Date	Current/End Mileage	Disposition Date
35' Bus	32	CNG	35'	1VHBE3C2226501727 (Bus 119)	2/15/02	545,943	12/1/16

INSTRUCTIONS

PART I – Operating Assistance

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

PART II – Capital (Vehicles, Construction, Preventive Maintenance and Planning)

- **All** vehicles procured with Section 5311 program funds must be ADA accessible regardless of service type (fixed route or demand-response service).
- Capital projects must contain a full description of project: A **Preliminary Environmental Survey (PES)** is required for Capital projects other than vehicle procurement.(i.e. facility or shelter - include specifics, planning studies, preventative maintenance). The PES does not satisfy the requirements for environmental review and approval. When the agency prepares the documentation for a categorical exclusion, the Environmental Justice Analysis must be included.
- Funding split: 11.47% Local Share and 88.53% Federal Share.



PLACER COUNTY
TRANSPORTATION
PLANNING AGENCY

KEITH NESBITT
City of Auburn
TONY HESCH
City of Colfax
STAN NADER
City of Lincoln
MIGUEL UCOVICH
Town of Loomis
DIANA RUSLIN
City of Rocklin
SUSAN ROHAN
City of Roseville
JIM HOLMES
KIRK UHLER
Placer County
RON TREABESS
Citizen Representative
CELIA McADAM
Executive Director

March 25, 2015

Rick Horst, City Manager
City of Rocklin
3970 Rocklin Road
Rocklin, CA 95677

SUBJECT: FUNDING AGREEMENT 15-01 BETWEEN THE CITY OF ROCKLIN AND THE PLACER COUNTY TRANSPORTATION PLANNING AGENCY (PCTPA) FOR THE CITY OF ROCKLIN FRONT STREET PARK-AND-RIDE LOT EXPANSION PHASE II PROJECT

Dear Mr. Horst:

This letter, when countersigned, authorizes funding by the Placer County Transportation Planning Agency (PCTPA) for work to be performed by the City of Rocklin for the Front Street Park-and-Ride Lot Expansion Phase II Project.

1. **Funding Agreement:** This Funding Agreement is the statement of contract specific requirements applicable to the work effort to be undertaken by the City of Rocklin for the Front Street Park-and-Ride Lot Expansion Phase II Project. The City of Rocklin Front Street Park-and-Ride Lot Expansion Phase II Project will be funded under the Public Transit Modernization Improvement Service Enhancement Account (PTMISEA) included in Proposition 1B, the Highway Safety, Traffic Reduction, Air Quality and Port Security Bond Act, approved by California voters in November 2006. The City of Rocklin Front Street Park-and-Ride Lot Expansion Phase II Project Public Transit Modernization Improvement Service Enhancement Account grant application for FY 2014/15 is incorporated in this Funding Agreement.
2. **Term:** City is to commence work immediately and shall be completed no later than December 31, 2015, according to the project schedule / milestones provided in the Public Transit Modernization Improvement Service Enhancement Account grant application for FY 2014/15.
3. **Scope of Services:** City will perform the tasks / milestones to manage and install the City of Rocklin Front Street Park-and-Ride Lot Expansion Phase II Project provided in the Public Transit Modernization Improvement Service Enhancement Account grant application for FY 2014/15.
4. **Personnel:** City will provide its own personnel to perform the work specified in the Funding Agreement. City will also provide administrative support, management, and overhead expenses.

City of Rocklin Funding Agreement #15-01**March 25, 2015****Page 2**

5. **Compensation:** For services rendered, the City of Rocklin will receive a sum not to exceed the amount of \$469,983 identified in the City of Rocklin Front Street Park-and-Ride Lot Expansion Phase II Project Public Transit Modernization Improvement Service Enhancement Account grant application for 2014/15. Upon completion of the project, the City shall submit one invoice for reimbursement. The invoice for payment shall reference the work completed and the hours and cost associated with each task / milestone.

If this Funding Agreement meets with your approval, please sign and return one copy. You may retain a copy for your own records. Questions concerning this Funding Agreement should be directed to David Melko of my staff at (530) 823-4090.

 Celia McAdam, Executive Director Date
 Placer County Transportation Planning Agency

 Rick Horst, City Manager Date
 City of Rocklin

Attachment: City of Rocklin Front Street Park-and-Ride Lot Expansion Phase II Project
 PTMISEA FY 2014/15 Grant Application

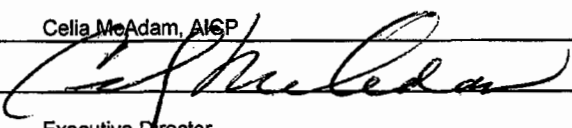
c: Dave Palmer, City of Rocklin
 Will Garner, Placer County
 David Melko, PCTPA

**Public Transportation Modernization, Improvement and
Service Enhancement Program (PTMISEA)
PROJECT DESCRIPTION AND ALLOCATION REQUEST**

	Regional Entity: PCTPA
Project Lead*: PCTPA	County: PLACER
Project Title: FRONT STREET PARK-AND-RIDE LOT EXPANSION PHASE 2	

I certify the scope, cost, schedule, and benefits as identified in the attached Project Description and Allocation Request (Request) and attachments are true and accurate and demonstrate a fully funded operable project. I understand the Request is subject to any additional restrictions, limitations or conditions that may be enacted by the State Legislature, including the State's budgetary process, which may effect the amount of bond proceeds received by the project sponsor now and in the future. Project sponsors may need to consider alternative funding sources if bond proceeds are not available. In the event the project cannot be completed as originally scoped, scheduled and estimated, or the project is terminated prior to completion, project sponsor shall, at its own expense, ensure that the project is in a safe and operable condition for the public. I understand this project will be monitored by the California Department of Transportation -- Division of Mass Transportation.

Name: Celia McAdam, AICP

Signature: 

Title: Executive Director

Agency: PCTPA

Date: 15-Jul-14

*If this project includes funding from more than one project sponsor, the project sponsor above becomes the "recipient agency" and the additional contributing project sponsor(s) must also sign and state the amount and type of PTMISEA funds (GC Section 8879.55(a)(2) and/or Section 8879.55(a)(3)) contribution. Sign below or **attach a separate officially signed letter providing that information.**

Name: _____

Signature: _____

Title: _____

Agency: _____

Date: _____ Amount: \$469,983

**PTMISEA PROJECT DESCRIPTION
AND ALLOCATION REQUEST**

	08/09	09/10	10/11	14/15
Request Amount per GC 8879.55(a)(2)/PUC 99313:	\$0	\$0	\$0	\$469,983
Request Amount per GC 8879.55(a)(3)/PUC 99314:	\$0	\$0	\$0	\$0
Total Project Allocation Request:	\$0	\$0	\$0	\$469,983
Project Title:	Front Street Park-and-Ride Lot Expansion Phase 2			
Project Location/Address:	Rocklin Multi-Modal Station, Rocklin CA			

Table 1: Project Lead/Recipient Agency Information		
Project Lead/Recipient Agency: PCTPA	Legislative District Numbers	
Contact: David Melko, Senior Transportation Planner	Assembly:	6th District
Contact Phone #: 530-823-4030	Senate:	1st & 4th Districts
Email Address: dmelko@pctpa.net	Congressional:	4th District
Address: 290 Nevada Street	Amount:	Fund Type:
Auburn, CA. 95603	\$469,983	99313
	\$ _____	_____

Table 2: Contributing PTMISEA-Eligible Project Sponsor Information		
PTMISEA Contributors: PCTPA	Amount:	Fund Type:
Contact: _____	\$ _____	_____
Contact Phone #: _____	\$ _____	_____
Email Address: _____		
Address: _____		
Other PTMISEA Contributors (Attach sheet with contact info)	Amount:	Fund Type:
None	\$ _____	_____
	\$ _____	_____
	\$ _____	_____
TOTAL	\$469,983	99313

(*Contributing project sponsors attach signed letters of verification as to amount and eligibility or sign cover page)

Table 3: Project Category	
Check only 1 box that best fits the description of the project being funded.	
<input checked="" type="checkbox"/> Rehabilitation, Safety or Modernization Improvement	<input type="checkbox"/> Bus Rapid Transit
<input type="checkbox"/> Capital Service Enhancement or Expansion	<input type="checkbox"/> Rolling Stock Procurement:
<input type="checkbox"/> New Capital Project	___ Expansion
	___ Rehabilitation
	___ Replacement

Table 4: Project Summary

a) Describe the project (or minimum operable segment) for which you are applying for funds. Attach additional sheets if necessary. If the application is for the purchase of vehicles or rolling stock, please include information on number of vehicles, size, passenger count, accessibility, and fuel type:

This Phase 2 project will construct additional park-and-ride parking stalls along Front Street along with sidewalks, lighting and drainage improvements to serve the Rocklin Multimodal Station. Additional parking along the west side of the railroad tracks is necessary because the Capital Corridor trains block Rocklin Road making it difficult to pick up passengers in the morning. Passengers must load from the west side which is on the opposite side from the Rocklin Multimodal Station.

b) Useful life of the Project: 20 years

Table 5: Description of Major Benefits/Outcomes

a) Please check appropriate Benefit/Outcome:

- Increase Ridership by 5%
- Reduce Operating/Maintenance Cost by %
- Reduce Emissions by 5%
- Increase System Reliability by %

b) Please summarize and describe any other benefits:

Table 6: Project Schedule

	Date
Begin Project Approval & Environmental Document Phase	Jun-14
CEQA/ Environmental Compliance	Jul-14
End Project Approval & Environmental Document Phase	Aug-14
Begin Plans, Specifications & Estimates Phase	Aug-14
End Plans, Specifications & Estimates Phase	Sep-14
Begin Right of Way Phase	Apr-14
End Right of Way Phase	Jun-14
Begin Construction Phase (Contract Award)	Apr-15
End Construction Phase (Contract Acceptance)	Aug-15
Begin Vehicle/Equipment Order (Contract Award)	N/A
End Vehicle/Equipment Order (Contract Acceptance)	N/A
Begin Closeout Phase	Sep-15
End Closeout Phase	Oct-15

Table 7: Tax Compliance Information

Is it reasonably anticipated that any money will be derived at any point in the future as a result of the project that will be paid to the State?

- YES
- NO

If yes, please describe the source of the money and provide an estimate of the amount:

Estimate: \$0

**Public Transportation Modernization, Improvement, and Service Enhancement Account
Total Project Cost and Funding Plan**

Shaded fields are automatically calculated. Please do not fill these fields.

Proposed Total Project Cost									Project Total
Component	Prior	10/11	11/12	12/13	13/14	14/15	15/16	16/17	
PA&ED	0	0	0	0	0	0	0	0	0
PS&E	0	0	0	0	0	0	0	0	0
R/W	0	0	0	0	0	0	0	0	0
CON	0	0	0	0	0	469,983	0	0	0
Veh/Equip Purchase	0	0	0	0	0	0	0	0	0
Other	0	0	0	0	0	0	0	0	0
TOTAL	0	0	0	0	0	469,983	0	0	0

Public Transportation Modernization, Improvement, and Service Enhancement Account (PTMISEA)									
Component	Prior	10/11	11/12	12/13	13/14	14/15	15/16	16/17	Total
PA&ED									0
PS&E									0
R/W									0
CON						469,983			0
Veh/Equip Purchase									0
Other									0
TOTAL	0	0	0	0	0	469,983	0	0	0

Funding Source:									
Component	Prior	10/11	11/12	12/13	13/14	14/15	15/16	16/17	Total
PA&ED									0
PS&E									0
R/W									0
CON									0
Veh/Equip Purchase									0
Other									0
TOTAL	0	0	0	0	0	0	0	0	0

Funding Source:									
Component	Prior	10/11	11/12	12/13	13/14	14/15	15/16	16/17	Total
PA&ED									0
PS&E									0
R/W									0
CON									0
Veh/Equip Purchase									0
Other									0
TOTAL	0	0	0	0	0	0	0	0	0

Funding Source:									
Component	Prior	10/11	11/12	12/13	13/14	14/15	15/16	16/17	Total
PA&ED									0
PS&E									0
R/W									0
CON									0
Veh/Equip Purchase									0
Other									0
TOTAL	0	0	0	0	0	0	0	0	0

Funding Source:									
Component	Prior	10/11	11/12	12/13	13/14	14/15	15/16	16/17	Total
PA&ED									0
PS&E									0
R/W									0
CON									0
Veh/Equip Purchase									0
Other									0
TOTAL	0	0	0	0	0	0	0	0	0

**Public Transportation Modernization, Improvement, and Service Enhancement Program (PTMISEA)
Projected Cash Flow Schedule**

Project Title: Front Street Park-and-Ride Lot Expansion Phase 2
Sponsor Agency: PCTPA
Sponsor Contact: David Melko

PTMISEA : Cash Flow Projections									
PTMISEA Funded Phase	Start Date	Prior	Jul 2014 - Dec 2014	Jan 2015 - Jun 2015	Jul 2015 - Dec 2015	Jan 2016 - Jun 2016	Jul 2016 - Dec 2016	Total this request	Future requests
PS&E								\$0	
Right of Way								\$0	
Construction - Scope of work task #1	See Allocation Request Project Schedule			\$235,000	\$234,983			\$469,983	
Construction - Scope of work task #2								\$0	
Construction - Scope of work task #3								\$0	
Construction - Scope of work task #4								\$0	
Vehicle / Equipment Order								\$0	

PTMISEA Cash Flow Projections						
	Jul 2014 - Dec 2014	Jan 2015 - Jun 2015	Jul 2015 - Dec 2015	Jan 2016 - Jun 2016	Jul 2016 - Dec 2016	Total
Totals:	\$0	\$235,000	\$234,983	\$0	\$0	\$469,983

**Public Transportation Modernization, Improvement, and Service Enhancement Program (PTMISEA)
PCTPA Expenditure Plan Worksheet 2014/15 to 2016/17 Revised**

Sponsor Agency: Placer County Transportation Planning Agency (PCTPA)
 City/County: Placer County
 Sponsor Contact: David Melko, Senior Transportation Planner
 Email: dmelko@pctpa.net
 Phone: 530-823-4090

Estimated Future Appropriations: \$537,984 (This is derived by taking the total amount of PTMISEA funding listed in the October 30, 2009, letter from the California State Controller John Chiang, and subtracting the amount appropriated in FY 09/10 and FY 10/11.)

Project Name	Project Description	PTMISEA Funds by FY					Other Fund Sources			Total Estimated Project Cost
		Prior	14/15	15/16	16/17	Total From Future Appropriation	Federal	State	Local	
Colfax Community Transit Enhancements	Community transit enhancements, including bus stop improvements, shelters & signage, sidewalk gap connections, grade crossing ped improvements & improvements at Colfax multi-modal station / park-and-ride facility.		\$0	\$15,823	\$0	\$15,823				\$15,823
Loomis Community Transit Enhancements	Community transit enhancements, including bus stop improvements, shelters & signage, sidewalk gap connections, grade crossing ped improvements & improvements at Loomis multi-modal station / park-and-ride facility.		\$0	\$52,178	\$0	\$52,178				\$52,178
Rocklin Community Transit Enhancements	Community transit enhancements, including bus stop improvements, shelters & signage, sidewalk gap connections, grade crossing ped improvements, UPRR r-o-w acquisition, parking improvements at Rocklin multi-modal station / park-and-ride facility and along Front Street.		\$235,000	\$234,983	\$0	\$469,983				\$469,983
						\$0				\$0
						\$0				\$0
						\$0				\$0
						\$0				\$0
						\$0				\$0
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						\$0				\$0
						\$0				\$0
						\$0				\$0
						\$0				\$0

Total Number of Projects:	PTMISEA Funds by FY					Other Fund Sources			Total Estimated Project Cost	
	Prior	14/15	15/16	16/17	Total	Federal	State	Local		
3	Totals:	\$0	\$235,000	\$234,984	\$0	\$537,984	\$0	\$0	\$0	\$537,984

Description:
 Each project sponsor shall complete the above table listing each project to be funded with PTMISEA funds. These projects should represent the sponsor's remaining share of PTMISEA funds for the life of the Bond. The total amount in the blue highlighted cell (below) should equal the project sponsor's total PTMISEA Future Appropriations (above).

Shaded areas are precalculated. Please do not change the formulas.

Celia McAdam, AICP, Executive Director

Date: 7-15-14
 Date: 7/15/2014

**SOUTH PLACER TRANSIT CALL CENTER PROPOSED
BUDGET FY16**

REVENUES	FY 15 BUDGET	FY 2015 PROJECTED ACTUAL	FY 16 BUDGET
FTA Section 5307 (\$150,000 total) at \$50,000/yr. thru FY14	\$50,000***	\$ 50,000	
LTF Claim Amount	\$ 300,000	\$ 300,000	\$ 300,000
TOTAL REVENUES	\$350,000	\$ 350,000	\$ 300,000

***Final year of funding from FTA grant

EXPENSES	FY 15 BUDGET	FY 2015 PROJECTED ACTUAL	FY 16 BUDGET
Start Up Costs (Center and Transit Operators)			
IT Projects, Integration of Health Express FY13		\$ 5,830	
Contract Services - MV Transportation *	\$ 290,000	\$ 266,000	\$ 290,000
Professional Services			
Advertising/Printing/Mailers	\$ 1,600	\$ 500	\$ 500
Telephone Services	\$ 1,950	\$ 2,000	\$ 5,000
Travel and Training	\$ 200	\$ 100	\$ 100
Misc Call Center remodel, supplies, servs.			
Grant Administration			
Alternative Transportation Staff (Alternative Transportation Manager, Transportation Analyst, Administrative Technician)	\$ 16,000	\$ 12,500	\$ 13,000
General Liability Insurance	\$ 770	\$ 770	\$ 795
2010 Census Dta to PCTPA for SRTP update			
Indirect Site Costs**	\$ 4,658	\$ 4,658	\$ 4,800
TOTAL OPERATIONAL EXPENSES:	\$315,178	\$ 292,358	\$ 314,195

* Reservationist FTEs increased from 3.5 to 4.0 in FY14 for incorporation of HE & scheduling of inter-city trips

** Indirect Site Costs in FY2013 were \$9717, however, the portion of Indirect Site Costs in excess of 1.5% operating costs were assumed by Roseville Transit

BALANCE		
	\$ 57,642	\$ (14,195)

FUND BALANCE	FY 2015 PROJECTED ACTUAL	FY 16 BUDGET
Prior Year Fund Balance	\$ 78,660	\$ 136,302
Operating Balance	\$ 57,642	\$ (14,195)
ESTIMATED FUND BALANCE	\$ 136,302	\$ 122,107

Operational Reserve for SPTI Center	\$ 47,129
Operating Reserve for Mobility Management	\$ 74,977
Subtotal	\$ 122,107

Total Available Resources	\$ -
----------------------------------	------



PLACER COUNTY
TRANSPORTATION
PLANNING AGENCY

KEITH NESBITT
City of Auburn
TONY HESCH
City of Colfax
STAN NADER
City of Lincoln
MIGUEL UCOVICH
Town of Loomis
DIANA RUSLIN
City of Rocklin
SUSAN ROHAN
City of Roseville
JIM HOLMES
KIRK UHLER
Placer County
RON TREABESS
Citizen Representative
CELIA MCADAM
Executive Director

March 25, 2015

Rick Horst, City Manager
City of Rocklin
3970 Rocklin Road
Rocklin, CA 95677

**SUBJECT: FUNDING AGREEMENT 15-01 BETWEEN THE CITY OF ROCKLIN
AND THE PLACER COUNTY TRANSPORTATION PLANNING
AGENCY (PCTPA) FOR THE CITY OF ROCKLIN MULTIMODAL
STATION PASSENGER SHELTERS PHASE 1 PROJECT**

Dear Mr. Horst:

This letter, when countersigned, authorizes funding by the Placer County Transportation Planning Agency (PCTPA) for work to be performed by the City of Rocklin on the Multimodal Station Passenger Shelters Phase 1 Project.

1. **Funding Agreement:** This Funding Agreement is the statement of contract specific requirements applicable to the work effort to be undertaken by the City of Rocklin on the Multimodal Station Passenger Shelters Phase 1 Project. The City of Rocklin Multimodal Station Passenger Shelters Phase 1 Project will be funded under the Transit System Safety Security and Disaster Response Account (TSSSDRA) included in Proposition 1B, the Highway Safety, Traffic Reduction, Air Quality and Port Security Bond Act, approved by California voters in November 2006. The City of Rocklin Multimodal Station Passenger Shelters Phase 1 Project Transit System Safety Security and Disaster Response Account (TSSSDRA) grant application for FY 2013/14 is incorporated in this Funding Agreement.
2. **Term:** City is to commence work immediately and shall be completed no later than June 30, 2017, according to the project schedule / milestones provided in the Transit System Safety Security and Disaster Response Account (TSSSDRA) grant application for FY 2013/14.
3. **Scope of Services:** City will perform the tasks / milestones to manage and install the City of Rocklin Multimodal Station Passenger Shelters Phase 1 Project provided in the Transit System Safety Security and Disaster Response Account (TSSSDRA) grant application for FY 2013/14.
4. **Personnel:** City will provide its own personnel to perform the work specified in the Funding Agreement. City will also provide administrative support, management, and overhead expenses.

City of Rocklin Funding Agreement #15-01**March 25, 2015****Page 2**

5. **Compensation:** For services rendered, the City of Rocklin will receive a sum not to exceed the amount of \$35,233 (plus accrued interest) identified in the City of Rocklin Multimodal Station Passenger Shelters Phase 1 Project Transit System Safety Security and Disaster Response Account (TSSSDRA) grant application for 2013/14. Upon completion of the project, the City shall submit one invoice for reimbursement. The invoice for payment shall reference the work completed and the hours and cost associated with each task / milestone.

If this Funding Agreement meets with your approval, please sign and return one copy. You may retain a copy for your own records. Questions concerning this Funding Agreement should be directed to David Melko of my staff at (530) 823-4090.

 Celia McAdam, Executive Director Date
 Placer County Transportation Planning Agency

 Rick Horst, City Manager Date
 City of Rocklin

Attachment: City of Rocklin Multimodal Station Passenger Shelters Phase 1 Project
 TSSSDRA Grant Application

C: Dave Palmer, City of Rocklin
 Will Garner, Placer County
 David Melko, PCTPA

T-858404

THE CALIFORNIA GOVERNOR'S OFFICE OF EMERGENCY SERVICES

5459990

PROJECT LEDGER

Alterations to this document may result in delayed application approval, modification requests, or reimbursement requests. Subgrantees may be asked to revise and/or re-submit any altered Financial Management Forms Workbook. Warning! Decimal usage is not allowed. Attempts to use decimals will prompt error message.

Placer County Transportation Planning Agenc

6_61-0002
061-91059

LEDGER TYPE:	Advance
Today's Date	Monday, May 5, 2014 Thursday, June 5, 2014
Expenditure Period:	(Date) from 7/1/2013 (Date) to 6/30/2014
Cash Request or Mod. #	Cash Request
Approval: Cal OES ONLY	Date & Initials (Prog. REP.):

Item Number	Project	Project Name	Funding Source	Discipline	Solution Area	Solution Area Sub-Category	Total Obligated	Amount Approved Previous	Amount This Request	Match Amount	Total Approved	Remaining Balance	Percentage Complete
			#43 PROP 1B				39,145		39,145		39,145		100.00%
1	A	City of Rocklin Multimodal Passenger Shelters	PROP 1B	PW	Equip	Physical Security Enhancement Equipment	35,233		35,233		35,233		
2	B	Town of Loomis Depot Park & Ride Facility Security Camera (Phase 4)	PROP 1B	PW	Equip	Physical Security Enhancement Equipment	3,912		3,912		3,912		
3													
4													
5													
6													
7													
8													
9													
10													
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39													

Pay Total \$ 39,145
2/24/15

RECEIVED
JUN 11 2014
BY: _____

THE CALIFORNIA GOVERNOR'S OFFICE OF EMERGENCY SERVICES

AUTHORIZED AGENT

Alterations to this document may result in delayed application approval, modification requests, or reimbursement requests. Subgrantees may be asked to revise and/or re-submit any altered Financial Management Forms Workbook.

Placer County Transportation Planning Agency (P)

6_61-0002
061-91059

Supporting Information for Reimbursement/Advance of State and Federal Funds

This request is for an/a: Cash Request

This claim is for costs incurred within the grant expenditure period from and does not cross fiscal years.

July 1, 2013 through June 30, 2017
(Beginning Expenditure Period Date) (Ending Expenditure Period Date)

Under Penalty of Perjury I certify that:

I am the duly authorized officer of the claimant herein. This claim is true, correct, and all expenditures were made in accordance with applicable laws, rules, regulations and grant conditions and assurances.

Statement of Certification - Authorized Agent

This Grant Award consists of this title page, the application for the grant, which is attached and made a part hereof, and the Assurances/Certifications which are being submitted. I hereby certify I am vested with the authority to enter into this Grant Award Agreement, and have the approval of the City/County Financial Officer, City Manager, County Administrator, Governing Board Chair, or Approving Body. The Grant Recipient certifies that all funds received pursuant to this agreement will be spent exclusively on the purposes specified in the Grant Award. The Grant Recipient signifies acceptance of this Grant Award and agrees to administer the grant project in accordance with the Grant Award as well as all applicable state and federal laws, audit requirements, federal program guidelines, and Cal EMA policy and program guidelines. The Grant Recipient further agrees that the allocation of funds may be contingent on the enactment of the State Budget. For HSGP: All equipment and training procured under this grant must be in support of the development or maintenance of an identified team or capability.

Celia McAdam, AICP, Executive Director

Printed Name and Title

OK *OK*

Celia McAdam

Signature of Authorized Agent

5/5/2014 6-5-2014

Date

Please reference the Instructions Page under the "Authorized Agent" section for instructions/address on where to mail workbook

RECEIVED
JUN 11 2014
BY: _____

Investment Justification Template

A. Investment Heading	
Date Submitted	February 10, 2014
Grant Year Applying For	2013/2014
County of Allocation	Placer
Agency Name	Lead Agency: Placer County Transportation Planning Agency (PCTPA) Implementing Agency: City of Rocklin
Investment Name	City of Rocklin Multimodal Passenger Shelters
Investment Phase	Phase 1
Amount Requesting	\$35,233
FIPS Number	061-91059
Number of Projects	1

B. Contact Information	
Point of contact's (POC) name and title: Lead Agency: David Melko, Senior Transportation Planner PCTPA 299 Nevada Street, Auburn, CA. 95603 530-823-4030 dmelko@pctpa.net Implementing Agency: David Palmer, City Engineer City Of Rocklin 4180 Alvis Court, Rocklin, CA.95677 916-625-5118 dave.palmer@rocklin.ca.us	Also include the corresponding information for the single authorizing official for your organization—i.e., the individual authorized to sign a grant award: Authorizing Official (AA) name and title: Celia McAdam, Executive Director PCTPA 299 Nevada Street, Auburn, CA 95603 530-823-4030 530-823-4036 emcadam@pctpa.net

C. Investment Funding plan			
Investment YEAR_2011/2012	CTAF Request Total		Grand Total
	8879.58(a)(2)	8879.58(a)(3)	
Planning	\$0		
Equipment	\$25,000		
Construction	\$10,233		
Total	\$35,233		

****NOTE –Label each project alphabetically and provide the following questions per project.

Agency Name and FIPS: *Placer County Transportation Planning Agency (PCTPA) 061-91059*

Letter and Project Title: *City of Rocklin Multimodal Passenger Shelters*

D. Provide a brief description for this investment.

This project will focus on safety and security improvements at the Rocklin Multimodal Station by providing shelters, benches and lighting for bus and train passengers using the Capital Corridor Trains.

E. Describe how this investment specifically addresses capital projects or capital expenditures.

This project will involve the construction of transit facilities at the Rocklin Multimodal Station including shelters, benches and lighting.

F. Describe how the investment will achieve the safety, security, or emergency response benefit.

Currently the bus stop and train passenger platforms do not have shelters, benches or lighting. This requires transit and train passengers to wait in the dark at certain times. Because of the waiting time, this increases the safety and security risks for the transit passengers waiting to use the system. By providing a lighted bus and train passenger shelters, visibility of the area improves and increases the security comfort of the passengers. Visibility makes it less susceptible for criminal activity.

Describe how this investment specifically meets the useful life for capital assets specified in subdivision (a) of section 16727.

The facilities installed under this program will have a useful life of at least 15 years. This includes bus/train passenger shelters, benches and lighting.

G. Provide a high-level timeline, milestones and dates, for the implementation of this investment. Possible areas for inclusion are: stakeholder engagement, planning, major acquisitions, purchases, training, exercises, and process/policy updates. Up to 10 milestones may be provided.

Milestone 1: August 2014- Purchase passenger shelters.

Milestone 2: September 2014- Install passenger shelters at the multimodal station.

**PLACER COUNTY TRANSPORTATION PLANNING AGENCY
FY 2014/2015 LOW CARBON TRANSIT OPERATIONS PROGRAM FUND ALLOCATION (EXCLUDING TAHOE BASIN)
March 2015**

PUC 99313 Allocation	\$94,727
PUC 99314 Allocation	\$15,362
Total STA Allocation⁽¹⁾	\$110,089
Allocation to WPCTSA	\$0
Total PUC 99313 Allocation Available to Jurisdictions	\$94,727

FY 2014/2015 Jurisdiction LCTOP Fund Allocation

Jurisdiction	January 2014 Population ⁽²⁾	Percent	PUC 99313 Population Allocation	PUC 99314 Fare Revenue Allocation	Total Jurisdiction Allocation	Adjustments to Jurisdiction Allocation	Final Jurisdiction Allocation
Placer County	100,909	28.41%	\$26,915	\$11,693	\$38,608	\$0	\$38,608
Auburn	13,804	3.89%	\$3,682	\$100	\$3,782	\$0	\$3,782
Colfax ³	1,998	0.56%	\$533	\$0	\$533	(\$533)	\$0
Lincoln ⁴	45,206	12.73%	\$12,057	\$177	\$12,234	\$0	\$12,234
Loomis ³	6,608	1.86%	\$1,762	\$0	\$1,762	(\$1,762)	\$0
Rocklin ⁵	59,672	16.80%	\$15,916	\$0	\$15,916	(\$5,916)	\$10,000
Roseville	126,956	35.75%	\$33,862	\$3,392	\$37,254	\$8,211	\$45,465
TOTAL	355,153	100.00%	\$94,727	\$15,362	\$110,089	\$0	\$110,089

Notes: (1) 2014/2015 Low Carbon Transit Operations Program Eligible Fund Allocation, California State Controller Division of Accounting and Reporting, November 26, 2014

(2) Table E-1: City/County Population Estimates January 1, 2013 to January 1, 2014, DOF, May 2014.

(3) The City of Colfax and Town Loomis did not have an eligible project and will reallocate their funds to the City of Roseville in exchange for FY 15/16 LTF funds.

(4) Placer County Transit will be the grant recipient and adhere to the reporting requirements of the grant as agreed upon with the City of Lincoln.

(5) The City of Rocklin's eligible project costs are less than the allocation and will reallocate the difference to the City of Roseville in exchange for FY 15/16 LTF funds. Placer County Transit will be the grant recipient and adhere to the reporting requirements of the grant as agreed upon with the City of Rocklin.

PUC = Public Utilities Code

FY 2014/2015 LCTOP Project Summary

Jurisdiction	Project Summary	Final Jurisdiction Allocation
Placer County	Initiate Year-Round SR-267 Transit Service	\$38,608
Auburn	Bus Shelter Construction	\$3,782
Colfax	N/A	\$0
Lincoln	Initiate Saturday Fixed Route and Dial-a-Ride Service	\$12,234
Loomis	N/A	\$0
Rocklin	Sierra College Boulevard Commercial Centers Pilot Plan	\$10,000
Roseville	Louis/Orlando Transfer Center and Fixed Route Service Enhancements	\$45,465
TOTAL		\$110,089

January 1, 2014 DOF Population Estimates⁽⁶⁾

TRPA Population	10,962	2.9941%
PCTPA Population	355,153	97.0059%
TOTAL	366,115	100.00%

Notes: (6) Western Slope and Tahoe Basin for Placer County as of January 1, 2014, DOF, June 2014.

CLAIM FOR LOCAL TRANSPORTATION FUNDS
PUBLIC TRANSPORTATION SYSTEM PURPOSES

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

FROM: CLAIMANT: City of Roseville
ADDRESS: 401 Vernon Street
Roseville, CA 95678
CONTACT PERSON: Mike Wixon, Alternative Transportation Manager
Phone: (916) 774-5980 Email: mwixon@roseville.ca.us

The City of Roseville hereby requests, in accordance with the State of California Public Utilities Code commencing with Section 99200 and the California Code of Regulations commencing with Section 6600, that this claim for Local Transportation Funds be approved for Fiscal Year 2014/2015 for public transportation system purposes (P.U.C. 99262) in the amount of \$ 296,696 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: City Manager

DATE: _____

DATE: _____

TDA ANNUAL PROJECT AND FINANCIAL PLAN

This form will show the planned expenditures of all TDA funds claimed for the fiscal year. Briefly describe all projects which will be funded by current year TDA funds, provide the total cost of the project, and provide all sources of funding associated with the project. The project, costs, and funding 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) should balance for each project.

Claimant: _____ City of Roseville _____

Fiscal Year: _____ 2014/2015 _____

<u>Brief Project Description</u>	<u>Project Cost</u>	<u>Source of Funding & Amount</u>
Placer County Transportation Call Center Operations	OPERATIONAL COSTS: \$ 290,000 Contract Services \$ 25,178 All Other Operational Costs \$ 31,518 Reserve Fund \$ 346,696 TOTAL OPERATIONAL COSTS \$14,448 Operational Reserve \$81,872 Future Regional Mobility Management & Operational Reserve \$ 443,016 TOTAL COSTS	\$ 50,000 FTA Section 5307 \$296,696 LTF Transit \$ 346,696 TOTAL FUNDING \$ 96,320 Carry Forward \$ 443,016 TOTAL FUNDING Carry Forward Allocations: \$ 14,448 Operational Reserve \$ 81,872 Mobility Management Program \$ 96,320 Total
		Reserve/Carry Forward from: FY11 \$ 30,000 (Over budget \$12,090) FY12 \$ 29,632 (Over budget \$29,568) FY13 \$ 27,782 (Under budget \$13,846) FY14 \$ 28,861 (Under budget \$7,857) NET CUMULATIVE CARRY FORWARD: \$ 96,320

RESOLUTION NO.

APPROVING AND AUTHORIZING EXECUTION OF THE 2014-2015
TRANSPORTATION DEVELOPMENT ACT CLAIMS TO THE PLACER COUNTY
TRANSPORTATION PLANNING AGENCY

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

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

NOW, THEREFORE, BE IT RESOLVED that the City Council of the City of Roseville hereby authorizes and directs the City Manager to execute the 2014-2015 Transportation Development Act Claims to the Placer County Transportation Planning Agency, Local Transportation Funds for public transportation system purposes as authorized by Article 4, commencing with Section 99260 of the California Public Utilities Code and for streets and roads purposes authorized by Article 8, commencing with Section 99400 of the California Public Utilities Code, in an aggregate amount not to exceed \$296,696.00.

PASSED AND ADOPTED by the Council of the City of Roseville this ___ day of _____, 20__, by the following vote on roll call:

- AYES COUNCILMEMBERS:
- NOES COUNCILMEMBERS:
- ABSENT COUNCILMEMBERS:

MAYOR

ATTEST:

City Clerk

PLACER COUNTY TRANSPORTATION PLANNING AGENCY

**IN THE MATTER OF: ALLOCATION OF
LOCAL TRANSPORTATION FUNDS TO
THE CITY OF ROSEVILLE FOR THE
SOUTH PLACER TRANSPORTATION
CALL CENTER**

RESOLUTION NO. 15-12

The following resolution was duly passed by the Placer County Transportation Planning Agency at a regular meeting held March 25, 2015 by the following vote on roll call:

Ayes:

Noes:

Absent:

Signed and approved by me after its passage.

Chair
Placer County Transportation Planning Agency

Executive Director

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

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

WHEREAS, Section 99262 of the Public Utilities Code under Article 4 of the Transportation Development Act allows claims for public transportation systems that may include claims for money for all purposes necessary and convenient to the development and operation of the public transportation system; and

WHEREAS, the Agency previously identified the development and implementation of a centralized call center, known as the South Placer Transportation Call Center, as an unmet transit need that is reasonable to meet; and

WHEREAS, the City of Roseville has been designated by the Western Placer Consolidated Transportation Services Agency as the operator and administrator of the South Placer Transportation Call Center.

NOW, THEREFORE, BE IT RESOLVED that the Agency has reviewed the claim and has made the following allocations from the 2014/15 fiscal year funds.

1. To the City of Roseville for the South Placer
Transportation Call Center conforming to
Article 4, Section 99262 of the Act: \$ 296,696

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





PLACER COUNTY
AIRPORT LAND USE
COMMISSION

MEMORANDUM

TO: Placer County Airport Land Use Commission **DATE:** March 10, 2015
FROM: David Melko, Senior Transportation Planner *DM*
SUBJECT: APPEAL OF CONSISTENCY DETERMINATION FOR THE O'BRIEN
CHILD DEVELOPMENT CENTER

ACTION REQUESTED

1. Conduct a public hearing to obtain input on the proposed O'Brien Child Development Center consistency with the Placer County Airport Land Use Compatibility Plan (ALUCP).
2. Confirm the ALUC Secretary's determination that the proposed O'Brien Child Development Center is not consistent with the ALUCP after considering the applicant's appeal request for special conditions.

BACKGROUND

The O'Brien Child Development Center is proposing to relocate their existing child daycare facility located at 11557 E. Avenue, Auburn (DeWitt Center) to the Black Forest Plaza shopping center located at 4035 Grass Valley Highway, Auburn in Compatibility Zone C1 of the ALUCP for the Auburn Municipal Airport. The Placer County Planning Services Division referred the item to the ALUC, indicated they cannot support the relocation of the child daycare facility to the Black Forest Plaza without a positive compatibility determination.

A project staff review was completed on February 13, 2015 (Attachment 1) which found that, as proposed, the project is incompatible with ALUCP safety policy for Compatibility Zone C1. This recommendation was communicated to the applicant and the County Planning Services Division. The applicant subsequently filed an appeal of the staff determination on February 25, 2015 (Attachment 2). The appeal request includes documentation and photos demonstrating a special condition exception may exist for their proposed project.

DISCUSSION

ALUC Appeal Process

An appeal of a staff review is automatically forwarded to the ALUC for a final consistency determination and subject to a public hearing. A public hearing notice was published in the Auburn Journal 10 days prior to the meeting, and distributed to all property owners within 300 feet of the subject parcel's boundary lines. Additionally, notice was provided to the applicant and relevant area stakeholders.

As part of making a final consistency determination with the ALUCP, the ALUC is required to review the proposed project, the staff review, and information submitted by the applicant supporting the appeal request for special conditions.

Airport Land Use Commission
APPEAL OF CONSISTENCY DETERMINATION FOR THE O'BRIEN
CHILD DEVELOPMENT CENTER
March 2015
Page 2

The ALUC has three choices in making a final determination regarding the project's consistency with the ALUCP – find the proposal:

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

If the ALUC decides to grant a special condition for a consistency determination, it is required to make specific findings as to why an exception is being made. These findings must:

- State the nature of the extraordinary circumstance;
- Specify the proposal will not in this case create a safety hazard to people on the ground; and
- Specify that special measures would be taken to minimize hazards to the facility and its occupants.

Alternately, the ALUC could find that the use would only be allowed because an alternative site outside the zone would not serve the intended function.

ALUCP Project Consistency Review

The Black Forest Plaza lies entirely within the Compatibility Plan Zone C1. Zone C1 includes land beneath the primary air traffic pattern, which is affected by moderate degrees of both noise and safety risk. According to the data presented in the California Airport Land Use Planning Handbook, 40 to 50 percent of off-runway, airport-related, general aviation aircraft accidents occur within Compatibility Zones B1 and C1 for airports comparable to Auburn Municipal Airport.

The ALUCP cites a number of land use controls to minimize risks related to aircraft accidents. One of these controls prohibits certain land uses where occupants have reduced effective mobility or may be unable to respond to emergency situations. Such land uses are considered risk-sensitive because they represent special safety concerns irrespective of the number of people associated with the uses. Under the ALUCP, children's schools, daycare centers (more than 14 children) and libraries are cited as land uses incompatible within Zone C1 (Attachment 1) Table AUB-4A, *Basic Compatibility Criteria*, for Auburn Municipal Airport). Child daycare (more than 14 children) is prohibited in most portions of the airport influence area except Zone D. For the O'Brien Child Development Center to be considered compatible in Zone C1 it would need to have less than 14 children, while the project estimates 59 occupants, primarily preschool and infant children.

The applicant's appeal request for special conditions cites several safety features of the project as grounds to reverse the ALUC Secretary's determination. These features address:

- Building Outdoors: project location, design and safety;
- Building Indoors: safety and security; and
- Daycare personnel qualifications.

Notwithstanding the applicant's proposed safety features, staff recommends that the ALUC confirm the ALUC Secretary's determination that the proposed O'Brien Child Development Center is not consistent with the ALUCP.

David Melko

From: David Melko
Sent: Saturday, February 14, 2015 2:56 PM
To: 'heathergirl36@hotmail.com'; 'Gerry Haas'
Cc: Solvi Sabol
Subject: Airport Land Use Compatibility Review - O'Brien Child Development Center
Attachments: 04 --AMAC1 -- O'Brien Child Development Center.pdf; ALUC Request for Appeal Form.pdf

Importance: High

Attached is the ALUC compatibility review for the proposed O'Brien Child Development Center. A hard copy of this review will be mailed to you next week.

The project was reviewed using the adopted Airport Land Use Compatibility Plan (2-26-14). The project lies within Auburn Municipal Airport's Compatibility Zone C1. **As proposed, the project is incompatible** with Airport Land Use Compatibility Plan safety policy specified for Zone C1. To be considered compatible in Zone C1, the project would be required to have less than 14 children. No documentation has been submitted by the applicant demonstrating a special condition exception may exist for the proposed project.

Because the applicant has already indicated that they may appeal the ALUC staff determination, I've attached an ALUC Appeal Request Form. The cost to file an appeal is \$100 payable to the Placer County Transportation Planning Agency.

The Airport Land Use Commission appeals process is summarized below:

- Any person may appeal a consistency determination by the ALUC by submitting an Appeal Request Form with the reasons why the appellant believes that the subject consistency review should be modified **within 10 days of the date when the determination was issued**. The appeal will be placed upon the agenda of the next scheduled ALUC meeting.
- Depending on the project category, ALUC staff review of an appeal will be completed within 14 days and the ALUC review within 60 days of the appeal date, including scheduling of the ALUC meeting.
- The appellant must be present at the ALUC meeting to state their case and explain why the consistency determination should be modified. The ALUC shall consider whether or not the appeal has merit.

Because this compatibility review is being issued on a 3-day weekend including a Monday holiday, for purposes of an appeal, the project's determination date would be Tuesday, February 17. An appeal would need to be submitted to PCTPA by February 27. The next scheduled ALUC meeting would be March 25, 2015. The appeal would be heard in the format of a public hearing. A public notice hearing is required to be published 10 days before the hearing date. In this case, the hearing notice would need to be published by March 15 in a local newspaper within the airport influence area. The hearing notice would be published in the Auburn Journal.

Let me know if there are any questions regarding the compatibility determination and/or the ALUC appeals process.

**PLACER COUNTY
AIRPORT LAND USE COMMISSION**

REQUEST FOR STAFF REVIEW

**PLACER COUNTY AIRPORT LAND
USE COMMISSION (ALUC)**

299 Nevada Street
Auburn, CA 95603
Phone: 530.823.4030
Fax: 530.823.4036

Date Received: January 30, 2015

Received From: O'Brien Child
Development Center (Applicant)

Airport Name: Auburn Municipal Airport

ALUC Case No.: 2014/2015 - 4

Project Title: O'Brien Child Development Center

Project Description:

Applicant is proposing to relocate their existing Child Development Center from the Dewitt Center to a vacant lease space within the Black Forest shopping center located near the northwest corner of Dry Creek Road and SR49 (APN: 076-420-054-000) in the North Auburn community. The Child Development Center would operate Monday through Friday from 6:00 am to 6:00 pm, with an estimated 59 occupants, primarily preschool and infant children.

Application for: Rezone General/Community Plan Amendment Other

Background

On January 30, 2015 PCTPA received an ALUC project application from the O'Brien Child Development Center. Applicant is proposing to relocate their existing Child Development Center from the Dewitt Center to a vacant lease space within the Black Forest shopping center. According to the Placer County Planning Services Division, when a shopping center is established in Placer County, use permits or other discretionary entitlements are not required for uses that come and go within the shopping center, provided the uses are allowed in the zoning district and they are compatible with other typical shopping center uses. Both of these criteria appear to be met for the proposed relocation of the Child Development Center. As a result, the County Planning Services Division only requires a business license in order to establish the use within the Black Forest shopping center.

The Black Forest shopping center lies entirely within the Airport Land Use Compatibility Plan Zone C1. According to the 2014 Airport Land Use Compatibility Plan, children's schools, and daycare centers with more than 14 children are incompatible within Zone C1. On account of this compatibility concern, the County Planning Services Division cannot support a business license request without a positive compatibility determination from the ALUC. Therefore, the County is referring the project to the ALUC for review and compatibility determination.

ALUC Staff Comments

The Placer County Airport Land Use Compatibility Plan (ALUCP) indicates that parcel APN: 076-420-054-000 is in the in the Auburn Municipal Airport's influence area boundary (see attached map)¹. One Compatibility Zone (Map AUB-4A) lies over the site:

¹ See PCTPA's web site (www.pctpa.net) for more on the Airport Land Use Compatibility Plan.

**PLACER COUNTY
AIRPORT LAND USE COMMISSION**

- Compatibility Zone C1 - covers the extended approach/departure corridor and also includes land beneath the primary traffic pattern. This zone is affected by moderate degrees of both noise and risk. Airspace review is required for objects over 70 feet tall.

The ALUCP has no authority over approved development or existing buildings regardless of whether the uses are compatible with airport activities. This limitation over existing land uses applies only to the extent that the use remains constant. Proposals requiring discretionary review (such as expanding a use, converting to a different use, variances, or redevelopment) triggers an ALUCP consistency determination by the ALUC. Further, any other proposed land use action as determined by the local planning agency involving a question of compatibility with airport activities can also be referred to the ALUC for review.

The ALUCP requires that an ALUC consistency determination be completed on a proposed project before local agency approval.

ALUC Staff Evaluation

1. Noise. The project is located outside the airport's 55 CNEL noise contour. Cumulative noise levels may exceed CNEL 55 dB in portions of Zone C1 and noise from individual aircraft operations can be disruptive to noise-sensitive land uses. Day care centers are considered a highly noise-sensitive land use; however, uses that are primarily indoor such as the proposed Child Development Center are acceptable if aircraft-related interior noise levels are no greater than CNEL 45 dB.

The project is consistent with Airport Land Use Compatibility Plan noise provisions provided aircraft-related interior noise levels can be demonstrated to meet the criteria specified for Zone C1.

2. Safety. Table AUB-4A, *Basic Compatibility Criteria*, for Auburn Municipal Airport categorizes Children Schools (K-12), day care centers (more than 14 children) and libraries as an incompatible use. These uses are ones in which the majority of the occupants are children who have reduced effective mobility or may be unable to respond to emergency situations. According to the data presented in the California Airport Land Use Planning Handbook, 40 to 50 percent of off-runway, airport-related, general aviation aircraft accidents occur within Compatibility Zones B1 and C1 for airports comparable to Auburn Municipal Airport. The proposed project estimates 59 occupants, primarily preschool and infant children. Because of safety issues, the project would be required to have less than 14 children to be considered compatible in Zone C1.

It should be noted that the ALUCP recognizes that there may be specific situations where a normally incompatible use can be considered compatible because of terrain, specific location, or other extraordinary factors or circumstances related to the site. The burden of demonstrating that special conditions apply to a particular project rests with the applicant and/or the referring local agency, not with the ALUC. As previously noted, on account of the compatibility concern the County Planning Services Division cannot support a business license request without a positive compatibility determination from the ALUC. No documentation has been submitted by the applicant demonstrating a special condition exception may exist for the proposed project.

As proposed, the project is incompatible with Airport Land Use Compatibility Plan safety policy specified for Zone C1.

**PLACER COUNTY
AIRPORT LAND USE COMMISSION**

To be considered compatible in Zone C1, the project would be required to have less than 14 children.

3. Airspace Protection. Airspace review is required for objects over 70 feet tall in Zone C1. The proposed project will occupy an existing building, which appears to require no modification to the building's exterior or to the premises.

The project is consistent with Airport Land Use Compatibility Plan airspace provisions.

4. Overflights. Within Zone C1, aircraft overfly the project location at or below the traffic pattern altitude of 1,000 feet above the airport elevation. Approximately 80 percent of Auburn Municipal Airport aircraft overflights occur within Zones B1, C1 and C2. A deed notice is required within Zone C1 for any project for which discretionary local approval is required. According to the County Planning Services Division use permits or other discretionary entitlements are not required for uses that come and go within a shopping center provided the uses are allowed in the zoning district and they are compatible with other typical shopping center uses. Both of these criteria are true for the proposed relocation of the Child Development Center. As a result, the County Planning Services Division only requires a business license in order to establish the use within the Black Forest shopping. Therefore, a deed notice is not required of the project.

The proposal is consistent with Airport Land Use Compatibility Plan overflight provisions.

General Note: the ALUC staff recommends that anyone intending to offer land for sale or lease with the airport's influence area to disclose this fact. California's Business and Professions Code (Section 11010) and Civil Code (Sections 1102.6, 1103.4, and 1353) specify required disclosure for certain actions. See www.leginfo.ca.gov/calaw (Find California Law).

Applicable ALUC Plan: Placer County Airport Land Use Compatibility Plan – February 26, 2014

Applicable ALUC Policy: Noise Safety Airspace Protection Overflight

 Compatible

 Compatible subject to Conditions (see ALUC staff comments)

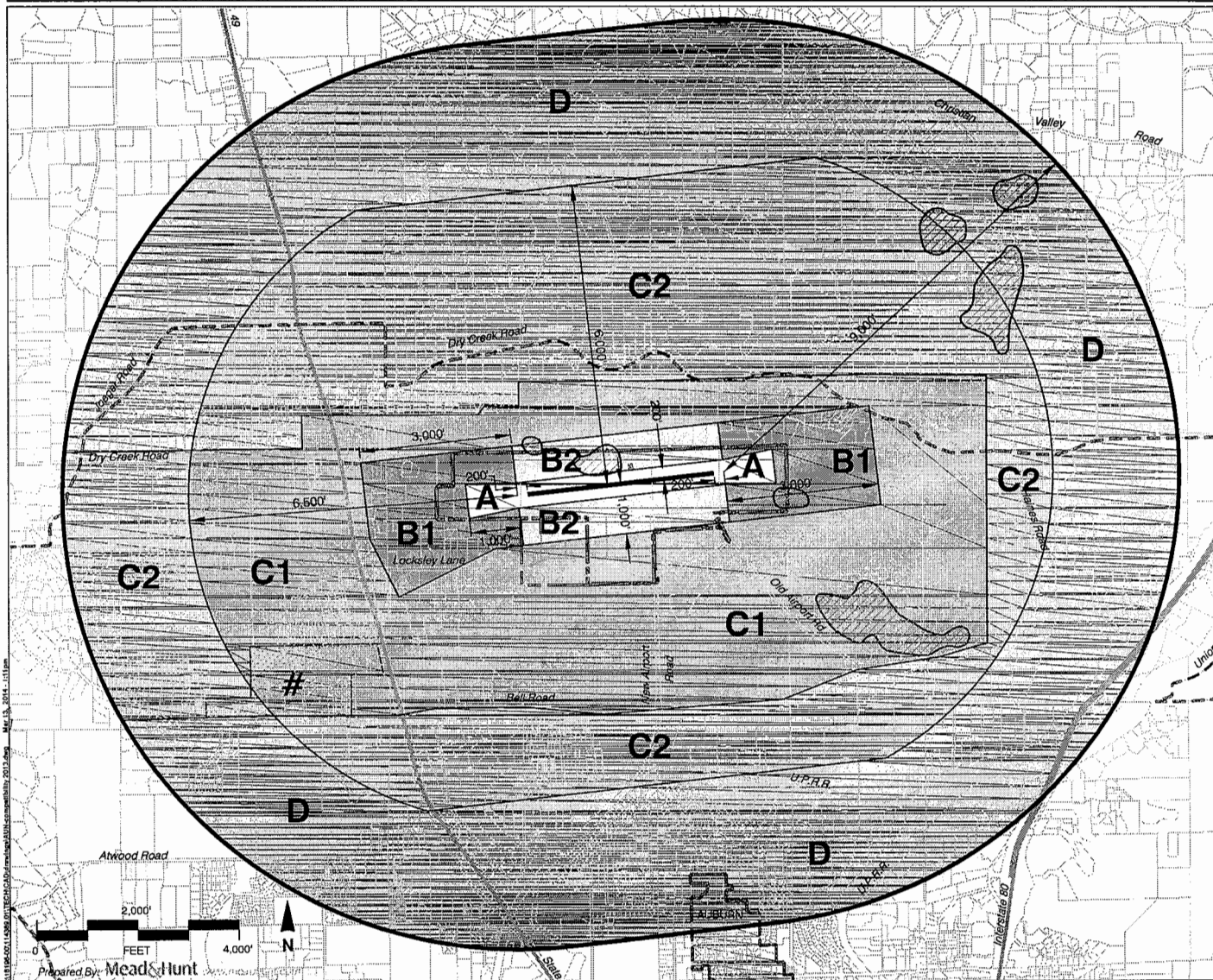
 Incompatible because of –

- Safety**
- Noise**
- Height**
- Density/Intensity**

Reviewed by:
David Melko, Sr. Planner -- TEL: 530.823.4090

Date:
February 13, 2015

Copies: Placer County, Gerry Haas
 City of Auburn, Bernie Schroeder
 O'Brien Child Development Center
 Greg Cline



Legend

Boundary Lines

- Placer County Limits (outside map view)
- Auburn City Limits
- Auburn Sphere of Influence
- Airport Property Line
- Existing Runway 7-25 (3,700 ft.)

Compatibility Zones (Adopted 2014)¹

- Airport Influence Area
- Zone A
- Zone B1
- Zone B2
- Zone C1
- Zone C2
- Zone D
- Height Review Overlay Zone²

See Special Conditions Policy 4.2.3.

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

**Auburn Municipal Airport
Land Use Compatibility Plan
(Adopted February 26, 2014)**

Map AUB-4A

Compatibility Policy Map
Auburn Municipal Airport

Table AUB-4A Basic Compatibility Criteria for Auburn Municipal Airport

Intensity Criteria ¹	Compatibility Zones						Intensity Criteria Interpretation
	A	B1	B2	C1	C2	D	
Max. Sitewide Average Intensity (people/acre)	0	40	70	100	200	no limit	▶ All nonresidential development shall satisfy both sitewide and single-acre intensity limits
Max. Single-Acre Intensity (people/acre)	0	80	210	300	800	no limit	
Open Land Requirement ²	all remain'g	30%	no req.	20%	10%	no req.	▶ See <i>Policy 3.4.10</i> for application
Land Use Category	Legend (see last page of table for interpretation)						Additional Criteria
<ul style="list-style-type: none"> ▶ Multiple land use categories may apply to a project ▶ Land uses not specifically listed shall be evaluated using the criteria for similar uses ▶ Typical occupancy Load Factor [approx. # s.f./person] indicated for certain uses³ 	Normally Compatible	Conditional					<ul style="list-style-type: none"> ▶ Conditions listed below apply to uses listed as "Conditional" (yellow) for a particular zone ▶ Numbers in yellow cells are Floor Area Ratios (FARs) based on typical occupancy load factor indicated for that use and average intensity limit indicated for zone
Congregate Care: retirement homes, assisted living/residential care facilities, intermediate care facilities →							
<i>Educational and Institutional Uses</i>							
Family day care homes (≤14 children) ⁹ →							B1, B2: CNEL 45 dB max. interior noise level
Children's Schools: K-12, day care centers (> 14 children), libraries →							
Adult Education classroom space: adult schools, colleges, universities [approx. 40 s.f./person]			0.06	0.09	0.18		B2, C1, C2: Ensure intensity criteria met
Indoor Major Assembly Facilities (capacity ≥1,000 people): auditoriums, conference centers, resorts, concert halls, indoor arenas							D: Allowed only if alternative site outside zone would not serve intended function; exercise caution if clear audibility by users is essential
Indoor Large Assembly Facilities (capacity 300 to 999 people): movie theaters, places of worship, cemetery chapels, mortuaries [approx. 15 s.f./person]				0.03	0.07		C1, C2: Ensure intensity criteria met
Indoor Small Assembly Facilities (capacity <300 people): community libraries; art galleries; museums; exhibition space, community/senior centers, emergency/homeless shelters → [approx. 100 s.f./person]			0.16	0.23	0.46		B2, C1, C2: Ensure intensity criteria met; not allowed if intended primarily for use by children; avoid outdoor spaces intended for noise-sensitive activities
Indoor Recreation: gymnasiums, club houses, athletic clubs, dance studios, sports complexes (indoor soccer), health clubs, spas [approx. 60 s.f./person]			0.10	0.14	0.28		B2, C1, C2: Ensure intensity criteria met; not allowed if intended primarily for use by children
In-Patient Medical: hospitals, mental hospitals, nursing homes →							C1, C2: See Policy 4.2.1 for special criteria related to Sutter Auburn Faith Hospital
Out-Patient Medical: health care centers, clinics [approx. 240 s.f./person]			0.39	0.55	1.10		B2, C1, C2: Ensure intensity criteria met B2: CNEL 45 dB max. interior noise level
Penal Institutions: prisons, reformatories							
Public Safety Facilities: police, fire stations							B2: Allowed only if airport serving C1, C2: Allowed only if site outside zone would not serve intended function; ensure intensity criteria met

Table AUB-4A, continued

Appeal Agenda 2/23/15 - 40
Attachment 2

cell #

916-296-8086

February 23, 2015

Dear Mr. Melko,

Included in this package is the Request For Appeal for Obrien's Child Development Center's prospective location at 4035 Grass Valley Highway, Suite K.

Please don't hesitate to call me at 530-885-0530 if you have any questions or if I can be of assistance.

I heartily invite members of the board either en mass or individually to visit the location and allow me to host a walk through to see all aspects of the facility, its location and safety features.

Thank you for considering my appeal.

Best Regards,


Donald Koenig
Obrien's Child Development Center

RECEIVED

FEB 23 2015

PCTPA

**PLACER COUNTY AIRPORT LAND USE COMMISSION
(ALUC)**

REQUEST FOR APPEAL	
PLACER COUNTY AIRPORT LAND USE COMMISSION 299 Nevada Street Auburn, CA 95603 Phone: 530-823-4030 Fax: 530-823-4036 Web: www.pctpa.net	Date Received: <i>February 25, 2015</i> Received From: <i>Don Keenig</i> Airport Name: <i>Auburn Municipal Airport</i> ALUC Case No. <i>2014/2015 - 4</i>
Project Applicant: <div style="text-align: center; font-size: 1.2em;"><i>O'Brien Child Development Center</i></div>	
Project Title: <div style="text-align: center; font-size: 1.2em;"><i>O'Brien Child Development Center</i></div>	
Project Description: <div style="text-align: center; font-size: 1.2em;"><i>Relocate Existing Daycare Center</i></div>	
Application for: <input type="checkbox"/> Rezone <input type="checkbox"/> General/Community Plan/Specific Plan Amendment <input checked="" type="checkbox"/> Other	
Reasons for Appeal: <div style="text-align: center; font-size: 1.2em;"><i>See Attached.</i></div>	
Applicable ALUC Policy: <input checked="" type="checkbox"/> Safety <input type="checkbox"/> Noise <input type="checkbox"/> Height <input type="checkbox"/> Density	
Applicable ALUC Plan: <i>2014 ALUC - Auburn Municipal</i>	Project was initially determined to be: <input type="checkbox"/> Compatible, subject to conditions <input checked="" type="checkbox"/> Incompatible, due to: <input checked="" type="checkbox"/> Safety <input type="checkbox"/> Noise <input type="checkbox"/> Height <input type="checkbox"/> Density
Appeal Reviewed By: <i>[Signature]</i>	Date: <i>2-23-2015</i>
Appellant must be present at the ALUC meeting to explain their reasons for appeal. The burden of proof shall be on the appellant. The ALUC shall determine whether or not the appeal has merit.	

August 27, 2014

RECEIVED

FEB 23 2015

PCTPA

As the owner of O'Brien's Child Development Center, but more as a father whose daughter fell from a second story window at the age of two and thankfully survived, I am particularly sensitive and responsive to all safety concerns. I strive to surpass legal safety standards to ensure the safety and welfare of all the children.

To address the safety aspects of this project I have divided them into three major categories:

1. The Building Outdoors: Location, Design, and Safety
2. The Building Indoors: Safety and Security
3. Daycare Personnel

I. The building Outdoors

- The daycare portion of the building, in relation to the airport, is located at the most protected and opposite corner. Please see Photo 1. The photo is marked with a circle to show the location of the daycare in the building. The arrow below indicates generally the direction toward the airport and flight path of planes during takeoff. Please see Photo 2 for a ground level view of the daycare portion of the building.

-In a virtual straight line from the airport and serving to provide cover for the facility from this direction, are a gas station, car wash and a fast food restaurant. Please refer back to Photo 1 to view the relative locations of these buildings. If these obstacles could be overcome by a small plane in distress coming from the direction of the airport, the portion of the building hit would not be the daycare, but the gym also housed in the building.

-This building is a three story A-frame design with the 3rd floor attic space not at all utilized, creating an additional protective shell or buffer over the occupied area. Please see Photo 3.

-Per Fire Marshal recommendation, the playground is equipped with three emergency exits one of which can be opened to provide emergency vehicle access. In addition the playground has been equipped with a water source and an intercom system for communication with personnel indoors.

-There are two major streets running by and near the building that appear to be preferable for an attempted landing of a plane in distress if the pilot has control.

-The building's location is within five minutes of the hospital and being on the main thoroughfare allows all manner of emergency vehicles quick and easy access as well as ease for daycare personnel to transport a patient to the hospital quickly.

-Four main exits are available for evacuation including a large roll up door near the first floor classroom to facilitate mass egress. Per Fire Marshal recommendation this large door will be equipped with a ramp to the outside for particularly fast departure.

-In addition to the four main exits, a safety project in progress consists of a ladder system to be available for safe egress from the second floor window as well as provide an additional path into the second floor for emergency personnel.

-Photo 4 is the large parking lot immediately outside the daycare with ample space for emergency vehicles.

-Three major evacuation locations have been identified to provide a safe place to account for all personnel and children as well as to keep the children together. Please refer to Photo 5 which is marked indicating the three locations. Location One, across the driveway and into the parking lot of the adjacent church is a safe distance from the building. Location Two provides an area where personnel can duck or crouch behind a cement wall for protection. Photo 6 shows this protected area with the building in the background. Location Three is the interior of the adjacent Fun Finity children's indoor playground where many field trips from the daycare have been conducted. Photo 7 shows how evacuees from the daycare (The building on the high ground in this view) will descend to the lower parking lot at Fun Finity. This wall also provides protection.

-Fun Finity has agreed to provide indoor shelter from an emergency, emergency vehicles/personnel and inclement weather and the means to communicate with parents in the event of an emergency. This location also provides a controlled area where parents can be identified and reunited with their children so they can evacuate the area completely. The outside area around Fun Finity is accessible from either Highway 49 or Dry Creek Road and has multiple access points so parents driving in can avoid competing with or hindering emergency vehicles and first responders. Refer to Photo 5 for the location of Fun Finity. If one of these access roads must be closed due to an emergency, the other would still be available. In addition, the atmosphere of the playground would be instrumental in calming the children.

-The daycare is closed weekends and holidays when airport activity is at its peak.

-Referring to the Auburn Municipal Airport Compatibility Policy Map, it is observed that the building is located at an extreme edge of the C1 area. If the border line had continued along its path on Dry Creek Road for only a short distance more, the building would reside in the C2 area. Granted the C2 area is still not ideal with respect to the Compatibility Policy Map, but the building is very close to the safer zone. Please see Photo 8 that shows the typical proximity from the building that planes taking off operate. From here, the planes typically turn to their left away from the daycare facility.

II. The Building: Indoor

-A brand new, state of the art, three tier fire sprinkler system was installed throughout the entire building which includes multiple emergency alarm pull stations. This was completed at considerable expense to ensure that not only the daycare but the entire building is protected.

-A separate and connected smoke/fire detector system was installed throughout the entire building and is connected directly to the fire department for immediate response to fire related events.

-In progress is the installation of an emergency lighting system throughout the facility to provide safe lighting in the event of a power failure.

-The sum of these three safety projects, nearing completion, exceeds \$100,000.00 and was implemented solely to provide total safety for this location and its children.

-Three times the number of legally required hand held fire extinguishers were installed.

-The facility is equipped with CO2 monitors in every classroom.

-The stairs to the 2nd floor have been equipped with built in ramps on each side leaving stairs exposed in the center. Strollers and cribs can be easily and very quickly rolled to the first floor. There is also an

additional low height railing for children. The children can either walk or slide to the first floor using their own rail. Upon inspection, the Fire Marshal remarked he wants to bring this idea to other business' occupying upper floors. Please see Photo 9 showing various views of the emergency ramp from the second floor and the children's railing.

-The utility sink located in the indoor play area will be equipped with 50 feet of hose to provide a water source in addition to the fire extinguishers.

-First aid kits are available in every classroom throughout the daycare center, and at the playground.

III. Daycare Personnel

-All employees, including part time employees are required by my own policy to be first aid/CPR certified although state law requires only two employees be so certified.

-Training includes briefings and discussion regarding meeting and surpassing myriad safety requirements mandated by multiple agencies including federal and state law, California Community Care Licensing, Placer County Office of Education, local Fire Marshal as well as local business licensing.

-Bi-weekly evacuation drills are scheduled to include various scenarios and utilizing safety equipment.

-Active relationships and regular visits from local fire and police representatives to meet the children, ease their fears of emergency personnel and teach them how to stay safe and think safety.

-As part of the move to the new facility, all parents were canvassed to view the new location and provide their views on the safety features for their children. Without exception, all parents enthusiastically support the new location.

-The daycare business has been operating at Dewitt Center under my direction for over 12 years. My director, Heather Tremlin has been responsible for daily operations for 15 years. These many years of experience has led to our ability to handle the kinds of emergency events that arise in this type of business. CCLD (Licensing agency for California daycare centers) incident reports are always submitted and document the competence and professionalism of the staff.



Western Placer
Consolidated
Transportation
Services Agency

MEMORANDUM

TO: WPCTSA Board of Directors **DATE:** March 10, 2015

FROM: David Melko, Senior Transportation Planner *DM*

SUBJECT: **PUBLIC HEARING: PROPOSED HEALTH EXPRESS FARE CHANGES AND SERVICE POLICY UPDATE**

ACTION REQUESTED

1. Conduct a public hearing to obtain input on proposed Health Express fare changes as shown in Attachment 1.
2. Approve the update to the Health Express service policies as shown in Attachment 2.

BACKGROUND

Over the past year, staff has worked closely with the transit operators through the Transit Operators Working Group (TOWG) and social service agencies through the Placer Collaborative Network (PCN) to increase efficiency of Health Express services and eliminate duplications with existing dial-a-ride services.

DISCUSSION

Health Express Fare Structure

One major difference between Health Express and the dial-a-ride services is the fare structure. It is the consensus of the transit operators and Placer Collaborative Network that Health Express trips are too expensive to justify the continuation of free fares, and the payment of fares would help offset the high cost of these trips.

The recommendation is to charge fares approximate to those of Placer County Transit (PCT) dial-a-ride because the majority of Health Express riders are also users of PCT services. Discount fares with Medicare, Medi-Cal, Medicaid, and Public Transit ADA/Disability/Senior ID Card would still be available to riders. Proposed changes to the Health Express fare structure is shown in Attachment 1.

As a recipient of Federal, state and local transportation funds which are used to support the Health Express service, WPCTSA is required to hold a public hearing prior to a fare increase. A public hearing notice was published in all Placer County newspapers prior to this meeting. Additionally, notice was posted on PCTPA's website and Health Express and Placer County Transit dial-a-ride vehicles. Notice was also provided to all existing Health Express riders and to relevant stakeholder agencies/organizations. Notice of the public hearing was further communicated to riders scheduling rides through the South Placer Call Center. Consistent with adopted Title VI Plan publication of all materials was communicated in both English and Spanish.

Staff will compile all comments received before and after the public hearing, and prepare responses. The comments and responses, along with any recommended adjustments to the proposed fare structure will be presented to the Board at its May 27 meeting. Any fare changes adopted by the Board will go into effect July 1, 2015.

Should the new fare structure be adopted, an outreach and communications campaign to inform Health Express riders and supporting agencies/organizations about the service policies update and fare changes would begin immediately after Board approvals.

Health Express Service Policies

The purpose of the service policies update is to eliminate duplication of services between Health Express and public dial-a-ride and thereby increase the general efficiency of delivery for all these services. The consensus recommendation for proposed policy update is summarized as follows:

- All Health Express riders will need to register by completing an application form and documenting their age or disability.
- Non-emergency medical trips currently scheduled on Health Express that are within public dial-a-ride service areas will no longer be offered by Health Express. Rather, these trips will be provided by the appropriate public dial-a-ride service. Health Express will only provide trips outside the public dial-a-ride service areas and to Sacramento medical facilities.

Attachment 2 provides a comparison of existing and proposed service policies. If approved, these changes will become effective July 1, 2015.

CM:DM:ss

**Current and Proposed Health Express Fare Structure
Effective July 1, 2015**

Trips*	With Discount Card**		Without Discount Card	
	Current	Proposed	Current	Proposed
Advance Reservation Trip in Placer County	Free	\$1.25	\$1.25	\$2.50
Same Day Trip in Placer County	\$1.25	\$2.50	\$2.50	\$5.00
Intracity Trip at Request of Dial-A-Ride Service	See above	Same fare as Dial-A-Ride***	See above	Same fare as Dial-A-Ride***
Advance Reservation Trip Sacramento Area	\$2.50	\$2.50	\$5.00	\$5.00
Same Day Trip Sacramento Area Hospitals	\$5.00	\$5.00	\$10.00	\$10.00

* Under the current fare structure a trip is defined as intracity or intercity. Under the proposal a trip is defined as intercity, unless otherwise stated.

** With Medicare, Medi-Cal, Medicaid, Public Transit ADA/Disability/Senior ID Card.

*** Fare for intracity trips will vary depending on Dial-A-Ride service; the fare collected is counted as Health Express fare revenue.

Current		Proposed	
Multi-Ride Fare Card*	\$12.50	Multi-Ride Fare Card*	\$12.50

* Fare Card is NON-Transferrable to public transit systems and is NON-Refundable.

Comparison of Current and Proposed Health Express Policies [2/10/15]

Policy	Current Policy	Proposed Policy	Comment
<p>Service Description</p>	<p>Health Express is an advance reservation, shared-ride non-emergency medical transportation service for residents of Placer County.</p>	<p>A program of the Western Placer Consolidated Transportation Services Agency [WPCTSA], Health Express provides non-emergency medical transportation outside the service areas of the public dial-a-rides and to Sacramento on an advance-reservation, shared-ride basis for qualified residents of Placer County.</p>	
<p>Eligibility</p>	<p>Individuals are always offered public transportation services if available. If public transportation services do not meet the needs of the person, then eligibility for Health Express will be based on two categories: Category 1: Individual must be 60 years or older or disabled and be a resident of Placer County. Category 2: A ride of last resort if no other transportation is available. There is no age restriction or ability restriction when used by an individual as a ride of last resort.</p>	<p>To become eligible for Health Express, an individual must be: 1. A resident of Placer County and either 2. 60 years of age or older; or 3. Disabled.</p> <p>An individual's eligibility to use Health Express will be documented through a formal Health Express eligibility process administered by Seniors First. Applicants for eligibility on the basis of disability will be required to submit acceptable evidence of disability certification by another agency or signed certification of the individual's disability by a medical or health care professional.</p> <p>Acceptable evidence of existing disability certification includes: • Current ADA paratransit certification documentation; • Current SSI/SSDI award letter; • Valid California DMV Disabled Placard receipt; • Dept. of Veteran's Affairs documentation of service connected disability; or • Current Transit Discount ID for Disability.</p>	<p>Proposed policy eliminates "rides of last resort." There have been few such rides and there is no criteria for what constitutes a "ride of last resort" that would allow the Call Center staff to efficiently identify and provide such service.</p> <p>Proposal also includes determination of eligibility to use Health Express service through a formal eligibility application process.</p> <p>Roseville proposes that individuals wishing to use Health Express service would be required to directly apply to a public transit provider under their ADA, or disabled or senior discount programs for eligibility and that there be no separate eligibility process for Health Express.</p> <p>The proposed Trip Assignment Program Summary recommends that an assessment be done during the pilot period of ADA, Health Express and other eligibility requirements in Western Placer County and alternate approaches proposed.</p>
<p>Eligible Trips</p>	<p>Non-emergency medically related appointments are for the maintenance of health, prevention of illness, and treatment of illness or injury, and include the following: - Physicians, physician assistants, or advance practice nurses - Clinicians providing health and wellness, immunizations, prevention screening services such as blood</p>	<p>No Proposed Change</p>	

Policy	Current Policy	Proposed Policy	Comment
	<p>pressure screenings and mammograms</p> <ul style="list-style-type: none"> - Vision care - Dental care - Adult day health care - Chiropractor - Mental health provider, including therapist and family counseling - Physical therapy - Dialysis Labs - Chemotherapy and radiation therapy - Infusion therapy <p>Non-emergency medically related appointments do not include Pharmacy.</p>		
Service Area	<p>Health Express serves Placer County residents who reside within the defined boundaries of Western Placer County along Highway 80; the service area from ¾ miles east Colfax to Roseville at I-80 West to the Sacramento county line will be covered. The service area includes the cities Colfax, Auburn, Lincoln, Loomis, Rocklin, and Roseville. Refer to map.</p>	<p>Health Express operates in Western Placer County, along Interstate 80 from ¾ mile east of Colfax west to the Sacramento county line. The service area includes the cities of Colfax, Sheridan, Foresthill, Auburn, Lincoln, Loomis, Rocklin and Roseville.</p>	<p>Proposed Service Area description attempts to clarify the description of boundaries.</p>
Trip Assignment	<p>No Current Published Policy.</p>	<p>Within the defined service area, the Health Express dedicated provider will provide non-emergency medical trips that extend beyond or are outside the service areas of the public dial-a-rides and more than ¾ mile from Auburn Transit routes. Trips which are entirely within a public dial-a-ride service area or ¾ mile from an Auburn Transit route will be provided by that provider: Lincoln Dial-A-Ride, Placer Dial-a-Ride, Roseville Dial-A-Ride or Auburn Transit.</p> <p>The Health Express dedicated provider will only provide transportation within a public dial-a-ride service area when requested to do so by that provider. Examples of when this might occur are:</p> <ul style="list-style-type: none"> (1) for medical reasons when a passenger requires a special level of service that a dial-a-ride has difficulty meeting; or (2) to avoid denying a non-emergency medical trip request for lack of capacity 	<p>This policy now also specifically includes Auburn Transit, whose route deviation service could provide trips which are within ¾ mile of their fixed routes so long as capacity is available. When deviation capacity is not available, the third paragraph specifies that the trip would be scheduled on the dedicated HE provider.</p> <p>Also specifies that service within a dial-a-ride service area will be provided by that provider except in specific situations, in which case that dial-a-ride provider will request that the dedicated Health Express provider service the medical trip.</p> <p>Roseville feels that allowing a dial-a-ride to refer a trip back to Health Express permits that provider to avoid their responsibility to provide public transportation.</p>

Policy	Current Policy	Proposed Policy	Comment
			Regarding Roseville's comment, the incidence of such referrals will be recorded and incorporated into the annual unmet needs process. The pilot period also allows this policy to be closely monitored and modified if necessary.
Sacramento Service	Additional rides to Sacramento area hospitals will be provided on Tuesdays and Thursdays. Hospitals served by Health Express fall in the neighborhood of the following: <ul style="list-style-type: none"> - Mather VA Clinic - McClellan VA Clinic - Mercy General Hospital - Mercy San Juan Hospital Campus - Shriner's Hospital - Sutter Cancer Center - Sutter General Hospital - Sutter Memorial Hospital - UC Davis Medical Campus 	The following Sacramento destinations are added to the policy: <ul style="list-style-type: none"> - Kaiser Permanente Fair Oaks Blvd. Medical Offices - Kaiser Permanente, Point West Medical Offices - Kaiser Permanente Sacramento Medical Center - Kaiser Permanente Psychiatry - Kaiser Permanente Health Care - Sierra Vista Hospital 	
Service Hours and Days	Health Express operates Monday through Friday from 7:30 am to 4:30 pm. Service to Sacramento medical facilities occurs only on Tuesdays and Thursdays from 10:00 am to 2:00 pm. Sacramento medical trips – trips will be provided on a first-come, first-served basis. Riders may request a list of holidays and will be notified in advance of holidays and office closures.	No Proposed Change	
Reservations Procedures	Requests for service may be made by calling (916 or 530) 745-7560 no less than 24 hours in advance up to 14 days in advance of the service day. Reservations will be taken from 8:00 am until 5:00 pm Monday through Friday. Spanish language translation is available. Telecommunications device for the deaf (TDD) service is available for individuals with hearing disabilities at (888) 745-7885. Speech-to-Speech (STS) service is available in English and Spanish at (800) 745-7885. TDD and STS services are part of the California Relay Service.	No Proposed Change	

Policy	Current Policy	Proposed Policy	Comment
Subscription Service	<p>Trips that are taken on a regular basis at the same day and time each week for a period of 14 days may be set up as subscription trips. Subscription service may be limited due to capacity constraints. Subscription service will be issued to individuals on a "first come, first served" basis.</p> <p>Subscription trips that are cancelled 25% or more within a 30-day period may result in the cancellation of subscription service. Subscription service will be automatically cancelled on all Health Express holidays. The rider is responsible for cancelling or placing their trips on hold and rebooking inactive subscription trips.</p>	No Proposed Change	
Scheduling	<p>Trips will be scheduled based on an individual's request for a particular pick-up time. A 30-minute ready-time window will be communicated to the individual when setting the pick-up time. The rider should allow adequate time for the possibility that the medical appointment may run late when requesting the return time. All transportation will be a shared ride. Trips will be confirmed at the time scheduled. Return trips will be automatically cancelled for riders who are a no-show at their original origin.</p> <p>Scheduling multiple trips to hold or reserve travel times with the intent to use the most preferred time and to cancel the remaining trips is prohibited.</p>	No Proposed Changes	This policy needs to be reviewed with Call Center staff to make sure that no changes are needed.
Driver Assistance	Health Express is a curb-to-curb service unless door-to-door service is requested. Door-to-door service shall be provided to individuals that require assistance. The driver, for safety reasons, must stay within the sight of the vehicle at all times. Riders will not	No Proposed Changes	

Policy	Current Policy	Proposed Policy	Comment
	be escorted past ground floor lobby or the main door of any residence or public building. If the rider needs a wheelchair lift to board the vehicle, the driver will assist.		
Late Trips	Riders should call Health Express at (916 or 530) 745-7560 if the vehicle has not arrived during the 30 minute ready-time window.	No Proposed Changes	
On-Time Service	<p>The vehicle may arrive to pick-up the rider any time within the 30 minute ready time window. Individuals may board as soon as the vehicle arrives and should begin to board within five minutes of the vehicle arrival. However, individuals will not be obligated to board before the beginning of their ready time window.</p> <p>Riders unable to make their return departure time because they are detained at their medical appointment must call Health Express. Riders may be responsible for their own return depending upon service availability.</p>	<p>First paragraph changed to read: The vehicle may arrive to pick-up the rider any time within the 30 minute ready time window. Individuals may board as soon as the vehicle arrives and should begin to board within three (3) minutes of the vehicle arrival. However, individuals will not be obligated to board before the beginning of their ready time window.</p>	<p>It is proposed that Health Express reduce the vehicle wait time from five to three minutes to effect a uniform policy for all trips provided by the dedicated HE provider and public dial-a-rides. It should be noted that both Lincoln and Rosemead dial-a-rides have wait times of only 2 minutes.</p>
Personal Care Attendant	<p>A Personal Care Attendant is someone designated or employed to help an individual meet his or her personal needs. Drivers are not responsible for individual's personal needs nor are drivers responsible for individuals after exiting the vehicle at their destination.</p> <p>The Personal Care Attendant can accompany the rider at no additional fare. When making the reservation, the rider must indicate that there will be a personal care attendant riding with them.</p> <p>One Personal Care Attendant will always be allowed to accompany the rider. Health Express can limit the number of riders traveling with a rider if the vehicle is at capacity.</p>	No Proposed Changes	

Policy	Current Policy	Proposed Policy	Comment
	<ul style="list-style-type: none"> - Dementia clients must have a Personal Care Attendant at all times to accompany clients during their trips. - Individuals who have received sedating medication must be accompanied by a Personal Care Attendant - If an individual is frail or extremely weak or will need assistance with their wheelchair or other mobility device to and from medical offices and/or to and from their home then a Personal Care Attendant must accompany and assist the client. 		
Public Health Threat	Service will be refused to any individual who poses a potential public health threat. Examples of a public health threat includes, but is not limited to, physical hygiene, body odor, the existence of excrement or other bodily fluids on clothes, hands or wheelchair / mobility device that will disturb the reasonable comfort of other riders.	No Proposed Changes	
Seat Belts	Seat belts must be worn by all riders at all times. Wheelchairs and scooters must be securely fastened with the vehicle's tie-down devices. The driver will assist riders with their seat belts and each wheelchair rider who needs help with the securing devices.	No Proposed Changes	
Sedating Medications	For the safety of riders and the driver, Health Express reserves the right to refuse service to any individual that is under the influence of sedating medication(s). To be transported on Health Express, individuals who have received sedating medication must be accompanied by a Personal Care Attendant.	No Proposed Changes	
Service Animals	Service animals are permitted on all Health Express vehicles. The rider needs to tell Health Express that he or she will be traveling with a service animal. The rider needs to have control of their service animal at all times. By using Health Express	No Proposed Changes	

Policy	Current Policy	Proposed Policy	Comment
	individuals accept responsibility for any negative incidences that are a result of your service animal accompanying you.		
Transporting Oxygen	Riders may travel with portable oxygen tanks. Such equipment must be the size that can be reasonably accommodated in vehicles. (For example equipment that could be transported on a fixed-route bus).	No Proposed Changes	
Wheelchairs and Other Mobility Devices	Health Express will accommodate standard wheelchairs, scooters and other mobility devices. Wheelchairs are three or four wheeled mobility aid that does not exceed the ADA guidelines of 48" in length, 30" in width and 600 pounds total. Wheelchairs shall be secured at all times during boarding, disembarking and transport operations. It is the rider's option to transfer or remain in his or her mobility device, but is strongly recommended to transfer if capable.	Health Express will accommodate all wheelchairs, scooters and other mobility devices that may be safely boarded and transported. Wheelchairs and mobility devices shall be secured at all times during boarding, disembarking and transport operations. If using a scooter-type mobility device, it is the rider's option to transfer or remain on his or her mobility device, but is strongly recommended they transfer to a regular seat if they are able.	Policy must be changed to correspond to ADA amendment deleting the definition of "common wheelchair" and deleting the size and weight limitations on wheelchairs and mobility devices.
Cancellations	Riders must cancel unwanted trips by 3:30pm the day before the scheduled trip. A documented pattern of late cancellations may result in service denial as stated under the policy of service suspension because excessive cancellations limits use of the Health Express by other individuals.	No Proposed Changes	
No Show	<p>Trips that are requested, confirmed and then cancelled after 3:30 pm the day before the trip or the same day of the trip will be considered a no-show. A no-show is also where the vehicle arrives at the pick-up location within the 30 minute ready-time window, waits the required three minutes and the rider does not board or the rider indicates to the driver that he/she no longer wants the ride.</p> <p>Return trips will be automatically cancelled for riders that are a no show. Riders who are no shows are not guaranteed a ride that same day if they</p>	<p>Trips that are requested, confirmed and then cancelled within 2 hours of the scheduled pick-up time will be considered a no-show. A no-show is also where the vehicle arrives at the pick-up location within the 30 minute ready-time window, waits the required three minutes and the rider does not board or the rider indicates to the driver that he/she no longer wants the ride.</p> <p>Return trips will be automatically cancelled for riders that are a no show. Riders who are no shows are not guaranteed a ride that same day if they subsequently contact Health Express to re-schedule their ride.</p>	The advance notice period before a trip cancellation is deemed a no show has been reduced to 2 hours to reflect the ability of current scheduling practices to efficiently respond to trip cancellations.

Policy	Current Policy	Proposed Policy	Comment
	subsequently contact Health Express to re-schedule their ride.		
Service Suspension	No shows and late cancellations prevent other individuals from using Health Express to get to their medical appointments. For the first offense Health Express will send a letter with a reminder of the cancellation and no show policies. For the second offense Health Express will send a notice of action, which will include an automatic 10 day suspension of service. The third offense will be an automatic thirty day suspension from Health Express Service.	New policy is proposed below	No-show policy should be modified to reflect FTA-recommended ADA no-show policy to promote similarity between paratransit services within Placer County.
Right to Refuse Service	<p>Health Express reserves the right to refuse service where the:</p> <ul style="list-style-type: none"> - Individual engages in physically or verbally abusive behavior; - Individual engages in conduct or activity that is a danger to the rider, other riders, or to the vehicle operator; - Individual who poses a potential public health threat; - Wheelchair and/or rider cannot be securely fastened; - Individual refuses to use available seat belts and shoulder harness; and - Individual is under the influence of sedating medication and is considered non-functioning. <p>For safety reasons, Health Express encourages all individuals who use a wheelchair, scooter or other mobility device to have a safe and adequate ramp(s) if there are steps at their residence.</p>	<p>Health Express reserves the right to refuse service where the:</p> <ul style="list-style-type: none"> - Individual engages in physically or verbally abusive behavior; - Individual engages in conduct or activity that is a danger to the rider, other riders, or to the vehicle operator; - Individual who poses a potential public health threat; - Wheelchair and/or rider cannot be securely fastened; - Individual refuses to use available seat belts and shoulder harness; and - Individual is under the influence of sedating medication and is considered non-functioning. <p>For safety reasons, Health Express encourages all individuals who use a wheelchair, scooter or other mobility device to have a safe and adequate ramp(s) if there are steps at their residence.</p>	Proposed policy deletes inability to secure a wheelchair or rider as a basis for refusing service to that rider. It is the service's responsibility to properly secure all mobility devices.
Customer Complaints	All comments will be considered by Health Express. Individuals may send their comments to the administrative office by mail, e-mail, and fax or by	No Proposed Changes	

Policy	Current Policy	Proposed Policy	Comment
	<p>telephone. Comments should be directed to:</p> <p>Health Express Program Manager Seniors First 11566 D Ave. Auburn, Ca. 95603 Phone Number: 530-887-7433 (Direct) or 530-889-9500 Ext. 220 Fax Number: 530-889-0190 E-mail: he@seniorsfirst.org</p> <p>Every complaint will be investigated and responded to within 10 calendar days. Resolution of urgent complaints will occur within five calendar days. When filing a complaint, riders should provide:</p> <ul style="list-style-type: none"> - Name, address and telephone number; - Date and time of incident; and - Details of incident. <p>Rider confidentiality will be protected to the best of our ability. Anonymous complaints cannot be responded to by Health Express.</p>		

Rider Fares

Trips	<u>With Discount Card*</u>		<u>Without Discount Card</u>	
	Current	Proposed	Current	Proposed
Advance Reservation Trip in Placer County	Free	\$1.25	\$1.25	\$2.50
Same Day Trip in Placer County	\$1.25	\$2.50	\$2.50	\$5.00
Intracity Trip at Request of Dial-A-Ride Service		Same fare as Dial-A-Ride		Same fare as Dial-A-Ride
Advance Reservation Trip Sacramento Area Hospitals	\$2.50	\$2.50	\$5.00	\$5.00

Same Day Trip Sacramento Area Hospitals	\$5.00	\$5.00	\$10.00	\$10.00
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* With Medicare, Medi-Cal, Medicaid, Public Transit ADA/Disability/Senior ID Card.

	Current	Proposed	Comment
Multi-Ride Fare Card	\$12.50	\$12.50	Multi-ride fare card to be reviewed.

* Fare Card is NON-Transferrable to public transit systems and is NON-Refundable.

Proposed No-Show Suspension Policy

[The following proposed policy is based in part on FTA guidance on no-show policies for ADA paratransit services, as contained in Draft FTA Circular C 4710.1, Americans with Disabilities Act]

No shows and late cancellations prevent other individuals from using Health Express to get to their medical appointments. Repeatedly missing scheduled trips or failing to cancel trips in a timely manner can lead to suspension of Health Express service privileges. The following defines the Health Express No-show/Late Cancellation Policy.

No-Shows Dues to Operating Error or Circumstances Beyond a Rider's Control

Health Express will not count as no-shows or late cancellations any trips no-showed or late canceled due to operational errors or circumstances beyond the control of the rider. Examples may include, but are not limited to:

Operational Errors:

- Pickups scheduled at the wrong pickup location;
- Drivers arriving and departing before the pickup window begins;
- Drivers arriving late (after the pickup window);
- Drivers arriving within the pickup window but departing without waiting the required 3 minutes; and
- Long hold times at the Call Center that prevent callers from canceling trips by telephone in a timely manner.

Situations Beyond a Rider's Control:

- Medical or family emergency;
- Sudden illness or change in condition; and

- Appointment that runs unexpectedly late without sufficient notice.

Suspension Policies for a Pattern or Practice of Excessive No-shows and Late Cancellations

The WPCTSA or their delegate will review all recorded no-shows and late cancellations to ensure accuracy before recording them in a rider's account.

Each verified no-show or late cancellation will count as one penalty point. Riders will be subject to the defined penalty if they exceed the following penalty thresholds:

Number of Scheduled One-Way Trips in a 60-day Rolling Period	Penalty Threshold Above Which Suspensions May Result
Fewer than 10 One-Way Trips	2 Verified No-shows or Late Cancellations
11 to 20 One-Way Trips	4 Verified No-shows or Late Cancellations
More than 20 One-Way Trips	More than 20% of scheduled trips are no-shows or late cancellations

Penalties for Exceeding Threshold

Health Express will notify riders when they have accrued verified no-shows and late cancellations to meet their penalty threshold as defined by the number of trips they schedule in a rolling 60-day period. This notification will inform the rider that additional penalty points during a 60-day period would be subject to suspension and provide a copy of this policy.

- First Violation [One penalty point above threshold]: Will result in a written warning letter, but no suspension;
- Second Violation: [Two penalty points above threshold]: 3-day suspension
- Third Violation: [Three penalty points above threshold]: 7-day suspension
- Fourth Violation: [Four penalty points above threshold]: 15-day suspension
- Fifth Violation: [Five penalty points above threshold]: 30-day suspension

All suspensions will begin on a Monday.

Riders wishing to dispute specific no-shows or late cancellations must do so within seven (7) business days of receiving a suspension letter. Riders should contact: [Need to determine who will receive dispute communications.]



MEMORANDUM

TO: PCTPA Board of Directors **DATE:** March 10, 2015

FROM: Luke McNeel-Caird, Senior Planner/Engineer

SUBJECT: **AIR QUALITY CONFORMITY FOR PROJECTS IN THE REGIONAL TRANSPORTATION PLAN (RTP)**

ACTION REQUESTED

Meet air quality conformity requirements of the Regional Transportation Plan (RTP) and Metropolitan Transportation Plan/Sustainable Communities Strategy (MTP/SCS) by:

1. Directing staff to continue with environmental documents for I-80/SR 65 Interchange Improvements, I-80 Auxiliary Lanes, Placer Parkway Phase 1, and SR 65 Widening Phases 1 through 3.
2. Directing staff to defer environmental document for SR 65 Widening Phase 4 until after the next RTP update in 2020.

BACKGROUND

Both I-80 and SR 65 are important transportation corridors for the Placer County economy and future residential, employment, and tourist growth. With the completion of the I-80 Capacity and Operational Improvements in Roseville ("the Bottleneck") in 2011 and the SR 65 Lincoln Bypass in 2014, PCTPA staff has been actively working on environmental approval of the next set of regional projects in South Placer County:

- I-80/SR 65 Interchange Improvements – Environmental phase began in 2010 and is anticipated to be completed in Spring 2016
- I-80 Auxiliary Lanes – Environmental phase began in 2013 and is anticipated to be completed in Spring 2016
- SR 65 Widening – Environmental phase began in 2013 and is anticipated to be completed in Summer 2016

To move forward to construction, each of these projects must be included in both the Placer County RTP prepared by PCTPA and the six-county MTP/SCS prepared by SACOG, and meet state and federal regional air quality conformity requirements.

DISCUSSION

PCTPA and SACOG staff have been working in partnership on both the 2036 RTP update, which will be presented to the PCTPA Board for adoption in September 2015, and the 2016 MTP/SCS update, anticipated to be adopted by the SACOG board in Spring 2016. Along with these plan updates, SACOG is working to achieve regional air quality conformity. Their analysis indicates that, while the vast majority of our projects will meet standards, there is one longer term project that needs to be deferred.

PCTPA staff will be giving a presentation on our collaborative efforts with SACOG to include the I-80 and SR 65 projects in the RTP and MTP/SCS updates.



MEMORANDUM

TO: PCTPA Board of Directors

DATE: March 10, 2015

FROM: Luke McNeel-Caird, Senior Planner/Engineer 

SUBJECT: I-80/SR 65 INTERCHANGE PHASE 1A

ACTION REQUESTED

1. Authorize the Executive Director to negotiate and sign a consultant contract with CH2M HILL to complete the Stanford Ranch Road/SR 65 Northbound Ramps Project Approval and Environmental Document (PA&ED) services for an amount not to exceed \$402,500.
2. Authorize the Executive Director to negotiate and sign a Cooperative Agreement with Caltrans for the I-80/SR 65 Interchange Phase 1A Plans, Specifications, & Estimates (PS&E) for an amount not to exceed \$2,300,000.

BACKGROUND

The City of Rocklin, City of Roseville, and County of Placer formed the "Bizz Johnson" Highway Interchange Joint Powers Authority (Highway 65 JPA) to fund the Stanford Ranch Road/Galleria Boulevard, Pleasant Grove Boulevard, Blue Oaks Boulevard, and Sunset Boulevard interchanges on SR 65. The Highway 65 JPA assesses traffic impact fees on new development based on fair-share costs for each of the three jurisdictions.

The Galleria Boulevard/SR 65 Southbound Ramps (Galleria Ramps) were improved in 2008 and similar improvements are planned for the Stanford Ranch Road/SR 65 Northbound Ramps (Stanford Ranch Ramps), although not for several years, since the Highway 65 JPA is currently reimbursing agencies for improvements already constructed. Based on continued collaboration with Caltrans District 3 Director, Amarjeet Benipal, an opportunity was presented to advance the Stanford Ranch Ramp improvements as part of I-80/SR 65 Interchange Phase 1A construction.

DISCUSSION

The Highway 65 JPA Board approved moving forward with a contract with CH2M HILL to complete PA&ED services for the Stanford Ranch Ramps on February 26, 2015 for a cost not to exceed \$402,500 (see Resolution No. 2015-01 in Attachment 1). PCTPA staff would lead this effort and use the current I-80/SR 65 Interchange Improvements Master Agreement with CH2M HILL to authorize this work, with the cost reimbursed by the Highway 65 JPA. The environmental phase for the Stanford Ranch Ramps will be accelerated to catch up with the I-80/SR 65 Interchange environmental document, anticipated to be approved in Spring 2016.

The PCTPA Board in December 2014 approved a strategy to fund Phase 1A of the I-80/SR 65 Interchange Improvements. Phase 1A currently includes widening the East Roseville Viaduct on SR 65 Northbound from 2 to 3 lanes between I-80 and Galleria Boulevard/Stanford Ranch Road. Once both environmental documents for the I-80/SR 65 Interchange Improvements and the Stanford Ranch Ramps are approved, the Stanford Ranch Ramps and I-80/SR 65 Interchange Phase 1A will be combined and Caltrans will complete the design (PS&E) phase for a cost not to exceed \$2,300,000. If full funding is available, construction would begin in 2017.

RESOLUTION NO. 2015-01

**A RESOLUTION OF THE BOARD OF DIRECTORS OF THE
"BIZZ JOHNSON" HIGHWAY INTERCHANGE JOINT POWERS AUTHORITY
APPROVING
(I) CONTRACT WITH CH2M Hill/ICF INTERNATIONAL FOR ENVIRONMENTAL
CLEARANCE WORK IN CONNECTION WITH SR 65/GALLERIA
BOULEVARD/STANFORD RANCH ROAD IMPROVEMENTS; AND
(II) TEMPORARY POSTPONEMENT OF AGENCY REIMBURSEMENT FOR NON-
JPA INTERCHANGE CONTRIBUTIONS**

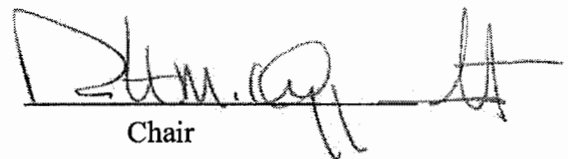
IT IS HEREBY RESOLVED by the Board of Directors of the "Bizz Johnson" Highway Interchange Joint Powers Authority ("Authority") that:

1. The Authority's Secretary is hereby authorized and directed on behalf of the Authority to enter into a contract with CH2M Hill/ICF International for environmental clearance work in connection with the proposed SR 65/Galleria Boulevard/Stanford Ranch Road improvements, which contract shall not exceed \$402,500; and

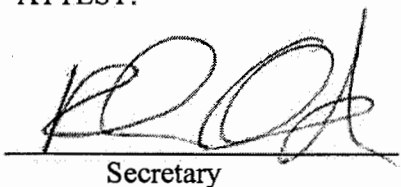
2. The Authority shall temporarily postpone reimbursements to one or more Authority member agencies pursuant to that certain Memorandum of Understanding for the Timing, Sequencing and Funding of Highway 65 Interchange Projects, dated as of September 16, 2008 (the "Reimbursement MOU"), subject to the written agreement of each member agency for which reimbursements will temporarily be postponed.

Approved and adopted by the Board of the "Bizz Johnson" Highway Interchange Joint Powers Authority, this 26th day of February, 2015, by the following vote on roll call:

AYES Board Members: *Weygandt, Janda, Gore*
NOES Board Members: *None*
ABSENT Board Members: *None*


Chair

ATTEST:


Secretary

PLACER COUNTY TRANSPORTATION PLANNING AGENCY
Technical Advisory Committee Meeting Minutes
March 10, 2015

ATTENDANCE: Lindy Childers, City of Lincoln
 Amber Conboy, Placer County
 Scott Gander, City of Roseville
 Will Garner, Placer County
 Angel Green, Placer County Air Pollution Control District
 John Gard, Fehr and Peers
 Rhon Herndon, City of Roseville
 Stephanie Holloway, Placer County
 Mark Johnson, City of Roseville
 Ron Milam, Fehr and Peers
 Mark Miller, City of Colfax
 Rich Moorehead, Placer County
 Dave Palmer, City of Rocklin
 Mike Wixon, City of Roseville
 Kevin Yount, Caltrans

Celia McAdam, PCTPA
 Aaron Hoyt, PCTPA
 Luke McNeel-Caird, PCTPA
 David Melko, PCTPA
 Solvi Sabol, PCTPA

SB 743 – California Environmental Quality Act (CEQA) & Vehicle Miles of Travel (VMT)

Celia McAdam explained that the Technical Advisory Committee (TAC) asked PCTPA staff to facilitate a discussion regarding SB 743. Celia McAdam introduced Ron Milam and John Gard from Fehr and Peers. Milam and Gard have professional expertise on the implementations requirements under SB 743 and were able to answer specific questions that the TAC provided. There was significant time spent on Vehicle Miles Traveled (VMT) methodology and significant thresholds. SB 743, Milam reported, affects both land use and transportation capital improvement projects and strongly advised counties and cities to recognize VMT in their CEQA documents. The final set of guidelines will be released this spring for public comment.

Update: Low Carbon Transit Operations Program - Funding Distribution

Aaron Hoyt provided a draft funding distribution allocation for Low Carbon Transit Operations Program. The distribution methodology is the same as the State Transit Assistance (STA) formula. Two jurisdictions chose to swap out these funds, which have strict reporting requirements, for Local Transportation Funds (LTF). Rocklin doesn't will only use part of their funding allocation and swap out the remaining unused funds with LTF from and from another jurisdiction. Hoyt explained that projects funded with Low Carbon Transit dollars should be started by the end of the year. Jurisdiction funding distribution for this program will be brought before the PCTPA Board in March.

Metropolitan Transportation Plan/Sustainable Communities Strategy (MTP/SCS) Update – SR 65 Widening North of Blue Oaks

Luke McNeel-Caird explained that we have been working with SACOG to ensure that our priority projects are in the next update of their MTP/SCS. The two key tests that we must meet is to show the projects can be fully funded within the time frame of the plan and will meet air quality conformity

requirements. McNeel-Caird reported that, because our polling numbers suggest the possibility of passage, we were allowed to assume funding from a transportation sales tax in the projections and show that the entire I-80/SR 65 Interchange, the Placer Parkway, the I-80 Auxiliary Lanes, and SR 65 Widening projects would meet funding standards. McNeel-Caird noted that air quality conformity presented a challenge; while the vast majority of the projects could move forward in the MTP/SCS, a portion of improvements to SR 65 widening between Blue Oaks Blvd and Lincoln would have to be deferred to the next update. McNeel-Caird noted this was not critical, as the trigger for the improvements in this segment was not until after 2035. The TAC concurred taking this to the Board as presented.

I-80/SR 65 Phase 1A Update

Luke McNeel-Caird explained that that Caltrans District 3 Director, Amarjeet Benipal, approached PCTPA and the City of Roseville with a proposal to advance the SR 65/Stanford Ranch Rd. Interchange improvements as part of I-80/SR 65 Interchange Phase 1A construction. The Highway 65 JPA Board approved funding for PA&ED so this project can move forward through an amendment to PCTPA's contract with CH2M Hill. With this accelerated proposal, McNeel-Caird explained we could be going to construction as early as 2017. The TAC concurred in bringing a consultant contract with CH2M HILL to perform the PA&ED for this project and sign a Cooperative Agreement with Caltrans for Phase 1A.

FY 2015 Federal Transit Administration (FTA) Section 5311 Program of Projects (POP)

David Melko provided a spreadsheet showing the distribution allocation for FTA section 5311 funds POP funs. This are rural transit funds and two of Auburn Transit and Placer County Transit qualify to receive these funds. This is done by formula. The TAC concurred with bringing this to our Board.

FY 2015/16 Proposed Call Center Budget

David Melko explained that Roseville Transit administered the Call Center. Melko further explained that we are asking the Board to approve the Call Center budget and that members of the Transit Operators Working Group (TOWG) supported the budget as presented. The TAC concurred to bringing this to the Board for approval.

Proposed Health Express Fare Schedule

David Melko explained that the Western Placer Consolidated Transportation Services Agency (CTSA) administers Health Express. While this service is similar to Dial-a-Ride (DAR) it is meant to be a service of last resort. Because this service can be less expensive for than DAR, riders are utilizing Health Express when DAR service would be more appropriate. In order to create better equity amongst each of these services, we are proposing a Health Express fare increase, requiring a public hearing in March before Board action in May. The TAC concurred with this plan.

Other Issues/Upcoming Deadline

ATP Cycle II Call for Projects

Aaron Hoyt reported that the California Transportation Commission is expected to approve revised guidance for ATP Cycle II with a due date of June 1. SACOG is conducting a parallel process, and Hoyt provided suggestions to increase chances for success.

Airport Land Use Commission Appeal – O'Brien Child Center

David Melko reported that there will be an appeal from the O'Brien Child Center at the March Board meeting.

Next TAC meeting – May 12, 2015

Celia McAdam said that the PCTPA Board agreed to cancel the April Board meeting and unless the TAC objected, the April TAC meeting will be cancelled as well. The TAC concurred to cancel the April meeting with the next meeting scheduled for May 12, 2015.

The meeting adjourned at 4:43 p.m.





PLACER COUNTY
TRANSPORTATION
PLANNING AGENCY

MEMORANDUM

TO: PCTPA Board of Directors

DATE: March 9, 2015

FROM: Scott Aaron, Associate Planner 
Luke McNeel-Caird, Senior Planner/Engineer 

SUBJECT: STATUS REPORT

1. TDM Report

PCTPA and the City of Roseville have received 32 Bucks for Bikes applications from 25 different business/school sites throughout the county. This incentive program subsidizes new commuter bicycles at 50% of the cost up to \$200, whichever is less. The program is intended to promote bicycling as a viable alternative to driving alone thereby reducing traffic congestion and improving air quality in the region. Staff is currently reviewing applications and will be notifying applicants by March 27, 2015 about whether or not they will be eligible for a subsidy. These applicants have committed to riding to work on their new commuter bike and have agreed to attend a cycling clinic, to purchase their bike from a Placer County business, and participate in the May is Bike Month campaign.

Several one-hour cycling clinics are being offered in April by PCTPA and City of Roseville staff, including an evening clinic at the PCTPA offices on April 22. Two types of clinics will be offered this year: 1) Smart Cycling, which gives cyclist tips on how to safely and comfortably commute to work by bike; and 2) Basic Bicycle Maintenance, which provides the fundamentals of bike mechanics such as how to change a tire, and make brake and derailleur adjustments.

Staff will be attending Earth Day events at Kaiser Roseville, Kaiser Lincoln, and Sierra College throughout the month of April, as well as attending the Auburn Bike Fest on May 3, 2015.

2. I-80/SR 65 Interchange Improvements Project – PA&ED Phase

The revised draft Environmental Impact Report (CEQA)/Environmental Assessment (NEPA) document and the revised draft Project Report have been submitted to Caltrans for final review. Depending on final revisions, the public review period is anticipated to occur from April to June 2015 and a public hearing is planned for May 27, 2015 at the regularly schedule PCTPA Board meeting. Leading up to the public hearing, the project team will be presenting to stakeholders on Thursday, March 12 and also to both Rocklin City Council and Roseville City Council in April.

3. I-80 Auxiliary Lanes Project – PA&ED Phase

The project includes Alternative 1 (westbound auxiliary lane on I-80 between Douglas Boulevard and Riverside Avenue) and Alternative 2 (5th lane on westbound I-80 between Douglas Boulevard and Riverside Avenue). Both Alternatives 1 and 2 included an

eastbound auxiliary lane on I-80 between SR 65 and Rocklin Road. A focused design meeting was held on February 18 and Caltrans has completed review of the preliminary design plans and design exception list for Alternatives 1 and 2. The project development team (PDT) met on February 19, and focused community meetings are planned for late March/early April in the both the City of Rocklin and City of Roseville.

- 4. State Route 65 Capacity and Operational Improvements Project – PA&ED Phase**
The project limits extend from Galleria Boulevard/Stanford Ranch Road to Lincoln Boulevard (Lincoln Bypass), approximately seven miles. The Project Development Team (PDT) met on March 4, 2015 to discuss the results of the value analysis workshop and regional air quality conformity results. PCTPA staff will be presenting recommended refinements to the proposed project at the March Board meeting.



MEMORANDUM

TO: Celia McAdam
FROM: AIM Consulting
DATE: March 5, 2015
RE: February 2015 Monthly Report

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 February.

AIM developed and implemented a PCTPA blog page to share current information about PCTPA projects and activities.

AIM assisted with media relations and public information and also assisted with outreach for alternative transportation programs.

Following is a capsule summary of activities:

Funding Strategy

AIM continued to work with PCTPA and the consultant team on the Regional Transportation Funding Initiative. AIM is working with the funding strategy team to develop a photo database for use on collateral materials.

Programs

AIM assisted PCTPA staff with creating informational materials for the new South Placer bus pass subsidy program. AIM facilitated Spanish translations of the bus pass subsidy program documents. In addition, AIM assisted with outreach materials for potential Health Express fee changes, and facilitated Spanish translation of those items.

PCTPA E-News

AIM worked with PCTPA staff to draft content for the next edition of the PCTPA e-newsletter to be sent at the end of March.

PCTPA.net

AIM added additional features to the “blog” page on the PCTPA website, including more user friendly functions. AIM continued to update the blog with current news articles about PCTPA and additional information including the Executive Director’s speaking engagements and recent workshops. The blog page will continue to be updated with current information about projects, programs, and current events.

AIM continued posting Social Media updates on the PCTPA’s Facebook and Twitter pages as well as the Executive Director’s Facebook page to highlight the work the Executive Director does for PCTPA, including speaking engagements and events.

Media Relations

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



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February 27, 2015

To: Celia McAdam
 From: Sante and Michael Esposito
 Subject: February Monthly Report

Key House Committees of Jurisdiction

To repeat because of its importance, In the House of Representative, the key committees of interest to the Agency are the Committee on Transportation and Infrastructure with jurisdiction over MAP-21 and the Committee on Appropriations with jurisdiction over Federal-aid highway funding. Within these committees, the focus is on the relevant subcommittee of jurisdiction. The membership of those for the new Congress is as follows:

(1) Transportation and Infrastructure Committee

Subcommittee on Highways and Transit: MAP-21 reauthorization

Republicans:

Sam Graves, Missouri, Chairman
 Eleanor Holmes Norton, District of Columbia, Ranking Member

Republicans:

Don Young, Alaska
 John J. Duncan, Jr., Tennessee
 John L. Mica, Florida
 Frank A. LoBiondo, New Jersey
 Duncan Hunter, California
 Eric A. "Rick" Crawford, Arkansas
 Lou Barletta, Pennsylvania
 Blake Farenthold, Texas
 Bob Gibbs, Ohio
 Richard L. Hanna, New York
 Daniel Webster, Florida
 Jeff Denham, California

Reid J. Ribble, Wisconsin
 Thomas Massie, Kentucky
 Tom Rice, South Carolina
 Mark Meadows, North Carolina
 Scott Perry, Pennsylvania
 Rodney Davis, Illinois
 Rob Woodall, Georgia
 John Katko, New York
 Brian Babin, Texas
 Crescent Hardy, Nevada
 Ryan A. Costello, Pennsylvania
 Garret Graves, Louisiana
 Mimi Walters, California
 Barbara Comstock, Virginia
 Bill Shuster, Pennsylvania (Ex Officio)

Democrats:

Jerrold Nadler, New York
 Eddie Bernice Johnson, Texas
 Steve Cohen, Tennessee
 Albio Sires, New Jersey
 Donna F. Edwards, Maryland
 Janice Hahn, California
 Richard M. Nolan, Minnesota
 Ann Kirkpatrick, Arizona
 Dina Titus, Nevada
 Sean Patrick Maloney, New York
 Elizabeth H. Esty, Connecticut
 Lois Frankel, Florida
 Cheri Bustos, Illinois
 Jared Huffman, California
 Julia Brownley, California
 Michael E. Capuano, Massachusetts
 Grace F. Napolitano, California
 Corrine Brown, Florida
 Daniel Lipinski, Illinois
 Peter A. DeFazio, Oregon (Ex Officio)

(2) Appropriations Committee

Subcommittee on Transportation, Housing and Urban Development: Highways and Mass Transit

Republicans:

Chairman Mario Diaz-Balart (R-FL)

Kay Granger (R-TX)
 David Joyce (R-OH)
 John Culberson (R-TX)
 Kevin Yoder (R-KS)
 David Valadao (R-CA)
 David Jolly (R-FL)

Democrats:

David Price (D-NC), Ranking Member
 Mike Quigley (D-IL)
 Tim Ryan (D-OH)
 Henry Cuellar (D-TX)

Key Senate Committees of Jurisdiction

In the Senate, the key committees of interest to the Agency are the Committee on Environment and Public Works with jurisdiction over MAP-21 reauthorization and the Committee on Appropriations with jurisdiction over Federal-aid highway funding. Within these committees, the focus is on the relevant subcommittee of jurisdiction. The membership of those for the new Congress is as follows:

(1) Environment and Public Works Committee

Subcommittee on Transportation and Infrastructure: MAP-21 reauthorization

Republicans:

Sen. David Vitter (R-La.), Chair
 Sen. John Barrasso (R-Wy.)
 Sen. Shelly Moore Capito (R-W.V.)
 Sen. Mike Crapo (R-Idaho)
 Sen. John Boozman (R-Ark.)
 Sen. Jeff Sessions (R-Ala.)
 Sen. Roger Wicker (R-Miss.)
 Sen. Deb Fischer (R-Neb.)

Democrats:

No assignments yet

(2) Appropriations Committee

Subcommittee on Transportation, HUD and Related Agencies: Highways and Mass Transit

Republicans:

Susan Collins (R-Maine), *chairman*
 Richard Shelby (R-Ala.)
 Lamar Alexander (R-Tenn.)

Mark Kirk (R-Ill.)
 Roy Blunt (R-Mo.)
 John Boozman (R-Ark.)
 Shelley Moore Capito (R-W.Va.)
 Bill Cassidy (R-La.)
 Steve Daines (R-Mont.)

Democrats:

Jack Reed (D-R.I.), *ranking member*
 Barbara Mikulski (D-Md.)
 Patty Murray (D-Wash.)
 Richard Durbin (D-Ill.)
 Dianne Feinstein (D-Calif.)
 Chris Coons (D-Del.)
 Chris Murphy (D-Conn.)

Appropriations Committee Chairman Cochran and Vice Chairwoman Mikulski are also ex-officio members of each subcommittee of which they are not regular members.

MAP-21 Reauthorization

The current short-term extension of MAP-21 expires at the end of May. While House and Senate authorizers are drafting policy provisions for a potential long-term reauthorization bill, their hands are tied until Congress determines how to fund the growing gap in the Highway Trust Fund (HTF) revenues. Congress will either have to once again transfer billions in General Fund revenues (even just to maintain the current flat funding levels) or find others source of revenue.

While industry continues to advocate strongly for a gas tax increase and the number of Members of Congress who publically support an increase grows day by day, strong opposition by key players such as Speaker John Boehner and House Ways & Means Chair Paul Ryan make it unclear if an increase is politically possible. Another option that is gaining considerable interest is funding the Trust Fund with new tax revenue from various forms of corporate tax reform. The Administration has proposed a plan as part of its FY'16 budget request. Recently Senators Rand Paul (R-KY) and Barbara Boxer (D-CA) unveiled a proposal to permit US firms to repatriate overseas earning at a much lower tax rate with the resulting new tax revenue going to the HTF.

Compared to the Administration's plan, the Paul-Boxer plan uses a lower tax rate, is a standalone proposal that doesn't involve a total corporate tax rewrite, and allows companies to choose whether to bring overseas earnings back to the U.S., unlike the mandatory tax in the President's plan. Rep. John Delaney (D-MD) has reintroduced his bi-partisan bill to use repatriation to fund the HTF as well as to fund an infrastructure investment bank. A bi-partisan group led by Senators Roy Blunt (R-MO) and Michael Bennet (D-CO) is pursuing the same concept in the Senate. However, while some form of corporate tax reform might result in billions for the HTF and other infrastructure programs, it would be a one-time fix, not a long-term, sustainable source of revenue. It could also result in Congress feeling they have "fixed" the revenue problem and not be interested in revisiting the issue when the new money runs out. The biggest issue regarding a tax reform fix for the HTF is whether it could pass as a stand-alone bill, which could potentially occur this spring or summer in time to fund a MAP-21 reauthorization

bill, or whether it could only pass as part of a comprehensive corporate tax reform bill. Leaders of the tax writing committees are adamant about wanting to use any new revenue generated by tax reform to offset tax cuts as part of a larger tax package. A larger bill could also possibly be a vehicle for a gas tax increase, however, it often takes years to negotiate major tax overhauls and with the 2016 presidential election looming, it may not be something Congress can realistically accomplish in the near term. Of note, the US Chamber of Commerce and the American Trucking Association support a federal gas tax increase. These groups had been opposed to such an increase in the past. Americans for Tax Reform strongly oppose a gas tax increase

On February 11, the House Committee on Transportation and Infrastructure held its first of two hearings on "Surface Transportation Reauthorization Bill: Laying the Foundation for U.S. Economic Growth and Job Creation Part I." The purpose of the hearing was to receive testimony related to reauthorization of the federal surface transportation programs. The witness was Anthony Foxx, Secretary, U. S. Department of Transportation. Part 2 of the hearing, originally scheduled for February 26, was postponed.

On February 12, the Committee marked up and ordered reported H.R. 749, the "Passenger Rail Reform and Investment Act of 2015." The original PRIIA authorization expired on September 30, 2013. The fact that committee Democrats signed onto the bill was a surprise to many observers, but many Democrats feel this bill is the best they can expect to achieve in a Republican controlled Congress. It was originally predicted that the Republican-drafted bill would slash funding for Amtrak, possibly even eliminating all federal funding for long distance routes. However, the bill authorizes approximately the same level of funding as the current FY'15 appropriated level, although less than what was authorized (but never funded) in the original 2008 PRIIA bill and much less than Amtrak has requested. The bill proposes to keep Northeast Corridor operating profits on the Corridor, streamline environmental reviews, accelerate project delivery, encourage private sector involvement, put more responsibility on states to fund local routes, expedite RRIF loans, and accelerate private development around stations. The bill does not authorize any funding for non-Northeast Corridor high-speed rail projects. It is not clear at this time as to whether the bill will move on its own or become part of MAP-21 reauthorization. Indications are that the House may consider the bill on its own but that the Senate may defer until MAP- 21. In the Senate, The Commerce Committee has jurisdiction over trucks and motor carriers per MAP-21 and thus may use that as a means to address Amtrak legislation as well.

On February 10, the Subcommittee on Surface Transportation and Merchant Marine Infrastructure, Safety, and Security of the Senate Commerce, Science, and Transportation Committee held a hearing entitled, "Keeping Goods Moving." The hearing focused on the U.S. supply chain, particularly the importance of efficiently functioning U.S. ports. Testimony was given on what it takes to maintain an efficient and reliable U.S. port, as well as the economic and logistical impact of port delays, congestion, and inadequate or outdated infrastructure on our nation's intermodal transportation network. Capacity challenges, and the changing dynamics of international shipping highlight the importance of functioning port infrastructure. Delays underscore how port disruptions can cause manufacturers across the country to cancel orders and lose business, ultimately impacting consumers and the broader economy. Equipment shortages, labor strife, worldwide moves toward larger vessels, and security challenges all have potential to

create new shipping disruptions if not properly addressed. Witnesses were Norman Bessac Vice-President, International Sales, Cargill; Katie Farmer, Vice President, Consumer Products, BNSF; Walter Kemmsies, Chief Economist, Moffatt & Nichol; and, John E. Greuling, Board Member, Coalition for America's Gateways and Trade Corridors.

President's FY16 Transportation Budget

Similar to last year, the US DOT FY16 budget request follows the program restructuring outlined in the Administration's proposed surface transportation reauthorization legislation which was released last spring - the GROW America Act. However, it proposes a major increase in funding - \$478B, up from \$302B, and extends the length of the proposed reauthorization from four years to six years. The increased funding is proposed to be paid for through a corporate tax provision that is unlikely to pass in a Republican-majority Congress - the imposition of a one-time mandatory 14% tax on previously untaxed foreign earnings regardless of whether the earnings are repatriated (brought back to the US) or not. If approved by Congress, this would bring in \$238B in new revenue.

Below are highlights of the DOT budget request:

FHWA - \$50B for the highway obligation limitation, up from the current \$40.25B level.

FTA Capital Improvement Grants -

\$1.38B for 9 New Start projects with existing FFGAs;

\$792M for 7 new New Start projects including \$100M each for the Red and Purple lines in Maryland;

\$351M for the newly authorized Core Capacity program to be divided among the Chicago Red and Purple line modernizations, NY Canarsie Line Power Improvements, and the Dallas DART Platform Extension;

\$353M for 9 Small Start streetcar and BRT projects.

In addition, a new \$500M Rapid Growth Area Transit program is requested that will fund primarily discretionary BRT projects.

FTA Formula and Bus and Bus Facility Grants - \$13.9B in FY16, up from the current \$8.6B in FY15.

FRA - \$5B in FY16 for a newly configured rail program. This is an approximately 200% increase over current funding. The program would be divided into two components - Current Passenger Rail Service \$2.45B (the Northeast Corridor; state corridors; long distance routes; stations; and national assets, legacy debt and Amtrak PTC) and Rail Service Improvement Program \$2.32B (high-speed rail passenger corridors - \$1.3B; commuter railroad PTC compliance; rail relocation and grade crossings; and planning and workforce). Both components would be funded out of the new rail account of the Transportation Trust Fund.

TIGER Grants - \$1.25B in FY16 (\$7.5B over six years), up from the FY'15 level of \$500M.

TIFIA - \$1B in FY16 (\$6B over six years), the same as the current level of funding.

Freight - \$1B in FY16 (\$18B over six years) for a new multimodal freight discretionary grant program with rail, aviation, marine and other multimodal projects eligible.

Critical Immediate Safety Investments Program (CISIP) - \$7.5B in FY16 (\$29.4B over six years) to provide targeted investments towards highways and bridges that are deficient and pose a safety risk.

A DOT priority is improving project delivery and the federal permitting and regulatory review process through continued funding of the Interagency Infrastructure Permitting Improvement Center housed at US DOT and funded at \$4M in FY16.

An emphasis is put on "Fix it First" and a state of good repair approach to highway and transit grants. The budget also includes a new Fixing and Accelerating Surface Transportation (FAST) competitive grant program to incentivize transformative programmatic reforms that is funded at \$1B per year (\$500M in FHWA and \$500M in FTA).

As proposed in the past, the Administration would rename the Highway Trust Fund the Transportation Trust Fund. The Fund would include separate highway, transit, rail and multimodal accounts. Existing gas tax revenues would continue to flow only to the highway and transit accounts. The additional funding proposed from corporate tax reform would be used to fund the new rail and multimodal accounts. The new accounts would not be eligible to receive existing gas tax revenue.

FAA - \$2.9B for the Airport Improvement Program (AIP) down from the current \$3.35B to be offset in part by eliminating guaranteed AIP funding for large hub airports. The budget recommends allowing the large airports to fund capital projects through increased Passenger Facility Charges (PFCs), but that would have to be approved by Congress as part of the reauthorization of the FAA programs. The current FAA authorization bill expires on September 30, 2015.

FY15 Omnibus Appropriations

To review, on December 16, the President signed into law the FY15 Omnibus Appropriations bill (PL 113-235), to provide funding for 11 of the 12 annual Appropriations bills through the end of the fiscal year, September 30, 2015. The 12th bill, which funds the Department of Homeland Security, is also included but is funded under a temporary "Continuing Resolution" mechanism that expires on February 27, 2015. Transportation funding is as follows:

(1) Transportation Investment Generating Economic Recovery (TIGER) Grants: \$500 million for grants to state and local governments to support a wide variety of transportation options, including roads and bridges, railroads, transit systems and port infrastructure. The funding level is \$100 million below the fiscal year 2014 enacted level. The President's budget request had included \$1.25 billion for this program, but it also assumed that the funding would be provided

through new legislation authorizing surface transportation programs instead of the appropriations process.

(2) Federal-aid Highways Program: \$40.3 billion for the Federal-aid Highways program, which is equal to the level enacted for fiscal year 2014. This program provides grants to every state in the country to build and maintain roads and bridges. Funding is consistent with the Moving Ahead for Progress in the 21st Century Act (MAP-21), the most recent authorization law for federal surface transportation programs, and assumes that MAP-21 will be funded through fiscal year 2015. The President's budget request had included \$47.3 billion for the highway program, but it also assumed that the mandatory funding would be provided through new legislation authorizing surface transportation programs instead of the appropriations process.

(3) Rail Investments: \$1.39 billion for Amtrak, which is consistent with the level of funding provided in fiscal year 2014. This funding will allow Amtrak to continue providing passenger rail service in 46 states. Amtrak's ridership hit an all-time high of 31.6 million people last fiscal year, and Amtrak has reached record ridership levels for 10 of the last 11 years. This level of funding will allow Amtrak to make investments in the state-of-good repair infrastructure projects and to operate a safe and reliable passenger rail network for the nation. The agreement provides \$1 billion less than the budget request, which assumed the mandatory funding would be provided through new legislation authorizing surface transportation programs instead of the appropriations process.

(4) Transit Investments: \$10.9 billion for transit programs, \$141 million more than the fiscal year 2014 enacted level and \$6.7 billion less than the request. These resources will be used to improve subway, light rail and bus rapid transit services in 15 states. The President's budget assumed passage of a surface transportation bill that would fund most transit programs rather than the appropriations process. The bill includes \$8.6 billion for formula grants, \$37.5 million for research and technical assistance and \$150 million to continue modernizing the Washington Metropolitan Area Transit Authority. In addition, it provides \$2.12 billion for the transit capital investment grants, an increase of \$177 million to help communities build new rail and bus rapid transit capacity in California, Maryland, North Carolina, Colorado, Florida, Texas and other states.

(5) Air Transportation: \$15.7 billion for the Federal Aviation Administration (FAA), which is \$83 million more than the fiscal year 2014 enacted level and \$437 million more than the President's budget request. This funding makes it possible for the FAA to supply air traffic control services 24 hours a day, seven days a week. The agreement includes \$144 million to fully fund the FAA's contract towers in fiscal year 2015 and \$3.5 billion for airport grants. The agreement also provides \$856 million for NextGen, the FAA's effort to modernize the country's air traffic control system.

(6) Automobile Safety: \$830 million for the National Highway Traffic Safety Administration (NHTSA), which is \$11 million more than the fiscal year 2014 level and \$13 million less than the budget request. The increase in funding will allow NHTSA to make important investments in its safety defects analysis and investigation programs and improve the agency's ability to

aggressively screen defect trends. This will help the agency identify safety defects earlier and recall vehicles and vehicle equipment that pose an unreasonable

Federal Grants/Other Federal Funding Opportunities

We continue to check weekly the government grant solicitation database (organized by agencies and/ or subject matter) for possible “matches” to fund PCTPA projects. If determined, we would advise PCTPA and then discuss strategy.

Bill Tracking

Note: some of the following bills lack a subject summary. That is because the internal Hill bill information system has still not “caught up” with the number of bills introduced. It will. Also, some of the following bills may drop off the tracking list depending upon what is learned about their subject matter.

H.R.935, To establish a National Freight Network Trust Fund to improve the performance of the national freight network, and for other purposes.

Introduced on Feb. 12 by Congresswoman Janice Hahn (D-CA-44) with 11 cosponsors. The bill was referred to the Committees on Transportation and Infrastructure and Ways and Means. Last Congress: On July 14, Congresswoman Janice Hahn (D-CA), Co-Chair of the Congressional Ports Caucus, introduced H.R. 5101, the “National Freight Network Trust Fund Act of 2014”. The legislation (with 39 cosponsors) calls for transferring five percent of all import duties collected by U.S. Customs and Border Protection (calculated to be about \$1.9B annually) into a new freight trust fund. Her goal is to use this bill to continue the freight funding discussion as the House Transportation and Infrastructure Committee starts to draft its MAP-21 reauthorization bill. Hahn's bill: operates as a competitive grant program in which the U.S. Secretary of Transportation makes the selections; requires a federal project cost share of 90 percent; names ports, states, and local and regional transportation bodies as eligible entities; names state freight plan projects and state transportation plan projects as eligible; specifies that funds can be used for connectors, regional freight projects, cross-border projects, on dock rail, and intermodal freight facility projects; and, requires state freight plans be updated every five years.

H.R.198, the “MOVE Freight Act of 2015”

Introduced on January 7 by Congressman Albio Sires (D-NJ-8) with no cosponsors. The bill was referred to the House Committee on Transportation and Infrastructure. The Multimodal Opportunities Via Enhanced Freight Act of 2015 or “MOVE Freight Act of 2015” defines the “national freight network” as a network composed of highways, railways, navigable waterways, seaports, airports, freight intermodal connectors, and aerotropolis transportation systems most critical to the multimodal movement of freight; revises requirements for establishment and designation of a national freight network; directs the Secretary of Transportation (DOT) to establish a national freight network for efficient movement of freight on highways (as currently),

railways, and navigable waterways, as well as into and out of inland ports, seaports, and airports; recharacterizes the primary freight network as multimodal, including critical rail corridors, critical intermodal connections, and critical inland port, seaport, and airport infrastructure; directs the Secretary to require (currently, encourage) states to develop state freight plans for immediate and long-range planning activities and investments with respect to freight. Requires states to coordinate with neighboring states to ensure multistate network continuity and connectivity; directs the Secretary to establish a competitive grant program for capital investment projects that improve the efficiency of the national transportation system to move freight; limits the federal share of project net capital costs to 80%; and, requires a grant recipient to submit to the Secretary: (1) a project management plan and an annual financial plan for a project with a total cost of \$500 million or more, or (2) an annual financial plan for a project with a total cost of \$100 million or more.

S.206, Local Transportation Infrastructure Act

Introduced on January 21 by Senator Kelly Ayotte (D-NH) with no cosponsors. The bill was referred to the Committee on Commerce, Science and Transportation. The bill revises and reauthorizes the state infrastructure bank program for FY2015 and FY2016.

H.R.652, State Transportation and Infrastructure Financing Innovation Act (STIFIA)

Introduced on February 3 by Congressman Richard Hanna (R-NY-22) with 3 cosponsors. The bill was referred to the Subcommittee on Highways and Transit of the Transportation and Infrastructure Committee. The bill revises and reauthorizes the state infrastructure bank program for FY2016-FY2020.

H.R.413, Partnership to Build America Act of 2015

Introduced on January 21 by Congressman John Delaney (D-MD-6) with 34 cosponsors. The bill was referred to the Subcommittee on Railroads, Pipelines, and Hazardous Materials of the Transportation and Infrastructure Committee. The bill establishes the American Infrastructure Fund (AIF) as a wholly-owned government corporation to provide bond guarantees and make loans to state and local governments, non-profit infrastructure providers, private parties, and public-private partnerships for state or local government sponsored transportation, energy, water, communications, or educational facility infrastructure projects (Qualified Infrastructure Projects [QIPs]). Authorizes AIF also to make equity investments in QIPs. Directs the Secretary of the Treasury, acting through the AIF, to issue American Infrastructure Bonds with an aggregate face value of \$50 billion. Requires proceeds from the sale of the bonds to be deposited into the AIF. Amends the Internal Revenue Code to allow U.S. corporations to exclude from gross income qualified cash dividend amounts received during a taxable year from a foreign-controlled corporation equal to the face value of qualified infrastructure bonds the corporation has purchased. Prohibits allowance of a foreign tax credit to the excluded portion of any dividend received by a U.S. corporation. Prohibits also the allowance of a deduction for expenses related to that excludable portion.

H.R.625, Infrastructure 2.0 Act

Introduced on January 30 by Congressman John Delaney (D-MD-6) with 4 cosponsors. The bill was referred to the Committees on Ways and Means and Transportation and Infrastructure.

H.R.70, Deficit Reduction, Job Creation, and Energy Security Act

Introduced on January 7 by Congresswoman Sheila Jackson Lee (D-TX-18) with no cosponsors. The bill was referred to the Subcommittee on Water Resources and Environment of the Transportation and Infrastructure Committee.

H.R.211, REBUILD Act

Introduced on January 8 by Congressman Ken Calvert (R-CA-42) with no cosponsors. The bill was referred to the House Committee on Natural Resources.

S.268, Rebuild America Act of 2015

Introduced on January 27 by Senator Bernard Sanders (I-VT) with one cosponsor. The bill was referred to the Committee on Banking, Housing, and Urban Affairs.

H.R.278, TIGER CUBS Act

Introduced on January 12 by Congressman Rick Larsen (D-WA-2) with one cosponsor. The bill was referred to the Committees on Appropriations and Budget.