



A G E N D A

Wednesday, August 24, 2016 – 9:00 a.m.

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

- A. **Flag Salute**
- B. **Roll Call**
- C. **Approval of Minutes: June 22, 2016** **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. Reprogram Town of Loomis Congestion Mitigation & Air Quality (CMAQ) Funds from Town Center Implementation Plan Improvements Phase 2 to Town Center Implementation Plan Improvements Phase 3
 - 2. Reprogram Placer County Congestion Mitigation & Air Quality (CMAQ) Funds from Douglas Blvd. and Sierra College Blvd. Pedestrian Facilities and Landscaping to Cook Riolo Road Pathway
 - 3. Letter of Task Agreement for Marketing Services for FY 2016/17 – Capitol Corridor Joint Powers Authority (CCJPA): \$7,500 Pg. 5
 - 4. FY 2015/16 City of Rocklin Claim for Transportation Development Act (TDA) Bicycle and Pedestrian Funds - \$39,077 Pg. 7

ADJOURN AS THE PLACER COUNTY TRANSPORTATION PLANNING AGENCY

CONVENE AS THE AIRPORT LAND USE COMMISSION

- G. PUBLIC HEARING: Lakeside 6 Phases 7 and 8 General Plan Amendment and Rezone Consistency Determination** Pg. 12

ADJOURN AS AIRPORT LAND USE COMMISSION

CONVENE AS THE PLACER COUNTY TRANSPORTATION PLANNING AGENCY

- H. Placer County Regional Bikeway Plan Update** Action
Pg. 17
- I. Executive Director's Report**
- J. Board Direction to Staff**
- K. Informational Items** Info
1. TAC Minutes Pg. 26
 2. Status Reports Pg. 29
 - a. AIM Consulting – June and July 2016 Pg. 48
 - b. Federal Advocates, Inc. – June and July 2016 Pg. 50
 - c. Capitol Corridor Pg. 106
 3. Newspaper Articles Pg. 114
 4. Revenues and Expenditures for May 2016 & June 2016 (separate cover)
- L. Adjourn** Action

Next Regularly Scheduled PCTPA Board Meeting
September 28, 2016

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

**PLACER COUNTY TRANSPORTATION PLANNING AGENCY
MINUTES
June 22, 2016**

A regular meeting of the Placer County Transportation Planning Agency Board convened on Wednesday, June 22, 2016 at 9:00 a.m. at the Placer County Transportation Planning Agency, 299 Nevada Street, Auburn, California.

ROLL CALL:	Brian Baker	Celia McAdam
	Tony Hesch	Aaron Hoyt
	Jim Holmes	Shirley LeBlanc
	Stan Nader	Luke McNeel-Caird
	Keith Nesbitt	David Melko
	Susan Rohan, Chair	Solvi Sabol
	Diana Ruslin	
	Ron Treabess	
	Kirk Uhler	

APPROVAL OF MINUTES

Upon motion by Ruslin and second by Baker, the minutes of May 25, 2016 were approved with Uhler abstaining.

PUBLIC COMMENT

None.

CONSENT CALENDAR

Upon motion by Holmes and second by Ruslin, the Consent Calendar was unanimously approved.

ADJOURN AS THE PLACER COUNTY TRANSPORTATION PLANNING AGENCY

CONVENE AS THE WESTERN PLACER CONSOLIDATED TRANSPORTATION SERVICES AGENCY

CONSENT CALENDAR

Upon motion by Holmes and second by Ruslin, the Consent Calendar was unanimously approved.

FY 2016/17 BUDGET

David Melko explained that the FY 2016/17 operating budget expenditures increased 2% from FY 2015/16. Melko said the funding need for several programs had decreased, so the operating reserve was proposed to increase to allow us to pay for future transit operator short range transit planning activities.

Upon motion by Ruslin, and second by Nesbitt, the FY 2016/17 Budget as provided to the Board, was unanimously approved.

ADJOURN AS THE WESTERN PLACER CONSOLIDATED TRANSPORTATION SERVICES AGENCY

CONVENE AS THE PLACER COUNTY LOCAL TRANSPORTATION AUTHORITY

ADOPTION OF BYLAWS

Celia McAdam reported that the Public Utilities Code allows for the designation of a Local Transportation Authority specifically for the purposes of a transportation sales tax. While the Placer County Board of Supervisors designated PCTPA as the Placer County Local Transportation Authority (PCLTA) in 2006, that this was in fact the first time the PCLTA convened. As such, McAdam explained that the PCLTA needed to adopt Bylaws to determine how we operate. McAdam added that the Bylaws were similar to those of PCTPA with the one main difference being that PCTPA does not have the ability to adopt an ordinance whereas the PCLTA does. McAdam stated the Bylaws were reviewed by our attorney, adding that she was present should there be any questions.

Upon motion by Holmes and second by Ruslin, the Bylaws as provided were unanimously approved by the following roll call vote:

AYES: Baker, Hesch, Holmes, Nader, Nesbitt, Rohan, Ruslin, Treabess, Uhler
NOES: None
ABSTAIN: None

TRANSPORTATION IMPROVEMENT PLAN AND RETAIL TRANSACTION AND USE TAX ORDINANCE

Celia McAdam explained that through the process of trying to identify other sources of funding to meet the growing needs of our population and economy, it became apparent that a transportation sales tax is the most viable approach to bridging the gap between our most critical transportation needs and foreseeably available funding.

To that end, Celia McAdam reported on the extensive public outreach that has taken place throughout the County to craft a transportation sales tax ordinance and expenditure plan. Through that effort, projects and programs were identified which specified how the funding would be spent which included major highway/road programs, formula based funding for local jurisdictions for road/maintenance projects, rail and transit programs, and one percent going toward administrative safeguards to ensure the funding is spent as allocated. Additionally, the Ordinance provides for the ability to bond against these funds in order to advance the projects. Lastly, McAdam emphasized that should the Ordinance and Expenditure Plan pass, it would become law and therefore the state cannot raid these funds nor can the projects as outlined in the Investment Plan be changed or diverted.

McAdam stated that the approval of this expenditure plan was considered and approved by all of the Councils of each of the incorporated jurisdictions and the County Board of Supervisors, as required by the Public Utilities Code.

Public Comment:

Jaime Wright, Executive Director, Truckee North Tahoe Transportation Management Association encouraged the Board to adopt the Transportation Improvement Plan and Retail Transaction Use Ordinance.

Michael Garabedian, Placer Group – Sierra Club, expressed concerns about the list of projects to be funded by the Ordinance, supporting higher emphasis on transit and alternative transportation.

With a motion by Nesbitt and second by Treabess, the PCLTA Board unanimously agreed adopt Ordinance No. 16-02 and adopted the Transportation Improvement Plan and Retail Transactions and Use Tax Ordinance, as provided in Attachment 1 of the June 22, 2016 Agenda by the following roll call vote:

AYES: Baker, Hesch, Holmes, Nader, Nesbitt, Rohan, Ruslin, Treabess, Uhler
NOES: None
ABSTAIN: None

Upon motion by Nesbitt and second by Uhler the PCLTA Board unanimously agreed to adopt Resolution No. 16-03, requesting the Placer County Board of Supervisors call an election to obtain voter approval of the Transportation Improvement Plan and Retail Transaction and Use Tax Ordinance on the November 8, 2016, ballot by the following roll call vote:

AYES: Baker, Hesch, Holmes, Nader, Nesbitt, Rohan, Ruslin, Treabess, Uhler
NOES: None
ABSTAIN: None

ADJOURN AS THE PLACER COUNTY LOCAL TRANSPORTATION AUTHORITY

CONVENE AS THE PLACER COUNTY TRANSPORTATION PLANNING AGENCY

EXECUTIVE DIRECTORS REPORT

Celia McAdam clarified the next steps in terms of the agency’s role moving forward with respect to the transportation sales tax ordinance.

McAdam reported that she will be going to the Placer County Board of Supervisors on July 12, 2016 to support PCLTA’s request for placement of the measure on the November 8, 2016 ballot.

Past that, the role of the agency, McAdam explained, is solely for education and information purposes. McAdam referred to the booklet provided to the Boardmembers and members of the public, which outlines the facts of the Ordinance in a user-friendly format with graphics and maps. Any advocacy would be the role of the campaign committee. She clarified that advocacy was allowable by elected officials. McAdam added that the contract with FSB Core Strategies ends on June 30, 2016.

Diana Ruslin reported that her family will be relocating to Georgia and conveyed her appreciation to staff and her respect of the PCTPA Board.

ADJOURN

Upon motion by Ruslin and second by Baker the Board meeting was adjourned at 9:57 a.m.

Celia McAdam, Executive Director

Susan Rohan, Chair



MEMORANDUM

TO: PCTPA Board of Directors **DATE:** August 9, 2016

FROM: Celia McAdam, Executive Director

SUBJECT: CONSENT CALENDAR

Below are the Consent Calendar items for the August 24, 2016 agenda for your review and action.

1. Reprogram Town of Loomis Congestion Mitigation & Air Quality (CMAQ) Funds from Town Center Implementation Plan Improvements Phase 2 to Town Center Implementation Plan Improvements Phase 3
On November 28, 2012, the PCTPA Board approved CMAQ project funding recommendations for FY 2014/15 through FY 2015/16. The Town of Loomis is requesting PCTPA approval to reprogram \$124,444 CMAQ funds approved for construction of the Town Center Implementation Plan Improvements Phase 2 to construction of the Town Center Implementation Plan Improvements Phase 3. Staff recommends Board approval.
2. Reprogram Placer County Congestion Mitigation & Air Quality (CMAQ) Funds from Douglas Blvd. and Sierra College Blvd. Pedestrian Facilities and Landscaping to Cook Riolo Road Pathway
On February 27, 2008, the PCTPA Board approved CMAQ project funding recommendations for FY 2009/10 through FY 2010/11. Placer County is requesting PCTPA approval to reprogram \$128,390 CMAQ funds in savings from the Douglas Blvd. and Sierra College Blvd. Pedestrian Facilities and Landscaping to construction of the Cook Riolo Road Pathway. Staff recommends Board approval.
3. Letter of Task Agreement for Marketing Services for FY 2016/17 – Capitol Corridor Joint Powers Authority (CCJPA): \$7,500
Staff recommends approval of the attached Letter of Task Agreement for Capitol Corridor Joint Powers Authority for \$7,500.
4. FY 2015/16 City of Rocklin Claim for Transportation Development Act (TDA) Bicycle and Pedestrian Funds - \$39,077
The City of Rocklin submitted a TDA Bicycle and Pedestrian claim for \$39,077 in FY 2015/16 for the Sunset Boulevard Sidewalk project. This claim represents a portion of the City's five-year funding amount according to PCTPA's FY 2015/16 – 2019/20 five-year Cash Management Plan for the TDA Pedestrian and Bicycle Fund. The City is also requesting to reallocate \$74,523 from the ADA Transition Project claimed in FY 2013/14 to the Sunset Boulevard Sidewalk Project. Staff recommends approval.

June 22, 2016

Priscilla Kalugdan, Marketing and Communications Officer
Capitol Corridor Joint Powers Authority
300 Lakeside Drive, 14th Floor East
Oakland, CA 94612

**SUBJECT: LETTER OF TASK AGREEMENT #16-01
BETWEEN CAPITOL CORRIDOR JOINT POWERS AUTHORITY AND
PLACER COUNTY TRANSPORTATION PLANNING AGENCY FOR
CAPITOL CORRIDOR RAIL MARKETING PROGRAM IN PLACER COUNTY**

Dear Ms. Kalugdan:

This Letter of Task Agreement is the statement of specific requirements applicable to the work effort to be undertaken by Placer County Transportation Planning Agency (PCTPA) and the Capitol Corridor Joint Powers Authority (CCJPA) to perform joint marketing promotions with the Capitol Corridor rail service in Placer County. Depending upon campaign strategies and budgetary constraints, specific tasks and products may vary upon agreement by both parties.

The term of this marketing effort is designated as July 1, 2016 through June 30, 2017. Any extensions to this agreement may be made with approval of both parties. Either party may terminate this Agreement upon thirty (30) days prior written notice.

Tasks

- Develop joint marketing strategies with CCJPA staff
- Attend meetings, workshops, seminars, and/or conferences as needed to facilitate development and implementation of joint marketing efforts
- Promote seasonal campaigns and everyday offers to Placer County residents and businesses
- Advertise Capitol Corridor service and promotional offers through various media outlets that may include social media sites, local newspapers, radio, television, and movie theatres
- Include Capitol Corridor in printing material and related marketing material specific to alternative mode choices
- Promote Capitol Corridor at transportation events, Transportation System Management (TSM) Employer Trainings, Earth Day venues, and other events as they relate to alternative transportation/air quality
- Distribute Capitol Corridor schedules, brochures, and marketing pieces to groups, centers, employers, the general public and other interested parties in Placer County
- Enlist local business and local agency participation for special promotional outreach opportunities

Products

- Capitol Corridor Schedules
- Print ads
- Online/social media advertising
- Direct mail advertising
- Radio (voice) ads
- Television ads
- Press releases/articles
- Promotional items related to seasonal campaigns

The cost for the above services are estimated to total \$15,000, with 50% (\$7,500) to be paid by the CCJPA and 50% (\$7,500) to be paid by PCTPA. This sum includes payment for taxes, insurance, and fringe benefits, as well as indirect costs, overhead and profit allowance, materials and supplies. Upon acceptance by CCJPA of the products identified above, PCTPA shall prepare an invoice, and payment will be made within thirty (30) days of receipt of an acceptable invoice by the CCJPA Marketing Manager or a designated representative.

In connection with the performance of services provided for under this Agreement, the PCTPA and CCJPA will not, on the grounds of race, religious creed, color, national origin, ancestry, physical disability, mental disability, medical condition, marital status, sex, sexual orientation, or age, discriminate or permit discrimination against any person or group of persons in any manner prohibited by federal, State, or local laws.

PCTPA will not assign or subcontract any part of this Agreement without the prior written consent of the CCJPA.

Pursuant to California Government Code Section 8546.7, the parties to this Agreement shall be subject to the examination and audit of the State Auditor, as part of any audit of the CCJPA or PCTPA by the State Auditor, for a period of three (3) years after final payment under the Agreement. The examination and audit shall be confined to those matters connected with the performance of the Agreement including, but not limited to, the costs of administering the Agreement.

If this Letter of Task Agreement meets with your approval, please sign and return one copy. Questions concerning this agreement and the project in general should be directed to Celia McAdam, Executive Director at (530) 823-4030.

Sincerely,

Accepted by:

Celia McAdam, AICP
Executive Director
Placer County Transportation Planning Agency

Date

Priscilla Kalugdan
Marketing and Communications Officer
Capitol Corridor Joint Powers Authority

Date

Exhibit A

CLAIM FOR BICYCLE AND PEDESTRIAN FUNDS

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

FROM: CLAIMANT: City of Rocklin
ADDRESS: 3970 Rocklin Road
Rocklin, CA 95677
CONTACT PERSON: Mary Rister
Phone: 916-625-5024 Email: Mary.Rister@rocklin.ca.us

The City of Rocklin hereby requests, in accordance with the State of California Public Utilities Code, AS AMENDED (Chapter 3, Section 99234), that this claim for Bicycle and Pedestrian funds in the amount of \$ 39,077 be approved for Fiscal Year 2015/2016, to be drawn from the Bicycle and Pedestrian Trust Fund.


When approved, this claim will be transmitted to the Placer County Auditor for funds to be reserved. Jurisdictions will receive payment as reimbursement of funds expended in implementing bicycle and pedestrian projects. Approval of the claim and payment by the County Auditor to the applicant is subject to such monies being available for distribution, and to the provisions that such monies will be used only in accordance with the terms of the approved annual financial plan and budget.

APPROVED:

PLACER COUNTY
TRANSPORTATION PLANNING AGENCY
BOARD OF DIRECTORS

APPLICANT

BY: _____
(signature)

BY: 
(signature)

TITLE: _____

TITLE: City Manager

DATE: _____

DATE: May 26, 2016

BICYCLE AND PEDESTRIAN PROJECT DESCRIPTION AND FINANCIAL PLAN

Briefly describe the project for which you are applying for Bicycle / Pedestrian Funds. Also, identify all funding sources related to the project. The total project cost and total funding source(s) listed below should balance for each project.

Include a location map for the project as appropriate.

Claimant: _____ City of Rocklin _____

Fiscal Year: _____ 2015/2016 _____

<u>Brief Project Description</u>	<u>Project Cost</u>	<u>Source of Funding & Amount</u>
ADA Transition Plan- various curbs throughout the City Total ADA Transition	\$50,000 \$50,000	LTF Bike Ped 13-14 \$50,000 Total \$50,000
Sunset Blvd Sidewalk Total Sunset Blvd Sidewalk	\$113,600 \$113,600	LTF Bike Ped 13-14 \$74,523 LTF Bike Ped 15-16 \$39,077 Total \$113,600

RESOLUTION NO. 2016-130

RESOLUTION OF THE CITY COUNCIL
OF THE CITY OF ROCKLIN AUTHORIZING
THE CITY MANAGER TO SUBMIT A CLAIM TO THE
PLACER COUNTY TRANSPORTATION PLANNING AGENCY
FOR BICYCLE AND PEDESTRIAN FUNDS

WHEREAS, the City of Rocklin desires to submit the annual transportation claims to the Placer County Transportation Planning Agency for funds available from the Transportation Development Act of 1971; and

WHEREAS, the Placer County Transportation Planning Agency is responsible for reviewing and approving annual Bicycle and Pedestrian claims, and for making allocation from the Local Transportation Fund.

WHEREAS, these funds can be used for purposes of public transportation and for acquisition and maintenance of streets and roads including facilities for the exclusive use of bicycle paths;

NOW THEREFORE, BE IT RESOLVED that the City Council of the City of Rocklin hereby authorizes submission of the 2015-16 Bicycle and Pedestrian claim to the Placer County Transportation Planning Agency for a total of \$39,077, such funds to be used for the purposes indicated in the claims attached hereto as Exhibit A by this reference incorporated herein.

PASSED AND ADOPTED this 24th day of May, 2016, by the following vote:

AYES:	Councilmembers:	Magnuson, Butler, Ruslin, Yuill, Janda
NOES:	Councilmembers:	None
ABSENT:	Councilmembers:	None
ABSTAIN:	Councilmembers:	None



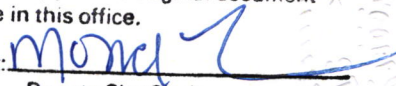
Gregory A. Janda, Mayor

ATTEST:



Barbara Ivanusich, City Clerk

The foregoing instrument is a correct copy of the original document on file in this office.

Attest: 

Deputy City Clerk
City of Rocklin



PLACER COUNTY TRANSPORTATION PLANNING AGENCY

**IN THE MATTER OF: ALLOCATION OF
BICYCLE AND PEDESTRIAN TRUST FUNDS
TO THE CITY OF ROCKLIN**

RESOLUTION NO. 16-25

The following resolution was duly passed by the Placer County Transportation Planning Agency at a regular meeting held August 24, 2016 by the following vote on roll call:

AYES:

NOES:

ABSENT:

Chairperson
Placer County Transportation Planning Agency

Executive Director

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

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

WHEREAS, it is the responsibility of PCTPA to review Bicycle and Pedestrian Trust Fund Claims and to take action on such claims; and

WHEREAS, all Bicycle and Pedestrian Trust Fund Claims for projects must be consistent with the applicable bicycle plan and with the Regional Transportation Plan.

THEREFORE, BE IT RESOLVED THAT the PCTPA has reviewed the claim and makes funds available for the 2015/16 fiscal year.

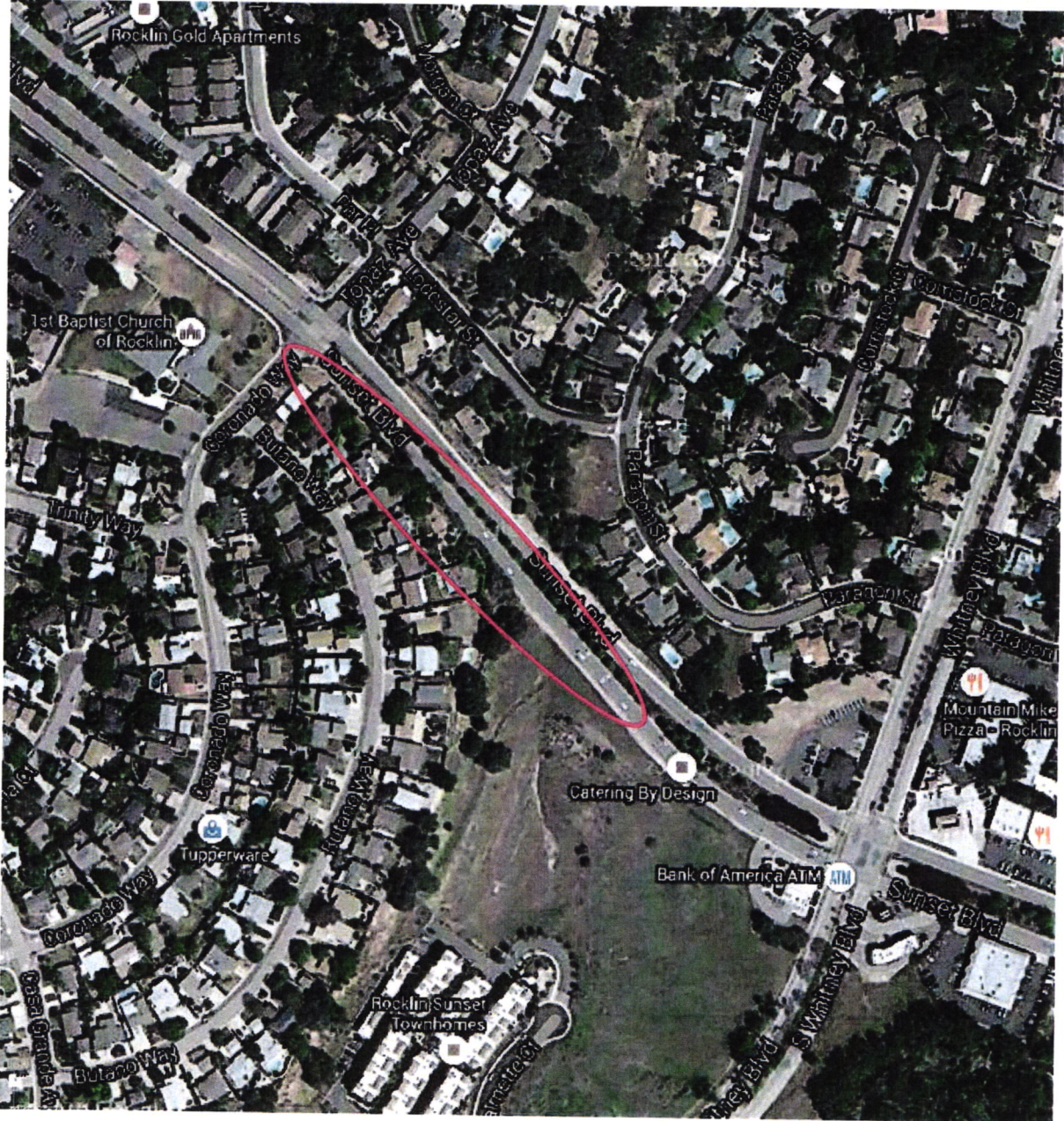
To the City of Rocklin for Bicycle
and Pedestrian Fund Projects

\$39,077

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

Sunset Blvd. Sidewalk

Project Location:





MEMORANDUM

TO: Placer County Airport Land Use Commission **DATE:** August 9, 2016

FROM: David Melko, Senior Transportation Planner

SUBJECT: **9:00 A.M. - PUBLIC HEARING: LAKESIDE 6 PHASES 7 AND 8
GENERAL PLAN AMENDMENT AND REZONE CONSISTENCY
DETERMINATION**

ACTION REQUESTED

1. Conduct a public hearing regarding consistency of Lakeside 6 Phases 7 and 8 General Plan Amendment and Rezone with the Placer County Airport Land Use Compatibility Plan.
2. Find that Lakeside 6 Phases 7 and 8 General Plan Amendment and Rezone is consistent with the Placer County Airport Land Use Compatibility Plan (ALUCP).

BACKGROUND

Airport Land Use Commission (ALUC)

PCTPA serves as the ALUC for Placer County's public use airports. ALUC's are charged to protect public health, safety, and welfare by: (1) ensuring orderly expansion of airports; and (2) promoting compatibility between airports and surrounding land uses to the extent these areas are not already devoted to incompatible uses. ALUC's accomplish this by: (1) adopting an ALUCP; and (2) reviewing plans, regulations, and other actions of local agencies and airport operators for consistency with the compatibility plan.

Placer County Airport Land Use Compatibility Plan (ALUCP)

The ALUC adopted an update to the Placer County ALUCP in February 2014. The 2014 ALUCP contains Compatibility Plans for each of Placer County's public-use airports. Each ALUCP establishes land use compatibility criteria and zones based on noise, safety, airspace protection, and overflight provisions. It also establishes the types of actions subject to ALUC review.

Consistency Requirement

State law specifies the types of actions that must be submitted for ALUC review. ALUC review remains mandatory for proposed adoption or amendment of general plans, specific plans, facility master plans, zoning changes, and building regulations that affect land within an airport area.

Process and ALUC Action

The City of Lincoln has requested that the ALUC make a consistency determination for Lakeside 6 Phases 7 and 8 General Plan Amendment and Rezone. Lakeside 6 Phases 7 and 8 consist of an 11.2 acre parcel located at the western terminus of Lindberg Lane (APN: 021-562-009-000) in the City of Lincoln. The parcel is part of the approved 600 acre Lincoln Air Center Plan, which included an airspace easement recorded over the plan area, including the project site.

The approved General Plan land use is High Density Residential, with zoning at RD-15. The parcel was approved for up to 167 residential units. The applicant is seeking to amend General Plan land uses from High Density Residential to Medium Density Residential and rezone the parcel from RD 15 to RD 8.5 for a total of 85 residential units.

Placer County Airport Land Use Commission
PUBLIC HEARING: LAKESIDE 6 PROPOSED GENERAL PLAN
AMENDMENT AND REZONE CONSISTENCY DETERMINATION
August 2016
Page 2

An application was initially submitted June 24 and deemed complete July 15, 2016 (see Attachment 1). The ALUC has 60 days from July 15 to act on this request.

The ALUC has three choices of action. To find the General Plan Amendment and Rezone:

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

Public Notice

Reviews by the ALUC require notice be provided with opportunity for input ten days prior to the public hearing. A public hearing notice was published in the Lincoln News Messenger on August 11, 2016 as the newspaper serving the area where the Lincoln Regional Airport is located. The notice was also posted on PCTPA's website, City of Lincoln's eBulletin, and emailed to all property owners within 300 feet of the parcel's boundary and also to Lincoln airport stakeholders.

DISCUSSION

According to the California Airport Land Use Planning Handbook, a General Plan amendment does not have to be identical to an ALUCP to be consistent. There are two tests to determine consistency:

- No direct conflicts can exist between the ALUCP and the General Plan or amendment; and
- Delineation of a mechanism or process for ensuring future land use development within an airport influence area will not conflict with the ALUCP.

Consistency Review

This consistency review was done using the compatibility plan for Lincoln Regional Airport in accordance with the 2014 Placer County ALUCP.

The applicant is seeking to amend General Plan land uses from High Density Residential to Medium Density Residential and rezone the parcel from RD 15 to RD 8.5; from 167 residential units to 85 residential units. Before the City of Lincoln can take final action to adopt the General Plan Amendment and Rezone for the project the ALUC must find the proposal consistent with the ALUCP.

Lakeside 6 Phases 7 and 8 falls within the ALUCP C2 Zone (see Attachment 2). Residential development is normally compatible provided an overflight notification is recorded in the property title. Aircraft overflight is not an issue with this project because an airspace easement has been previously recorded in the property title. An airspace easement accomplishes the notification requirement and is therefore not required. The reduction in residential density will mean fewer people exposed to airport noise and safety concerns. There are no airspace protection issues because there is no development proposed at a height that would penetrate navigable airspace.

Staff recommends the ALUC determine the Lakeside 6 Phases 7 and 8 General Plan Amendment and Rezone is consistent with the ALUCP. The TAC concurs with the staff recommendation.



1430 Blue Oaks Blvd, Ste 190 Roseville, CA 95747-5157
Tel. (916) 782.8879 Fax (916) 782.8903
www.jmchomes.com

Attachment 1
RECEIVED

JUN 24 2016

P C T P A

Transmittal

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

Project: Lakeside 6-Phases 7&8

From: Ryan Biziewski

Date: June 23, 2016

Re: Lakeside 6-P7&8: ALUC submittal packet

Description of Enclosed:

ALUC submittal packet

Message:

Hi David,


Please find the ALUC submittal packet for Lakeside 6-P7&8.

If you have any questions please contact me via email or phone at (916) 782.8879 ext 381.

Thank you,
John Mourier Construction

Ryan Biziewski
Forward Planner

APPENDIX **G**
Project Referral Form

	PLACER COUNTY AIRPORT LAND USE COMMISSION	PROJECT APPLICATION FOR LAND USE ACTION REVIEW	ALUC Identification No.
PROJECT PROPONENT (TO BE COMPLETED BY APPLICANT)			
<i>Attach an accurately scaled map showing the relationship of the project site to the airport boundary and runways</i>			
Date of Application	<u>June 17, 2016</u>		
Applicant	<u>Mourier Investments, LLC</u>	Phone Number	<u>916-782-8879</u>
Mailing Address	<u>1430 Blue Oaks Blvd, Ste 190</u>		
	<u>Roseville, CA 95747</u>		
Agent (if any)	<u>Steven A. Schnable</u>		
Mailing Address	<u>1430 Blue Oaks Blvd, Ste 190</u>		
	<u>Roseville, CA 95747</u>		
PROJECT LOCATION (TO BE COMPLETED BY APPLICANT)			
<i>Attach an accurately scaled map showing the relationship of the project site to the airport boundary and runways</i>			
Street Address	<u>Western terminus of Lindberg Lane, no address listed</u>		
Assessor's Parcel No.	<u>021-562-009-00</u>	Parcel Size	<u>11.17 ac</u>
Subdivision Name	<u>Lakeside 6 - Phases 7 & 8</u>		
Lot Number		Zoning Classification	<u>R-15</u>
PROJECT DESCRIPTION (TO BE COMPLETED BY APPLICANT)			
<i>If applicable, attach a detailed site plan showing ground elevations, the location of structures, open spaces and water bodies, and the heights of structures and trees; include additional project description data as needed</i>			
Existing Land Use (describe)	<u>HDR (currently vacant)</u>		
Proposed Land Use (describe)	<u>Proposed MDR with 85 lots</u>		
For Residential Uses	Number of Parcels or Units on Site (exclude secondary units)		<u>0 units</u>
For Other Land Uses	Hours of Use _____		
	Number of People On Site...	Maximum Number Method of Calculation	_____
Height Data	Height above Ground of Tallest Object (including antennas and trees)		<u>29 ft.</u>
	Highest Elevation (above sea level) of Any Object or Terrain on Site		_____ ft.
Flight Hazards	Does the Project Involve Characteristics that: <ul style="list-style-type: none"> ▪ Could Create Electrical Interference, Confusing Lights, Glare, Smoke, or Other Electrical or Visual Hazards to Aircraft Flight? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No ▪ Could Attract Birds or Other Wildlife to the Airport or Vicinity? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No If Yes, Describe _____		

APPENDIX G PROJECT REFERRAL FORM

REFERRING AGENCY (TO BE COMPLETED BY SUBMITTING AGENCY STAFF)	
Date Received	<u>June 17, 2015</u>
Agency Name	<u>City of Lincoln</u>
Staff Contact	<u>Steve Prosser, Senior Planner</u>
Phone Number	<u>916-434-2433</u>
Agency's Project No.	<u>Lakeside 6, phase 7 & 8</u>
Type of Project <input checked="" type="checkbox"/> General Plan Amendment <input checked="" type="checkbox"/> Zoning Amendment or Variance <input checked="" type="checkbox"/> Subdivision Approval <input type="checkbox"/> Use Permit <input type="checkbox"/> Public Facility <input checked="" type="checkbox"/> Other <u>Spec. Dev. Permit/Plan</u>	
Placer County Inter-Agency Coordination: Indicate neighboring agencies that have been notified of project. <input type="checkbox"/> County of Placer <input type="checkbox"/> City of Auburn <input type="checkbox"/> City of Lincoln <input type="checkbox"/> Other	
ALUC REVIEW (TO BE COMPLETED BY ALUC STAFF / ATTACH ADDITIONAL PAGES IF NECESSARY)	
Application Receipt	Date Received <u>6-24-16</u> By <u>David Melko</u> Is Application Complete? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No If no, cite reasons <u>Property Owner List + Entitlement Questions</u>
Airport	<input type="checkbox"/> Auburn Municipal <input type="checkbox"/> Blue Canyon <input checked="" type="checkbox"/> Lincoln Regional
Land Use Category/Categories	<u>CZ Zone</u>
Noise Compatibility	Exterior Noise Exposure (CNEL) <input checked="" type="checkbox"/> ≤ 55 <input type="checkbox"/> 55 - 60 <input type="checkbox"/> 60 - 65 <input type="checkbox"/> 65 - 70 <input type="checkbox"/> ≥ 70 Land Use Acceptability <input checked="" type="checkbox"/> Normally Compatible <input type="checkbox"/> Conditional <input type="checkbox"/> Incompatible Applicable Conditions Met? <input type="checkbox"/> Yes <input type="checkbox"/> No
Safety Compatibility	Safety Zone <input type="checkbox"/> 1 <input type="checkbox"/> 2 <input type="checkbox"/> 3 <input type="checkbox"/> 4 <input type="checkbox"/> 5 <input checked="" type="checkbox"/> 6 <input type="checkbox"/> None Land Use Acceptability <input checked="" type="checkbox"/> Normally Compatible <input type="checkbox"/> Conditional <input type="checkbox"/> Incompatible Sitewide Avg. Density/Intensity Criteria Met? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No Single-Acre Density/Intensity Criteria Met? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No Other Applicable Conditions Met? <input type="checkbox"/> Yes <input type="checkbox"/> No
Airspace Protection	Height Acceptable? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No Compatibility FAA Notified if Applicable? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No Other Hazards to Flight Excluded? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
Other Requirements	Easement/Deed Notice Required? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No Executed? <input type="checkbox"/> Yes <input type="checkbox"/> No
Special Site/Project Conditions	Infill Parcel? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No Other (describe) _____
ACTIONS TAKEN (TO BE COMPLETED BY ALUC STAFF)	
ALUC Staff Action	<input type="checkbox"/> Approve as Submitted Date _____ <input checked="" type="checkbox"/> Refer to ALUC <input checked="" type="checkbox"/> Include Conditions? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No Conditions: <u>Deed Notice required</u>
ALUC Action	<input type="checkbox"/> Consistent Date _____ <input type="checkbox"/> Consistent with Conditions (list conditions / attach additional pages if needed) _____ _____ <input type="checkbox"/> Inconsistent (list reasons / attach additional pages if needed) _____ _____

Complete 7-15-16
Email Correspondence

*



- Legend**
- Boundary Lines**
- Placer County Limits
 - Lincoln City Limits
 - Lincoln Sphere of Influence
 - Existing Airport Property Line
 - Future Airport Property Line
 - Future Avigation Easement
 - Existing Runway 15-33 (6,000 ft.)
 - Future Runway 15R-33L (7,000 ft.)
 - Future Runway 15L-33R (3,350 ft.)

- Compatibility Zones (Adopted 2014)¹**
- Airport Influence Area
 - Zone A
 - Zone B1
 - Zone B2
 - Zone C1
 - Zone C2
 - Zone D
- # See Special Conditions Policy 6.2.3.

- Notes:**
1. This ALUCP utilizes composite compatibility zones addressing four compatibility concerns: noise, safety, overflight and airspace protection.
 2. Longitudinal dimensions measure from end of primary surface, 200' from ends of runway.

**Lincoln Regional Airport
Land Use Compatibility Plan**
(Adopted February 26, 2014)

Map LIN-6A

Compatibility Policy Map
Lincoln Regional Airport

C:\Users\j27mead\appdata\local\temp\j27mead\lincoln_15L-33R_LUCCompatibility_2015.dwg Mar 15, 2014 1:15pm

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Prepared By: **Mead&Hunt** www.meadhunt.com



MEMORANDUM

TO: PCTPA Board of Directors **DATE:** August 10, 2016

FROM: Celia McAdam, Executive Director
Aaron Hoyt, Associate Planner

SUBJECT: PLACER COUNTY REGIONAL BIKEWAY PLAN UPDATE

ACTION REQUESTED

- 1) Provide comments on the Preliminary Draft Placer County Regional Bikeway Plan Scope of Work as shown in Attachment A; and
- 2) Direct staff to finalize the Scope of Work, release the Request for Proposals and form a Regional Bikeway Plan Steering Committee.

BACKGROUND

The current Placer County Regional Bikeway Plan is a comprehensive plan that integrates the bikeway planning efforts of the seven Placer County jurisdictions and was adopted by the Placer County Board of Supervisors in 2002. PCTPA is partnering with Placer County to refresh the vision for the regional bikeway system and bring it up to date with the recent planning efforts detailed in the 2013 Placer County General Plan Update, various community plans, and incorporated cities' bicycle master plans while bridging the existing gaps between rural and suburban areas of the county and accommodating the expected growth in population and cyclists.

The Regional Bikeway Plan update is included in the Final Fiscal Year 2016/17 Overall Work Program and Budget, and partially funded through a Caltrans competitive Rural Planning Assistance grant of \$51,000.

DISCUSSION

In addition to updating the Regional Bikeway Plan to include current local planning documents, a critical outcome of the plan is to position Placer County to successfully compete for grant funding in the Active Transportation Program (ATP) by defining key bikeway projects that fit the intent of the ATP. The ATP was enacted into law on September 26, 2013 and serves as a dedicated statewide funding program for active transportation improvements such as bikeways, safe routes to school, and improving pedestrian and bicycle safety.

Work Plan

Attachment 1 contains a copy of the proposed Scope of Work submitted to Caltrans for the Rural Planning Assistance grant, which serves as a Preliminary Draft Scope of Work, which is summarized as follows:

- Assess Existing Conditions and System Gaps - The first task will inventory the existing bikeways in Placer County and conduct a connectivity assessment by reviewing local community plans and incorporated cities' bicycle master plans for gaps in the system.
- Define the Vision of the Bikeway System - Refinement to the existing goals, objective, and policies will play a critical role developing the recommended bikeway network and expected outcomes of the system.

PCTPA Board of Directors
REGIONAL BIKEWAY PLAN UPDATE
August 2016
Page 2

- *Identify Opportunities* - The menu of projects and/or programs to be considered in the recommended bikeway system will stem from the identification of new bikeway connections, removal of barriers to cycling, gap closures, and methods to enhance the safety.
- *Obtain Community Support* – Community feedback in the development of the plan will be obtained through a variety of methods including outreach to local cycling clubs and bicycle shops, connecting with residents and other stakeholders through social media and an online website presence.
- *Recommended Bikeway System and Implementation Plan* - The effort will culminate with the development of a recommended bikeway system based on the analyses and public feedback. An implementation plan will identify high priority projects that should be pursued as part of future ATP grant cycles.

PCTPA staff is also coordinating with Placer County to further articulate the expected outcomes and note the resources that PCTPA and Placer County will provide for inclusion in the Scope of Work in a consultant Request for Proposal (RFP).

Schedule

The Regional Bikeway Plan schedule is proposed as follows:

- August/September 2016 – Release RFP for consultant services.
- October 2016 – Select consultant.
- Fall / Winter 2016 – Existing Conditions Analysis and review of local planning documents.
- Spring 2017 – Identify opportunities and constraints and conduct public outreach.
- Summer 2017 – Draft recommendations for bikeway system.
- Fall 2017 – Draft Placer County Regional Bikeway Plan report and public outreach.
- Winter 2017 – Final Placer County Regional Bikeway Plan report.

Regional Bikeway Plan Steering Committee

The Regional Bikeway Plan Steering Committee will play a critical role in the development of the Regional Bikeway Plan update. They will serve as a sounding board for the various work plan components listed above and provide valuable insight on the development of the plan from the perspective of the various users of the regional bikeway system.

The proposed representation will include a broad cross section of cyclists and residents, as well as regulatory staff from key County departments and the California Highway Patrol (CHP). With the Board's direction, staff will coordinate with Placer County staff to identify potential committee candidates with experience in cycling and/or working with Placer County's bikeway system.

Coordination of the Bikeway Plan development with the incorporated cities would be handled by the PCTPA TAC. Attachment 2 illustrates the interactions and roles of all stakeholders in the plan update.

The PCTPA Technical Advisory Committee concurred with these recommendations.

Attachment 1: Draft Scope of Work

Attachment 2: Regional Bikeway Plan Organization Chart

ATTACHMENT 1
SCOPE OF WORK:
Placer County Regional Bikeway Plan Update

INTRODUCTION:

The Placer County Regional Bikeway Plan Update is expected to bring a new vision to a nearly decade and a half old bikeway plan. The Regional Bikeway Plan was developed in 2002 in response to the California Bicycle Transportation Account (BTA). Since this time, Placer County's unincorporated population has grown from approximately 88,200 to 101,500 (15% increase), the BTA has evolved into the Active Transportation Program (ATP), the Complete Streets Act was passed, and community plans in the unincorporated areas have been updated.

Placer County as a whole has some of the most scenic bikeways throughout the foothills and high country. During the 2015 "May is Bike Month" in the SACOG region, residents in unincorporated areas and cities illustrated their commitment to cycling by logging some of the highest miles in the SACOG six-county region. Over 1,200 residents of Placer County contributed to that total, and the growing participation in Placer jurisdictions created some impressive statistics: For example, last year:

- 6 Placer jurisdictions ranked in the Top 10 region-wide for average miles ridden per participant, including 5 jurisdictions in the Top 6 – 1.Lincoln > 2.Auburn > 4.Unincorp. PC > 5.Loomis > 6.Colfax > 10.Rocklin
- Placer cities also represented well in the category for miles ridden per capita through the region. The City of Auburn topped this list for the second year in a row. 1. Auburn > 3. Loomis > 7.Colfax > 8.Rocklin > 11.Lincoln > 12.Roseville

The importance of this plan is paramount in positioning Placer County to develop and deliver a bikeway system worthy of the statistics above. However, the current plan is outdated and needs to be revised to bring the system up to date with the recent planning efforts in the unincorporated community plans, incorporated cities, and to provide high quality facilities that bridge the gaps in between rural and "suburban" areas.

Compounding the issue of delivering high quality facilities is the fact that Placer County has not fared as well as expected in the Statewide and MPO components of the Active Transportation Program. Regardless of the fact that Placer's rural nature may put it at a disadvantage in the ATP due to relatively low population levels, lack of downtown cores, disadvantaged communities, relatively low number of bicycle collisions (not to be confused with collision rates), we are hopeful that the update to this plan will improve the competitiveness of future applications put forward.

The scope of work below reflects the anticipated process and deliverables for the Placer County Regional Bikeway Plan Update.

RESPONSIBLE PARTIES:

The Placer County Transportation Planning Agency (PCTPA) will lead the Regional Bikeway Plan update in close coordination with Placer County and through the assistance of a consulting firm. PCTPA will also convene an extensive stakeholder committee to provide input on existing system deficiencies, opportunities to remove barriers to travel, public outreach program, and feedback on the development of the plan.

PCTPA has not yet selected a consulting firm. PCTPA procurement procedures will be used through a competitive Request for Proposal (RFP) process. Minor changes to the scope of work may be necessary to integrate innovative approaches suggested by the consulting firm. PCTPA anticipates the cost will not exceed the grant request amount.

OVERALL PROJECT OBJECTIVES:

- Identify critical projects necessary to close gaps in bikeways between the incorporated and unincorporated areas.
- Refresh the 2002 vision (goals, objectives, and policies) for bikeways in the unincorporated areas of Placer County.
- Obtain community support for the identified projects contained in the plan.
- Develop a prioritized implementation plan of projects to compete for discretionary funding sources such as the Active Transportation Program.
- Incorporate elements of an Active Transportation Plan for small rural communities.

1. Project Initiation

Task 1.1: Caltrans Kick-off Meeting

- PCTPA will host a kick-off meeting between Placer County department representatives, Caltrans, and PCTPA staff to discuss grant procedures and project expectations including invoicing, quarterly reporting, and all other relevant project information. Meeting summary will be documented.
- **Responsible Party:** PCTPA

Task 1.2: RFP for Consultant Services

- Complete an RFP process for selection of a consultant using the proper procurement procedures.
- Complete executed contract for consultant services.
- **Responsible Party:** PCTPA

Task 1.3: Project Team Coordination

- PCTPA will host as-needed monthly face-to-face Project Team meetings between Placer County department representatives, Caltrans, and the selected consultant ensure good communication on upcoming tasks and to make sure the project remains on time and within budget. Meeting summaries will be documented.
- **Responsible Party:** PCTPA

Task	Deliverable
<i>1.1</i>	<i>Kick-off Meeting Notes</i>
<i>1.2</i>	<i>Copy of Procurement Procedures and Executed Consultant Contract</i>
<i>1.3</i>	<i>Meeting Notes (Monthly As-Needed)</i>

2. Public Outreach Plan

Task 2.1: Assemble Bicycle Technical Advisory Committee

- PCTPA working with Placer County department will form a Bicycle Technical Advisory Committee to provide input and feedback on key milestones during the development of the plan. The milestones could include data collection, policy review, identification of system gaps and opportunities, recommended bikeway network, and public outreach.
- The Bicycle Technical Advisory Committee may be comprised of, but not limited to, the following representation: cycling clubs, residents, business groups, public health department, public works, and Municipal Advisory Committee members.
- **Responsible Party:** PCTPA and Placer County

Task 2.2: Develop Public Outreach Plan

- Develop a message, target audience, and process to reach out to the community and stakeholders.
- **Responsible Party:** Consultant, PCTPA, and Placer County

Task 2.3: Initial Stakeholder Input – Public Workshop #1

- Host a strategically located public workshop to solicit input on existing deficiencies, identify impediments to cycling, desirable locations to bike to or routes for cycling, and potential opportunities to improve the bikeway network and/or supportive programs.
- **Responsible Party:** Consultant

Task 2.4: Community Meetings

- Coordinate with Placer County to attend standing Municipal Advisory Committee meetings to solicit input on development of the recommended plan.
- **Responsible Party:** PCTPA and Placer County

Task	Deliverable
2.1	<i>Bicycle Technical Advisory Committee Roster</i>
2.2	<i>Scope for Public Outreach Plan</i>
2.3	<i>PowerPoint Presentation, Workshop Summary, Photos</i>
2.4	<i>Meeting Summary, Photos</i>

3. Technical Work Tasks

Task 3.1: Inventory of Existing Facilities

- Use available traffic studies and/or community plan updates from recent projects to identify the location of existing bikeways and classification, applicable traffic data, GIS data, roadway features, land uses and destinations that may generate bicycle traffic, and on-street conditions.
- Coordinate with the Placer County Department of Public Works to obtain collision data and other related information not readily available through the effort above.
- Conduct a field review of existing facilities to confirm and/or fill in gaps in the available data. The use of aerial photography may also be used to review existing conditions.
- Develop a GIS database of information and attributes collected above.

- **Responsible Party:** Consultant, PCTPA, and Placer County

Task 3.2: Review Planned Improvements

- Review the existing General Plan, community plans, and development proposals that identified future bikeways for construction as well as the associated bicycle policies and guidance.
- Identify the planned improvement by comparing the existing inventory of facilities identified in Task 3.1 and those contained in the above effort.
- **Responsible Party:** Consultant

Task 3.3: Needs & Demand Analysis

- Develop a needs and demand analysis to highlight areas that may be ripe for additional bikeway infrastructure based on land use, demographic data, proximity to trails or scenic cycling routes, and/or transit corridors.
- The analysis should contain a qualitative analysis that can later feed into Task 5.2, a quantitative evaluation based on input received in Task 2.0, and criteria such as need, safety, connectivity, barriers, and multimodal linkages.
- **Responsible Party:** Consultant

Task 3.4: Identification of Opportunities

- Develop as summary of areas and facilities ripe for improvements. The
- The analysis should try to differentiate the needs between commuter and recreational riders, last mile connections, gap closures, and regional trails.
- The recommendations should also focus on and a broader set of active transportation elements to implement in small unincorporated communities of Sheridan, Granite Bay, Auburn/Bowman, North Auburn, Penryn/Newcastle/Ophir, Meadow Vista, and Foresthill.
- **Responsible Party:** Consultant

Task	Deliverable
3.1	<i>Summary: Inventory of Existing Facilities</i>
3.2	<i>Summary of Planned Improvements</i>
3.3	<i>Summary: Needs & Demands Analysis</i>
3.4	<i>Summary: Areas of Opportunity</i>

4. Refresh Bikeway Vision - Goals, Policies, & Objectives

Task 4.1: Review Existing Plans and Policies

- Conduct a review of the existing Regional Bikeway Plan policy section in comparison to the more recent General Plan and community plans throughout Placer County.
- **Responsible Party:** Consultant, PCTPA, and Placer County

Task 4.2 Developed Draft Goals, Policies, & Objectives

- Establish a creative vision and direction for biking in the unincorporated Placer County through coordination with the Bicycle Technical Advisory Committee.
- The consultant should consider other comparable rural agencies goals, objectives, & policies in the development of the draft for this work element.

- The Draft Goals, Policies, & Objectives should be representative of Placer County’s General Plan and multiple community plans and contain criteria as necessary to comply with the Complete Streets Act and Active Transportation Program.
- **Responsible Party:** Consultant, PCTPA, and Placer County

Task	Deliverable
4.1	<i>Areas of Opportunity: Existing Goals, Policies, & Objectives</i>
4.2	<i>Draft Goals, Policies, & Objectives</i>

5. Recommended Bikeway Network

Task 5.1: Recommended Bikeway Network

- Develop a recommended bikeway network based on information and data gathered in Tasks 2 – 4 and feedback from the Bicycle Transportation Advisory Committee.
- The recommended improvements should address new facilities, operational and/or safety improvements where trails meet or cross with local roadways, and any support facilities or ancillary programs to promote cycling.
- The recommended improvements should also focus on a broader set of active transportation elements for the rural communities listed in Task 3.4
- **Responsible Party:** Consultant

Task 5.2: Prioritized Implementation Plan

- Develop a prioritized implementation plan that can be used in future discretionary funding programs/grants. The implementation plan should contain planning level cost estimates, qualitative evaluation of bicycle usage, schematics, and a discussion of opportunities and constraints.
- The prioritized implementation plan should categorize projects of similar types to fit specific grant requirements. For example, recreational class I trails, gap closures, and/or safety improvement projects, etc.
- **Responsible Party:** Consultant

Task	Deliverable
5.1	<i>Map of Recommended Bikeway Network and Supporting Programs</i>
5.2	<i>Prioritized Implementation Plan</i>

6. Final Report and Implementation

Task 6.1: Draft Regional Bikeway Plan

- Based on the deliverables contained Tasks 2 – 5, a Draft Regional Bikeway Plan will be prepared.
- The draft report will be distributed to the Bicycle Technical Advisory Committee for review and comment.
- **Responsible Party:** Consultant

Task 6.2: PCTPA Board Meeting for Draft Regional Bikeway Plan – Workshops 2 & 3

- Present Draft Regional Bikeway Plan to PCTPA Board of Directors and Placer County Board of Supervisors meetings during regular monthly public meeting to solicit feedback from Board members and the public.
- **Responsible Party:** PCTPA

Task 6.3 Final Draft Regional Bikeway Plan

- Based on input received at PCTPA Board of Directors and Placer County Board of Supervisors meetings on the draft report, a Final Regional Bikeway Plan will be prepared. The final report will credit Caltrans financial participation on the cover page.
- **Responsible Party:** Consultant

Task 6.4: PCTPA Board Meeting for Final Regional Bikeway Plan

- Present Final Regional Bikeway Plan to PCTPA Board during regular monthly public meeting for acceptance.
- **Responsible Party:** PCTPA

Task	Deliverable
<i>6.1</i>	<i>Draft Regional Bikeway Plan</i>
<i>6.2</i>	<i>PowerPoint Presentation, Board Meeting Minutes</i>
<i>6.3</i>	<i>Final Regional Bikeway Plan</i>
<i>6.4</i>	<i>Board Meeting Minutes, Board Resolution for Final Report</i>

7. Project Management & Administration

Task 7.1: Invoicing

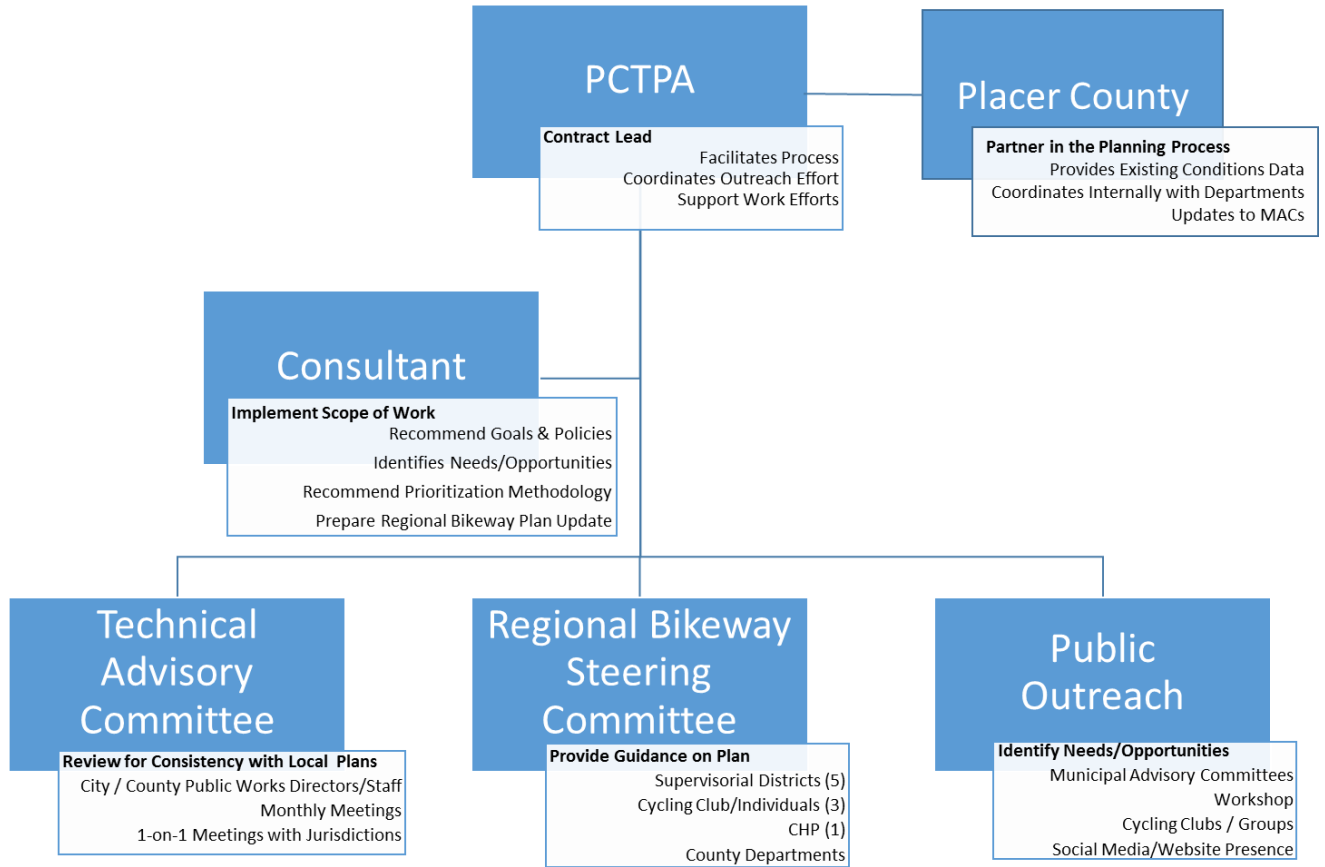
- Consultant to submit complete invoice packages to PCTPA based on Monthly milestone completion
- PCTPA to submit complete invoice packages to Caltrans based on monthly milestone completion.
- **Responsible Party:** PCTPA

Task 7.2: Quarterly Reports

- Submit quarterly reports to Caltrans providing a summary of project progress and grant /local match expenditures.
- **Responsible Party:** PCTPA

Task	Deliverable
<i>7.1</i>	<i>Invoicing Packages</i>
<i>7.2</i>	<i>Quarterly Reports</i>

Attachment 2 Regional Bikeway Plan Organization Chart



**PLACER COUNTY TRANSPORTATION PLANNING
AGENCY**
Technical Advisory Committee Meeting Minutes

August 9, 2016

ATTENDANCE: Amber Conboy, Placer County
Wes Heathcock, City of Colfax
Rhon Herndon, City of Roseville
Ray Leftwich, City of Lincoln
Dave Palmer, City of Rocklin
Jason Shykowski, City of Roseville
Brit Snipes, Town of Loomis
Mike Wixon, City of Roseville
Kevin Yount, Caltrans

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

FY 2016/17 Final LTF Apportionment Update

Aaron Hoyt distributed the estimated Final Findings of Apportionment for FY 2016/17. Hoyt explained that the final payment for FY 2015/16 has not been received from the Board of Equalization and that the LTF Apportionment as provided is based on the Placer County Auditor's assumption of the remaining payout. Hoyt added that the assumed final payment is in excess of what would be expected based on the three year average. Hoyt asked the TAC if 1) we should bring the FY 2016/17 LTF Apportionment as provided to the PCTPA Board for approval allowing the jurisdictions to begin submitting TDA claims or 2) wait to bring the item to the PCTPA Board in September when the final payment has been received and a true up of the fund balance (if any) has occurred, thereby providing an accurate FY 2016/17 LTF Apportionment.

The TAC concurred that it would be best to wait until September to bring the FY 2016/17 Final Findings of the Apportionment to the PCTPA Board for approval.

Countywide Bicycle Master Plan Update

Aaron Hoyt explained that the Countywide Bicycle Master Plan Update, which was last done in 2002, is part of PCTPA's FY 2016/17 Overall Work Program. Hoyt said that this update will focus on the bicycle connections in unincorporated Placer County and how these connections link to other jurisdictions' bicycle networks. Hoyt provided a framework for the plan development, noting that a prioritized list of projects and planning level cost estimates are notable outcomes.

Hoyt explained that PCTPA would be the lead and the County would be an active partner in the process. Hoyt explained that the current budget of \$71,000 is modest for the size of unincorporated County. Relying on current data that the County is able to provide, rather than requiring prospective consultants to generate the data will be key in crafting a Request for Proposal (RFP). Hoyt stated that the TAC would have the opportunity to review the Plan throughout the process. The process will include the formation of a Steering Committee with proposed membership of representatives from each supervisorial district, cycling clubs and other key players, such as the CHP. The schedule is 12 – 16 months, with the RFP anticipated to go out in late August/early September 2016 with a draft Plan of recommendations being brought to the Board in spring 2017. The work plan as outlined will be brought to the PCTPA Board this month.

Lakeside 6 Proposed General Plan Amendment and Rezone ALUC Consistency Determination (Public Hearing scheduled 8/24/2016)

David Melko explained that the City of Lincoln requested a consistency determination for Lakeside 6 Phases 7 and 8 General Plan Amendment and Rezone. Melko added that the applicant is seeking to amend General Plan land uses from High Density Residential to Medium Density Residential and rezone the parcel from RD 15 to RD 8.5 for a total of 85 residential units. Melko explained that reviews by the ALUC require notice be provided with opportunity for input ten days prior to the public hearing and that there was due diligence in terms of outreach. Melko said that this item is being brought to the ALUC on August 24 with the recommended action to find the General Plan Amendment and Rezone consistent with the ALUCP Plan noting that the only condition is a deed notice be recorded, which is already a requirement of the property. The TAC concurred with this recommendation.

Prop 1B PTMISEA Remaining Program Balances

David Melko distributed a spreadsheet which shows the remaining jurisdiction balances for PTMISEA. Melko explained that he contacted the jurisdictions letting them know that information is needed in order to submit the reports which are currently due. Melko explained that there is \$508,000 remaining and applications are due by November 5. Melko added that funds could be reallocated should a jurisdiction(s) be unable to utilize PTMISEA funds.

Prop 1B TSSSDRA Funds – No Applications Filed to Date

David Melko distributed the TSSSDRA Allocation and explained the Placer County and Cities of Auburn and Colfax have submitted projects for FY 2014/15, noting that the other jurisdictions should submit their projects. Melko explained that there is FY 2015/16 money, and only Placer County has applied to date.

Relinquishment of SR-193

Kevin Yount, Caltrans, explained it is a requirement of Caltrans to notify relinquishments of highways to the respective Regional Transportation Planning Agency (RTPA). As such, Yount reported to the TAC that he has been working on the relinquishment report for SR-193 from Oaktree Lane to east of Stardust Lane in Lincoln. The process is moving along as expected with no issues, which was confirmed by Ray Leftwich. Yount said that if there are any comments, questions, or concerns to contact either himself or Ray Leftwich, City of Lincoln. Celia McAdam added that ultimately this goes to the California Transportation Commission (CTC) and expects it will be approved without issue.

Other Issues/Upcoming Deadlines

Unmet Transit Needs: Aaron Hoyt explained that the Unmet Transit Needs process is gearing up. Hoyt said he will be contacting the jurisdictions to inquire if they are interested in hosting a workshop. Hoyt added he will be coordinating with the Tahoe Regional Planning Agency (TRPA) and the Nevada County Transportation Commission (NCTC) on this effort.

Celia McAdam stated that the next TAC meeting is September 13. She also let the TAC know that the measure is on the ballot and officially is 'Measure M'. She said the Keep Placer Moving Transportation Investment Plan booklet which was included as part of the Ordinance is available for the jurisdictions and public distribution.

Rhon Herndon said that there was one bidder for building the Louis and Orlando Transfer Point. This bid was high and Herndon reported that the City has turned it down. Herndon explained that they plan to rebid in winter and will make clarifications to the bid in the hopes future bids are more in line with the project scope. The Transfer Point is anticipated to be built in 2017.

Adjourn

Meeting adjourned at 3:47 p.m.



MEMORANDUM

TO: PCTPA Board of Directors

DATE: August 9, 2016

FROM: Luke McNeel-Caird, Senior Planner/Engineer
David Melko, Senior Transportation Planner

SUBJECT: STATUS REPORT

1. Freeway Service Patrol (FSP)

FY 2015/16 4th Quarter statistical summary for Placer FSP service is attached. For the 4th Quarter, there were 920 total assists. All of the motorists rated the service as “excellent.”

2. Sequencing I-80 and SR 65 Transportation Improvements Study

The Sequencing I-80 and SR 65 Transportation Improvements Study has been finalized. As part of finalizing the report, Kimley-Horn was retained to complete analysis of travel time reliability and safety, resulting in the following key facts:

- ✓ In 2015, residents, businesses, and visitors needed to build an extra 22 minutes into their drive on southbound SR 65 from Lincoln to westbound I-80 at the Placer County line. In doing so they avoided being late due to traffic congestion, accidents, and other delays. -- (At free flow travel speeds it takes 12 minutes, but during the evening commute it can take up to 34 minutes on an average day)
- ✓ In 2015, residents, businesses, and visitors needed to build an extra 17 minutes into their drive on eastbound I-80 at the Placer County line to northbound SR 65 in Roseville and Rocklin. In doing so they planned for traffic congestion, accidents, and other delays and arrived on time. – (At free flow travel speeds it takes 8 minutes, but during the evening commute it can take up to 25 minutes on an average day)
- ✓ Phase 1 improvements to the I-80/SR 65 interchange are anticipated to eliminate 400 accidents on northbound SR 65 from I-80 to Galleria Boulevard/Stanford Ranch Road. Phase 1 is also anticipated to eliminate congestion related accidents on both eastbound and westbound I-80 approaching SR 65.

The final Sequencing Study report will be used to continue coordination with partner agencies to pursue state and federal funding and construct the identified projects.

3. Stanford Ranch Road/Galleria Boulevard Northbound Ramps – PA&ED Phase

Great news, Caltrans has approved the final environmental document and project report for the Galleria Boulevard/Stanford Ranch Road/SR 65 Northbound Ramps Improvement Project (The Ramps)!

Improvements included as part of the The Ramps project are being combined with Phase 1 of the I-80/SR 65 interchange. Caltrans and PCTPA are continuing to finalize the

PCTPA Board of Directors

Status Report

August 2016

Page 2

environmental document and project report for the I-80/SR 65 Interchange. There are several review periods required before we can finalize the EIR/EA. Work has already begun on the design and permits needed for construction of Phase 1 of the I-80/SR 65 Interchange in 2017 (dependent of course on full funding being available).

4. Quarterly Status Report on State and Federal Funded Projects

The attached Quarterly Status Report summarizes currently programmed projects in Placer County that are regionally significant and/or funded with state and federal funds. The report provides project descriptions, project costs, and key schedule information.

PCTPA FSP 4th Quarter (2015/16) Statistical Summary

Total Assists = 920

By Vehicle Type			By Vehicle Problem			How long before FSP arrived?		
Vehicle Type	Percent	Count	Vehicle Problem	Percent	Count	Option	Percent	Count
Car/Minivan/Wagon	52.9%	486	Mechanical	26.6%	245	Less than 5	40.9%	18
Pickup Truck	17.7%	163	Accident	19.6%	180	5 - 10 minutes	34.1%	15
Sport Utility Vehicle/Crossover	16.5%	152	Flat Tire	18.7%	172	10 - 15 minutes	13.6%	6
Other	4.4%	40	Abandoned	8.4%	77	15 - 20 minutes	6.8%	3
Big Rig	2.9%	27	Out of Gas	6.6%	61	20 - 30 minutes	0.0%	0
Truck - Over 1 Ton	2.2%	20	None - Not Needed	5.1%	47	30 - 45 minutes	4.6%	2
Motorcycle	2.0%	18	Debris	4.8%	44	45 minutes - Over Hour	0.0%	0
Truck - Under 1 Ton	0.9%	8	Driver Related	3.4%	31			
RV/Motorhome	0.5%	5	Overheated	2.2%	20			
Blank	0.1%	1	Other	2.1%	19	Was the driver courteous & helpful?		
			Unsecured Load	1.3%	12	Option	Percent	Count
			Electrical	0.8%	7	Yes, very	100.0%	44
By Vehicle Location			Partner Assist	0.3%	3	How did FSP know you needed help?		
Vehicle Location	Percent	Count	Car Fire	0.1%	1	Option	Percent	Count
Right Shoulder	76.7%	705	Locked Out	0.1%	1	Driver saw me	84.1%	37
Ramp/Connector	10.7%	98				Used a Call Box	0.0%	0
Left Shoulder	6.6%	61				Others	15.9%	7
In Freeway Lane(s)	5.9%	54	By Vehicle Action					
Unable to Locate	0.1%	1	Vehicle Action	Percent	Count	How would you rate this service?		
Blank	0.1%	1	Quick Fix / Repair	18.8%	173	Option	Percent	Count
			Towed to Drop Zone	18.6%	171	Excellent	100.0%	44
			Traffic Control	14.2%	131			
By Vehicle Origin			None - Not Needed	10.5%	97	How did you hear about FSP?		
Vehicle Origin	Percent	Count	Tagged Vehicle	8.4%	77	Option	Percent	Count
Found by You	67.5%	621	Escort Off Freeway	6.4%	59	Brochure	4.6%	2
Dispatched by CHP	18.6%	171	Towed Off Freeway	5.3%	49	Other	4.6%	2
Partner Assist	12.5%	115	Debris Removal	5.1%	47	Hadn't heard until today	77.3%	34
Directed by CHP Officer	0.8%	7	Called Private Assistance	4.6%	42	Have seen trucks driving	11.4%	5
Revisit	0.5%	5	Partner Assist	3.2%	29	Helped by FSP Previously	2.3%	1
Other	0.1%	1	Other	2.4%	22			
			Motorist Refused Service	2.0%	18			
Other Metrics			Provided Transportation	0.5%	5			
Average Duration (Minutes)		9.95						
Overtime Assists		16						
Overtime Blocks		21						
Multi-Vehicle Assist		120						
Total Comments		44						

Source: <http://www.sacmetrofsp.com>

**Status Report on Federal and State Funding for Regionally Significant Transportation Projects in Placer County
August 2016**

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Column 1	Column 2	Column 3	Column 4	Column 5	Column 6	Column 7	Column 8	Column 9	Column 10
Caltrans D3	CAL20389	SR 193 Curve Improvement	Near Lincoln, SR 193, from 0.1 mile west to 0.9 mile east of Clark Tunnel Road - Curve improvements and widening (PM 4.4/5.4) [CTIPS ID 107-0000-0798] (Toll Credits). Toll Credits for ENG, ROW, CON	SHOPP Collision AC	\$18,562,000	2018	2015	2015	2015
Caltrans D3	CAL20424	I-80 3-Mile Truck Climbing Lane	Near Colfax on I-80, from the Long Ravine UP to east of Magra Road OC - Construct eastbound truck climbing lane and related improvements (PM 35.1/38.0) (Toll Credits for PE, ROW, CON). Toll Credits for ENG, ROW, CON	IM, SHOPP Mobility AC	\$52,657,337	2018	2010	2015	2015
Caltrans D3	CAL20502	Ramp Meters at Various Locations	In Sacramento and Placer Counties, on SR 51, SR 65 and SR 99, at various locations (Sac-99-15.7/23.8) - Install ramp meters [CTIPS ID 107-0000-1006] (Toll Credits). Toll Credits for ENG, ROW	SHOPP Mobility AC	\$28,530,000	2020	2015	2017	2017
Caltrans D3	CAL20511	Gold Run SRRA Water System Upgrades	On I-80 in Placer County, near Gold Run, at the Gold Run Safety Roadside Rest Area - Replace water distribution system (PM 41.4/42.2) [CTIPS ID 107-0000-0960] [Total Project Cost \$3,296,000 in 16/17 FY] (Toll credits for PE, ROW, CON). Toll Credits for ENG, ROW, CON	SHOPP Collision AC	\$3,596,000	2019	2016	2017	2017
Caltrans D3	CAL20516	Upgrade Pedestrian Facilities at Various Locations	In Yuba, Sacramento, Placer, El Dorado and Butte counties on Various Routes at Various Locations - Upgrade pedestrian facilities [EFIS ID 0312000071; CTIPS ID 107-0000-0974] [Total Project Cost \$3,482,000 in 17/18 FY] (Toll Credits for PE, ROW, CON). Toll Credits for ENG, ROW, CON	SHOPP - Mandates AC	\$3,482,000	2019	2016	2018	2018
Caltrans D3	CAL20519	Upgrade Traffic Monitoring Stations	In various counties, on various routes at various locations in the SACOG region: Upgrade Traffic Monitoring Stations (TMS) [CTIPS ID 107-0000-0967] (Toll Credits for PE, ROW, CON). Toll Credits for ENG, ROW, CON	SHOPP Mobility AC	\$7,162,000	2017	2016	2016	2016
Caltrans D3	CAL20521	I-80 Culvert Rehabilitation	In and near Colfax on I-80, from 0.3 mile south of Weimar overhead to 0.3 mile south of Illinoistown overcrossing - Rehabilitate culvert (PM 28.5/31.5) [EFIS ID 0300020597; CTIPS ID 107-0000-0959] (Toll Credits for PE, ROW, CON). Toll Credits for ENG, ROW, CON	SHOPP Roadway Pres AC	\$2,115,000	2019	2016	2018	2018
Caltrans D3	CAL20541	SR 49 HMA Overlay (G13 Contingency Project)	In Auburn, SR 49, from 0.1 mile south of Routes 49/80 separation to 0.1 mile north of Dry Creek Road - Rehabilitate Pavement (PM 3.1/7.5) (G13 Contingency Project) [CTIPS ID 107-0000-0992] [EFIS ID 0300020616] (Toll Credits for PE, ROW, and CON). Toll Credits for ENG, ROW, CON	Local, SHOPP Roadway Pres AC	\$29,400,000	2022	2016	2018	2018

**Status Report on Federal and State Funding for Regionally Significant Transportation Projects in Placer County
August 2016**

Lead Agency	MTIP ID	Project Title	Project Description	Fund Source	Total Project Cost	Year Complete	1st Yr PA&ED	1st Yr ROW	1st Yr CON
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Caltrans D3	CAL20547	RWIS Upgrades - Various Counties	In Sacramento, El Dorado, Nevada, Placer and Yolo Counties, on Routes 5, 28, 50, 51, 80, 89, 99 and 267, at various locations: Repair and upgrade roadway information systems (RWIS) also known as ITS, Intelligent Transportation Systems. [CTIPS ID 107-0000-1000] (Toll credits for PE, ROW, CON). Toll Credits for ENG, ROW, CON	SHOPP Mobility AC	\$2,810,000	2017	2016	2016	2016
Caltrans D3	CAL20548	HAR Upgrades - Various Counties and Routes	In Sacramento, Butte, El Dorado, Nevada, Placer and Yolo Counties, on Routes 5, 50, 70, 80, 89, 99 and 267, at various locations - Upgrade Highway Advisory Radios (HAR) [CTIPS ID 107-0000-1001] (Toll credits for PE, ROW, CON). Toll Credits for ENG, ROW, CON	SHOPP Mobility AC	\$3,130,000	2018	2016	2016	2016
Caltrans D3	CAL20550	Upgrade CMS Panels - Various Counties	In Sacramento, El Dorado, Nevada, Placer, Yolo and Solano Counties at various location - Upgrade Changeable Message Sign (CMS) panels [CTIPS ID 107-0000-1003] (Toll credits for PE, ROW, CON). Toll Credits for ENG, ROW, CON	SHOPP Mobility AC	\$10,120,000	2018	2016	2016	2016
Caltrans D3	CAL20680	SR 89 Maintenance Asphalt Overlay	In Placer County, on SR 89, from Jct with SR 28 north to 0.14 mile south of Squaw Valley Road - Maintenance asphalt overlay (PM 8.5/13.6) [HM1 - Pavement Preservation Fed-Funded]] (Toll Credits for PE, ROW, CON). Toll Credits for ENG, ROW, CON	HM STP	\$2,410,000	2017	2016	2016	2016
Caltrans D3	CAL20695	Ramp Meters at Various Locations (G13 Contingency Project)	PE Only: In Yolo and Sacramento Counties, on I-80 at various locations - Install ramp meters at various locations[CTIPS ID 107-0000-1008] (G13 Contingency Project) (Toll Credits). Toll Credits for ENG, CON	SHOPP Mobility AC	\$16,020,000	2021	2016	2019	2019
Caltrans D3	CAL20708	I-80 Fiber Optics at Various Locations	In and near the cities of Sacramento and Citrus Heights, I-80, from east of the Yolo County Line to the Placer County Line (PM M0.1/18.0); also in Placer County in the City of Roseville I-80, from the Sacramento County Line to east of the Sacramento County Line (PM 0.0/0.7) - Install fiber optics communication lines (Toll Credits). Toll Credits for ENG, ROW, CON	SHOPP Mobility AC	\$16,750,000	2021	2017	2020	2020
Caltrans D3	CAL20713	District 3 AVC Upgrades	In various counties on various routes at various locations within Caltrans District 3 - Repair and install permanent Automatic Vehicle Classification (AVC) truck data collection stations (Toll Credits). Toll Credits for ENG, ROW, CON	SHOPP Mobility AC	\$13,570,000	2020	2017	2019	2019

**Status Report on Federal and State Funding for Regionally Significant Transportation Projects in Placer County
August 2016**

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Caltrans D3	CAL20719	I-80 Bridge Rehab (G13 Contingency Project)	In Placer and Nevada counties, I-80, at various locations (PM 28.7/R63.5) (G13 SHOPP Contingency Project) - Rehabilitate or replace bridges at six locations [#19-0038, #19-0112, #19-0113, #19-0114, #17-0023, #19-0118] (Toll Credits). Toll Credits for ENG, ROW	Local, SHOPP Bridge AC	\$48,385,000	2025	2018	2020	2021
Caltrans D3	CAL20720	I-80 Culvert Rehab	Near Weimar, I-80, from west of Applegate Road to west of Weimar Cross Road (PM 25.9/28.5) - Drainage system rehabilitation (Toll Credits). Toll Credits for ENG, ROW, CON	SHOPP Roadway Pres AC	\$4,540,000	2020	2017	2019	2019
Caltrans D3	CAL20721	I-80 Colfax Culvert Rehabilitation	In and near Colfax, I-80, from west of Illinoistown Overcrossing to east of Cape Horn Undercrossing (PM 31.5/36.0) - Drainage system rehabilitation (Toll Credits). Toll Credits for ENG, ROW, CON	SHOPP Roadway Pres AC	\$4,730,000	2021	2017	2020	2020
Caltrans D3	CAL20722	District 3 LED Upgrades	In various counties on various routes at various locations within District 3 (listed under PLA-80-Var in 2016 SHOPP) - Upgrade Extinguishable Message Signs (EMS) to LED (Toll Credits). Toll Credits for ENG, ROW, CON	SHOPP Mobility AC	\$2,530,000	2021	2017	2020	2020
Caltrans HQ	CAL20562	FTA 5310 - Pride Industries Replacement Buses	Replace three existing buses that provide transportation to persons with developmental and other disabilities in Placer and Sacramento counties. Transportation Development Credits/Toll Credits are being used as match, and as allowable under FTA Section 5310 federal funds will fund 100% of this project.. Toll Credits for CON	FTA 5310	\$229,500	2018			2015
Caltrans HQ	CAL20563	FTA 5310 - City of Roseville Mobility Management Program	Transit Ambassador and Mobility Training programs. Assist new transit and paratransit/demand response transportation riders that are seniors and persons with disabilities in Placer County, as well as the South Placer County "One Stop" Call Center that distributes transit and paratransit/demand response transportation information and handles reservations/transfers for paratransit/demand response transportation users in Placer County. Transportation Development Credits/Toll Credits are being used as match, and as allowable under FTA Section 5310 federal funds will fund 100% of this project.. Toll Credits for CON	FTA 5310	\$234,000	2018			2015

**Status Report on Federal and State Funding for Regionally Significant Transportation Projects in Placer County
August 2016**

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Caltrans HQ	CAL20564	FTA 5310 - City of Roseville Transit Vehicle Navigation Units	Purchase 25 global positioning system (GPS) navigation units to assist demand response drivers serving seniors and people with disabilities. Transportation Development Credits/Toll Credits are being used as match, and as allowable under FTA Section 5310 federal funds will fund 100% of this project.	FTA 5310	\$6,900	2018			2015
Caltrans HQ	CAL20565	FTA 5310 - City of Roseville South Placer Call Center Equipment	Purchase training equipment (a laptop and LCD projector) for Call Center employees and Transit Ambassadors to use, as well as replacement digital recording system and TDD equipment for the South Placer Call Center. Transportation Development Credits/Toll Credits are being used as match, and as allowable under FTA Section 5310 federal funds will fund 100% of this project.. Toll Credits for CON	FTA 5310	\$28,100	2018			2015
Caltrans HQ	CAL20566	FTA 5310 - Paratransit, Inc. Mobility Management Travel Training	Mobility management activities and travel training to assist current and potential paratransit/demand response users who are senior and/or persons with disabilities to learn to use the fixed route transit systems in the SACOG region. (Transportation Development Credits/Toll Credits are being used to waive the match.). Toll Credits for CON	FTA 5310	\$602,672	2018			2015
Capitol Corridor JPA	CAL18320	Roseville Third Track	On the UP mainline, from Elvas Tower in Sacramento County to Roseville Station in Placer County: Construct third track. Project involves: extension of freight lead track; construction of track and signal improvements; construction of satellite maintenance facility and other associated improvements; and possible relocation of the Roseville rail station to address conflicting train movements that affect capacity. Project improvements will permit service capacity increases for Capitol Corridor in Placer County, with up to ten round trips to Roseville.	IIP - Public Transportation Account, Local, Prop 1A High Speed Rail, RIP PTA, STIP RIP AC	\$250,800,000	2021	2001		2016
City of Auburn	PLA25353	Auburn Multi Modal Station - Rail Platform Extension	At the existing Auburn Multi Modal Station: Obtain right-of-way and install rail platform extension . (Emission Benefits in kg/day: 0.93 ROG, 1.18 NOx, 0.43 PM10)	CMAQ, Local	\$1,416,480	2017	2011	2017	2017
City of Auburn	PLA25547	City of Auburn Non-Urbanized Transit Operations	For the ongoing operation of transit within the non-urbanized area of Auburn and a portion of non-urbanized Placer County.	FTA 5311, Local	\$2,427,734	2018			2013
City of Lincoln	PLA25531	Lincoln Blvd. Signal Upgrade and Lighting	Lincoln Blvd. (SR 65) between Sterling Pkwy. and 7th St.: Upgrade traffic signals; install safety lighting and bike lanes. (HSIP5-03-006)	HSIP, Local	\$1,080,000	2018			2016

**Status Report on Federal and State Funding for Regionally Significant Transportation Projects in Placer County
August 2016**

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City of Lincoln	PLA25540	McBean Park Bridge Rehabilitation	McBean Park Dr. over Auburn Ravine, east of East Ave.: Rehabilitate existing 2 lane bridge. No added lane capacity.	HBP, Local	\$8,083,000	2020	2013	2017	2018
City of Lincoln	PLA25553	Twelve Bridges Drive & Joiner Parkway rehabilitation	In Lincoln, street rehabilitation of (1) Twelve Bridges Drive from Industrial Avenue east to Sierra College Boulevard and (2) Joiner Parkway from the southern city limits to First Street. (Toll Credits for CON). Toll Credits for ENG, CON	RSTP, RSTP Exchange	\$1,332,655	2017	2014		2017
City of Lincoln	PLA25554	Lincoln Blvd. Streetscape - Phase 2	Lincoln Blvd, First Street to McBean Park Drive: Provide a more pedestrian, bicycle and Neighborhood Electric Vehicle (NEV) friendly environment along the main street through the city. Pedestrian improvements include wider sidewalks, bulb-outs at intersections and crosswalks. Bicycle and NEV improvements include Class 2 lanes on each side of the street. (Emission Benefits in kg/day: ROG 0.16, NOx 0.11, PM10 0.06) (Toll Credits for PE and CON). Toll Credits for ENG, CON	CMAQ	\$1,019,639	2018	2013		2016
City of Lincoln	PLA25645	Lincoln Boulevard Streetscape Improvements Project Phase 3	Lincoln Boulevard for a half mile and sections of First Street, Third Street, Fifth Street, Sixth Street and Seventh Street: construct streetscape improvements, including improved sidewalks and 0.3 miles of NEV/Bike Lanes. (Emission Benefits in kg/day: 0.08 ROG, 0.05 NOx, 0.02 PM2.5, 0.02 PM10) (Toll credits for PE & CON). Toll Credits for ENG, CON	CMAQ	\$1,469,458	2019	2016		2018
City of Lincoln	PLA25646	Street Resurfacing	On 1st Street between Lincoln Boulevard and R Street: Rehabilitate and resurface roadway. Various drainage, ADA, and striping improvements will also be constructed as part of the project. (Toll credits for CON). Toll Credits for CON	RSTP	\$1,671,954	2018	2016		2018
City of Lincoln	PLA25652	McBean Park Drive Widening Over Auburn Ravine	From East Ave. to Ferrari Ranch Rd.: Widen from 2 to 4 lanes, including the McBean Park Bridge at Auburn Ravine.	Local	\$11,818,131	2020	2016	2017	2018
City of Rocklin	PLA19400	Rocklin Rd. Rehabilitation (Aguilar St. to Meyers St.)	In Rocklin, Rocklin Road, from Meyers st to Aguilar St.: rehab. pavement.	Local, RSTP	\$1,075,000	2018	2017		2018
City of Rocklin	PLA25268	University Avenue Phase 1	University Avenue: Construct new four lane roadway from the intersection of Whitney Ranch Parkway north to the extension of West Ranch View Drive. One or more phases of this project may require federal permitting.	Local	\$2,300,000	2018			2017
City of Rocklin	PLA25551	Sunset Blvd Reconstruction	Sunset Blvd from Fairway Drive to Stanford Ranch Road: Reconstruct. (Toll credits for CON.)	Local, RSTP	\$863,676	2018			2018

**Status Report on Federal and State Funding for Regionally Significant Transportation Projects in Placer County
August 2016**

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City of Rocklin	PLA25566	Bridge Preventive Maintenance Program	Bridge Preventive Maintenance Program, various locations in City of Rocklin. See Caltrans Local Assistance HBP web site for backup list of bridges.	HBP, Local	\$623,520	2016	2015		2015
City of Rocklin	PLA25635	Pacific St at Rocklin Road Roundabout	At Rocklin Rd/Pacific St., replace existing traffic signal intersection with a two lane roundabout : (Toll Credits for PE, ROW, CON).(Emission Benefits kg/day: ROG 0.26; NOx 0.21; PM2.5 0.01).. Toll Credits for ENG, ROW, CON	CMAQ	\$2,707,607	2018	2016	2017	2018
City of Roseville	PLA15100	Baseline Road	In Roseville, Baseline Road from Fiddymment Road to Sierra Vista Western edge west of Watt Avenue: widen from 2 to 6 lanes.	Local	\$7,852,055	2019	2017	2017	2018
City of Roseville	PLA15660	Baseline Rd. Widening	In Roseville, Baseline Rd., from Brady Lane to Fiddymment Road: widen from 3 to 4 lanes.	Local	\$6,106,889	2020	2017	2018	2019
City of Roseville	PLA15850	Roseville Road Widening	Widen Roseville Rd. from 2 to 4 lanes Between Cirby Way and southern city limit.	Local	\$2,500,000	2020	2018	2018	2019
City of Roseville	PLA19470	Woodcreek Oaks	In Roseville, widen Woodcreek Oaks Boulevard from two to four lanes from just north of Pleasant Grove Boulevard to Crimson Ridge Way, including bridge over Pleasant Grove Creek.	Local	\$4,500,000	2018	2016	2016	2017
City of Roseville	PLA19910	Dry Creek Greenway Trail	In Roseville, along Dry Creek, Cirby Creek and Linda Creek, construct class 1 bike trail. (Emission Benefits in kg/day: 0.09 ROG, 0.07 NOx, 0.03 PM2.5)	CMAQ, Local	\$3,268,629	2019	2011	2016	2019
City of Roseville	PLA25214	Roseville Transit ITS Project	To purchase and install electronic fareboxes, software, probes, software, automatic vehicle location devices, mobile data computers, video security cameras and software, and digital readerboard equipment for transfer points. [Project replaces PCT10430 and PCT10420]	FTA 5307 *, Local	\$1,100,000	2017			2008
City of Roseville	PLA25377	Market St.	City of Roseville, Market St., from approx. 800 feet north of Baseline Road to Pleasant Grove: Extend 2 lanes.	Local	\$8,500,000	2020	2018	2018	2019
City of Roseville	PLA25378	Santucci Blvd. Extension	City of Roseville, Santucci Blvd. (North Watt Ave.): Extend four lanes from Vista Grande Blvd.to Blue Oaks Boulevard.	Local	\$6,500,000	2020	2017	2018	2019
City of Roseville	PLA25386	I-80 To Royer Park Bikeway Phase 2 - Segment 3	Roseville, Harding Blvd @ Dry Creek, I-80 to Royer Park: Construct class 1 bikeway in 2 phases. Phase 1 from I-80 to Harding Blvd completed in 2004 (PLA20870). Phase 2 construction is separated into 3 segments: Segment 3 is located from Folsom Road to Lincoln Street/Royer Park. (Emission benefits in kg/day: 0.25 ROG, 0.2 NOx 0.09 PM10)	CMAQ, Local	\$870,909	2017	2018	2011	2018

**Status Report on Federal and State Funding for Regionally Significant Transportation Projects in Placer County
August 2016**

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City of Roseville	PLA25465	Downtown Pedestrian Bridge	In Roseville, improve access to Civic Center transit transfer facility by constructing transit/bicycle/pedestrian related improvements, including pedestrian bridge and Class I trail improvements. (Emission benefits in kg/day: ROG 0.55, NOx 0.34, PM2.5 0.11)	CMAQ, Local	\$3,217,000	2018	2011		2018
City of Roseville	PLA25469	Oak Street Extension of Miners Ravine Trail	In Roseville, Miners Ravine Trail, from Lincoln Street to Royer Park along the Dry Creek corridor: Extend class 1 trail, including relocation and safety upgrades to existing Ice House Bridge. From transit stop at Downtown Roseville Library to existing class 1 trail in Royer Park: provide bicycle and pedestrian improvements including replacement of Taylor Street Bridge. (Emission benefits in kg/day: ROG 0.13, NOx 0.09, PM10 0.04) (FTA 5307 to be used on Taylor Street bridge and bike/ped improvements leading to transit stop at library.)	ATP (Fed), Bicycle Transportation Account, CMAQ, FTA 5307 *, Local, State Cash	\$3,783,032	2016	2011		2016
City of Roseville	PLA25498	Roseville Transit Preventive Maintenance and ADA Operations 2011-2016	Maintenance of transit fleet and operating ADA transit services.2013 Preventive Maintenance = \$0; 2013 ADA Operations = \$260,000;2014 Operating Assistance = \$1,322,938; 2014 ADA Operations = \$20,6952015 Preventive Maintenance = \$69,217;2015 Operating Assistance = \$724,479;2016 Preventive Maintenance = \$0;2016 Operating Assistance = \$802,439.	FTA 5307 *, FTA 5307 - E.S., Local	\$8,142,439	2017			2011
City of Roseville	PLA25501	Washington Blvd/Andora Undercrossing Improvement Project	In Roseville, widen Washington Blvd from 2 to 4 lanes, including widening the Andora Underpass under the UPRR tracks, between Sawtell Rd and just south of Pleasant Grove Blvd. and construct bicycle and pedestrian improvements adjacent to roadway. (CMAQ funds are for bicycle and pedestrian improvements only. Emission Benefits in kg/day: 0.9 ROG, 0.51 NOx, 0.16 PM10)	CMAQ, Local	\$18,000,000	2020			2020
City of Roseville	PLA25508	Oak Ridge Dr/Linda Creek Bridge Replacement	Oak Ridge Dr, over Linda Creek, 0.2 mi N of Cirby Way. Replace the existing functionally obsolete 2 lane bridge with a new 2 lane bridge. 11/8/2010: (Toll Credits programmed for PE, ROW, and & CON.). Toll Credits for ENG, ROW, CON	HBP	\$3,151,000	2019	2011	2017	2018
City of Roseville	PLA25516	SRTS Toolkit Expansion	Multiple Schools in the Roseville City School District: Expand Safe Routes to School (SRTS) toolkit. SRTS3-03-006	SRTS	\$295,000	2017			2014
City of Roseville	PLA25527	Pleasant Grove Blvd. Extension	In Roseville, extend 4 lanes of Pleasant Grove from 1500 feet west of Market St to Santucci Blvd (Watt Ave).	Local	\$5,300,000	2018			2014

**Status Report on Federal and State Funding for Regionally Significant Transportation Projects in Placer County
August 2016**

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City of Roseville	PLA25528	Blue Oaks Blvd Extension - Phase 1	In Roseville, Extend 2 lanes of Blue Oaks Blvd from Hayden Parkway to Westside Dr., Including south half of a 6-lane bridge over Kaseberg Creek.	Local	\$6,000,000	2018	2016	2016	2017
City of Roseville	PLA25534	Roseville Rd. Realignment	Roseville Rd. from Cirby Way to the city limits: Realign roadway. (HSIP5-03-017)	HSIP, Local	\$3,539,500	2017			2016
City of Roseville	PLA25538	Vista Grande Arterial	In Roseville, from Fiddymt Rd west to Westbrook Blvd, construct new 4-lane arterial.	Local	\$2,500,000	2018			2016
City of Roseville	PLA25539	Blue Oaks Blvd. Extension Phase 2	In Roseville, Blue Oaks Blvd., from Westbrook Dr. to Santucci Blvd. (formerly Watt Ave.), extend 2 lanes.	Local	\$6,350,000	2019	2016	2017	2018
City of Roseville	PLA25545	Roseville CMS Installation Project - Pleasant Grove Blvd.	In Roseville, install Changeable Message Sign (CMS) on SW/B Pleasant Grove Blvd. approaching Roseville Pkwy. to reduce traffic congestion by improving traffic information dissemination per the ITS Master Plan. (Qualitative emission benefits on file.)	CMAQ, Local	\$200,000	2017			2017
City of Roseville	PLA25570	Santucci Boulevard South	In Roseville, Santucci Boulevard South (Watt Ave.) from Baseline Road north to Vista Grande Boulevard: Construct 4-lane road.	Local	\$1,000,000	2020			2019
City of Roseville	PLA25571	Market Street South	In Roseville, Market Street South, from Baseline Road to approx. 800 feet north: construct 2-lane road.	Local	\$500,000	2018			2018
City of Roseville	PLA25572	Roseville Bridge Preventive Maintenance Program	Bridge Preventive Maintenance Program (BPMP) for various bridges in the City of Roseville. See Caltrans Local Assistance HBP website for backup list of projects.	HBP, Local	\$817,000	2018	2014		2018

**Status Report on Federal and State Funding for Regionally Significant Transportation Projects in Placer County
August 2016**

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Column 1	Column 2	Column 3	Column 4	Column 5	Column 6	Column 7	Column 8	Column 9	Column 10
City of Roseville	PLA25578	2015 RSTP Arterial Microsurfacing Project	In Roseville, resurface the following arterial roadways - Pleasant Grove Blvd from Hartley Wy to Fiddymnt Rd & from Michner Dr to Foothills Blvd; Fiddymnt Rd from Pleasant Grove Blvd to Blue Oaks Blvd; Foothills Blvd from Pleasant Grove Blvd to Junction Blvd & from Baseline Rd to Atkinson St; Galilee Rd from Industrial Ave to Pleasant Grove Blvd; Vineyard Rd from Brady Ln to Atkinson St; Denio Loop from Foothills Blvd to Atkinson St; E Roseville Parkway from Douglas Blvd to Sierra College Blvd; Atlantic St from Wills Rd to I-80 WB On Ramp; Eureka Rd from Sunrise Ave to Douglas Blvd; Sunrise Ave from Smith Ln to Kensington Dr; N. Sunrise Ave from Frances Dr to Lead Hill Blvd; Sierra Gardens Dr from Santa Clara Dr to Douglas Blvd; Santa Clara Dr from Sierra gardens Dr to Douglas Blvd; and Douglas Blvd from N. Sunrise Ave to Sierra Gardens, Junction Blvd from Woodcreek oaks Blvd to Baseline Rd, Vernon St from Cirby Wy to City Limits and Melody Ln from Cirby Wy to Cresthaven Dr. (Toll credits for CON.)	RSTP	\$6,374,233	2018			2016
City of Roseville	PLA25581	2017 Pedestrian Facilities Improvement	In Roseville, upgrade ADA pedestrian ramps along various arterial and collector roadways for safety and to meet current ADA standards. (Emission Benefits in kg/day: 0.10 ROG; 0.06 NOx; 0.02 PM2.5)	CMAQ, Local	\$815,925	2018			2016
City of Roseville	PLA25647	Atlantic Eureka I-80 W/B On-ramp Widening	In Roseville, widen the Atlantic Street/Eureka Road/I-80 W/B On-ramp, including bridge widening over Miners Ravine, from 1-lane to 2-lanes plus an HOV bypass lane. (Toll Credits for CON). Toll Credits for CON	Local, SHOPP Collision AC	\$9,130,000	2019	2016	2016	2019
PCTPA	PLA25413	Planning, Programming, Monitoring 2011-2019	PCTPA plan, program, monitor (PPM) for RTPA related activities.	RIP State Cash	\$1,455,000	2019			2011

**Status Report on Federal and State Funding for Regionally Significant Transportation Projects in Placer County
August 2016**

Lead Agency Column 1	MTIP ID Column 2	Project Title Column 3	Project Description Column 4	Fund Source Column 5	Total Project Cost Column 6	Year Complete Column 7	1st Yr PA&ED Column 8	1st Yr ROW Column 9	1st Yr CON Column 10
PCTPA	PLA25440	I-80/SR 65 Interchange Improvements Phase 1	In Placer County: Between I-80 and Pleasant Grove Boulevard; Reconfigure I-80/SR 65 interchange to widen northbound SR 65 from 2 to 3 lanes from I-80 westbound on-ramp to Galleria Boulevard/Stanford Ranch Road off-ramp and from Galleria Boulevard/Stanford Ranch Road on-ramp to Pleasant Grove Boulevard off-ramp, including widening Galleria Boulevard/Stanford Ranch Road northbound off-ramp and on-ramp, and southbound on-ramp (PA&ED, PS&E, ROW, and CON to be matched with Toll Credits). SHOPP funding (EA 03-0H260) for auxiliary lane on northbound SR 65 between I-80 and Galleria Boulevard/Stanford Ranch Road.. Toll Credits for ENG, ROW, CON	Local, NCI, SHOPP Collision AC	\$47,810,000	2022	2010	2016	2017
PCTPA	PLA25468	Placer County Congestion Management Program	Provide educational and outreach efforts regarding alternative transportation modes to employers, residents, and the school community through the Placer County Congestion Management Program (CMP). CMP activities will be coordinated with the City of Roseville and SACOG's Regional Rideshare / TDM Program. (Emission Benefits kg/day: ROG 11.44; NOx 11.59; PM2.5 5.54)	CMAQ, Local	\$1,548,812	2020			2011
PCTPA	PLA25519	I-80 Eastbound Auxiliary Lane: SR 65 to Rocklin Rd.	In Rocklin: Between SR 65 (PM 4.5) and Rocklin Rd. (PM 5.9); Construct eastbound I-80 auxiliary lane, including two-lane off-ramp, concrete barrier/retaining walls, and shoulder improvements. (Toll credits for PE, ROW, and CON)	DEMO HPP, Local	\$7,000,000	2023	2014	2016	2019
PCTPA	PLA25529	SR 65 Capacity & Operational Improvements Phase 1	SR 65, from Galleria Blvd. to Lincoln Blvd., make capacity and operational improvements. Phase 1: From Galleria Blvd. to Pleasant Grove Blvd., construct auxiliary lanes on northbound and southbound SR 65, including widening Galleria Blvd. southbound off-ramp. (Toll credits for PA&ED)(Emission Benefits in kg/day: ROG 15.80; NOx 15.88; PM10 11.66)	CMAQ, Local	\$16,520,000	2020	2013	2018	2018
PCTPA	PLA25542	I-80 Westbound Auxiliary Lane - Douglas Blvd. to Riverside Ave.	In Roseville: Between Douglas Blvd.(PM 2.0) and Riverside Ave. (PM 0.2); Construct westbound I-80 auxiliary lane and shoulder improvements. (Toll credits for PE, ROW, and CON)	Local, NCI	\$7,000,000	2023	2014	2016	2019
PCTPA	PLA25543	Placer County Freeway Service Patrol	In Placer County: provide motorist assistance and towing of disabled vehicles during am and pm commute periods on I-80 (Riverside Ave to SR 49) and SR 65 (I-80 to Twelve Bridges Dr). (Emission Benefits in kg/day: ROG 1.13; NOx 0.45; PM 2.5 0.07)	CMAQ, State Cash	\$1,556,177	2020			2014

**Status Report on Federal and State Funding for Regionally Significant Transportation Projects in Placer County
August 2016**

Lead Agency	MTIP ID	Project Title	Project Description	Fund Source	Total Project Cost	Year Complete	1st Yr PA&ED	1st Yr ROW	1st Yr CON
Column 1	Column 2	Column 3	Column 4	Column 5	Column 6	Column 7	Column 8	Column 9	Column 10
PCTPA	PLA25576	I-80 Westbound 5th Lane	In Roseville: Between east of Douglas Blvd. off-ramp to west of Riverside Ave.; Extend I-80 westbound auxiliary lane (PLA25542) to the east and west to create continuous 5th lane on westbound I-80. The Douglas Boulevard off-ramp would be reduced from a 2-lane off-ramp to a 1-lane off-ramp.	Local, NCI	\$4,000,000	2023		2018	2021
PCTPA	PLA25643	2019 PCTPA TCM	Funding for PCTPA share of Transportation Control Measures in 2019. Toll Credits for CON	CMAQ	\$235,358	2020			2019
PCTPA	PLA25649	I-80/SR 65 Interchange Improvements Phase 2A	In Placer County: Between I-80 and Pleasant Grove Boulevard; Reconfigure I-80/SR 65 interchange to widen northbound SR 65 from 3 to 4 lanes from I-80 westbound on-ramp to Galleria Boulevard/Stanford Ranch Road off-ramp (including full middle structure for East Roseville Viaduct), widen SR 65 northbound from 2 to 3 lanes from Galleria Boulevard/Stanford Ranch Road off-ramp to Galleria Boulevard/Stanford Ranch Road on-ramp, widen SR 65 southbound from 2 to 3 lanes between Pleasant Grove Boulevard on-ramp and Galleria Boulevard/Stanford Ranch Road overcrossing, and widen I-80 westbound to SR 65 northbound ramp from 1 to 2 lanes.. Toll Credits for ENG, ROW	DEMO HPP, Local, NCI	\$48,680,000	2035	2017	2018	2021
Placer County	PLA15105	Baseline Road Widening Phase 1 (West Portion)	Baseline Rd. from Watt Avenue to future 16th street: Widen from 2 to 4 lanes.	Local	\$19,200,000	2018	2012	2013	2014
Placer County	PLA15420	Walerga Road	Walerga Rd: Widen and realign from 2 to 4 lanes from Baseline Rd. to Placer / Sacramento County line.	Local	\$13,781,700	2019	1998	1999	2014
Placer County	PLA18490	PFE Rd. Widening	PFE Rd, from Watt Ave. to Walerga Rd: Widen from 2 to 4 lanes and realign.	Local	\$13,085,000	2018	2012	2013	2017
Placer County	PLA25044	Sunset Blvd. Widening	Widen Sunset Boulevard from State Route 65 to Cincinnati Avenue from 2 to 4 lanes. Project includes widening Industrial Blvd / UPRR overcrossing from 2 to 4 lanes.	Local	\$8,675,000	2020	2014	2014	2014
Placer County	PLA25170	Sunset Blvd Phase 2	Sunset Blvd, from Foothills Boulevard to Fiddymnt Rd: Construct a 2-lane road extension [PLA15410 is Phase 1.]	Local	\$6,365,000	2018	2006	2006	2016

**Status Report on Federal and State Funding for Regionally Significant Transportation Projects in Placer County
August 2016**

Lead Agency	MTIP ID	Project Title	Project Description	Fund Source	Total Project Cost	Year Complete	1st Yr PA&ED	1st Yr ROW	1st Yr CON
Column 1	Column 2	Column 3	Column 4	Column 5	Column 6	Column 7	Column 8	Column 9	Column 10
Placer County	PLA25299	Placer Parkway Phase 1	In Placer County: Between SR 65 and Foothills Boulevard; Construct phase 1 of Placer Parkway, including upgrading the SR 65/Whitney Ranch Parkway interchange to include a southbound slip off-ramp, southbound loop on-ramp, northbound loop on-ramp, six-lane bridge over SR 65, and four-lane roadway extension from SR 65 (Whitney Ranch Parkway) to Foothills Boulevard.	Local, RSTP	\$70,000,000	2020	2013	2016	2018
Placer County	PLA25447	Bowman Rd Bridge	Bowman Rd, over UP Railroad, BNSF RR and AMTRAK, 0.1 miles south of 19C-62: Rehabilitate the existing bridge without adding additional lanes. (Toll credits for CON). Toll Credits for CON	HBP, Local, RSTP	\$2,948,002	2019	2010		2018
Placer County	PLA25448	Bowman Rd Bridge	Bowman Rd, over UP Railroad, BNSF Railyards & AMTRAK, 0.1 miles north of 19C-61: Rehabilitate the existing bridge without adding additional lanes. (Toll credits for CON). Toll Credits for CON	HBP, Local, RSTP	\$2,948,002	2017	2010		2019
Placer County	PLA25449	Dowd Rd Bridge Replacement at Coon Creek	Dowd Rd over Coon Creek, 0.4 miles north of Wise Rd.: Replace existing 2 lane bridge with a new 2 lane bridge. (Toll Credits programmed for ROW & CON). Toll Credits for ROW, CON	HBP, Local	\$6,275,000	2020	2008	2018	2021
Placer County	PLA25458	Bridge Preventive Maintenance	In various location ins Placer County, perform preventive maintenance on bridges. See Caltrans Local Assistance HBP website for locations.	HBP, Local	\$1,356,000	2020	2015		2021
Placer County	PLA25463	Baseline Road Widening Phase 2 (West Portion)	Baseline Road from Sutter County Line to Future 16th Street. Widen from 2 to 4 lanes.	Local	\$29,000,000	2025	2014	2016	2019
Placer County	PLA25474	Dowd Rd Bridge Replacement at Markham Ravine	Dowd Rd, over Markham Ravine, 0.5 miles south Nicolaus Rd: Replace existing 2 lane structurally deficient bridge with a new 2 lane bridge. (Toll credits for CON.). Toll Credits for CON	HBP, Local	\$5,200,000	2019	2008	2011	2018
Placer County	PLA25475	Haines Rd Bridge Replacement	Haines Rd, over Wise Canal, 0.45 miles North of Bell Rd: Replace the existing functionally obsolete 2 lane bridge with a new 2 lane bridge. (Toll Credits for PE, ROW, & CON). Toll Credits for ENG, ROW, CON	HBP	\$5,180,000	2020	2011	2021	2021
Placer County	PLA25505	Yankee Jim's Rd Bridge at North Fork American River	Bridge No. 19C0002, Yankee Jim's Rd over North Fork American River, 1.5MI W of Shirttail Cyn Rd, Replace structurally deficient 1 lane bridge with a new 2 lane bridge. (Toll credits programmed for PE, ROW & CON.). Toll Credits for ENG, ROW, CON	HBP	\$14,999,400	2020	2011	2018	2021
Placer County	PLA25506	Walerga Rd/Dry Creek Bridge Replacement	Walerga Rd, over Dry Creek, 1.1 mi S Base Line Rd. Replace the existing 2 lane bridge with a 4 lane bridge.	HBP, Local	\$23,025,007	2020	2011	2016	2021

**Status Report on Federal and State Funding for Regionally Significant Transportation Projects in Placer County
August 2016**

Lead Agency	MTIP ID	Project Title	Project Description	Fund Source	Total Project Cost	Year Complete	1st Yr PA&ED	1st Yr ROW	1st Yr CON
Column 1	Column 2	Column 3	Column 4	Column 5	Column 6	Column 7	Column 8	Column 9	Column 10
Placer County	PLA25512	King Rd. Safety Lane Widening	King Rd. between Auburn Folsom Rd. and Sudor Ln.: Widen travel lanes; construct drainage improvements. HSIP4-03-007 [Toll Credits for CON]. Toll Credits for CON	HSIP, RSTP	\$1,200,000	2015			2011
Placer County	PLA25513	Wise Rd Bridge Replacement	Wise Rd, over Doty Creek, 0.5 miles east of Garden Bar: Replace existing 1-lane functionally obsolete bridge with a new 2-lane bridge.. Toll Credits for CON	HBP, Local, RSTP	\$4,759,200	2020	2012	2015	2016
Placer County	PLA25518	Brewer Rd. Bridge Replacement	Brewer Rd., over Pleasant Grove Creek, 4.2 miles north of Baseline Rd.: Replace 2-lane bridge with a new 2-lane bridge. (Toll Credits for PE, ROW, & CON.). Toll Credits for ENG, ROW, CON	HBP	\$4,807,500	2020	2012	2015	2018
Placer County	PLA25533	Auburn Folsom Rd. Safety Improvements	Auburn Folsom Rd. from approximately 60' N of Willow Ln. to Robin Hood Ln. and Joe Rodgers Rd from 450' W of Auburn Folsom Rd to Auburn Folsom Road: Construct sidewalks, curb ramps, curb and gutter; install mid-block crosswalks; traffic feedback sign; pedestrian warning beacon; guardrail replacements; improve pavement friction. (Toll credits for CON) (HSIP5-03-013). Toll Credits for CON	HSIP, Local, RSTP	\$1,278,227	2017			2013
Placer County	PLA25535	Watt Ave. Bridge Replacement	Watt Ave./Center Joint Ave., over Dry Creek, 0.4 mi north of P.F.E. Rd.: Replace existing 2 lane bridge with a 4 lane bridge.	HBP, Local	\$19,892,750	2019	2013	2018	2021
Placer County	PLA25536	Crosby Harold Rd. Bridge	Crosby Harold Rd. Over Doty Creek, 0.9 mi N of Wise Rd.: Replace an existing 1 lane bridge with a new 2 lane bridge. (Toll Credits for PE, ROW, CON). Toll Credits for ENG, ROW, CON	HBP	\$3,550,000	2020	2013	2018	2021
Placer County	PLA25541	Gold Hill Rd. Bridge Replacement	Gold Hill Rd. over Auburn Ravine, 0.65 mi north of SR 193: Replace existing 2 lane bridge with a new 2 lane bridge. (Toll credits for PE, ROW, CON). Toll Credits for ENG, ROW, CON	HBP	\$6,472,600	2020	2013	2016	2021
Placer County	PLA25549	Martis Valley Trail	Complete a 10' wide paved Class I multipurpose trail connecting Northstar Village roundabout to the southerly border of Army Corps property. (Emission Benefits in kg/day: ROG 0.01; NOx 0.01)	CMAQ, Local	\$3,676,154	2020	2012	2019	2019
Placer County	PLA25564	Pedestrian Improvements along Hwy 49, Education Street, and Town Court	Along Hwy 49 on the westside from Bell Rd to Education St. South side of Education St. west to connect to existing sidewalk and improve ADA ramps & crosswalks along Town Court (Emissions Benefits in kg/day: ROG 0.07, NOx 0.04, PM10 0.02) (Toll Credits for PE, ROW, CON). Toll Credits for ENG, ROW, CON	CMAQ	\$925,000	2018	2014	2017	2018

**Status Report on Federal and State Funding for Regionally Significant Transportation Projects in Placer County
August 2016**

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Column 1	Column 2	Column 3	Column 4	Column 5	Column 6	Column 7	Column 8	Column 9	Column 10
Placer County	PLA25565	Cook Riolo Road Pathway	Pedestrian Pathway along Cook Riolo Rd from existing sidewalk at Creekview Ranch Middle School North (Emission Benefits in kg/day: ROG 0.02, NOx 0.01) [Toll Credits for PE, ROW, CON]. Toll Credits for ENG, ROW, CON	CMAQ, Local, RSTP	\$2,306,465	2018	2014	2016	2018
Placer County	PLA25568	Signage Upgrades	Various corridors throughout Placer County: Conduct a Roadway Safety Signing Audit and upgrade signs. (HSIP6-03-011) (Toll Credits for CON). Toll Credits for CON	HSIP, Local	\$2,228,914	2017			2014
Placer County	PLA25583	CNG Bus	Replace one CNG bus with one new cleaner CNG Bus for Placer County Transit. (Emissions Benefits in kg/day: NOx 0.75.)	CMAQ, Prop 1B PTMISEA	\$530,000	2017			2016
Placer County	PLA25584	Truckee River Trail	Along SR89, from Squaw Valley Road to the USFS Silver Creek Campground: construct 1.4 miles of multi-use trail . (Emission Benefits in kg/day; ROG 0.01; NOx 0.01)	CMAQ, Local	\$4,500,000	2020			2019
Placer County	PLA25650	Safety Improvements	At 19 intersections throughout southwest Placer County: Installation of lighting, upgraded pavement markings, and flashing beacon improvements. HSIP7-03-009 (Toll Credits for CON). Toll Credits for CON	HSIP	\$777,400	2017			2017
Placer County	PLA25653	T.A.R.T. Bus Purchase	Replace one 40-foot bus for Tahoe Area Regional Transit.	FTA 5311, Prop 1B PTMISEA	\$533,890	2018			2016
Placer County Transit	PCT10503	PCT Bus Replacements - 2015	Replace two CNG powered buses currently in use by Placer County Transit. The new CNG buses will be used on regional transit routes connecting Rocklin, Lincoln, Loomis, Auburn and Placer County to Roseville and the Watt/I-80 Light Rail Station. (Emission Benefits in kg/day: 1.49 NOx)	CMAQ, Prop 1B PTMISEA	\$1,082,000	2016			2014
Placer County Transit	PCT10507	T.A.R.T. Bus Purchase	Replace one 35-foot bus for Tahoe Area Regional Transit.	FTA 5311, Prop 1B PTMISEA	\$525,000	2017			2015
SACOG	VAR56096	Roseville Transit Mobility Management	The proposed mobility management services would enhance the ability of passengers to successfully ride transit in multiple areas (Placer County, Loomis, Rocklin, Lincoln, Auburn and Roseville). The goal of the program would include providing travel training from transit staff, trip planning training, and practice trips with staff.	FTA 5317, Local	\$47,500	2017			2011
SACOG	VAR56117	Paratransit, Inc. - New Freedom Mobility Management	Mobility Management Grant. Paratransit, Inc., will provide travel training to low income and limited English speaking persons throughout the SACOG region.	FTA 5317, Local	\$312,500	2017			2013

**Status Report on Federal and State Funding for Regionally Significant Transportation Projects in Placer County
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Column 1	Column 2	Column 3	Column 4	Column 5	Column 6	Column 7	Column 8	Column 9	Column 10
Town of Loomis	PLA25579	2017 CIP Road Maintenance Project	Asphalt overlay and reconstruction repair of various streets in the Loomis Downtown Core Area covered under the Capital Improvement Program Schedule for 2017.	Local, RSTP	\$500,000	2019			2018
Town of Loomis	PLA25644	Town Center Implementation Plan Improvements Phase 3	In Loomis: Taylor Road from Circle Drive to Oak Street: construct streetscape improvements. (Emission Benefits in kg/day: 0.03 ROG, 0.02 NOx, 0.01 PM2.5, 0.01 PM10)	CMAQ, Local	\$860,000	2017			2017
USFS Tahoe National Forest	PLA25655	Sugar Pine OHV Trail System Loop 6	Near the City of Auburn and community of Foresthill, Sugar Pine off highway vehicle (OHV) Trail Loop 6: Perform heavy ground maintenance that will rehabilitate the 18 mile trail loop to meet current Tahoe National Forest sustainability goals and standards.	Local, RTP	\$148,100	2017			2016
Western Placer CTSA	PLA25510	Western Placer CTSA Operations	The Western Placer CTSA operates non-emergency medical transportation demand-response paratransit service; volunteer door-to-door transportation; & voucher program within western Placer County.	Local	\$4,900,000	2019			2011
Total All Projects:					\$1,472,853,887				



MEMORANDUM

TO: Celia McAdam
FROM: AIM Consulting
DATE: August 10, 2016
RE: June and July 2016 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 months of June and July.

AIM assisted with media relations and public information. AIM maintained and drafted content for PCTPA social media and the blog page to share current information about PCTPA projects and activities.

AIM developed a media release for the draft Keep Placer Moving Expenditure Plan becoming one step closer to a November ballot measure, following the PCTPA Board of Directors vote on June 22. AIM assisted in planning and coordinating a ribbon cutting event for the Raise 80 Vertical Clearance Project. AIM developed a communications plan for the end of July through the beginning of November, and began developing content for the August Newsletter.

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 has continued to support PCTPA's efforts in discussing a future sales tax measure with community leaders and organizations through social media and blog posts.

PCTPA.net & Social Media

AIM continued to update the blog with current news articles about PCTPA and additional information including PCTPA programs, transportation projects, and achievements. The blog page will continue to be updated with current information about projects, programs, and events.

AIM continued posting social media updates on the PCTPA Facebook, Twitter, and Instagram as well as the Executive Director's Facebook page to highlight the work the Executive Director does for PCTPA.

Key promotions included:

- Summer Youth Bus Pass
- City of Lincoln and City of Roseville jurisdictional approvals
- Sacramento Business Journal: Placer in final push for sales-tax measure to fund transit projects
- Capitol Corridor Promotions
- Sacramento Bee: Sacramento County sales tax measure heads to November ballot
- One Step Closer to November Ballot Measure
- Auburn Journal: 5 Key Placer Projects a Half-Cent Sales Tax Boost Would Fund
- Sacramento Bee: California law lets you fiddle with phone while driving – sometimes
- Transit Services on July 4th Holiday
- Plan to fund transportation improvements placed on November ballot
- Raise 80 Ribbon Cutting
- Lincoln News Messenger: Transportation tax approved for ballot
- Auburn Journal Meddlers: Widening Highway 49; roads repaired

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.

Raise 80 Ribbon Cutting

AIM developed an event plan, run of show, and materials list for the Raise 80 ribbon cutting on July 20. AIM coordinated a meeting with PCTPA and Caltrans to discuss the event and review event logistics. AIM developed talking points for all of the event's speakers, and made calls to all local television and radio stations in the area. AIM assisted with day-of event photography and logistics, and developed a blog post recap of the event.



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July 28, 2016

To: Celia McAdam
 From: Sante Esposito
 Subject: July Monthly Report

FASTLANE Grants

This month the U.S. DOT announced its proposed FASTLANE grant awards (see table below), subject to 60-day review by the Congress. Of the 212 applications totaling nearly \$9.8B (including 136 in urban areas and 76 in rural areas), eighteen projects (11 large projects and 7 small projects) received \$759.2M. As PCTPA was not one of the entities receiving an award, a debriefing has been requested and approved by the DOT after the 60 days congressional review and final approval process.

Project Name	Applicant Organization	State	Project Size	FASTLANE Proposed Award	Total Project Cost	117(d)(2)(A) Limitation*
Interstate 10 Phoenix to Tucson Corridor Improvements	Arizona Department of Transportation	AZ	Large	\$54,000,000	\$157,500,000	-
SR-11 Segment 2 and Southbound Connectors	California Department of Transportation	CA	Large	\$49,280,000	\$172,200,000	-
Arlington Memorial Bridge Reconstruction Project	National Park Service	DC	Large	\$90,000,000	\$166,000,000	-
Port of Savannah International Multi-Modal Connector	Georgia Ports Authority	GA	Large	\$44,000,000	\$126,700,000	\$32,000,000
I-10 Freight CoRE	Louisiana Department of Transportation and Development	LA	Large	\$60,000,000	\$193,508,409	-
Conley Terminal Intermodal Improvements and Modernization	Massachusetts Port Authority	MA	Large	\$42,000,000	\$102,890,000	\$42,000,000
I-390/I-490/Route 31 Interchange, Lyell Avenue Corridor Project	New York State Department of Transportation	NY	Large	\$32,000,000	\$162,900,000	-
US 69/75 Bryan County	Oklahoma Department of Transportation	OK	Large	\$62,000,000	\$120,625,000	-
Atlantic Gateway: Partnering to Unlock the I-95 Corridor	Virginia Department of Transportation	VA	Large	\$165,000,000	\$905,000,000	\$45,000,000
South Lander Street Grade Separation and Railroad Safety Project	City of Seattle	WA	Large	\$45,000,000	\$140,000,000	-
I-39/90 Corridor Project	Wisconsin Department of Transportation	WI	Large	\$40,000,000	\$1,195,300,000	-
Truck Parking Availability System (TPAS)	Florida Department of Transportation	FL	Small	\$10,778,237	\$23,983,850	-
Cedar Rapids Logistics Park	Iowa Department of Transportation	IA	Small	\$25,650,000	\$46,500,000	\$25,650,000
U.S 95 North Corridor Access Improvement Project	U.S 95 North Corridor Access Improvement Project	ID	Small	\$5,100,000	\$8,500,000	-
Maine Intermodal Port Productivity Project	Maine Department of Transportation	ME	Small	\$7,719,173	\$15,438,347	\$7,122,485
Cross Harbor Freight Program (Rail)	The Port Authority of New York and New Jersey	NY	Small	\$10,672,590	\$17,787,650	\$10,672,590
Coos Bay Rail Line - Tunnel Rehabilitation Project	Oregon International Port of Coos Bay	OR	Small	\$11,000,000	\$19,555,000	\$11,000,000
Strander Boulevard Extension and Grade Separation Phase 3	City of Tukwila	WA	Small	\$5,000,000	\$38,000,000	-
Total				\$759,200,000	\$3,612,388,256	\$173,445,075

FY17 Transportation Appropriations Bill

The full Senate approved its version of the FY17 Transportation Appropriations bill on May 19 by a vote of 89 to 8. On May 17, the House released and approved its version of the bill.

Like the Senate, the House proposes to fully fund all Highway Trust Fund supported programs, such as the federal highway program and transit formula grants, at the same amounts authorized in the FAST Act. The House provided more money than the Senate for transit discretionary Capital Improvement Grants (CIG). The House provided less money for TIGER grants - only \$450M versus the Senate's \$525M, but given that the House has typically zeroed out or provided very limited funds for TIGER, the \$450M is a step forward.

Funding details:

Program	Current FY'16 Funding	FAST Act Authorization for FY'17	Senate-Passed FY'17 Funding	House THUD Subcomte. FY'17 Funding
Core Highway Program - Obligation Limit	\$42.36B	\$43.26B	\$43.26B	\$43.26B
Transit Total	\$11.6B	\$12.17B	\$12.18B	\$12.5B
Transit Formula and Bus Grants	\$9.35B	\$9.73B	\$9.73B	\$9.73B
Transit CIG-New Starts, Small Starts, Core Capacity	\$2.17B	\$2.30B	\$2.33B	\$2.5B
DC WMATA	\$150M	NA	\$150M	\$150M
TIGER	\$500M	NA	\$525M	\$450M
Amtrak Northeast Corridor	NA - Total Amtrak Funding \$1.39B	\$474M	\$345M	\$420M
Amtrak National Network	NA	\$1.02B	\$1.07B	\$1.0B
FRA Rail Discretionary Grants Total - see below	\$0	\$350M	\$85M	\$50M
Airport Improvement Grants (AIP)	\$3.35B	NA	\$3.35B	\$3.35B

Additional details:

FTA Capital Improvement Grants-

Program	Current FY'16 Funding	FY'17 Senate Passed	FY'17 House THUD Subcomte.
CIG Total	\$2.177B	\$2.3B	\$2.5B
New Starts w/Existing	\$1.25B	\$1.2B	\$1.2B

FFGAs			
New Proposed FFGAs	\$497M	\$511M	\$500M
Small Starts	\$353M	\$241M	\$408M
Core Capacity	\$50M	\$333M	\$332M
Expedited Delivery Program	\$5M	\$20M	TBD

The House bill includes language prohibiting any new FFGAs with a federal cost share of over 50%.

FRA Discretionary Rail Grants-

Program	FAST ACT FY'17 Authorized	FY'17 Senate Passed	FY'17 House Subcommittee
Consolidated Rail Infrastructure and Safety Improvement (CRISI)	\$190M	\$50M	\$25M
State of Good Repair (SOGR)	\$140M	\$20M	\$25M
Restoration/Enhancement (R/EG)	\$20M	\$15M	\$0

FAST Act Funding Opportunities

Program - Nationally Significant Freight and Highway Projects (NSFHP) - now called FASTLANE

Details - New freight discretionary competitive grant program to fund critical freight and highway projects, including projects of regional and national significance. A total of \$4.5B is authorized through FY'20. Up to \$500M over the life of the bill is available for eligible multimodal projects.

Applications Due - April 14

FY'16 Funding - \$800M

Program - Surface Transportation System Funding Alternatives (STSFA) - Alternative Revenue Approaches

Details - The Act authorized a total of \$95M for this competitive grant program. This is a new program to test user based alternative revenue mechanisms, such as VMT and other road user charges, to help sustain the long term solvency of the Highway Trust Fund. The federal match is 50%.

Applications Due - May 20

FY'16 Funding - \$15M

Program - Advanced Transportation and Congestion Management Technologies Deployment Program (ATCMTD)

Details - New competitive grant program to fund cutting-edge transportation improvement technologies, such as ITS, advanced traveler information, vehicle to vehicle and vehicle to infrastructure technology, autonomous vehicles, electronic pricing and payment, etc.

Applications Due - June 3
FY'16 Funding - \$60M

Program - Bus and Bus Facility Discretionary Grant Program
Details - New competitive grant program to finance capital projects to replace, rehabilitate, purchase or lease buses and related equipment and to rehabilitate, purchase, construct or lease bus-related facilities. There is also a Low or No Emission Bus Competitive Grant Program.
Applications Due - May 13
FY'16 Funding - \$211M for the Bus and Bus Facility grants; \$55M for the LoNo grants

Program - Transportation Infrastructure Finance and Innovation Act (TIFIA)
Details - TIFIA was reauthorized in the FAST Act, but funding was cut substantially. Mandatory unobligated funding redistribution was eliminated, project eligibility was expanded, and the application process was streamlined.
Applications Due - rolling basis
FY'16 Funding - \$275M
Comments Due on FAST Act Changes to TIFIA - April 11

Other Programs - TIGER VIII
Details - TIGER was funded for an 8th round through the FY16 omnibus appropriations bill.
Applications Due - April 29
FY'16 Funding - \$500M

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 (now 18) 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.

Status Update: no change since the last report.

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

Introduced on January 7 by Congressman Albio Sires (D-NJ-8) with no (now 4) 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; re-characterizes 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.

Status Update: no change since the last report.

H.R.2716, Transportation Empowerment Act

Introduced on June 10 by Congressman Ron DeSantis (R-FL-6) with 9 (now 49) cosponsors. The bill was referred to the Committees on Transportation and Infrastructure, Ways and Means, Budget and Rules. This bill prescribes a limitation on funding of transportation programs and projects for FY2016-FY2020. Appropriations out of the Highway Trust Fund (HTF) (other than the Mass Transit Account) are authorized for FY2016-FY2020, subject to a certain limitation, for specified core programs under the federal-aid highway program, including emergency relief for highways and roads, the federal lands transportation program, and Federal Highway Administration administrative expenses. A state may transfer and use excess federal-aid highway funds for any surface transportation project (including mass transit and rail). Certain limits are placed on federal assistance to states for highway bridge replacement and rehabilitation to bridges on the federal-aid highway system. Beginning with FY2015, a highway construction or improvement project shall not be considered a federal project: unless and until a state expends federal funds for the construction portion of the project, solely by reason of the state expenditure of federal funds before the construction phase of the project (including for any environmental

document or design work), or upon state reimbursement to the federal government of the federal costs of such projects. The Internal Revenue Code is amended to make amounts in the HTF available for expenditure for core highway programs through FY2022. The Department of the Treasury shall pay from the HTF into the Treasury general fund amounts equivalent to the floor stocks refunds made before July 1, 2022, as well as into the Airport and Airway Trust Fund amounts equivalent to certain aviation fuel taxes received before October 1, 2022. A motor fuel tax rate schedule is prescribed for the financing of core highway programs. Treasury authority to make certain transfers to the Mass Transit Account shall be terminated at the end of FY2016, at which time Treasury shall transfer all amounts from the Mass Transit Account to the Highway Account. The national highway performance program is revised to repeal program requirements for specified National Highway System transportation improvement projects, including environmental mitigation projects. The surface transportation program is revised to eliminate from eligibility for program assistance: carpool projects, fringe and corridor parking facilities and programs, including electric vehicle and natural gas vehicle infrastructure, and bicycle transportation and pedestrian walkways projects transportation alternatives; and environmental mitigation projects, including environmental restoration and pollution abatement projects Also repealed are: the obligation of a state to use a portion of program funds for replacement or rehabilitation of off-system bridges, metropolitan transportation planning requirements for federal-aid highways, and the authorization of federal assistance to states for historic bridges. Certain requirements of the highway safety improvement program are revised or repealed, eliminating eligibility for projects for pedestrian or bicyclist safety or safety of persons with disabilities. The congestion mitigation and air quality improvement program and the transportation alternatives program are repealed. Appropriations out of the HTF (other than the Mass Transit Account) are authorized for FY2016-FY2020 for the highway research and development program. Treasury shall allocate to the states for surface transportation projects (including mass transit and rail) any excess highway tax receipts appropriated to the HTF in FY2016-FY2019. Excise taxes on gasoline, diesel fuel or kerosene, and diesel-water fuel emulsion are reduced. Credits or refunds are required for certain floor stocks taxes on liquids imposed before October 1, 2020. This Act shall become effective only if the Office of Management and Budget certifies that it is deficit neutral.

Status Update: no change since the last report.

S.1544, A bill to rescind unused earmarks provided for the Department of Transportation, and for other purposes.

Introduced on June 10 by Senator Jeff Flake (R-AZ) with no (now 2) cosponsors. The bill was referred to the Committee on Appropriations. This bill rescinds unused earmarks previously appropriated to the Department of Transportation (DOT) and transfers the balances to the Highway Trust Fund. Under the House and Senate rules, an earmark is a provision or report language included primarily at the request of a Member of Congress providing, authorizing, or recommending a specific amount of discretionary budget authority, credit authority, or other spending authority for a contract, loan, loan guarantee, grant, loan authority, or other expenditure with or to an entity, or targeted to a specific state, locality or congressional district, other than through a statutory or administrative formula-driven or competitive award process. Under this bill, earmarks provided to DOT are unused and rescinded if more than 90% of the funding

remains available for obligation at the end of the 9th fiscal year following the year the earmark was made available. DOT may delay the rescission if it determines that an additional obligation is likely to occur during the 10th year after funds were made available. The bill requires each federal agency to submit an annual report to the Office of Management and Budget (OMB) identifying: (1) each earmark for a project that is ineligible for funding, (2) projects for which funding has been made available under an earmark, and (3) projects with unobligated balances. OMB must submit to Congress and post on its website an annual report including an accounting of unobligated earmarks, rescissions resulting from this bill, and DOT earmarks scheduled to be rescinded

Status Update: no change since the last report.

S.1732, Comprehensive Transportation and Consumer Protection Act of 2015

Introduced on July 9 by Senator John Thune (R-SD) with two cosponsors. The bill was referred to the Committee on Commerce, Science, and Transportation and was ordered reported. This bill establishes in the Department of Transportation (DOT) Office of the Secretary an Interagency Infrastructure Permitting Improvement Center to support modernization efforts at federal agencies and interagency pilots for innovative approaches to the permitting and review of infrastructure projects. DOT shall establish a national multimodal freight network and develop a national freight strategic plan. States shall develop a freight investment plan. DOT shall develop a five-year transportation research and development (R&D) strategic plan. The Office of the Assistant Secretary for Research and Technology of the Research and Innovative Technology Administration is eliminated, and DOT shall be responsible generally for coordination and review of DOT R&D programs and activities. The bill also eliminates the DOT Office of Intermodalism of the Research and Innovative Technology Administration.

Port Performance Act

The Bureau of Transportation Statistics (BTS) shall establish a port performance statistics program to provide nationally consistent measures of performance of at least the nation's top 25 ports by tonnage, its top 25 ports by 20-foot equivalent unit, and its top 25 ports by dry bulk.

The Federal Motor Carrier Safety Administration (FMCSA) shall commission the National Research Council of the National Academies to study the Safety Measurement System (SMS) and the Compliance, Safety, Accountability (CSA) program. The bill establishes a national hiring standard for motor carriers.

Drug Free Commercial Driver Act of 2015

Motor carriers may use hair testing as an acceptable alternative to mandatory urinalysis for detecting use of controlled substances by an operator, but only for preemployment testing and random testing. The FMCSA shall: establish procedures for exemption from federal hours of service requirements for commercial motor vehicle drivers, and a six-year pilot program to study the feasibility of allowing licensed drivers between ages 18 and 21 to operate commercial motor vehicles. DOT shall administer a financial assistance program for discretionary grants to and cooperative agreements with states, local governments, federally-recognized Indian tribes, and other persons to carry out high priority motor carrier safety activities and projects. DOT shall

award separate grants to each state that: adopts and is enforcing a law that requires all individuals convicted of driving under the influence of alcohol or driving while intoxicated to receive a restriction on driving privileges; and either adopts and is enforcing a mandatory alcohol-ignition interlock law for all individuals convicted of driving under the influence of alcohol or of driving while intoxicated, or provides a 24-7 sobriety program.

Stop Motorcycle Checkpoint Funding Act

DOT may not award grants or funds to any state or local government for any program to check helmet usage or create checkpoints for motorcycle drivers or passengers.

Improving Driver Safety Act of 2015

States may use distracted driving incentive program grants for enforcement of distracted driving laws as well as highway safety program projects. DOT shall implement current information technology, web design trends, and best practices to ensure that motor vehicle safety recall information is readily accessible to the public on the federal website.

Driver Privacy Act of 2015

Any data in an event data recorder required to be installed in a passenger motor vehicle shall be the property of the vehicle owner or lessee, regardless of when the vehicle was manufactured.

Safety Through Informed Consumers Act of 2015

DOT shall promulgate a rule to ensure that passenger motor vehicle crash avoidance information is indicated next to crashworthiness information on stickers placed on motor vehicles by their manufacturers. The National Railroad Passenger Corporation (Amtrak) shall establish internal controls to ensure its costs, revenues, and other compensation are allocated to specified features of its national network activities. Amtrak shall submit to Congress and DOT final five-year business line plans and five-year asset plans. DOT shall develop a program for issuing three-year competitive operating assistance grants to states and other eligible entities to enhance intercity rail passenger service. DOT may make grants to states and other eligible entities to assist in financing the cost of rail projects to improve the safety of passenger and freight rail transportation systems. DOT shall require each Class I railroad carrier and entity providing regularly scheduled intercity or commuter rail passenger transportation to develop a plan for implementing a positive train control (PTC) system by December 31, 2015, (currently, 2018) on certain of its tracks.

Track, Railroad, and Infrastructure Network Act

This bill exempts improvements to, maintenance, rehabilitation, or operation of railroad or rail transit lines (but not stations) that are in use or were historically used for the transportation of goods or passengers from federal policies and requirements for the preservation of public park and recreation lands, wildlife and waterfowl refuges, and historic sites.

Railroad Infrastructure Financing Improvement Act

The bill revises Railroad Rehabilitation and Improvement Financing program requirements.

Status Update: no change since the last report.

H.R.2353, Highway and Transportation Funding Act of 2015

Introduced on May 15 by Congressman Bill Shuster (R-PA-9) with one cosponsor. Directs the Secretary of Transportation to reduce the amount apportioned for a surface transportation program, project, or activity for FY2015 by amounts apportioned or allocated under the Highway and Transportation Funding Act of 2014 for the period from October 1, 2014, through May 31, 2015. Amends the Highway and Transportation Funding Act of 2014 to continue from October 1, 2014, through July 31, 2015, and authorizes appropriations through that period for, specified federal-aid highway programs under: the Moving Ahead for Progress in the 21st Century Act (MAP-21), the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) Technical Corrections Act of 2008, SAFETEA-LU, the Transportation Equity Act for the 21st Century (TEA-21), the National Highway System Designation Act of 1995, the Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA), and other specified law. Subjects funding for such programs generally to the same manner of distribution, administration, limitation, and availability for obligation, but at a specified pro rata of the total amount, as funds authorized for appropriation out of the Highway Trust Fund (HTF) for such programs and activities for FY2014. Amends the Moving Ahead for Progress in the 21st Century Act (MAP-21) to authorize appropriations out of the general fund of the Treasury for the Tribal High Priority Projects program for the same period. Prescribes an obligation ceiling of \$33,528,284,932 for federal-aid highway and highway safety construction programs for the same period. Authorizes appropriations from the HTF (other than the Mass Transit Account) for administrative expenses of the federal-aid highway program for the same period. Extends for the same period the authorization of appropriations for National Highway Traffic Safety Administration (NHTSA) safety programs, including: highway safety research and development, national priority safety programs, the National Driver Register, the High Visibility Enforcement Program, and NHTSA administrative expenses. Amends SAFETEA-LU to extend for the same period high-visibility traffic safety law enforcement campaigns under the High Visibility Enforcement Program. Sets aside a specified amount of the total apportionment to states for highway safety programs for a cooperative program to research and evaluate priority highway safety countermeasures for the same period. Extends for the same period the authorization of appropriations for Federal Motor Carrier Safety Administration (FMCSA) programs, including: motor carrier safety grants, FMCSA administrative expenses, commercial driver's license program improvement grants, border enforcement grants, performance and registration information system management grants, commercial vehicle information systems and networks deployment grants, safety data improvement grants, a set-aside for high priority activities that improve commercial motor vehicle safety and compliance with commercial motor vehicle safety regulations, a set-aside for new entrant motor carrier audit grants, FMCSA outreach and education, and the commercial motor vehicle operators grant program. Amends the Dingell-Johnson Sport Fish Restoration Act to continue, for the same period, the authorized distribution of funds for coastal wetlands, recreational boating safety, projects under the Clean Vessel Act of 19921, boating infrastructure projects, and the National Outreach and Communications Program. Extends for the same period the apportionment of non-urbanized (rural) area formula grants for competitive grants and formula grants for public transportation on Indian reservations. Extends the apportionment of urbanized area formula grants for passenger ferry projects for the same period. Extends for the same period the authorization of appropriations from the HTF Mass Transit Account for: formula grants for public transportation, including allocations for specified

projects; research, development demonstration, and deployment projects; the transit cooperative research program; technical assistance and standards development grants; human resources and training grants; capital investment grants; and administrative expenses. Allocates, for the same period, certain amounts to states and territories for formula bus and bus facilities grants.

Authorizes appropriations for the same period for hazardous materials (hazmat) transportation safety projects. Authorizes the Secretary to make certain expenditures, including an amount for hazmat training grants, from the Hazardous Materials Emergency Preparedness Fund for the same period. Amends the Internal Revenue Code to extend through July 31, 2015, the authority for expenditures from: (1) the HTF Highway and Mass Transit Accounts, (2) the Sport Fish Restoration and Boating Trust Fund, and (3) the Leaking Underground Storage Tank Trust Fund. Bill became law (PL 114-21).

Status Update: no change since the last report.

H.R.2410, To authorize highway infrastructure and safety, transit, motor carrier, rail, and other surface transportation programs, and for other purposes.

Introduced on May 19 by Congressman Peter DeFazio (D-OR-4) with 23 (now 62) cosponsors. The bill was referred to the Committees on Transportation and Infrastructure, Energy and Commerce, Ways and Means, Science, Space, and Technology, Natural Resources, Oversight and Government Reform, the Budget, and Rules. Prescribes requirements for environmental reviews with respect to state and federal agency engagement, obstruction of navigation, historic sites, categorical exclusion of multimodal projects from environmental review, and creation in the Department of Transportation (DOT) of an Interagency Infrastructure Permitting Improvement Center. Directs DOT to establish a multimodal freight incentive grant program and a National Freight Infrastructure Program. Re-designates the Dwight D. Eisenhower System of Interstate and Defense Highways as the National Highway System and the National Freight Network. Requires the federal long-range transportation plan to include a transportation system resilience assessment. Prescribes criteria for high performing metropolitan planning organizations (MPOs) representing urbanized areas with populations of over 200,000. Removes the congestion management process from the transportation planning process for MPOs. Directs DOT to establish a pilot program for up to 10 MPOs to improve multimodal connectivity and increase connections for disadvantaged Americans and neighborhoods with limited transportation options. Revises requirements with respect to congestion mitigation and air quality improvement, including electric vehicle charging stations and commercial motor vehicle anti-idling facilities in rest areas along the Interstate System. Establishes in DOT: a discretionary TIGER Infrastructure Grant Program for various transportation projects; and a discretionary FAST Grant Program to reform the way surface transportation investments and decisions are made, implemented, and funded to achieve national transportation outcomes. Revises requirements for the funding of railroad rehabilitation and improvement financing, the state infrastructure bank program, toll roads, bridges, tunnels, and ferries. Establishes within DOT the position of Assistant Secretary for Innovative Finance. Reauthorizes the federal-aid highway and related programs through FY2021, including revised obligation limitation and apportionment requirements. Directs DOT to: establish a nationally significant federal lands and tribal projects program to fund construction, reconstruction, or rehabilitation of nationally significant federal lands and tribal transportation projects; carry out a broadband infrastructure deployment

initiative; create a program to make critical and immediate improvements to infrastructure and highway safety; set-aside specified funds for states for highway safety data improvement activities on public roads; and create and maintain data sets and data analysis tools to assist MPOs, states, and the DOT in carrying out performance management analyses. Federal Public Transportation Act of 2015 Revises fixed guideway capital investment grants requirements. Authorizes grants to state and local governments for very small starts projects. Revises requirements for formula grants for enhanced mobility and for rural areas, workforce development programs, and the public transportation safety program. Requires recipients of transportation assistance to meet certain standards for hiring locally. Reauthorizes specified public transportation assistance programs through FY2021. Authorizes DOT to make competitive grants to state and local governmental entities for bus rapid transit projects. Authorizes appropriations for specified highway safety programs through FY2021, and revises related requirements. Revises criteria for state graduated driver licensing incentive grants. Adds a 24-7 sobriety program to criteria for state repeat offender and open container laws. Authorizes specified amounts of grant funds to states for distracted driving enforcement. Authorizes appropriations for specified motor vehicle safety programs through FY2021, and increases penalties for safety violations. Revises certain reporting requirements for tire manufacturers. Requires DOT to conduct a pilot grant program to evaluate the feasibility and effectiveness for a state process for informing consumers of open motor vehicle recalls at the time of motor vehicle registration. Revises specified requirements for commercial motor vehicle and commercial driver safety. Requires disqualification to operate a commercial motor vehicle for anyone who fails to pay an assessed civil penalty for a motor vehicle safety violation. Revises certain medical and registration requirements for commercial motor vehicle operators. Revises requirements for the Motor Carrier Safety Assistance Program. Directs DOT to administer a High Priority Program, an innovative technology deployment grant program, and a Commercial Motor Vehicle Operators Grant Program. Authorizes DOT to establish: a motor carrier safety facility working capital fund, and a financial assistance program for commercial driver's license program implementation. Directs DOT to maintain for the Federal Motor Carrier Safety Administration a motor carrier safety advisory committee. Revises requirements for the Unified Carrier Registration System plan. Repeals the authorization for self-insurance by motor carriers. Prescribes notice requirements relating to decisions that electronic logging devices fail to comply with standards. Authorizes DOT to issue regulations: governing contractors that exercise control over motor carrier operations; and requiring motor vehicle employers to track and compensate employees for on-duty, not-driving time. Authorizes DOT, with respect to unsafe conditions or practices in the transportation of hazardous materials (hazmat transportation), to order necessary: operational controls, restrictions, and prohibitions without prior notice or an opportunity for a hearing; and removal, remediation, or disposal of hazardous materials causing unreasonable risk of death, personal injury, or significant harm to the property or the environment. Authorizes DOT to collect reasonable fees for the administration of the special permits and approvals for deposit into a Hazardous Materials Approvals and Permits Fund. Revises requirements for planning and training grants under the Emergency Planning and Community Right-To-Know Act of 1986. Reauthorizes the program for regulating hazmat transportation through FY2021. Amends the Internal Revenue Code to extend through FY2023 specified highway-related taxes as well as requirements for expenditures from the Sport Fish Restoration and Boating Trust Fund. Replaces the Highway Trust Fund with a Transportation Trust Fund, and authorizes appropriations to it through FY2021. Directs DOT to establish and support a National

Cooperative Freight Transportation Research Program and a Priority Multimodal Research Program. Revises the competitive selection process for the university transportation centers consortia program. Requires the Director of the Bureau of Transportation Statistics (BTS) to create data sets and data analysis tools for intermodal transportation data. Establishes in the BTS a National Transportation Library. Authorizes the BTS Director to establish a Port Performance Statistics Program to provide nationally consistent measures of performance of the nation's maritime ports. Revises requirements for the intelligent transportation system (ITS) program. Includes as an ITS program goal the development and deployment of automated vehicles in all modes of surface transportation. Prescribes requirements for the use of funds to develop ITS infrastructure, equipment, and *systems*. *Rail for America Act* Directs DOT to facilitate by financial assistance the establishment of a National High-Performance Rail System of integrated passenger and freight rail services, including a Current Passenger Rail Service Program and a Rail Service Improvement Program. Authorizes appropriations through FY2021 for the System and for the planning, development, construction, and implementation of rail corridors and related infrastructure improvements. Requires Amtrak to submit to the Secretary draft 5-year business line plans and draft 5-year capital asset plans. Authorizes DOT to establish Regional Rail Development Authorities, including a Regional Committee, to facilitate the development of multi-state high-performance rail services, and to coordinate these investments with other rail, transit, highway, and aviation system services. Prescribes requirements for the standardization of passenger equipment and level-entry boarding platforms. Directs DOT to: evaluate the shared-use of right-of-way by passenger and freight rail systems and the operational, institutional, and legal structures that would best support improvements to both of these systems; and conduct a nationwide disparity and availability study to establish the availability and utilization of small business concerns owned and controlled by socially and economically disadvantaged individuals in publicly funded railroad projects. Requires DOT to complete a National Rail Development Plan meeting certain criteria, and facilitate development of Regional Rail Development Plans. Authorizes DOT to prescribe regulations or issue orders to require host railroads for joint operations that occur within a small geographic area to develop unified rules governing all operations within that area. Revises or prescribes requirements relating to positive train control, hours of service, maximum employee duty hours, safety appliances, locomotive inspections, noise emission standards, and damaged track inspection equipment. Authorizes federal agency heads to construct, install, operate, and maintain electric charging infrastructure for official agency vehicles.

Status Update: no change since the last report.

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.

Status Update: no change since the last report.

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.

Status Update: no change since the last report.

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

Introduced on January 21 by Congressman John Delaney (D-MD-6) with 34 (now 41) cosponsors. The bill was referred to the Committees on Ways and Means and Transportation and Infrastructure. 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.

Status Update: no change since the last report.

H.R.625, Infrastructure 2.0 Act

Introduced on January 30 by Congressman John Delaney (D-MD-6) with 4 (now 24) cosponsors. The bill was referred to the Committees on Rules, Ways and Means and Transportation and Infrastructure. Amends the Internal Revenue Code, with respect to the taxation of earnings and profits of a deferred foreign income corporation, to: (1) make such earnings and profit subject to taxation in the last taxable year that ends before the enactment of this Act; (2) reduce the rate of tax on such earnings and profits by allowing an exemption of 75% (equal to a tax of 8.75% of repatriated earnings and profits); and (3) allow such corporations to elect to pay such tax in eight installments. Establishes the American Infrastructure Fund to provide assistance to states, local governments, and other public and private entities for investment in public infrastructure projects. Appropriates tax revenues from this Act to the Highway Trust Fund. Establishes the Highway Trust Fund Solvency Commission to submit recommendations and proposed legislation for achieving long-term solvency of the Highway Trust Fund. Sets forth congressional procedures for the expedited consideration of a bill containing such legislation. Directs the Secretary of Transportation to establish a regional infrastructure accelerator pilot program to assist public entities in developing infrastructure projects. Establishes a deadline of 18 months after the enactment of this Act for the enactment of legislation that reforms the international tax

system by eliminating the incentive to hold earnings in low-tax jurisdictions. Imposes a tax on repatriated offshore corporate earnings upon the expiration of the deadline. Sets forth provisions for the reform of the international tax system (to be effective if reform legislation is not enacted by the 18-month deadline established by this Act), including provisions relating to subpart F income and insurance income, gains and losses from the sale or exchange of stock in controlled foreign corporations, limitations on the foreign tax credit, and the tax treatment of previously deferred foreign income.

Status Update: no change since the last report.

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. This bill amends the National Environmental Policy Act of 1969 (NEPA) to authorize: (1) the assignment to states of federal environmental review responsibilities under NEPA and other relevant federal environmental laws for covered federal projects, and (2) states to assume all or part of those responsibilities. Each responsible federal official who is authorized to assign such responsibility must promulgate regulations that establish requirements relating to information required to be contained in state applications to assume those responsibilities. An official may approve an application only if: (1) public notice requirements have been met, (2) the state has the capability to assume the responsibilities, and (3) the head of the state agency having primary jurisdiction over covered projects enters into a written agreement with an official to assume the responsibilities and to maintain the financial resources necessary to carry them out. The officials must audit state compliance with federal laws for which responsibilities are assumed. The officials may terminate the responsibilities assigned to states after providing notice to states of any noncompliance and an opportunity to take corrective action.

Status Update: no change since the last report.

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. Reduces the non-federal share of the cost of any activity funded by this Act by 50% of what it was before enactment of this Act. Appropriates funds for FY2015-FY2022 to the Highway Trust Fund to improve roads, bridges, and other U.S. transportation infrastructure. Appropriates funds for FY2015-FY2019: (1) for intercity high-speed rail service, (2) to provide credit assistance for surface transportation projects of national and regional significance, (3) to implement airport improvement and noise compatibility projects at public-use airports, (4) to the Federal Aviation Administration to accelerate deployment of satellite technology to improve airport safety and capacity, and (5) for the TIGER Discretionary Grant Program. Appropriates funds for FY2015-FY2019 for water infrastructure, including to: (1) the Environmental Protection Agency for capitalization grants to states to establish water pollution control revolving funds and drinking water treatment revolving loan funds and for loans for large water infrastructure projects that are ineligible for funding from a state revolving loan fund; (2) the Federal Emergency Management Agency to carry out

the predisaster hazard mitigation program for minor localized flood reduction projects and major flood risk reduction projects; and (3) the Army Corps of Engineers for inland waterways projects, coastal harbors and channels, inland harbors, and dams and levees. Appropriates funds for FY2015-FY2019 for the National Park Service. Appropriates funds for FY2015-FY2019 for the Broadband Initiatives Program, the Broadband Technology Opportunities Program, and the Department of Energy to modernize the electric grid. Establishes the National Infrastructure Development Bank as a wholly owned government corporation. Makes the Bank's Board of Directors responsible for monitoring and overseeing energy, environmental, telecommunications, data, or transportation infrastructure projects. Authorizes the Board to: make senior and subordinated loans and purchase senior and subordinated debt securities; issue and sell debt securities of the Bank; issue public benefit bonds and provide direct subsidies to infrastructure projects from the proceeds; make loan guarantees; borrow on the global capital market and lend to regional, state, and local entities, and commercial banks, to fund infrastructure projects; and purchase, pool, and sell infrastructure-related loans and securities on the global capital market. Requires the Board to establish: (1) an Executive Committee, a Risk Management Committee, and an Audit Committee; and (2) criteria for determining eligibility for financial assistance from the Bank and disclosure and application procedures for entities to nominate projects for such assistance. Requires the Bank to conduct an analysis that considers the economic, environmental, and social benefits and costs of each project under consideration, prioritizing projects that contribute to economic growth, lead to job creation, and are of regional or national significance. Sets forth criteria to be considered by the Board in determining the eligibility of transportation, environmental, energy, and telecommunications infrastructure projects for assistance. Exempts all bonds issued by the Bank from state or local government taxation. Deems all debt securities and other obligations issued by the Bank to be exempt securities within the meaning of laws administered by the Securities and Exchange Commission. Sets forth requirements regarding compliance of financed infrastructure projects with prevailing wage rate, domestic content, and buy American statutes. Authorizes appropriations for the capitalization of the Bank.

Status Update: no change since the last report.

H.R.1308, Economy in Motion: The National Multimodal and Sustainable Freight Infrastructure Act

Introduced on March 4 by Congressman Alan Lowenthal (D-CA-47) with 3 (now 15) cosponsors. The bill was referred to the Committees on Transportation and Infrastructure and Ways and Means. The bill directs the Secretary of Transportation to: (1) establish a Multimodal Freight Funding Formula Program to distribute funds to states, and a National Freight Infrastructure Competitive Grant Program to make grants to entities for projects, to improve the efficiency and reliability of freight movement in the United States; (2) establish a multimodal national freight network to accomplish the goals of the national freight policy, including increasing the productivity and efficiency of the national freight system and improving its safety, security, and resilience; (3) develop, maintain, and post on the public website of the Department of Transportation a national freight strategic plan that includes an assessment of the condition and performance of the national freight system; and (4) develop and improve tools to support an outcome-oriented, performance-based approach to evaluate proposed freight-related and other transportation projects. Amends the Moving Ahead for Progress in the 21st Century Act (or

MAP-21) to: (1) expand the membership and duties of state freight advisory committees; and (2) require state freight plans to include strategies and goals to decrease greenhouse gas emissions, local air pollution, water runoff, and wildlife habitat loss. Amends the Internal Revenue Code to: (1) impose a 1% excise tax upon taxable ground transportation of property (i.e., transportation by freight rail or truck trailer and semitrailer chassis and bodies, suitable for use with a trailer or semitrailer with a gross vehicle weight of 26,000 pounds or more), and (2) deposit such tax revenues into a Freight Trust Fund (established by this Act) to finance the Multimodal Freight Program.

Status Update: no change since the last report.

H.R.1330, American-Made Energy and Infrastructure Jobs Act

Introduced on March 4 by Congressman Steve Stivers (R-OH-15) with one cosponsor. The bill was referred to the Committees on Natural Resources, Ways and Means, Energy and Commerce and Transportation and Infrastructure. Directs the Secretary to collect non-refundable fees from the operators of facilities subject to inspection under this Act. Establishes in the Treasury the Ocean Energy Enforcement Fund as depository for oil and gas leasing fees. Redefines the OCS to include all submerged lands lying within the U.S. exclusive economic zone and the Continental Shelf adjacent to any U.S. territory. Authorizes the Secretary of the Treasury, with the President's approval, to: (1) borrow for highway and transportation project expenditures and for water infrastructure expenditures, and (2) issue interest-bearing infrastructure revenue bonds for the amounts borrowed. Amends the Internal Revenue Code to appropriate to the Highway Trust Fund 95% of any proceeds from the issuance of such infrastructure revenue bonds. Makes available to the Administrator of the Environmental Protection Agency for making capitalization grants to eligible states: (1) 2.5% of infrastructure revenue bond proceeds for grants under the Federal Water Pollution Control Act, and (2) 2.5% of such proceeds for grants under Safe Drinking Water Act.

Status Update: no change since the last report.

H.R.278, Transportation Investment Generating Economic Recovery for Cities Underfunded Because of Size Act of 2015 or 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. The bill provides \$500 million in supplemental FY2015 appropriations to the Department of Transportation for national infrastructure investments under a competitive grant program commonly known as the Transportation Investment Generating Economic Recovery (TIGER) program. At least \$100 million of the funds must be used for projects located in cities with populations between 10,000 and 50,000. The funding provided by this bill is designated as an emergency requirement pursuant to the Balanced Budget and Emergency Deficit Control Act of 1985. This funding is only available if the President designates the amounts as an emergency and submits the designation to Congress.

Status Update: no change since the last report.

H.R.680, Update, Promote, and Develop America's Transportation Essentials Act of 2015

Introduced on February 3 by Congressman Earl Blumenauer (D-OR-3) with 25 (now 38) cosponsors. The bill was referred to the House Committee on Ways and Means. The bill expresses the sense of Congress that by 2024 the gas tax should be repealed and replaced with a more sustainable, stable funding source. Amends the Internal Revenue Code, with respect to the excise tax on motor fuels, to increase the rate of tax on: (1) gasoline other than aviation gasoline to 26.3 cents per gallon in 2016, 30.3 cents per gallon in 2017, and 33.3 cents per gallon after 2017 and before 2028; (2) diesel fuel or kerosene to 32.3 cents per gallon in 2016, 36.3 cents per gallon in 2017, and 39.3 cents per gallon after 2017 and before 2027; and (3) diesel-water fuel emulsion. Delays the termination of such increased rates from the end of FY2016 to December 31, 2026. Requires an adjustment for inflation to such increased rates beginning after 2017. Increases allocations in the Mass Transit Account of the Highway Trust Fund in 2016 and 2017 and after 2017. Imposes a floor stocks tax on rate increases for gasoline, diesel fuel, and kerosene (other than aviation-grade kerosene), subject to specified exemptions for exempt uses and low-volume producers.

Status Update: no change since the last report.

S.762, Innovation in Surface Transportation Act of 2015

Introduced on March 17 by Senator Roger Wicker (R-MS) with 3 cosponsors. The bill was referred to the Committee on Environment and Public Works. The bill directs the Secretary of Transportation, in coordination with state transportation departments, to establish an innovation in surface transportation program. Requires states to make competitive grants for innovative surface transportation projects to eligible entities, including local governments, metropolitan planning organizations, regional transportation authorities, transit agencies, tribal governments, private providers of public transportation, nonprofit transportation organizations, port authorities, joint power authorities, freight rail providers, and local rail authorities. Requires each state (including the governor and state department of transportation) to establish an innovation in surface transportation selection panel to formulate criteria for selecting projects. Requires a state to reserve certain percentages of federal funds apportioned for the national highway performance, the highway safety improvement, the congestion mitigation and air quality improvement, surface transportation, and transportation alternatives programs in order to fund related projects under state innovative surface transportation grants. Authorizes states to reserve a certain percentage of such funds for a fiscal year to meet specific requests for project application support from eligible rural local governments.

Status Update: no change since the last report.

H.R.1620, 414 Plan Act of 2015

Introduced on March 25 by Congressman Randy Forbes (R-VA-4) with no cosponsors. The bill was referred to the House Committee on Transportation and Infrastructure. Declares that federal laws and regulations (including prevailing rate of wage requirements under the Davis-Bacon

Act) shall not apply to any federal-aid highway or highway safety construction project, except those relating to: (1) the safety or durability of a highway facility, or (2) public or workplace safety. Repeals the prohibition against approval of federal-aid highway projects or regulatory actions that will result in the severance of an existing major route or have significant adverse impact on the safety for non-motorized transportation traffic and light motorcycles, unless the project or action provides for a reasonable alternative route or such a route exists. Defines "transportation alternatives" as any of the following activities when carried out as part of an authorized or funded federal-aid highway program or project, or as an independent program or project related to surface transportation for the construction, planning, and design of: (1) transportation projects to achieve compliance with the Americans with Disabilities Act of 1990; or (2) infrastructure-related projects and systems that will provide safe routes for nondrivers, including children, older adults, and individuals with disabilities to access daily needs. Repeals the authorization for states to use certain funds for construction of pedestrian walkways and bicycle transportation facilities. Eliminates the requirement that statewide transportation plans and statewide transportation improvement programs provide for the development of accessible pedestrian walkways and bicycle transportation facilities. Expresses the sense of Congress that states, federal agencies, localities, and private stakeholders should take steps toward increased cooperation to further expedite surface transportation projects.

Status Update: no change since the last report.

H.R.3038, Highway and Transportation Funding Act of 2015, Part II

Introduced on July 13 by Congressman Paul Ryan (R-WI-1) with one cosponsor. The bill passed the House and was placed on Senate Legislative Calendar. Directs the Secretary of Transportation to reduce the amount apportioned for a surface transportation program, project, or activity for FY2015 by amounts apportioned or allocated under the Highway and Transportation Funding Act of 2014 and the Highway and Transportation Funding Act of 2015 for the period from October 1, 2014, through July 31, 2015. TITLE I--SURFACE TRANSPORTATION PROGRAM EXTENSION Subtitle A--Federal-Aid Highways (Sec.1001) Amends the Highway and Transportation Funding Act of 2014 to continue from October 1, 2014, through December 18, 2015, and authorizes appropriations through that period for, specified federal-aid highway programs under: the Moving Ahead for Progress in the 21st Century Act (MAP-21) the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) Technical Corrections Act of 2008, SAFETEA-LU, the Transportation Equity Act for the 21st Century (TEA-21), the National Highway System Designation Act of 1995, the Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA), and other specified law. Subjects funding for FY2015, and for the period October 1, 2015, through December 18, 2015, for such programs to certain funding level restrictions. Amends MAP-21 to authorize appropriations out of the general fund of the Treasury for the Tribal High Priority Projects program for the same period. Prescribes an obligation ceiling of \$40.256 billion for FY2015, including \$8,689,136,612 for the period October 1, 2015, through December 18, 2015, for federal-aid highway and highway safety construction programs. (Sec. 1002) Authorizes appropriations from the HTF (other than the Mass Transit Account) for administrative expenses of the federal-aid highway program for the same period. Subtitle B--Extension of Highway Safety Programs (Sec. 1101) Extends for the same period the authorization of appropriations for National Highway Traffic

Safety Administration (NHTSA) safety programs, including: highway safety research and development, national priority safety programs, the National Driver Register, the High Visibility Enforcement Program, and NHTSA administrative expenses. Amends SAFETEA-LU to extend for the same period high-visibility traffic safety law enforcement campaigns under the High Visibility Enforcement Program. Sets aside a specified amount of the total apportionment to states for highway safety programs for a cooperative program to research and evaluate priority highway safety countermeasures for the same period. (Sec. 1102) Extends for the same period the authorization of appropriations for Federal Motor Carrier Safety Administration (FMCSA) programs, including: motor carrier safety grants, FMCSA administrative expenses, commercial driver's license program improvement grants, border enforcement grants, performance and registration information system management grants, commercial vehicle information systems and networks deployment grants, safety data improvement grants, a set-aside for high priority activities that improve commercial motor vehicle safety and compliance with commercial motor vehicle safety regulations, a set-aside for new entrant motor carrier audit grants, FMCSA outreach and education, and the commercial motor vehicle operators grant program. (Sec. 1103) Amends the Dingell-Johnson Sport Fish Restoration Act to continue, for the same period, the authorized distribution of funds for coastal wetlands, recreational boating safety, projects under the Clean Vessel Act of 19921, boating infrastructure projects, and the National Outreach and Communications Program. Subtitle C--Public Transportation Programs (Sec. 1201) Extends for the same period the apportionment of non-urbanized (rural) area formula grants for competitive grants and formula grants for public transportation on Indian reservations. (Sec. 1202) Extends the apportionment of urbanized area formula grants for passenger ferry projects for the same period. (Sec. 1203) Extends for the same period the authorization of appropriations from the HTF Mass Transit Account for: formula grants for public transportation, including allocations for specified projects; research, development demonstration, and deployment projects; the transit cooperative research program; technical assistance and standards development grants; human resources and training grants; capital investment grants; and administrative expenses. (Sec. 1204) Allocates, for the same period, certain amounts to states and territories for formula bus and bus facilities grants. Subtitle D--Hazardous Materials (Sec. 1301) Authorizes appropriations for the same period for hazardous materials (hazmat) transportation safety projects. Authorizes the Secretary to make certain expenditures, including an amount for hazmat training grants, from the Hazardous Materials Emergency Preparedness Fund for the same period. TITLE II--REVENUE PROVISIONS (Sec. 2001) Amends the Internal Revenue Code to extend through December 19, 2015, the authority for expenditures from: (1) the Highway and Mass Transit Accounts of the Highway Trust Fund, (2) the Sport Fish Restoration and Boating Trust Fund, and (3) the Leaking Underground Storage Tank Trust Fund. (Sec. 2002) Appropriates additional funds to the Highway and Mass Transit Accounts of the Highway Trust Fund. (Sec. 2003) Requires tax information returns reporting mortgage interest received in a trade or business to include: (1) the outstanding principal on the mortgage, (2) the date of the origination of the mortgage, and (3) the address of the property which secures the mortgage. (Sec. 2004) Requires that: (1) the value of the basis in any property acquired from a decedent be consistent with the basis as determined for estate tax purposes; and (2) executors of estates disclose to the Internal Revenue Service and to persons acquiring any interest in the decedent's estate information identifying the value of each interest received. (Sec. 2005) Makes the six-year limitation on assessments of additional tax applicable to understatements of gross income due to an overstatement of unrecovered costs or other basis. (Sec. 2006) Changes tax return due dates for partnerships, S corporations, and C

corporations. Extends the automatic extension for corporate income tax returns from three to six months. (Sec. 2007) Extends through 2025 the authority for transfers of excess pension assets of a defined benefit plan to a retiree health benefits account. (Sec. 2008) Equalizes excise tax rates for liquefied petroleum gas, liquefied natural gas, and compressed natural gas. TITLE III-- ADDITIONAL PROVISIONS (Sec. 3001) Revises aviation security service passenger fee requirements. Requires the deposit into the Treasury as offsetting receipts the following sums collected to pay the costs of providing civil aviation security services to airline passengers: \$1.560 billion for FY2024, and \$1.6 billion for FY2025.

Status Update: no change since the last report.

H.R.3064, To authorize highway infrastructure and safety, transit, motor carrier, rail, and other surface transportation programs, and for other purposes.

Introduced on July 6 by Congressman Chris Van Hollen (D-MD-8) with eight (now 12) cosponsors and referred to the Committees on Transportation and Infrastructure, Energy and Commerce, Ways and Means, Science, Space, and Technology, Natural Resources, Oversight and Government Reform, Budget, and Rules. Prescribes requirements for environmental reviews with respect to state and federal agency engagement, obstruction of navigation, historic sites, categorical exclusion of multimodal projects from environmental review, and creation in the Department of Transportation (DOT) of an Interagency Infrastructure Permitting Improvement Center. Directs DOT to establish a multimodal freight incentive grant program and a National Freight Infrastructure Program. Re-designates the Dwight D. Eisenhower System of Interstate and Defense Highways as the National Highway System and the National Freight Network. Requires the federal long-range transportation plan to include a transportation system resilience assessment. Prescribes criteria for high performing metropolitan planning organizations (MPOs) representing urbanized areas with populations of over 200,000. Removes the congestion management process from the transportation planning process for MPOs. Directs DOT to establish a pilot program for up to 10 MPOs to improve multimodal connectivity and increase connections for disadvantaged Americans and neighborhoods with limited transportation options. Revises requirements with respect to congestion mitigation and air quality improvement, including electric vehicle charging stations and commercial motor vehicle anti-idling facilities in rest areas along the Interstate System. Establishes in DOT: a discretionary TIGER Infrastructure Grant Program for various transportation projects; and a discretionary FAST Grant Program to reform the way surface transportation investments and decisions are made, implemented, and funded to achieve national transportation outcomes. Revises requirements for the funding of railroad rehabilitation and improvement financing, the state infrastructure bank program, toll roads, bridges, tunnels, and ferries. Establishes within DOT the position of Assistant Secretary for Innovative Finance. Reauthorizes the federal-aid highway and related programs through FY2021, including revised obligation limitation and apportionment requirements. Directs DOT to: establish a nationally significant federal lands and tribal projects program to fund construction, reconstruction, or rehabilitation of nationally significant federal lands and tribal transportation projects; carry out a broadband infrastructure deployment initiative; create a program to make critical and immediate improvements to infrastructure and highway safety; set-aside specified funds for states for highway safety data improvement activities on public roads; and create and maintain data sets and data analysis tools to assist MPOs, states, and the DOT in

carrying out performance management analyses. Federal Public Transportation Act of 2015 Revises fixed guideway capital investment grants requirements. Authorizes grants to state and local governments for very small starts projects. Revises requirements for formula grants for enhanced mobility and for rural areas, workforce development programs, and the public transportation safety program. Requires recipients of transportation assistance to meet certain standards for hiring locally. Reauthorizes specified public transportation assistance programs through FY2021. Authorizes DOT to make competitive grants to state and local governmental entities for bus rapid transit projects. Authorizes appropriations for specified highway safety programs through FY2021, and revises related requirements. Revises criteria for state graduated driver licensing incentive grants. Adds a 24-7 sobriety program to criteria for state repeat offender and open container laws. Authorizes specified amounts of grant funds to states for distracted driving enforcement. Authorizes appropriations for specified motor vehicle safety programs through FY2021, and increases penalties for safety violations. Revises certain reporting requirements for tire manufacturers. Requires DOT to conduct a pilot grant program to evaluate the feasibility and effectiveness for a state process for informing consumers of open motor vehicle recalls at the time of motor vehicle registration. Revises specified requirements for commercial motor vehicle and commercial driver safety. Requires disqualification to operate a commercial motor vehicle for anyone who fails to pay an assessed civil penalty for a motor vehicle safety violation. Revises certain medical and registration requirements for commercial motor vehicle operators. Revises requirements for the Motor Carrier Safety Assistance Program. Directs DOT to administer a High Priority Program, an innovative technology deployment grant program, and a Commercial Motor Vehicle Operators Grant Program. Authorizes DOT to establish: a motor carrier safety facility working capital fund, and a financial assistance program for commercial driver's license program implementation. Directs DOT to maintain for the Federal Motor Carrier Safety Administration a motor carrier safety advisory committee. Revises requirements for the Unified Carrier Registration System plan. Repeals the authorization for self-insurance by motor carriers. Prescribes notice requirements relating to decisions that electronic logging devices fail to comply with standards. Authorizes DOT to issue regulations: governing contractors that exercise control over motor carrier operations; and requiring motor vehicle employers to track and compensate employees for on-duty, not-driving time. Authorizes DOT, with respect to unsafe conditions or practices in the transportation of hazardous materials (hazmat transportation), to order necessary: operational controls, restrictions, and prohibitions without prior notice or an opportunity for a hearing; and removal, remediation, or disposal of hazardous materials causing unreasonable risk of death, personal injury, or significant harm to the property or the environment. Authorizes DOT to collect reasonable fees for the administration of the special permits and approvals for deposit into a Hazardous Materials Approvals and Permits Fund. Revises requirements for planning and training grants under the Emergency Planning and Community Right-To-Know Act of 1986. Reauthorizes the program for regulating hazmat transportation through FY2021. Amends the Internal Revenue Code to extend through FY2023 specified highway-related taxes as well as requirements for expenditures from the Sport Fish Restoration and Boating Trust Fund. Replaces the Highway Trust Fund with a Transportation Trust Fund, and authorizes appropriations to it through FY2021. Directs DOT to establish and support a National Cooperative Freight Transportation Research Program and a Priority Multimodal Research Program. Revises the competitive selection process for the university transportation centers consortia program. Requires the Director of the Bureau of Transportation Statistics (BTS) to create data sets and data analysis tools for intermodal

transportation data. Establishes in the BTS a National Transportation Library. Authorizes the BTS Director to establish a Port Performance Statistics Program to provide nationally consistent measures of performance of the nation's maritime ports. Revises requirements for the intelligent transportation system (ITS) program. Includes as an ITS program goal the development and deployment of automated vehicles in all modes of surface transportation. Prescribes requirements for the use of funds to develop ITS infrastructure, equipment, and systems. Rail for America Act Directs DOT to facilitate by financial assistance the establishment of a National High-Performance Rail System of integrated passenger and freight rail services, including a Current Passenger Rail Service Program and a Rail Service Improvement Program. Authorizes appropriations through FY2021 for the System and for the planning, development, construction, and implementation of rail corridors and related infrastructure improvements. Requires Amtrak to submit to the Secretary draft 5-year business line plans and draft 5-year capital asset plans. Authorizes DOT to establish Regional Rail Development Authorities, including a Regional Committee, to facilitate the development of multi-state high-performance rail services, and to coordinate these investments with other rail, transit, highway, and aviation system services. Prescribes requirements for the standardization of passenger equipment and level-entry boarding platforms. Directs DOT to: evaluate the shared-use of right-of-way by passenger and freight rail systems and the operational, institutional, and legal structures that would best support improvements to both of these systems; and conduct a nationwide disparity and availability study to establish the availability and utilization of small business concerns owned and controlled by socially and economically disadvantaged individuals in publicly funded railroad projects. Requires DOT to complete a National Rail Development Plan meeting certain criteria, and facilitate development of Regional Rail Development Plans. Authorizes DOT to prescribe regulations or issue orders to require host railroads for joint operations that occur within a small geographic area to develop unified rules governing all operations within that area. Revises or prescribes requirements relating to positive train control, hours of service, maximum employee duty hours, safety appliances, locomotive inspections, noise emission standards, and damaged track inspection equipment. Authorizes federal agency heads to construct, install, operate, and maintain electric charging infrastructure for official agency vehicles. Stop Corporate Expatriation and Invest in America's Infrastructure Act of 2015 Amends the Internal Revenue Code to revise rules for the taxation of inverted corporations (i.e., U.S. corporations that acquire foreign companies to reincorporate in a foreign jurisdiction with income tax rates lower than the United States) to provide that a foreign corporation that acquires the properties of a U.S. corporation or partnership after May 8, 2014, shall be treated as an inverted corporation and thus subject to U.S. taxation if, after such acquisition: it holds more than 50% of the stock of the new entity (expanded affiliated group), or the management or control of the new entity occurs primarily within the United States and the new entity has significant domestic business activities.

Status Update: no change since the last report.

S.1589, Building and Renewing Infrastructure for Development and Growth in Employment Act or the BRIDGE Act

Introduced on June 16 by Senator Mark Warner (D-VA) with ten (now 11) cosponsors and referred to the Committee on Finance. Establishes the Infrastructure Financing Authority (IFA) as a wholly-owned government corporation, headed by a Chief Executive Officer and managed

by a Board of Directors, which shall provide direct loans and loan guarantees to facilitate the construction, consolidation, alteration, or repair of transportation, water, and energy infrastructure projects. Requires infrastructure projects assisted under this Act to have costs reasonably anticipated to equal or exceed \$50 million (\$10 million for rural infrastructure projects). Sets forth special requirements for infrastructure projects in rural areas. Establishes an Office of Technical and Rural Assistance to: provide technical assistance to state and local governments and parties in public-private partnerships in the development and financing of eligible, including rural, infrastructure projects; and establish a regional infrastructure accelerator demonstration program. Establishes an Office of Special Inspector General to conduct, supervise, and coordinate audits and investigations of the business activities of IFA. Prohibits IFA financing of a project if: it is private or does not create a public benefit, or the loan applicant is unable to demonstrate a sufficient revenue stream. Sets forth terms for loans or loan guarantees for eligible infrastructure projects and for the repayment of such loans. Requires an annual independent audit of IFA finances. Requires the President, immediately after IFA approves financing for a proposed project, to convene a meeting of representatives of all permitting agencies to: establish a permitting timetable for the environmental review of a project, and coordinate with relevant state agencies and regional infrastructure development agencies in the review of such projects. Requires the Chief Executive Officer of IFA to: establish fees with respect to loans and loan guarantees that are sufficient to cover IFA's administrative costs; and take actions to make IFA a self-sustaining entity, with administrative and federal credit subsidy costs fully funded by fees and risk premiums on loans and loan guarantees. Amends the Internal Revenue Code to increase from \$15 billion to \$16 billion the aggregate amount of proceeds from tax-exempt facility bonds the Department of Transportation shall allocate among qualified highway or surface freight transfer facilities.

Status Update: no change since the last report.

S.1701, Infrastructure Rehabilitation Act of 2015

Introduced on June 25 by Senator Lisa Murkowski (R-AK) with no cosponsors. The bill was referred to the Committee on Environment and Public Works.

Status Update: no change since the last report.

S.1748, Transportation Infrastructure Grants and Economic Reinvestment Act

Introduced on July 9 by Senator Patty Murray (D-WA) with four cosponsors and referred to the Committee on Commerce, Science, and Transportation. The bill directs the Department of Transportation (DOT) to establish a program under which DOT shall provide competitive grants of between \$10 million and \$200 million to the District of Columbia, to a state, Indian tribe, U.S. territory, local government, port authority, metropolitan planning organization, transit agency, or another political subdivision of a state or local government, or to two or more of such entities working in collaboration, for eligible transportation projects (including highway or bridge, public transportation, passenger or freight rail transportation, and port infrastructure or intermodal projects) that would have a significant beneficial impact on a state, metropolitan area, or region or the United States. DOT, in providing such grants, must: (1) ensure an equitable geographical

distribution of funds, an appropriate balance in addressing the needs of urban and rural areas, and investment in a variety of transportation modes; and (2) give priority to eligible projects that require a contribution of federal funds to complete an overall financing package. The bill sets forth primary and secondary criteria for selecting eligible projects. The bill: (1) limits to 25% the amount of grant funds that may be provided to any state, (2) requires at least 20% of grant funds to be provided for eligible projects located in rural areas, and (3) allows up to 20% of the funds authorized to carry out this Act to be used to pay the subsidy and administrative costs of projects eligible for federal credit assistance under the Transportation Infrastructure Finance and Innovation Act upon determining that such use of funds would advance the purposes of this Act.

Status Update: no change since the last report.

S.1680, National Multimodal Freight Policy and Investment Act

Introduced on June 25 by Senator Maria Cantwell with three cosponsors (now 4). The bill was referred to the Committee on Commerce, Science, and Transportation. This bill directs the Department of Transportation (DOT) to establish a national multimodal freight network, a national multimodal freight advisory committee, and a freight investment grant program and develop a national multimodal freight strategic plan. Each state receiving a freight investment grant shall also develop a freight investment plan and establish a state freight advisory committee. The bill establishes in DOT an Office of Freight Planning, Permitting, and Development. DOT shall establish a competitive capital grant program to provide financial assistance to states, metropolitan planning organizations, regional or local transportation authorities, tribal governments, and other entities for short line or regional railroad infrastructure improvement projects, and highway-rail vertical grade separation projects.

Status Update: no change since the last report.

H.R.3337, National Infrastructure Development Bank Act of 2015

Introduced on July 29 by Congresswoman Rosa DeLauro (D-CT-3) with seventy cosponsors (now 85). The bill was to the Committee on Energy and Commerce, Transportation and Infrastructure, Financial Services, and Ways and Means. Establishes the National Infrastructure Development Bank as a wholly owned government corporation. Makes the Bank's Board of Directors responsible for monitoring and overseeing energy, environmental, telecommunications, and transportation infrastructure projects. Authorizes the Board to: (1) make senior and subordinated direct loans and loan guarantees to assist in the financing or refinancing of an infrastructure project, (2) issue public benefit bonds and provide financing to infrastructure projects, and (3) pay an interest subsidy to the issuer of American Infrastructure Bonds. Requires the Board to establish an Executive Committee to establish requirements and make recommendations for project proposals to be considered for financial assistance. Requires the Bank to establish a Risk Management Committee, which shall: (1) create financial, credit, and operational risk management guidelines for the Bank; (2) set guidelines to ensure diversification of lending activities by geographic region and infrastructure project type; (3) create conforming standards for all financial assistance provided by the Bank; (4) monitor financial, credit, and operational exposure of the Bank; (5) provide financial recommendations to the Board; and (6)

ensure that the aggregate amount of interest subsidies provided for American Infrastructure Bonds in a given calendar year does not exceed 28% of interest payable under all such Bonds. Requires the Bank to establish an audit committee. Requires the Board to approve criteria established by the Executive Committee for determining project eligibility for financial assistance. Sets forth criteria to be considered by the Board for each type of infrastructure project. Requires the Executive Committee to conduct an analysis that considers the economic, environmental, and social benefits and costs of each project under consideration, prioritizing projects that contribute to economic growth, lead to job creation, and are of regional or national significance. Requires any financial assistance for an infrastructure project to be repayable from dedicated revenue sources that also secure the infrastructure project obligations. Limits the amount of assistance under this Act to 50% of reasonably anticipated project costs. Exempts all bonds issued by the Bank from state or local government taxation. Sets forth requirements regarding compliance of assisted projects with wage rate, domestic content, and buy American statutes. Requires the Board to establish an American Infrastructure Bond program. Establishes in the Treasury the National Infrastructure Development Bank Trust Fund into which an amount estimated to equal the tax receipts attributable to interest payable under such Bonds is to be appropriated.

Status Update: no change since the last report.

H.R.3376, To authorize States to carry out bridge construction, maintenance, repair, and replacement projects using previously allocated surface transportation funds that are identified as being excess or inactive, and for other purposes.

Introduced on July 29 by Congresswoman Nita Lowey (D-NY-17) with no cosponsors. The bill was referred to the Transportation and Infrastructure Committee. The bill authorizes the Department of Transportation to permit states to carry out bridge projects using previously allocated funds that have been identified as being excess or inactive. The projects may include operational improvements, capital and operating costs, environmental measures, and transportation control measures. The funds will remain available for three years after the year in which this bill is enacted.

Status Update: no change since the last report.

H.R.3398, To improve the condition and performance of the national multimodal freight network, and for other purposes.

Introduced on July 29 by Congressman David Reichert (R-WA-8) with two cosponsors. The bill was referred to the Committee on Transportation and Infrastructure. This bill directs the Department of Transportation (DOT) to establish a national multimodal freight network, a national multimodal freight advisory committee, and a freight investment grant program; and develop a national multimodal freight strategic plan. Each state receiving a freight investment grant shall also develop a freight investment plan and establish a state freight advisory committee. The bill establishes in DOT an Office of Freight Planning, Permitting, and Development. DOT shall establish a competitive capital grant program to provide financial assistance to states, metropolitan planning organizations, regional or local transportation

authorities, tribal governments, and other entities for short line or regional railroad infrastructure improvement projects, and highway-rail vertical grade separation projects.

Status Update: no change since the last report.

S.1994, Tax Relief And Fix-The-Trust Fund For Infrastructure Certainty Act of 2015

Introduced on August 5 by Senator Thomas Carper (D-DE) with one cosponsor. The bill was referred to the Committee on Finance. This bill amends the Internal Revenue Code to phase in: (1) an increase of the excise tax rate on gasoline beginning in 2016 until such rate is 34.3 cents per gallon in calendar years beginning after 2018, and (2) a similar increase to 40.3 cents per gallon for diesel fuel and kerosene. The rates are to be adjusted for inflation for calendar years after 2019. The bill phases in increases in allocations of fuel excise tax amounts to the Mass Transit Account of the Highway Trust Fund for calendar years beginning in 2015. Such increased allocations are to be adjusted for inflation for calendar years beginning after 2019. The bill makes permanent the increase in the refundable portion of the child tax credit and the increase in the earned income tax credit for families with three or more qualifying children. The earned income tax credit is also modified to: (1) allow an increase in such credit for individuals with no qualifying children, (2) revise tax credit eligibility rules for married individuals living apart and qualifying children claimed by another family member, and (3) repeal the denial of such credit for taxpayers with excess investment income.

Status Update: no change since the last report.

S.2008, Transportation, Access, and Opportunity Act of 2015

Introduced on August 6 by Senator Jeff Merkley (D-OR) with no cosponsors. The bill was referred to the Committee on Banking, Housing, and Urban Affairs. This bill modifies transportation programs to establish a goal of achieving an interconnected transportation system that connects people to jobs, schools, and essential services; and to require more data and public input during the planning process. States and metropolitan planning organizations (MPOs) must permit the public to provide input during the development and implementation of transportation plans. (MPOs are federally required and funded organizations responsible for the regional transportation planning process in certain urban areas.) The bill revises the goals of the federal highway program to include achieving an interconnected transportation system which connects people to jobs, schools, and other essential services through a multimodal network. The Department of Transportation (DOT) may establish a performance measure for MPOs to measure transportation connectivity. DOT must establish the Connection to Opportunity Pilot Program for up to 10 MPOs to develop and implement projects to improve multimodal connectivity and increase connections for transportation-disadvantaged individuals and neighborhoods with limited transportation options. The participating MPOs must submit performance data to DOT, and DOT must use the data to evaluate the programs and consider developing a national indicator to measure multimodal connections to opportunities. DOT must create and maintain data sets and analysis tools to assist MPOs, states, and entities within DOT in carrying out performance management analyses. The bill permanently extends the authorization for the Transportation Alternatives Program, revises federal share requirements,

and permits nonprofit organizations and certain MPOs to receive funding under the program.

Status Update: no change since the last report.

H.R.3465, Public-Private Partnership Infrastructure Investment Act

Introduced on September 9 by Congressman Sean Patrick Maloney (D-NY-18) with no cosponsors. The bill was referred to the Committee on Transportation and Infrastructure. This bill requires the senior procurement executive of the Department of Transportation to enhance the services of the Office of Contracts and Procurement by: (1) working with modal agencies, states, and other grant recipients on implementing design-bid-build, design-build, and public-private partnerships (P3) procurement best practices, including model contracts; and (2) developing suggested best practices to encourage standardizing state P3 authorities and practices, including fair and balanced assumptions made in the calculations, consistency on unsolicited bids, non-compete clauses, and other major elements

Status Update: no change since the last report.

H.R.3585, Surface Transportation Research and Development Act of 2015

Introduced on September 22 by Congresswoman Barbara Comstock (R-VA-10) with six (now 7) cosponsors. The bill was referred to the Subcommittee on Highways and Transit.

Status Update: no change since the last report.

H.R.3756, WIFIA Improvement Act

Introduced on October 16 by Congressman Carlos Curbello (R-FL-26) with 17 (now 24) cosponsors. The bill was referred to the Subcommittee on Environment and the Economy. The bill amends the Water Infrastructure Finance and Innovation Act of 2014 to repeal provisions prohibiting any project receiving federal credit assistance under such Act from being financed from the proceeds of tax-exempt bonds.

Status Update: no change since the last report.

S.2247, SAFE Bridges Act of 2015

Introduced on November 5 by Senator Jeanne Shaheen (D-NH) with no cosponsors. The bill was referred to the Committee on Environment and Public Works. This bill directs the Department of Transportation to establish a program to assist states to rehabilitate or replace bridges found to be structurally deficient, functionally obsolete, or fracture critical. States shall use apportioned program funds for projects to rehabilitate and replace such bridges. The federal share of project costs is 100%

Status Update: no change since the last report.

H.R.4081, TIFIA 2.0 Act

Introduced on November 19 by Congressman Daniel Webster (R-FL-10) with no cosponsors and referred to the Subcommittee on Highways and Transit. The bill amends the Transportation Infrastructure Finance and Innovation Act (TIFIA) to revise the Department of Transportation (DOT) TIFIA program of direct loans, loan guarantees, and credit for surface transportation projects. A TIFIA Revolving Fund is established in the Treasury. A set-aside of up to 10% of Fund amounts is required for rural infrastructure projects (as similarly required in current funding law). The DOT is directed to transfer from the Fund to the general fund of the Treasury amounts equal to moneys deposited in the Fund as a result of the repayment of principal and interest on direct loans for transportation infrastructure projects before enactment of this Act. Project eligibility requirements are revised.

Status Update: no change since the last report.

H.R.4228, Transportation Megaprojects Accountability and Oversight Act of 2015

Introduced on December 10 by Congressman Mark DeSaulnier (D-CA-11) with one cosponsor and referred to the Committee on Transportation and Infrastructure. The bill requires a recipient of federal financial assistance under National Highway System provisions for a megaproject (a project that has an estimated total cost of \$2.5 billion or more and such other projects as may be identified by the Department of Transportation [DOT]), in order to be authorized for construction, to submit to DOT a comprehensive risk management plan that contains: a description of the process by which the recipient will identify, quantify, and monitor the risks that might result in cost overruns, project delays, reduced construction quality, or reductions in benefits; examples of mechanisms the recipient will use to track such risks; a plan to control such risks; and assurances that the recipient will regularly submit updated cost estimates and maintain and regularly reassess financial reserves for addressing risks. A recipient also must establish a peer review group to give expert advice on the scientific, technical, and project management aspects of the project. Each peer review group must: meet annually until the project is completed; review the project within 90 days after any significant change in its scope, schedule, or budget; and report on the findings of each review to DOT, Congress, and the recipient. Each recipient must publish such report on its website, along with the name, license number, and license type of each engineer supervising an aspect of the project.

Status Update: no change since the last report.



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June 30, 2016

To: Celia McAdam
From: Sante Esposito
Subject: June Monthly Report

FAST Lane Grants

The US DOT announced that it has received 212 applications totaling nearing \$9.8B for grants for the newly-created FAST Act FASTLANES discretionary grant program. Of the applications received by the April 14 deadline, 136 represent projects in urban areas and 76 represent projects in rural areas. The FAST Act authorized \$800M for this program in FY'17. Grant announcements are expected to be made this summer.

FY17 Transportation Appropriations Bill

The full Senate approved its version of the FY17 Transportation Appropriations bill on May 19 by a vote of 89 to 8. On May 17, the House released and approved its version of the bill.

Like the Senate, the House proposes to fully fund all Highway Trust Fund supported programs, such as the federal highway program and transit formula grants, at the same amounts authorized in the FAST Act. The House provided more money than the Senate for transit discretionary Capital Improvement Grants (CIG). The House provided less money for TIGER grants - only \$450M versus the Senate's \$525M, but given that the House has typically zeroed out or provided very limited funds for TIGER, the \$450M is a step forward.

Funding details:

Program	Current FY'16 Funding	FAST Act Authorization for FY'17	Senate-Passed FY'17 Funding	House THUD Subcomte. FY'17 Funding
Core Highway Program - Obligation Limit	\$42.36B	\$43.26B	\$43.26B	\$43.26B
Transit Total	\$11.6B	\$12.17B	\$12.18B	\$12.5B
Transit Formula and Bus Grants	\$9.35B	\$9.73B	\$9.73B	\$9.73B

Transit CIG-New Starts, Small Starts, Core Capacity	\$2.17B	\$2.30B	\$2.33B	\$2.5B
DC WMATA	\$150M	NA	\$150M	\$150M
TIGER	\$500M	NA	\$525M	\$450M
Amtrak Northeast Corridor	NA - Total Amtrak Funding \$1.39B	\$474M	\$345M	\$420M
Amtrak National Network	NA	\$1.02B	\$1.07B	\$1.0B
FRA Rail Discretionary Grants Total - see below	\$0	\$350M	\$85M	\$50M
Airport Improvement Grants (AIP)	\$3.35B	NA	\$3.35B	\$3.35B

Additional details:

FTA Capital Improvement Grants-

Program	Current FY'16 Funding	FY'17 Senate Passed	FY'17 House THUD Subcomte.
CIG Total	\$2.177B	\$2.3B	\$2.5B
New Starts w/Existing FFGAs	\$1.25B	\$1.2B	\$1.2B
New Proposed FFGAs	\$497M	\$511M	\$500M
Small Starts	\$353M	\$241M	\$408M
Core Capacity	\$50M	\$333M	\$332M
Expedited Delivery Program	\$5M	\$20M	TBD

The House bill includes language prohibiting any new FFGAs with a federal cost share of over 50%.

FRA Discretionary Rail Grants-

Program	FAST ACT FY'17 Authorized	FY'17 Senate Passed	FY'17 House Subcommittee
Consolidated Rail Infrastructure and Safety Improvement (CRISI)	\$190M	\$50M	\$25M
State of Good Repair (SOGR)	\$140M	\$20M	\$25M
Restoration/Enhancement (R/EG)	\$20M	\$15M	\$0

FAST Act Funding Opportunities

Program - Nationally Significant Freight and Highway Projects (NSFHP) - now called FASTLANE

Details - New freight discretionary competitive grant program to fund critical freight and highway projects, including projects of regional and national significance. A total of \$4.5B is authorized through FY'20. Up to \$500M over the life of the bill is available for eligible multimodal projects.

Applications Due - April 14

FY'16 Funding - \$800M

Program - Surface Transportation System Funding Alternatives (STSFA) - Alternative Revenue Approaches

Details - The Act authorized a total of \$95M for this competitive grant program. This is a new program to test user based alternative revenue mechanisms, such as VMT and other road user charges, to help sustain the long term solvency of the Highway Trust Fund. The federal match is 50%.

Applications Due - May 20

FY'16 Funding - \$15M

Program - Advanced Transportation and Congestion Management Technologies Deployment Program (ATCMTD)

Details - New competitive grant program to fund cutting-edge transportation improvement technologies, such as ITS, advanced traveler information, vehicle to vehicle and vehicle to infrastructure technology, autonomous vehicles, electronic pricing and payment, etc.

Applications Due - June 3

FY'16 Funding - \$60M

Program - Bus and Bus Facility Discretionary Grant Program

Details - New competitive grant program to finance capital projects to replace, rehabilitate, purchase or lease buses and related equipment and to rehabilitate, purchase, construct or lease bus-related facilities. There is also a Low or No Emission Bus Competitive Grant Program.

Applications Due - May 13

FY'16 Funding - \$211M for the Bus and Bus Facility grants; \$55M for the LoNo grants

Program - Transportation Infrastructure Finance and Innovation Act (TIFIA)

Details - TIFIA was reauthorized in the FAST Act, but funding was cut substantially. Mandatory unobligated funding redistribution was eliminated, project eligibility was expanded, and the application process was streamlined.

Applications Due - rolling basis

FY'16 Funding - \$275M

Comments Due on FAST Act Changes to TIFIA - April 11

Other Programs - TIGER VIII

Details - TIGER was funded for an 8th round through the FY16 omnibus appropriations bill.

Applications Due - April 29
FY'16 Funding - \$500M

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 (now 18) 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.

Status Update: no change since the last report.

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

Introduced on January 7 by Congressman Albio Sires (D-NJ-8) with no (now 4) 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; re-characterizes 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.

Status Update: no change since the last report.

H.R.2716, Transportation Empowerment Act

Introduced on June 10 by Congressman Ron DeSantis (R-FL-6) with 9 (now 49) cosponsors. The bill was referred to the Committees on Transportation and Infrastructure, Ways and Means, Budget and Rules. This bill prescribes a limitation on funding of transportation programs and projects for FY2016-FY2020. Appropriations out of the Highway Trust Fund (HTF) (other than the Mass Transit Account) are authorized for FY2016-FY2020, subject to a certain limitation, for specified core programs under the federal-aid highway program, including emergency relief for highways and roads, the federal lands transportation program, and Federal Highway Administration administrative expenses. A state may transfer and use excess federal-aid highway funds for any surface transportation project (including mass transit and rail). Certain limits are placed on federal assistance to states for highway bridge replacement and rehabilitation to bridges on the federal-aid highway system. Beginning with FY2015, a highway construction or improvement project shall not be considered a federal project: unless and until a state expends federal funds for the construction portion of the project, solely by reason of the state expenditure of federal funds before the construction phase of the project (including for any environmental document or design work), or upon state reimbursement to the federal government of the federal costs of such projects. The Internal Revenue Code is amended to make amounts in the HTF available for expenditure for core highway programs through FY2022. The Department of the Treasury shall pay from the HTF into the Treasury general fund amounts equivalent to the floor stocks refunds made before July 1, 2022, as well as into the Airport and Airway Trust Fund amounts equivalent to certain aviation fuel taxes received before October 1, 2022. A motor fuel tax rate schedule is prescribed for the financing of core highway programs. Treasury authority to make certain transfers to the Mass Transit Account shall be terminated at the end of FY2016, at which time Treasury shall transfer all amounts from the Mass Transit Account to the Highway Account. The national highway performance program is revised to repeal program requirements for specified National Highway System transportation improvement projects, including environmental mitigation projects. The surface transportation program is revised to eliminate from eligibility for program assistance: carpool projects, fringe and corridor parking facilities and programs, including electric vehicle and natural gas vehicle infrastructure, and bicycle transportation and pedestrian walkways projects transportation alternatives; and environmental mitigation projects, including environmental restoration and pollution abatement projects Also repealed are: the obligation of a state to use a portion of program funds for replacement or rehabilitation of off-system bridges, metropolitan transportation planning requirements for federal-aid highways, and the authorization of federal assistance to states for historic bridges. Certain requirements of the highway safety improvement program are revised or repealed,

eliminating eligibility for projects for pedestrian or bicyclist safety or safety of persons with disabilities. The congestion mitigation and air quality improvement program and the transportation alternatives program are repealed. Appropriations out of the HTF (other than the Mass Transit Account) are authorized for FY2016-FY2020 for the highway research and development program. Treasury shall allocate to the states for surface transportation projects (including mass transit and rail) any excess highway tax receipts appropriated to the HTF in FY2016-FY2019. Excise taxes on gasoline, diesel fuel or kerosene, and diesel-water fuel emulsion are reduced. Credits or refunds are required for certain floor stocks taxes on liquids imposed before October 1, 2020. This Act shall become effective only if the Office of Management and Budget certifies that it is deficit neutral.

Status Update: no change since the last report.

S.1544, A bill to rescind unused earmarks provided for the Department of Transportation, and for other purposes.

Introduced on June 10 by Senator Jeff Flake (R-AZ) with no (now 2) cosponsors. The bill was referred to the Committee on Appropriations. This bill rescinds unused earmarks previously appropriated to the Department of Transportation (DOT) and transfers the balances to the Highway Trust Fund. Under the House and Senate rules, an earmark is a provision or report language included primarily at the request of a Member of Congress providing, authorizing, or recommending a specific amount of discretionary budget authority, credit authority, or other spending authority for a contract, loan, loan guarantee, grant, loan authority, or other expenditure with or to an entity, or targeted to a specific state, locality or congressional district, other than through a statutory or administrative formula-driven or competitive award process. Under this bill, earmarks provided to DOT are unused and rescinded if more than 90% of the funding remains available for obligation at the end of the 9th fiscal year following the year the earmark was made available. DOT may delay the rescission if it determines that an additional obligation is likely to occur during the 10th year after funds were made available. The bill requires each federal agency to submit an annual report to the Office of Management and Budget (OMB) identifying: (1) each earmark for a project that is ineligible for funding, (2) projects for which funding has been made available under an earmark, and (3) projects with unobligated balances. OMB must submit to Congress and post on its website an annual report including an accounting of unobligated earmarks, rescissions resulting from this bill, and DOT earmarks scheduled to be rescinded

Status Update: no change since the last report.

S.1732, Comprehensive Transportation and Consumer Protection Act of 2015

Introduced on July 9 by Senator John Thune (R-SD) with two cosponsors. The bill was referred to the Committee on Commerce, Science, and Transportation and was ordered reported. This bill establishes in the Department of Transportation (DOT) Office of the Secretary an Interagency Infrastructure Permitting Improvement Center to support modernization efforts at federal agencies and interagency pilots for innovative approaches to the permitting and review of infrastructure projects. DOT shall establish a national multimodal freight network and develop a

national freight strategic plan. States shall develop a freight investment plan. DOT shall develop a five-year transportation research and development (R&D) strategic plan. The Office of the Assistant Secretary for Research and Technology of the Research and Innovative Technology Administration is eliminated, and DOT shall be responsible generally for coordination and review of DOT R&D programs and activities. The bill also eliminates the DOT Office of Intermodalism of the Research and Innovative Technology Administration.

Port Performance Act

The Bureau of Transportation Statistics (BTS) shall establish a port performance statistics program to provide nationally consistent measures of performance of at least the nation's top 25 ports by tonnage, its top 25 ports by 20-foot equivalent unit, and its top 25 ports by dry bulk.

The Federal Motor Carrier Safety Administration (FMCSA) shall commission the National Research Council of the National Academies to study the Safety Measurement System (SMS) and the Compliance, Safety, Accountability (CSA) program. The bill establishes a national hiring standard for motor carriers.

Drug Free Commercial Driver Act of 2015

Motor carriers may use hair testing as an acceptable alternative to mandatory urinalysis for detecting use of controlled substances by an operator, but only for preemployment testing and random testing. The FMCSA shall: establish procedures for exemption from federal hours of service requirements for commercial motor vehicle drivers, and a six-year pilot program to study the feasibility of allowing licensed drivers between ages 18 and 21 to operate commercial motor vehicles. DOT shall administer a financial assistance program for discretionary grants to and cooperative agreements with states, local governments, federally-recognized Indian tribes, and other persons to carry out high priority motor carrier safety activities and projects. DOT shall award separate grants to each state that: adopts and is enforcing a law that requires all individuals convicted of driving under the influence of alcohol or driving while intoxicated to receive a restriction on driving privileges; and either adopts and is enforcing a mandatory alcohol-ignition interlock law for all individuals convicted of driving under the influence of alcohol or of driving while intoxicated, or provides a 24-7 sobriety program.

Stop Motorcycle Checkpoint Funding Act

DOT may not award grants or funds to any state or local government for any program to check helmet usage or create checkpoints for motorcycle drivers or passengers.

Improving Driver Safety Act of 2015

States may use distracted driving incentive program grants for enforcement of distracted driving laws as well as highway safety program projects. DOT shall implement current information technology, web design trends, and best practices to ensure that motor vehicle safety recall information is readily accessible to the public on the federal website.

Driver Privacy Act of 2015

Any data in an event data recorder required to be installed in a passenger motor vehicle shall be the property of the vehicle owner or lessee, regardless of when the vehicle was manufactured.

Safety Through Informed Consumers Act of 2015

DOT shall promulgate a rule to ensure that passenger motor vehicle crash avoidance information is indicated next to crashworthiness information on stickers placed on motor vehicles by their manufacturers. The National Railroad Passenger Corporation (Amtrak) shall establish internal controls to ensure its costs, revenues, and other compensation are allocated to specified features of its national network activities. Amtrak shall submit to Congress and DOT final five-year business line plans and five-year asset plans. DOT shall develop a program for issuing three-year competitive operating assistance grants to states and other eligible entities to enhance intercity rail passenger service. DOT may make grants to states and other eligible entities to assist in financing the cost of rail projects to improve the safety of passenger and freight rail transportation systems. DOT shall require each Class I railroad carrier and entity providing regularly scheduled intercity or commuter rail passenger transportation to develop a plan for implementing a positive train control (PTC) system by December 31, 2015, (currently, 2018) on certain of its tracks.

Track, Railroad, and Infrastructure Network Act

This bill exempts improvements to, maintenance, rehabilitation, or operation of railroad or rail transit lines (but not stations) that are in use or were historically used for the transportation of goods or passengers from federal policies and requirements for the preservation of public park and recreation lands, wildlife and waterfowl refuges, and historic sites.

Railroad Infrastructure Financing Improvement Act

The bill revises Railroad Rehabilitation and Improvement Financing program requirements.

Status Update: no change since the last report.

H.R.2353, Highway and Transportation Funding Act of 2015

Introduced on May 15 by Congressman Bill Shuster (R-PA-9) with one cosponsor. Directs the Secretary of Transportation to reduce the amount apportioned for a surface transportation program, project, or activity for FY2015 by amounts apportioned or allocated under the Highway and Transportation Funding Act of 2014 for the period from October 1, 2014, through May 31, 2015. Amends the Highway and Transportation Funding Act of 2014 to continue from October 1, 2014, through July 31, 2015, and authorizes appropriations through that period for, specified federal-aid highway programs under: the Moving Ahead for Progress in the 21st Century Act (MAP-21), the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) Technical Corrections Act of 2008, SAFETEA-LU, the Transportation Equity Act for the 21st Century (TEA-21), the National Highway System Designation Act of 1995, the Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA), and other specified law. Subjects funding for such programs generally to the same manner of distribution, administration, limitation, and availability for obligation, but at a specified pro rata of the total amount, as funds authorized for appropriation out of the Highway Trust Fund (HTF) for such programs and activities for FY2014. Amends the Moving Ahead for Progress in the 21st Century Act (MAP-21) to authorize appropriations out of the general fund of the Treasury for the Tribal High Priority Projects program for the same period. Prescribes an obligation ceiling of \$33,528,284,932 for federal-aid highway and highway safety construction programs for the same

period. Authorizes appropriations from the HTF (other than the Mass Transit Account) for administrative expenses of the federal-aid highway program for the same period. Extends for the same period the authorization of appropriations for National Highway Traffic Safety Administration (NHTSA) safety programs, including: highway safety research and development, national priority safety programs, the National Driver Register, the High Visibility Enforcement Program, and NHTSA administrative expenses. Amends SAFETEA-LU to extend for the same period high-visibility traffic safety law enforcement campaigns under the High Visibility Enforcement Program. Sets aside a specified amount of the total apportionment to states for highway safety programs for a cooperative program to research and evaluate priority highway safety countermeasures for the same period. Extends for the same period the authorization of appropriations for Federal Motor Carrier Safety Administration (FMCSA) programs, including: motor carrier safety grants, FMCSA administrative expenses, commercial driver's license program improvement grants, border enforcement grants, performance and registration information system management grants, commercial vehicle information systems and networks deployment grants, safety data improvement grants, a set-aside for high priority activities that improve commercial motor vehicle safety and compliance with commercial motor vehicle safety regulations, a set-aside for new entrant motor carrier audit grants, FMCSA outreach and education, and the commercial motor vehicle operators grant program. Amends the Dingell-Johnson Sport Fish Restoration Act to continue, for the same period, the authorized distribution of funds for coastal wetlands, recreational boating safety, projects under the Clean Vessel Act of 19921, boating infrastructure projects, and the National Outreach and Communications Program. Extends for the same period the apportionment of non-urbanized (rural) area formula grants for competitive grants and formula grants for public transportation on Indian reservations. Extends the apportionment of urbanized area formula grants for passenger ferry projects for the same period. Extends for the same period the authorization of appropriations from the HTF Mass Transit Account for: formula grants for public transportation, including allocations for specified projects; research, development demonstration, and deployment projects; the transit cooperative research program; technical assistance and standards development grants; human resources and training grants; capital investment grants; and administrative expenses. Allocates, for the same period, certain amounts to states and territories for formula bus and bus facilities grants. Authorizes appropriations for the same period for hazardous materials (hazmat) transportation safety projects. Authorizes the Secretary to make certain expenditures, including an amount for hazmat training grants, from the Hazardous Materials Emergency Preparedness Fund for the same period. Amends the Internal Revenue Code to extend through July 31, 2015, the authority for expenditures from: (1) the HTF Highway and Mass Transit Accounts, (2) the Sport Fish Restoration and Boating Trust Fund, and (3) the Leaking Underground Storage Tank Trust Fund. Bill became law (PL 114-21).

Status Update: no change since the last report.

H.R.2410, To authorize highway infrastructure and safety, transit, motor carrier, rail, and other surface transportation programs, and for other purposes.

Introduced on May 19 by Congressman Peter DeFazio (D-OR-4) with 23 (now 62) cosponsors. The bill was referred to the Committees on Transportation and Infrastructure, Energy and Commerce, Ways and Means, Science, Space, and Technology, Natural Resources, Oversight

and Government Reform, the Budget, and Rules. Prescribes requirements for environmental reviews with respect to state and federal agency engagement, obstruction of navigation, historic sites, categorical exclusion of multimodal projects from environmental review, and creation in the Department of Transportation (DOT) of an Interagency Infrastructure Permitting Improvement Center. Directs DOT to establish a multimodal freight incentive grant program and a National Freight Infrastructure Program. Re-designates the Dwight D. Eisenhower System of Interstate and Defense Highways as the National Highway System and the National Freight Network. Requires the federal long-range transportation plan to include a transportation system resilience assessment. Prescribes criteria for high performing metropolitan planning organizations (MPOs) representing urbanized areas with populations of over 200,000. Removes the congestion management process from the transportation planning process for MPOs. Directs DOT to establish a pilot program for up to 10 MPOs to improve multimodal connectivity and increase connections for disadvantaged Americans and neighborhoods with limited transportation options. Revises requirements with respect to congestion mitigation and air quality improvement, including electric vehicle charging stations and commercial motor vehicle anti-idling facilities in rest areas along the Interstate System. Establishes in DOT: a discretionary TIGER Infrastructure Grant Program for various transportation projects; and a discretionary FAST Grant Program to reform the way surface transportation investments and decisions are made, implemented, and funded to achieve national transportation outcomes. Revises requirements for the funding of railroad rehabilitation and improvement financing, the state infrastructure bank program, toll roads, bridges, tunnels, and ferries. Establishes within DOT the position of Assistant Secretary for Innovative Finance. Reauthorizes the federal-aid highway and related programs through FY2021, including revised obligation limitation and apportionment requirements. Directs DOT to: establish a nationally significant federal lands and tribal projects program to fund construction, reconstruction, or rehabilitation of nationally significant federal lands and tribal transportation projects; carry out a broadband infrastructure deployment initiative; create a program to make critical and immediate improvements to infrastructure and highway safety; set-aside specified funds for states for highway safety data improvement activities on public roads; and create and maintain data sets and data analysis tools to assist MPOs, states, and the DOT in carrying out performance management analyses. Federal Public Transportation Act of 2015 Revises fixed guideway capital investment grants requirements. Authorizes grants to state and local governments for very small starts projects. Revises requirements for formula grants for enhanced mobility and for rural areas, workforce development programs, and the public transportation safety program. Requires recipients of transportation assistance to meet certain standards for hiring locally. Reauthorizes specified public transportation assistance programs through FY2021. Authorizes DOT to make competitive grants to state and local governmental entities for bus rapid transit projects. Authorizes appropriations for specified highway safety programs through FY2021, and revises related requirements. Revises criteria for state graduated driver licensing incentive grants. Adds a 24-7 sobriety program to criteria for state repeat offender and open container laws. Authorizes specified amounts of grant funds to states for distracted driving enforcement. Authorizes appropriations for specified motor vehicle safety programs through FY2021, and increases penalties for safety violations. Revises certain reporting requirements for tire manufacturers. Requires DOT to conduct a pilot grant program to evaluate the feasibility and effectiveness for a state process for informing consumers of open motor vehicle recalls at the time of motor vehicle registration. Revises specified requirements for commercial motor vehicle and commercial driver

safety. Requires disqualification to operate a commercial motor vehicle for anyone who fails to pay an assessed civil penalty for a motor vehicle safety violation. Revises certain medical and registration requirements for commercial motor vehicle operators. Revises requirements for the Motor Carrier Safety Assistance Program. Directs DOT to administer a High Priority Program, an innovative technology deployment grant program, and a Commercial Motor Vehicle Operators Grant Program. Authorizes DOT to establish: a motor carrier safety facility working capital fund, and a financial assistance program for commercial driver's license program implementation. Directs DOT to maintain for the Federal Motor Carrier Safety Administration a motor carrier safety advisory committee. Revises requirements for the Unified Carrier Registration System plan. Repeals the authorization for self-insurance by motor carriers. Prescribes notice requirements relating to decisions that electronic logging devices fail to comply with standards. Authorizes DOT to issue regulations: governing contractors that exercise control over motor carrier operations; and requiring motor vehicle employers to track and compensate employees for on-duty, not-driving time. Authorizes DOT, with respect to unsafe conditions or practices in the transportation of hazardous materials (hazmat transportation), to order necessary: operational controls, restrictions, and prohibitions without prior notice or an opportunity for a hearing; and removal, remediation, or disposal of hazardous materials causing unreasonable risk of death, personal injury, or significant harm to the property or the environment. Authorizes DOT to collect reasonable fees for the administration of the special permits and approvals for deposit into a Hazardous Materials Approvals and Permits Fund. Revises requirements for planning and training grants under the Emergency Planning and Community Right-To-Know Act of 1986. Reauthorizes the program for regulating hazmat transportation through FY2021. Amends the Internal Revenue Code to extend through FY2023 specified highway-related taxes as well as requirements for expenditures from the Sport Fish Restoration and Boating Trust Fund. Replaces the Highway Trust Fund with a Transportation Trust Fund, and authorizes appropriations to it through FY2021. Directs DOT to establish and support a National Cooperative Freight Transportation Research Program and a Priority Multimodal Research Program. Revises the competitive selection process for the university transportation centers consortia program. Requires the Director of the Bureau of Transportation Statistics (BTS) to create data sets and data analysis tools for intermodal transportation data. Establishes in the BTS a National Transportation Library. Authorizes the BTS Director to establish a Port Performance Statistics Program to provide nationally consistent measures of performance of the nation's maritime ports. Revises requirements for the intelligent transportation system (ITS) program. Includes as an ITS program goal the development and deployment of automated vehicles in all modes of surface transportation. Prescribes requirements for the use of funds to develop ITS infrastructure, equipment, and *systems*. *Rail for America Act* Directs DOT to facilitate by financial assistance the establishment of a National High-Performance Rail System of integrated passenger and freight rail services, including a Current Passenger Rail Service Program and a Rail Service Improvement Program. Authorizes appropriations through FY2021 for the System and for the planning, development, construction, and implementation of rail corridors and related infrastructure improvements. Requires Amtrak to submit to the Secretary draft 5-year business line plans and draft 5-year capital asset plans. Authorizes DOT to establish Regional Rail Development Authorities, including a Regional Committee, to facilitate the development of multi-state high-performance rail services, and to coordinate these investments with other rail, transit, highway, and aviation system services. Prescribes requirements for the standardization of passenger equipment and level-entry boarding platforms. Directs DOT to: evaluate the shared-

use of right-of-way by passenger and freight rail systems and the operational, institutional, and legal structures that would best support improvements to both of these systems; and conduct a nationwide disparity and availability study to establish the availability and utilization of small business concerns owned and controlled by socially and economically disadvantaged individuals in publicly funded railroad projects. Requires DOT to complete a National Rail Development Plan meeting certain criteria, and facilitate development of Regional Rail Development Plans. Authorizes DOT to prescribe regulations or issue orders to require host railroads for joint operations that occur within a small geographic area to develop unified rules governing all operations within that area. Revises or prescribes requirements relating to positive train control, hours of service, maximum employee duty hours, safety appliances, locomotive inspections, noise emission standards, and damaged track inspection equipment. Authorizes federal agency heads to construct, install, operate, and maintain electric charging infrastructure for official agency vehicles.

Status Update: no change since the last report.

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.

Status Update: no change since the last report.

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.

Status Update: no change since the last report.

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

Introduced on January 21 by Congressman John Delaney (D-MD-6) with 34 (now 41) cosponsors. The bill was referred to the Committees on Ways and Means and Transportation and Infrastructure. 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.

Status Update: no change since the last report.

H.R.625, Infrastructure 2.0 Act

Introduced on January 30 by Congressman John Delaney (D-MD-6) with 4 (now 24) cosponsors. The bill was referred to the Committees on Rules, Ways and Means and Transportation and Infrastructure. Amends the Internal Revenue Code, with respect to the taxation of earnings and profits of a deferred foreign income corporation, to: (1) make such earnings and profit subject to taxation in the last taxable year that ends before the enactment of this Act; (2) reduce the rate of tax on such earnings and profits by allowing an exemption of 75% (equal to a tax of 8.75% of repatriated earnings and profits); and (3) allow such corporations to elect to pay such tax in eight installments. Establishes the American Infrastructure Fund to provide assistance to states, local governments, and other public and private entities for investment in public infrastructure projects. Appropriates tax revenues from this Act to the Highway Trust Fund. Establishes the Highway Trust Fund Solvency Commission to submit recommendations and proposed legislation for achieving long-term solvency of the Highway Trust Fund. Sets forth congressional procedures for the expedited consideration of a bill containing such legislation. Directs the Secretary of Transportation to establish a regional infrastructure accelerator pilot program to assist public entities in developing infrastructure projects. Establishes a deadline of 18 months after the enactment of this Act for the enactment of legislation that reforms the international tax system by eliminating the incentive to hold earnings in low-tax jurisdictions. Imposes a tax on repatriated offshore corporate earnings upon the expiration of the deadline. Sets forth provisions for the reform of the international tax system (to be effective if reform legislation is not enacted by the 18-month deadline established by this Act), including provisions relating to subpart F income and insurance income, gains and losses from the sale or exchange of stock in controlled foreign corporations, limitations on the foreign tax credit, and the tax treatment of previously deferred foreign income.

Status Update: no change since the last report.

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. This bill amends the National Environmental Policy Act of 1969 (NEPA) to authorize: (1) the assignment to states of federal environmental review responsibilities under NEPA and other relevant federal environmental laws for covered federal projects, and (2) states to assume all or part of those responsibilities. Each responsible federal official who is authorized to assign such responsibility must promulgate regulations that establish requirements relating to information required to be contained in state applications to assume those responsibilities. An official may approve an application only if: (1)

public notice requirements have been met, (2) the state has the capability to assume the responsibilities, and (3) the head of the state agency having primary jurisdiction over covered projects enters into a written agreement with an official to assume the responsibilities and to maintain the financial resources necessary to carry them out. The officials must audit state compliance with federal laws for which responsibilities are assumed. The officials may terminate the responsibilities assigned to states after providing notice to states of any noncompliance and an opportunity to take corrective action.

Status Update: no change since the last report.

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. Reduces the non-federal share of the cost of any activity funded by this Act by 50% of what it was before enactment of this Act. Appropriates funds for FY2015-FY2022 to the Highway Trust Fund to improve roads, bridges, and other U.S. transportation infrastructure. Appropriates funds for FY2015-FY2019: (1) for intercity high-speed rail service, (2) to provide credit assistance for surface transportation projects of national and regional significance, (3) to implement airport improvement and noise compatibility projects at public-use airports, (4) to the Federal Aviation Administration to accelerate deployment of satellite technology to improve airport safety and capacity, and (5) for the TIGER Discretionary Grant Program. Appropriates funds for FY2015-FY2019 for water infrastructure, including to: (1) the Environmental Protection Agency for capitalization grants to states to establish water pollution control revolving funds and drinking water treatment revolving loan funds and for loans for large water infrastructure projects that are ineligible for funding from a state revolving loan fund; (2) the Federal Emergency Management Agency to carry out the predisaster hazard mitigation program for minor localized flood reduction projects and major flood risk reduction projects; and (3) the Army Corps of Engineers for inland waterways projects, coastal harbors and channels, inland harbors, and dams and levees. Appropriates funds for FY2015-FY2019 for the National Park Service. Appropriates funds for FY2015-FY2019 for the Broadband Initiatives Program, the Broadband Technology Opportunities Program, and the Department of Energy to modernize the electric grid. Establishes the National Infrastructure Development Bank as a wholly owned government corporation. Makes the Bank's Board of Directors responsible for monitoring and overseeing energy, environmental, telecommunications, data, or transportation infrastructure projects. Authorizes the Board to: make senior and subordinated loans and purchase senior and subordinated debt securities; issue and sell debt securities of the Bank; issue public benefit bonds and provide direct subsidies to infrastructure projects from the proceeds; make loan guarantees; borrow on the global capital market and lend to regional, state, and local entities, and commercial banks, to fund infrastructure projects; and purchase, pool, and sell infrastructure-related loans and securities on the global capital market. Requires the Board to establish: (1) an Executive Committee, a Risk Management Committee, and an Audit Committee; and (2) criteria for determining eligibility for financial assistance from the Bank and disclosure and application procedures for entities to nominate projects for such assistance. Requires the Bank to conduct an analysis that considers the economic, environmental, and social benefits and costs of each project under consideration, prioritizing projects that contribute to economic growth, lead to job creation, and are of regional or national significance.

Sets forth criteria to be considered by the Board in determining the eligibility of transportation, environmental, energy, and telecommunications infrastructure projects for assistance. Exempts all bonds issued by the Bank from state or local government taxation. Deems all debt securities and other obligations issued by the Bank to be exempt securities within the meaning of laws administered by the Securities and Exchange Commission. Sets forth requirements regarding compliance of financed infrastructure projects with prevailing wage rate, domestic content, and buy American statutes. Authorizes appropriations for the capitalization of the Bank.

Status Update: no change since the last report.

H.R.1308, Economy in Motion: The National Multimodal and Sustainable Freight Infrastructure Act

Introduced on March 4 by Congressman Alan Lowenthal (D-CA-47) with 3 (now 15) cosponsors. The bill was referred to the Committees on Transportation and Infrastructure and Ways and Means. The bill directs the Secretary of Transportation to: (1) establish a Multimodal Freight Funding Formula Program to distribute funds to states, and a National Freight Infrastructure Competitive Grant Program to make grants to entities for projects, to improve the efficiency and reliability of freight movement in the United States; (2) establish a multimodal national freight network to accomplish the goals of the national freight policy, including increasing the productivity and efficiency of the national freight system and improving its safety, security, and resilience; (3) develop, maintain, and post on the public website of the Department of Transportation a national freight strategic plan that includes an assessment of the condition and performance of the national freight system; and (4) develop and improve tools to support an outcome-oriented, performance-based approach to evaluate proposed freight-related and other transportation projects. Amends the Moving Ahead for Progress in the 21st Century Act (or MAP-21) to: (1) expand the membership and duties of state freight advisory committees; and (2) require state freight plans to include strategies and goals to decrease greenhouse gas emissions, local air pollution, water runoff, and wildlife habitat loss. Amends the Internal Revenue Code to: (1) impose a 1% excise tax upon taxable ground transportation of property (i.e., transportation by freight rail or truck trailer and semitrailer chassis and bodies, suitable for use with a trailer or semitrailer with a gross vehicle weight of 26,000 pounds or more), and (2) deposit such tax revenues into a Freight Trust Fund (established by this Act) to finance the Multimodal Freight Program.

Status Update: no change since the last report.

H.R.1330, American-Made Energy and Infrastructure Jobs Act

Introduced on March 4 by Congressman Steve Stivers (R-OH-15) with one cosponsor. The bill was referred to the Committees on Natural Resources, Ways and Means, Energy and Commerce and Transportation and Infrastructure. Directs the Secretary to collect non-refundable fees from the operators of facilities subject to inspection under this Act. Establishes in the Treasury the Ocean Energy Enforcement Fund as depository for oil and gas leasing fees. Redefines the OCS to include all submerged lands lying within the U.S. exclusive economic zone and the Continental Shelf adjacent to any U.S. territory. Authorizes the Secretary of the Treasury, with

the President's approval, to: (1) borrow for highway and transportation project expenditures and for water infrastructure expenditures, and (2) issue interest-bearing infrastructure revenue bonds for the amounts borrowed. Amends the Internal Revenue Code to appropriate to the Highway Trust Fund 95% of any proceeds from the issuance of such infrastructure revenue bonds. Makes available to the Administrator of the Environmental Protection Agency for making capitalization grants to eligible states: (1) 2.5% of infrastructure revenue bond proceeds for grants under the Federal Water Pollution Control Act, and (2) 2.5% of such proceeds for grants under Safe Drinking Water Act.

Status Update: no change since the last report.

H.R.278, Transportation Investment Generating Economic Recovery for Cities Underfunded Because of Size Act of 2015 or 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. The bill provides \$500 million in supplemental FY2015 appropriations to the Department of Transportation for national infrastructure investments under a competitive grant program commonly known as the Transportation Investment Generating Economic Recovery (TIGER) program. At least \$100 million of the funds must be used for projects located in cities with populations between 10,000 and 50,000. The funding provided by this bill is designated as an emergency requirement pursuant to the Balanced Budget and Emergency Deficit Control Act of 1985. This funding is only available if the President designates the amounts as an emergency and submits the designation to Congress.

Status Update: no change since the last report.

H.R.680, Update, Promote, and Develop America's Transportation Essentials Act of 2015

Introduced on February 3 by Congressman Earl Blumenauer (D-OR-3) with 25 (now 38) cosponsors. The bill was referred to the House Committee on Ways and Means. The bill expresses the sense of Congress that by 2024 the gas tax should be repealed and replaced with a more sustainable, stable funding source. Amends the Internal Revenue Code, with respect to the excise tax on motor fuels, to increase the rate of tax on: (1) gasoline other than aviation gasoline to 26.3 cents per gallon in 2016, 30.3 cents per gallon in 2017, and 33.3 cents per gallon after 2017 and before 2028; (2) diesel fuel or kerosene to 32.3 cents per gallon in 2016, 36.3 cents per gallon in 2017, and 39.3 cents per gallon after 2017 and before 2027; and (3) diesel-water fuel emulsion. Delays the termination of such increased rates from the end of FY2016 to December 31, 2026. Requires an adjustment for inflation to such increased rates beginning after 2017. Increases allocations in the Mass Transit Account of the Highway Trust Fund in 2016 and 2017 and after 2017. Imposes a floor stocks tax on rate increases for gasoline, diesel fuel, and kerosene (other than aviation-grade kerosene), subject to specified exemptions for exempt uses and low-volume producers.

Status Update: no change since the last report.

S.762, Innovation in Surface Transportation Act of 2015

Introduced on March 17 by Senator Roger Wicker (R-MS) with 3 cosponsors. The bill was referred to the Committee on Environment and Public Works. The bill directs the Secretary of Transportation, in coordination with state transportation departments, to establish an innovation in surface transportation program. Requires states to make competitive grants for innovative surface transportation projects to eligible entities, including local governments, metropolitan planning organizations, regional transportation authorities, transit agencies, tribal governments, private providers of public transportation, nonprofit transportation organizations, port authorities, joint power authorities, freight rail providers, and local rail authorities. Requires each state (including the governor and state department of transportation) to establish an innovation in surface transportation selection panel to formulate criteria for selecting projects. Requires a state to reserve certain percentages of federal funds apportioned for the national highway performance, the highway safety improvement, the congestion mitigation and air quality improvement, surface transportation, and transportation alternatives programs in order to fund related projects under state innovative surface transportation grants. Authorizes states to reserve a certain percentage of such funds for a fiscal year to meet specific requests for project application support from eligible rural local governments.

Status Update: no change since the last report.

H.R.1620, 414 Plan Act of 2015

Introduced on March 25 by Congressman Randy Forbes (R-VA-4) with no cosponsors. The bill was referred to the House Committee on Transportation and Infrastructure. Declares that federal laws and regulations (including prevailing rate of wage requirements under the Davis-Bacon Act) shall not apply to any federal-aid highway or highway safety construction project, except those relating to: (1) the safety or durability of a highway facility, or (2) public or workplace safety. Repeals the prohibition against approval of federal-aid highway projects or regulatory actions that will result in the severance of an existing major route or have significant adverse impact on the safety for non-motorized transportation traffic and light motorcycles, unless the project or action provides for a reasonable alternative route or such a route exists. Defines "transportation alternatives" as any of the following activities when carried out as part of an authorized or funded federal-aid highway program or project, or as an independent program or project related to surface transportation for the construction, planning, and design of: (1) transportation projects to achieve compliance with the Americans with Disabilities Act of 1990; or (2) infrastructure-related projects and systems that will provide safe routes for nondrivers, including children, older adults, and individuals with disabilities to access daily needs. Repeals the authorization for states to use certain funds for construction of pedestrian walkways and bicycle transportation facilities. Eliminates the requirement that statewide transportation plans and statewide transportation improvement programs provide for the development of accessible pedestrian walkways and bicycle transportation facilities. Expresses the sense of Congress that states, federal agencies, localities, and private stakeholders should take steps toward increased cooperation to further expedite surface transportation projects.

Status Update: no change since the last report.

H.R.3038, Highway and Transportation Funding Act of 2015, Part II

Introduced on July 13 by Congressman Paul Ryan (R-WI-1) with one cosponsor. The bill passed the House and was placed on Senate Legislative Calendar. Directs the Secretary of Transportation to reduce the amount apportioned for a surface transportation program, project, or activity for FY2015 by amounts apportioned or allocated under the Highway and Transportation Funding Act of 2014 and the Highway and Transportation Funding Act of 2015 for the period from October 1, 2014, through July 31, 2015. TITLE I--SURFACE TRANSPORTATION PROGRAM EXTENSION Subtitle A--Federal-Aid Highways (Sec.1001) Amends the Highway and Transportation Funding Act of 2014 to continue from October 1, 2014, through December 18, 2015, and authorizes appropriations through that period for, specified federal-aid highway programs under: the Moving Ahead for Progress in the 21st Century Act (MAP-21) the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) Technical Corrections Act of 2008, SAFETEA-LU, the Transportation Equity Act for the 21st Century (TEA-21), the National Highway System Designation Act of 1995, the Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA), and other specified law. Subjects funding for FY2015, and for the period October 1, 2015, through December 18, 2015, for such programs to certain funding level restrictions. Amends MAP-21 to authorize appropriations out of the general fund of the Treasury for the Tribal High Priority Projects program for the same period. Prescribes an obligation ceiling of \$40.256 billion for FY2015, including \$8,689,136,612 for the period October 1, 2015, through December 18, 2015, for federal-aid highway and highway safety construction programs. (Sec. 1002) Authorizes appropriations from the HTF (other than the Mass Transit Account) for administrative expenses of the federal-aid highway program for the same period. Subtitle B--Extension of Highway Safety Programs (Sec. 1101) Extends for the same period the authorization of appropriations for National Highway Traffic Safety Administration (NHTSA) safety programs, including: highway safety research and development, national priority safety programs, the National Driver Register, the High Visibility Enforcement Program, and NHTSA administrative expenses. Amends SAFETEA-LU to extend for the same period high-visibility traffic safety law enforcement campaigns under the High Visibility Enforcement Program. Sets aside a specified amount of the total apportionment to states for highway safety programs for a cooperative program to research and evaluate priority highway safety countermeasures for the same period. (Sec. 1102) Extends for the same period the authorization of appropriations for Federal Motor Carrier Safety Administration (FMCSA) programs, including: motor carrier safety grants, FMCSA administrative expenses, commercial driver's license program improvement grants, border enforcement grants, performance and registration information system management grants, commercial vehicle information systems and networks deployment grants, safety data improvement grants, a set-aside for high priority activities that improve commercial motor vehicle safety and compliance with commercial motor vehicle safety regulations, a set-aside for new entrant motor carrier audit grants, FMCSA outreach and education, and the commercial motor vehicle operators grant program. (Sec. 1103) Amends the Dingell-Johnson Sport Fish Restoration Act to continue, for the same period, the authorized distribution of funds for coastal wetlands, recreational boating safety, projects under the Clean Vessel Act of 19921, boating infrastructure projects, and the National Outreach and Communications Program. Subtitle C--Public Transportation Programs (Sec. 1201) Extends for the same period the apportionment of non-urbanized (rural) area formula grants for competitive

grants and formula grants for public transportation on Indian reservations. (Sec. 1202) Extends the apportionment of urbanized area formula grants for passenger ferry projects for the same period. (Sec. 1203) Extends for the same period the authorization of appropriations from the HTF Mass Transit Account for: formula grants for public transportation, including allocations for specified projects; research, development demonstration, and deployment projects; the transit cooperative research program; technical assistance and standards development grants; human resources and training grants; capital investment grants; and administrative expenses. (Sec. 1204) Allocates, for the same period, certain amounts to states and territories for formula bus and bus facilities grants. Subtitle D--Hazardous Materials (Sec. 1301) Authorizes appropriations for the same period for hazardous materials (hazmat) transportation safety projects. Authorizes the Secretary to make certain expenditures, including an amount for hazmat training grants, from the Hazardous Materials Emergency Preparedness Fund for the same period. TITLE II--REVENUE PROVISIONS (Sec. 2001) Amends the Internal Revenue Code to extend through December 19, 2015, the authority for expenditures from: (1) the Highway and Mass Transit Accounts of the Highway Trust Fund, (2) the Sport Fish Restoration and Boating Trust Fund, and (3) the Leaking Underground Storage Tank Trust Fund. (Sec. 2002) Appropriates additional funds to the Highway and Mass Transit Accounts of the Highway Trust Fund. (Sec. 2003) Requires tax information returns reporting mortgage interest received in a trade or business to include: (1) the outstanding principal on the mortgage, (2) the date of the origination of the mortgage, and (3) the address of the property which secures the mortgage. (Sec. 2004) Requires that: (1) the value of the basis in any property acquired from a decedent be consistent with the basis as determined for estate tax purposes; and (2) executors of estates disclose to the Internal Revenue Service and to persons acquiring any interest in the decedent's estate information identifying the value of each interest received. (Sec. 2005) Makes the six-year limitation on assessments of additional tax applicable to understatements of gross income due to an overstatement of unrecovered costs or other basis. (Sec. 2006) Changes tax return due dates for partnerships, S corporations, and C corporations. Extends the automatic extension for corporate income tax returns from three to six months. (Sec. 2007) Extends through 2025 the authority for transfers of excess pension assets of a defined benefit plan to a retiree health benefits account. (Sec. 2008) Equalizes excise tax rates for liquefied petroleum gas, liquefied natural gas, and compressed natural gas. TITLE III--ADDITIONAL PROVISIONS (Sec. 3001) Revises aviation security service passenger fee requirements. Requires the deposit into the Treasury as offsetting receipts the following sums collected to pay the costs of providing civil aviation security services to airline passengers: \$1.560 billion for FY2024, and \$1.6 billion for FY2025.

Status Update: no change since the last report.

H.R.3064, To authorize highway infrastructure and safety, transit, motor carrier, rail, and other surface transportation programs, and for other purposes.

Introduced on July 6 by Congressman Chris Van Hollen (D-MD-8) with eight (now 12) cosponsors and referred to the Committees on Transportation and Infrastructure, Energy and Commerce, Ways and Means, Science, Space, and Technology, Natural Resources, Oversight and Government Reform, Budget, and Rules. Prescribes requirements for environmental reviews with respect to state and federal agency engagement, obstruction of navigation, historic sites, categorical exclusion of multimodal projects from environmental review, and creation in the

Department of Transportation (DOT) of an Interagency Infrastructure Permitting Improvement Center. Directs DOT to establish a multimodal freight incentive grant program and a National Freight Infrastructure Program. Re-designates the Dwight D. Eisenhower System of Interstate and Defense Highways as the National Highway System and the National Freight Network. Requires the federal long-range transportation plan to include a transportation system resilience assessment. Prescribes criteria for high performing metropolitan planning organizations (MPOs) representing urbanized areas with populations of over 200,000. Removes the congestion management process from the transportation planning process for MPOs. Directs DOT to establish a pilot program for up to 10 MPOs to improve multimodal connectivity and increase connections for disadvantaged Americans and neighborhoods with limited transportation options. Revises requirements with respect to congestion mitigation and air quality improvement, including electric vehicle charging stations and commercial motor vehicle anti-idling facilities in rest areas along the Interstate System. Establishes in DOT: a discretionary TIGER Infrastructure Grant Program for various transportation projects; and a discretionary FAST Grant Program to reform the way surface transportation investments and decisions are made, implemented, and funded to achieve national transportation outcomes. Revises requirements for the funding of railroad rehabilitation and improvement financing, the state infrastructure bank program, toll roads, bridges, tunnels, and ferries. Establishes within DOT the position of Assistant Secretary for Innovative Finance. Reauthorizes the federal-aid highway and related programs through FY2021, including revised obligation limitation and apportionment requirements. Directs DOT to: establish a nationally significant federal lands and tribal projects program to fund construction, reconstruction, or rehabilitation of nationally significant federal lands and tribal transportation projects; carry out a broadband infrastructure deployment initiative; create a program to make critical and immediate improvements to infrastructure and highway safety; set-aside specified funds for states for highway safety data improvement activities on public roads; and create and maintain data sets and data analysis tools to assist MPOs, states, and the DOT in carrying out performance management analyses. Federal Public Transportation Act of 2015 Revises fixed guideway capital investment grants requirements. Authorizes grants to state and local governments for very small starts projects. Revises requirements for formula grants for enhanced mobility and for rural areas, workforce development programs, and the public transportation safety program. Requires recipients of transportation assistance to meet certain standards for hiring locally. Reauthorizes specified public transportation assistance programs through FY2021. Authorizes DOT to make competitive grants to state and local governmental entities for bus rapid transit projects. Authorizes appropriations for specified highway safety programs through FY2021, and revises related requirements. Revises criteria for state graduated driver licensing incentive grants. Adds a 24-7 sobriety program to criteria for state repeat offender and open container laws. Authorizes specified amounts of grant funds to states for distracted driving enforcement. Authorizes appropriations for specified motor vehicle safety programs through FY2021, and increases penalties for safety violations. Revises certain reporting requirements for tire manufacturers. Requires DOT to conduct a pilot grant program to evaluate the feasibility and effectiveness for a state process for informing consumers of open motor vehicle recalls at the time of motor vehicle registration. Revises specified requirements for commercial motor vehicle and commercial driver safety. Requires disqualification to operate a commercial motor vehicle for anyone who fails to pay an assessed civil penalty for a motor vehicle safety violation. Revises certain medical and registration requirements for commercial motor vehicle operators. Revises requirements for the Motor Carrier Safety Assistance Program.

Directs DOT to administer a High Priority Program, an innovative technology deployment grant program, and a Commercial Motor Vehicle Operators Grant Program. Authorizes DOT to establish: a motor carrier safety facility working capital fund, and a financial assistance program for commercial driver's license program implementation. Directs DOT to maintain for the Federal Motor Carrier Safety Administration a motor carrier safety advisory committee. Revises requirements for the Unified Carrier Registration System plan. Repeals the authorization for self-insurance by motor carriers. Prescribes notice requirements relating to decisions that electronic logging devices fail to comply with standards. Authorizes DOT to issue regulations: governing contractors that exercise control over motor carrier operations; and requiring motor vehicle employers to track and compensate employees for on-duty, not-driving time. Authorizes DOT, with respect to unsafe conditions or practices in the transportation of hazardous materials (hazmat transportation), to order necessary: operational controls, restrictions, and prohibitions without prior notice or an opportunity for a hearing; and removal, remediation, or disposal of hazardous materials causing unreasonable risk of death, personal injury, or significant harm to the property or the environment. Authorizes DOT to collect reasonable fees for the administration of the special permits and approvals for deposit into a Hazardous Materials Approvals and Permits Fund. Revises requirements for planning and training grants under the Emergency Planning and Community Right-To-Know Act of 1986. Reauthorizes the program for regulating hazmat transportation through FY2021. Amends the Internal Revenue Code to extend through FY2023 specified highway-related taxes as well as requirements for expenditures from the Sport Fish Restoration and Boating Trust Fund. Replaces the Highway Trust Fund with a Transportation Trust Fund, and authorizes appropriations to it through FY2021. Directs DOT to establish and support a National Cooperative Freight Transportation Research Program and a Priority Multimodal Research Program. Revises the competitive selection process for the university transportation centers consortia program. Requires the Director of the Bureau of Transportation Statistics (BTS) to create data sets and data analysis tools for intermodal transportation data. Establishes in the BTS a National Transportation Library. Authorizes the BTS Director to establish a Port Performance Statistics Program to provide nationally consistent measures of performance of the nation's maritime ports. Revises requirements for the intelligent transportation system (ITS) program. Includes as an ITS program goal the development and deployment of automated vehicles in all modes of surface transportation. Prescribes requirements for the use of funds to develop ITS infrastructure, equipment, and systems. Rail for America Act Directs DOT to facilitate by financial assistance the establishment of a National High-Performance Rail System of integrated passenger and freight rail services, including a Current Passenger Rail Service Program and a Rail Service Improvement Program. Authorizes appropriations through FY2021 for the System and for the planning, development, construction, and implementation of rail corridors and related infrastructure improvements. Requires Amtrak to submit to the Secretary draft 5-year business line plans and draft 5-year capital asset plans. Authorizes DOT to establish Regional Rail Development Authorities, including a Regional Committee, to facilitate the development of multi-state high-performance rail services, and to coordinate these investments with other rail, transit, highway, and aviation system services. Prescribes requirements for the standardization of passenger equipment and level-entry boarding platforms. Directs DOT to: evaluate the shared-use of right-of-way by passenger and freight rail systems and the operational, institutional, and legal structures that would best support improvements to both of these systems; and conduct a nationwide disparity and availability study to establish the availability and utilization of small business concerns owned and controlled by

socially and economically disadvantaged individuals in publicly funded railroad projects. Requires DOT to complete a National Rail Development Plan meeting certain criteria, and facilitate development of Regional Rail Development Plans. Authorizes DOT to prescribe regulations or issue orders to require host railroads for joint operations that occur within a small geographic area to develop unified rules governing all operations within that area. Revises or prescribes requirements relating to positive train control, hours of service, maximum employee duty hours, safety appliances, locomotive inspections, noise emission standards, and damaged track inspection equipment. Authorizes federal agency heads to construct, install, operate, and maintain electric charging infrastructure for official agency vehicles. Stop Corporate Expatriation and Invest in America's Infrastructure Act of 2015 Amends the Internal Revenue Code to revise rules for the taxation of inverted corporations (i.e., U.S. corporations that acquire foreign companies to reincorporate in a foreign jurisdiction with income tax rates lower than the United States) to provide that a foreign corporation that acquires the properties of a U.S. corporation or partnership after May 8, 2014, shall be treated as an inverted corporation and thus subject to U.S. taxation if, after such acquisition: it holds more than 50% of the stock of the new entity (expanded affiliated group), or the management or control of the new entity occurs primarily within the United States and the new entity has significant domestic business activities.

Status Update: no change since the last report.

S.1589, Building and Renewing Infrastructure for Development and Growth in Employment Act or the BRIDGE Act

Introduced on June 16 by Senator Mark Warner (D-VA) with ten (now 11) cosponsors and referred to the Committee on Finance. Establishes the Infrastructure Financing Authority (IFA) as a wholly-owned government corporation, headed by a Chief Executive Officer and managed by a Board of Directors, which shall provide direct loans and loan guarantees to facilitate the construction, consolidation, alteration, or repair of transportation, water, and energy infrastructure projects. Requires infrastructure projects assisted under this Act to have costs reasonably anticipated to equal or exceed \$50 million (\$10 million for rural infrastructure projects). Sets forth special requirements for infrastructure projects in rural areas. Establishes an Office of Technical and Rural Assistance to: provide technical assistance to state and local governments and parties in public-private partnerships in the development and financing of eligible, including rural, infrastructure projects; and establish a regional infrastructure accelerator demonstration program. Establishes an Office of Special Inspector General to conduct, supervise, and coordinate audits and investigations of the business activities of IFA. Prohibits IFA financing of a project if: it is private or does not create a public benefit, or the loan applicant is unable to demonstrate a sufficient revenue stream. Sets forth terms for loans or loan guarantees for eligible infrastructure projects and for the repayment of such loans. Requires an annual independent audit of IFA finances. Requires the President, immediately after IFA approves financing for a proposed project, to convene a meeting of representatives of all permitting agencies to: establish a permitting timetable for the environmental review of a project, and coordinate with relevant state agencies and regional infrastructure development agencies in the review of such projects. Requires the Chief Executive Officer of IFA to: establish fees with respect to loans and loan guarantees that are sufficient to cover IFA's administrative costs; and take actions to make IFA a self-sustaining entity, with administrative and federal credit subsidy

costs fully funded by fees and risk premiums on loans and loan guarantees. Amends the Internal Revenue Code to increase from \$15 billion to \$16 billion the aggregate amount of proceeds from tax-exempt facility bonds the Department of Transportation shall allocate among qualified highway or surface freight transfer facilities.

Status Update: no change since the last report.

S.1701, Infrastructure Rehabilitation Act of 2015

Introduced on June 25 by Senator Lisa Murkowski (R-AK) with no cosponsors. The bill was referred to the Committee on Environment and Public Works.

Status Update: no change since the last report.

S.1748, Transportation Infrastructure Grants and Economic Reinvestment Act

Introduced on July 9 by Senator Patty Murray (D-WA) with four cosponsors and referred to the Committee on Commerce, Science, and Transportation. The bill directs the Department of Transportation (DOT) to establish a program under which DOT shall provide competitive grants of between \$10 million and \$200 million to the District of Columbia, to a state, Indian tribe, U.S. territory, local government, port authority, metropolitan planning organization, transit agency, or another political subdivision of a state or local government, or to two or more of such entities working in collaboration, for eligible transportation projects (including highway or bridge, public transportation, passenger or freight rail transportation, and port infrastructure or intermodal projects) that would have a significant beneficial impact on a state, metropolitan area, or region or the United States. DOT, in providing such grants, must: (1) ensure an equitable geographical distribution of funds, an appropriate balance in addressing the needs of urban and rural areas, and investment in a variety of transportation modes; and (2) give priority to eligible projects that require a contribution of federal funds to complete an overall financing package. The bill sets forth primary and secondary criteria for selecting eligible projects. The bill: (1) limits to 25% the amount of grant funds that may be provided to any state, (2) requires at least 20% of grant funds to be provided for eligible projects located in rural areas, and (3) allows up to 20% of the funds authorized to carry out this Act to be used to pay the subsidy and administrative costs of projects eligible for federal credit assistance under the Transportation Infrastructure Finance and Innovation Act upon determining that such use of funds would advance the purposes of this Act.

Status Update: no change since the last report.

S.1680, National Multimodal Freight Policy and Investment Act

Introduced on June 25 by Senator Maria Cantwell with three cosponsors (now 4). The bill was referred to the Committee on Commerce, Science, and Transportation. This bill directs the Department of Transportation (DOT) to establish a national multimodal freight network, a national multimodal freight advisory committee, and a freight investment grant program and develop a national multimodal freight strategic plan. Each state receiving a freight investment grant shall also develop a freight investment plan and establish a state freight advisory

committee. The bill establishes in DOT an Office of Freight Planning, Permitting, and Development. DOT shall establish a competitive capital grant program to provide financial assistance to states, metropolitan planning organizations, regional or local transportation authorities, tribal governments, and other entities for short line or regional railroad infrastructure improvement projects, and highway-rail vertical grade separation projects.

Status Update: no change since the last report.

H.R.3337, National Infrastructure Development Bank Act of 2015

Introduced on July 29 by Congresswoman Rosa DeLauro (D-CT-3) with seventy cosponsors (now 85). The bill was to the Committee on Energy and Commerce, Transportation and Infrastructure, Financial Services, and Ways and Means. Establishes the National Infrastructure Development Bank as a wholly owned government corporation. Makes the Bank's Board of Directors responsible for monitoring and overseeing energy, environmental, telecommunications, and transportation infrastructure projects. Authorizes the Board to: (1) make senior and subordinated direct loans and loan guarantees to assist in the financing or refinancing of an infrastructure project, (2) issue public benefit bonds and provide financing to infrastructure projects, and (3) pay an interest subsidy to the issuer of American Infrastructure Bonds. Requires the Board to establish an Executive Committee to establish requirements and make recommendations for project proposals to be considered for financial assistance. Requires the Bank to establish a Risk Management Committee, which shall: (1) create financial, credit, and operational risk management guidelines for the Bank; (2) set guidelines to ensure diversification of lending activities by geographic region and infrastructure project type; (3) create conforming standards for all financial assistance provided by the Bank; (4) monitor financial, credit, and operational exposure of the Bank; (5) provide financial recommendations to the Board; and (6) ensure that the aggregate amount of interest subsidies provided for American Infrastructure Bonds in a given calendar year does not exceed 28% of interest payable under all such Bonds. Requires the Bank to establish an audit committee. Requires the Board to approve criteria established by the Executive Committee for determining project eligibility for financial assistance. Sets forth criteria to be considered by the Board for each type of infrastructure project. Requires the Executive Committee to conduct an analysis that considers the economic, environmental, and social benefits and costs of each project under consideration, prioritizing projects that contribute to economic growth, lead to job creation, and are of regional or national significance. Requires any financial assistance for an infrastructure project to be repayable from dedicated revenue sources that also secure the infrastructure project obligations. Limits the amount of assistance under this Act to 50% of reasonably anticipated project costs. Exempts all bonds issued by the Bank from state or local government taxation. Sets forth requirements regarding compliance of assisted projects with wage rate, domestic content, and buy American statutes. Requires the Board to establish an American Infrastructure Bond program. Establishes in the Treasury the National Infrastructure Development Bank Trust Fund into which an amount estimated to equal the tax receipts attributable to interest payable under such Bonds is to be appropriated.

Status Update: no change since the last report.

H.R.3376, To authorize States to carry out bridge construction, maintenance, repair, and replacement projects using previously allocated surface transportation funds that are identified as being excess or inactive, and for other purposes.

Introduced on July 29 by Congresswoman Nita Lowey (D-NY-17) with no cosponsors. The bill was referred to the Transportation and Infrastructure Committee. The bill authorizes the Department of Transportation to permit states to carry out bridge projects using previously allocated funds that have been identified as being excess or inactive. The projects may include operational improvements, capital and operating costs, environmental measures, and transportation control measures. The funds will remain available for three years after the year in which this bill is enacted.

Status Update: no change since the last report.

H.R.3398, To improve the condition and performance of the national multimodal freight network, and for other purposes.

Introduced on July 29 by Congressman David Reichert (R-WA-8) with two cosponsors. The bill was referred to the Committee on Transportation and Infrastructure. This bill directs the Department of Transportation (DOT) to establish a national multimodal freight network, a national multimodal freight advisory committee, and a freight investment grant program; and develop a national multimodal freight strategic plan. Each state receiving a freight investment grant shall also develop a freight investment plan and establish a state freight advisory committee. The bill establishes in DOT an Office of Freight Planning, Permitting, and Development. DOT shall establish a competitive capital grant program to provide financial assistance to states, metropolitan planning organizations, regional or local transportation authorities, tribal governments, and other entities for short line or regional railroad infrastructure improvement projects, and highway-rail vertical grade separation projects.

Status Update: no change since the last report.

S.1994, Tax Relief And Fix-The-Trust Fund For Infrastructure Certainty Act of 2015

Introduced on August 5 by Senator Thomas Carper (D-DE) with one cosponsor. The bill was referred to the Committee on Finance. This bill amends the Internal Revenue Code to phase in: (1) an increase of the excise tax rate on gasoline beginning in 2016 until such rate is 34.3 cents per gallon in calendar years beginning after 2018, and (2) a similar increase to 40.3 cents per gallon for diesel fuel and kerosene. The rates are to be adjusted for inflation for calendar years after 2019. The bill phases in increases in allocations of fuel excise tax amounts to the Mass Transit Account of the Highway Trust Fund for calendar years beginning in 2015. Such increased allocations are to be adjusted for inflation for calendar years beginning after 2019. The bill makes permanent the increase in the refundable portion of the child tax credit and the increase in the earned income tax credit for families with three or more qualifying children. The earned income tax credit is also modified to: (1) allow an increase in such credit for individuals with no qualifying children, (2) revise tax credit eligibility rules for married individuals living apart and qualifying children claimed by another family member, and (3) repeal the denial of

such credit for taxpayers with excess investment income.

Status Update: no change since the last report.

S.2008, Transportation, Access, and Opportunity Act of 2015

Introduced on August 6 by Senator Jeff Merkley (D-OR) with no cosponsors. The bill was referred to the Committee on Banking, Housing, and Urban Affairs. This bill modifies transportation programs to establish a goal of achieving an interconnected transportation system that connects people to jobs, schools, and essential services; and to require more data and public input during the planning process. States and metropolitan planning organizations (MPOs) must permit the public to provide input during the development and implementation of transportation plans. (MPOs are federally required and funded organizations responsible for the regional transportation planning process in certain urban areas.) The bill revises the goals of the federal highway program to include achieving an interconnected transportation system which connects people to jobs, schools, and other essential services through a multimodal network. The Department of Transportation (DOT) may establish a performance measure for MPOs to measure transportation connectivity. DOT must establish the Connection to Opportunity Pilot Program for up to 10 MPOs to develop and implement projects to improve multimodal connectivity and increase connections for transportation-disadvantaged individuals and neighborhoods with limited transportation options. The participating MPOs must submit performance data to DOT, and DOT must use the data to evaluate the programs and consider developing a national indicator to measure multimodal connections to opportunities. DOT must create and maintain data sets and analysis tools to assist MPOs, states, and entities within DOT in carrying out performance management analyses. The bill permanently extends the authorization for the Transportation Alternatives Program, revises federal share requirements, and permits nonprofit organizations and certain MPOs to receive funding under the program.

Status Update: no change since the last report.

H.R.3465, Public-Private Partnership Infrastructure Investment Act

Introduced on September 9 by Congressman Sean Patrick Maloney (D-NY-18) with no cosponsors. The bill was referred to the Committee on Transportation and Infrastructure. This bill requires the senior procurement executive of the Department of Transportation to enhance the services of the Office of Contracts and Procurement by: (1) working with modal agencies, states, and other grant recipients on implementing design-bid-build, design-build, and public-private partnerships (P3) procurement best practices, including model contracts; and (2) developing suggested best practices to encourage standardizing state P3 authorities and practices, including fair and balanced assumptions made in the calculations, consistency on unsolicited bids, non-compete clauses, and other major elements

Status Update: no change since the last report.

H.R.3585, Surface Transportation Research and Development Act of 2015

Introduced on September 22 by Congresswoman Barbara Comstock (R-VA-10) with six (now 7) cosponsors. The bill was referred to the Subcommittee on Highways and Transit.

Status Update: no change since the last report.

H.R.3756, WIFIA Improvement Act

Introduced on October 16 by Congressman Carlos Curbello (R-FL-26) with 17 (now 24) cosponsors. The bill was referred to the Subcommittee on Environment and the Economy. The bill amends the Water Infrastructure Finance and Innovation Act of 2014 to repeal provisions prohibiting any project receiving federal credit assistance under such Act from being financed from the proceeds of tax-exempt bonds.

Status Update: no change since the last report.

S.2247, SAFE Bridges Act of 2015

Introduced on November 5 by Senator Jeanne Shaheen (D-NH) with no cosponsors. The bill was referred to the Committee on Environment and Public Works. This bill directs the Department of Transportation to establish a program to assist states to rehabilitate or replace bridges found to be structurally deficient, functionally obsolete, or fracture critical. States shall use apportioned program funds for projects to rehabilitate and replace such bridges. The federal share of project costs is 100%

Status Update: no change since the last report.

H.R.4081, TIFIA 2.0 Act

Introduced on November 19 by Congressman Daniel Webster (R-FL-10) with no cosponsors and referred to the Subcommittee on Highways and Transit. The bill amends the Transportation Infrastructure Finance and Innovation Act (TIFIA) to revise the Department of Transportation (DOT) TIFIA program of direct loans, loan guarantees, and credit for surface transportation projects. A TIFIA Revolving Fund is established in the Treasury. A set-aside of up to 10% of Fund amounts is required for rural infrastructure projects (as similarly required in current funding law).The DOT is directed to transfer from the Fund to the general fund of the Treasury amounts equal to moneys deposited in the Fund as a result of the repayment of principal and interest on direct loans for transportation infrastructure projects before enactment of this Act. Project eligibility requirements are revised.

Status Update: no change since the last report.

H.R.4228, Transportation Megaprojects Accountability and Oversight Act of 2015

Introduced on December 10 by Congressman Mark DeSaulnier (D-CA-11) with one cosponsor and referred to the Committee on Transportation and Infrastructure. The bill requires a recipient of federal financial assistance under National Highway System provisions for a megaproject (a

project that has an estimated total cost of \$2.5 billion or more and such other projects as may be identified by the Department of Transportation [DOT]), in order to be authorized for construction, to submit to DOT a comprehensive risk management plan that contains: a description of the process by which the recipient will identify, quantify, and monitor the risks that might result in cost overruns, project delays, reduced construction quality, or reductions in benefits; examples of mechanisms the recipient will use to track such risks; a plan to control such risks; and assurances that the recipient will regularly submit updated cost estimates and maintain and regularly reassess financial reserves for addressing risks. A recipient also must establish a peer review group to give expert advice on the scientific, technical, and project management aspects of the project. Each peer review group must: meet annually until the project is completed; review the project within 90 days after any significant change in its scope, schedule, or budget; and report on the findings of each review to DOT, Congress, and the recipient. Each recipient must publish such report on its website, along with the name, license number, and license type of each engineer supervising an aspect of the project.

Status Update: no change since the last report.

Subject: CCJPA Monthly Performance Report - June 2016
(Revised to include detailed performance reports for May 2016)

Service Performance

In June 2016, the Capitol Corridor had one of its best months in the history of the service. Ridership was the highest ever for the month of June with a total of 134,979 passengers, an 8.5% year-over-year (YOY) increase. Revenue was up 5.6% compared to June 2015. Compared to May 2016, On-Time Performance (OTP) improved three percentage points increasing from 93% to 96%.

The Year-To-Date (YTD) results continue to be above standard. Compared to FY15, FYTD16 ridership and revenue are up 6%, with the System Operating Ratio at 55%, five percentage points above the 50% standard. YTD OTP is 94%, which keeps the Capitol Corridor in the #1 spot for service reliability in the national Amtrak intercity passenger rail network. The FYTD16 customer satisfaction scores (through May 2016) are at 89% “Highly Satisfied”, one point above the FY16 standard of 88%.

Standard	June 2016	June 2015	YTD	vs. Prior YTD	vs. FY16 Plan
Ridership	134,979	8.5%	1,164,857	6.0%	5.6%
Revenue	\$2,629,936	5.6%	\$23,943,697	6.2%	5.0%
Operating Ratio	52%	52%	55%	4.8%	4.8%
OTP	96%	94%	94%	1.5%	9.7%
Customer Satisfaction	89	89	89	2.5%	1%

Notes: The Capitol Corridor experienced one of its best months ever in June 2016. A ridership record was set for the month of June with 134,979 passengers, a 8.5% increase over June 2015. Revenues had a year-over-year (YOY) growth of 6.5% and set a record for the month of June. Operating expenses continue to be below budget (lower fuel prices and equipment maintenance costs) keeping the FYTD 2016 System Operating remains at 55%. On-Time Performance (OTP) for June 2016 was a superior 96% , rebounding from the 93% OTP in May 2016. FYTD 16 OTP is 94% and best in the Amtrak system. The Customer Satisfaction scores for May 2016 was 89% Highly Satisfied, keeping the FYTD 2016 score to 89 above the FY 2016 standard of 88.

The following are ridership highlights for June 2016:

- Average weekend ridership for June was down 10% versus June 2015. With the continued decreases in weekend ridership, the CCJPA has embarked on the development of a revised train schedule for weekends (as well as weekdays), with the intent to turn around poor weekend ridership results (see below).
- Average June weekday ridership was up an impressive 10% supported by continued growth on the trains to and from San Jose/Silicon Valley and Placer County stations.

Amtrak has sent detailed performance results (see attached) for the month of May 2016 and provided below is a summary of the attached tables:

- OTP: May 2016 system end-point OTP was 93%, which was 96% until the last week of the month. OTP was dragged down the last week primarily due to numerous trespasser fatalities and grade crossing incidents. The impacts of these service disruptions can be seen in the attached table highlighting lower endpoint OTP for those affected trains in May 2016.
- Station Ridership: Nearly all stations showed YOY ridership gains for May 2016 with the exception of Auburn and Emeryville stations. Notwithstanding these declines at these stations in May 2016, FYTD 16 results show positive growth ridership growth at all stations.
- City Pair Ridership/Revenues: The only city-pairs showing notable declines [-5% or more] for both May 2016 and FYTD 16 are Berkeley-Davis and Davis-Sacramento. The decline in Berkeley-Davis city-pair

Subject: CCJPA Monthly Performance Report - June 2016
(Revised to include detailed performance reports for May 2016)

is likely being offset by growth in the Richmond-Davis city-pair with passengers using BART to get between Richmond and Berkeley. It is unclear what is causing the decline in the Davis-Sacramento city-pair and further evaluation is required.

Upcoming Optimization Plans: Weekend Train Schedules and Thruway San Francisco Connecting Bus Service

Using daily data downloads from Amtrak, CCJPA staff, working with Amtrak, has reconfigured the weekend and weekday train schedules to contain/reduce costs and/or increase ridership and revenues. The weekend schedule has not been reviewed since August 2006. Both host railroads for the Capitol Corridor route (Caltrain and Union Pacific Railroad) have completed their reviews of and approved the CCJPA's proposed timetable schedule changes. The effective date will be Monday, August 22, 2016. CCJPA staff has begun the production of the published timetables for public distribution, and outreach will begin in early August 2016 to raise awareness of this schedule change.

California Funding Opportunities

On June 27, 2016, Governor Brown signed the State Budget Act for FY2016-17. The Governor's transportation budget would provide funds for highway repairs and maintenance, state's trade/freight corridors, local roads, and Cap and Trade program, including up to \$600M for the Transit and Intercity Rail Capital Program (TIRCP).

The table below provides an overview of the proposed Cap and Trade expenditures:

2016-17 Cap and Trade Expenditure Plan
(Dollars in Millions)

<i>Investment Category</i>	<i>Department</i>	<i>Program</i>	<i>Amount</i>
Continuous Appropriation	High-Speed Rail Authority	High-Speed Rail Project	\$500
	State Transit Assistance	Low Carbon Transit Operations	\$100
	Transportation Agency	Transit and Intercity Rail Capital Program	\$200
	Strategic Growth Council	Affordable Housing and Sustainable Communities Program	\$400
50 Percent Reduction in Petroleum Use	Transportation Agency	Transit and Intercity Rail Capital Program	\$400
	Caltrans	Low Carbon Road Program	\$100
	Air Resources Board	Low Carbon Transportation & Fuels	\$500
	Energy Commission	Biofuel Facility Investments	\$25

The Budget also includes funding to support the current operating plans of the three California intercity passenger rail (CIPR) services (Pacific Surfliner, San Joaquin, and Capitol Corridor).

Subject: CCJPA Monthly Performance Report - June 2016
(Revised to include detailed performance reports for May 2016)

FY 2017 Federal Appropriations

Congress has taken actions for the upcoming FY17 Appropriators bills and have provided funds for the Rail Title provisions supporting state-supported intercity passenger rail (IPR) services from the multi-year Fixing America's Surface Transportation (FAST) Act of 2015 (enacted on December 4, 2015) within the following accounts:

- Consolidated Rail Infrastructure and Safety Improvements (CRI & SI): Competitive grants to finance improvements to passenger and freight rail services in terms of safety/PTC, efficiency, reliability or other technology items, and rail line relocations.
- State of Good Repair (SOGR): Competitive grants for projects to improve qualified railroad assets.
- State Supported Route Commission (SSRC): The SSRC provides funds to coordinate planning of trains operated by Amtrak on state-supported routes to further implement Section 209 of the Passenger Rail Investment and Improvement Act of 2008 (PRIIA). Members include US DOT/FRA, Amtrak, and state IPR agencies. (Note: The current State-Amtrak Intercity Passenger Rail Committee (SAIPRC) will act as the SSRC for purposes of the FAST Act.)

The table below provides a comparison of recent actions on the FY17 Appropriations for Transportation by the Senate floor and the House Transportation, Housing and Urban Development (THUD) Subcommittee.

FY 17 Program	FY 16	FAST Act	Senate Passed	House Approps
CRISI (50% match)	\$0	\$190M	\$50M	\$25M
SOGR (20% match)	\$0	\$140M	\$20M	\$25M
SSRC/SAIPRC	\$0.5M	\$2M	\$2M	\$2M

While the funding levels proposed by the Senate and the House are significantly lower than the authorized levels in the FAST Act, it can be seen as the start of an investment program by the federal government in state-supported IPR services. The CA IPR services stand to gain from the CRISI and SOGR accounts due to the availability of Cap and Trade TIRCP state matching funds.

Customer Service Program Upgrades

Bicycle Access Program: CCJPA staff continues to work with station owners to install eLockers. Amtrak is the lead for installation of the eLockers located within the envelope of the station platform, while CCJPA staff will lead the installation with station owners for those eLockers located in the non-platform, public access areas. Contractual duties include insurance coverage and liability responsibilities, securing building permits and rights of occupancy, and completing funding and related installation contracts. We hope to soon be working with the bike parking vendors to explore new ways of storing more bicycles in the spaces we have. As well, we are trying to obtain funding to retrofit train cars to accommodate more bicycles on board, gradually adding more bike cars to every train (see California Funding Opportunities in this memo.)

Richmond Station Platform Improvements: The CCJPA staff has been working with BART on two access improvement projects at the Richmond station: (1) installation of a flashing light/beacon at the Capitol Corridor/Amtrak Richmond station platform. The beacon will indicate to conductors on Sacramento/Auburn-bound Capitol Corridor trains that a BART train is approaching. This will allow conductors to wait for passengers to transfer from the inbound BART train to the waiting eastbound Capitol Corridor train; and (2) installation of a Clipper Card Parking Validation Machine (PVM) on the Capitol Corridor/Amtrak boarding platform so Capitol Corridor passengers parking at the Richmond BART

Subject: CCJPA Monthly Performance Report - June 2016
(Revised to include detailed performance reports for May 2016)

parking garage can pay/validate parking with their Clipper Card on the train platform. Funding has been secured for these projects. Next steps include completing design plans and preparing procurement contracts. The preliminary target completion date is spring 2017.

Marketing: With the launches of both the redesigned Capitol Corridor website and on board Wi-Fi landing pages complete, staff continues to work on enhancing content for both platforms, both of which are receiving positive reviews and solid viewership. Four fare discounts are currently in place to promote Capitol Corridor ridership: The Weekend Take 5 through Labor Day; the Senior Midweek through September 1; Friends & Family through January 2, 2017; and Oakland A's 25% off travel to the Coliseum through the end of the baseball season. A comprehensive marketing campaign (primarily for Take 5) featuring social media, digital, and radio ads is being planned for July and August in the Sacramento and Bay Area markets. Capitol Corridor received approval from Union Pacific Railroad and Amtrak for a delayed train to accommodate fans attending the Liverpool versus Milan soccer match being held at Levi's Stadium on July 30, and has begun plans to promote this special service. Staff is also promoting a special 50% discount fare for people attending the USA Gymnastics Olympic Trials in San Jose July 8 through 10. Staff continues to work on a number of partnerships, including Cal Athletics/Football, KHTK for the upcoming Raiders season, PedalFest and the Eat Real Festival in Jack London Square, San Jose Jazz, and SHN (Lion King). We are also exploring opportunities with Live Nation and the new Golden One Arena opening in fall 2017 in downtown Sacramento.

Safety Initiatives

Security Cameras at Capitol Corridor Stations: Funding has been secured to install cameras and surveillance equipment at the Rocklin, Roseville, and Suisun stations. This project is under development and will be constructed during the fall and winter months. Separately, Altamont Corridor Express (ACE) has secured funding to construct a similar camera system for the Fremont station. Funding has been identified in a future funding year for security cameras at the Martinez, Emeryville, and Oakland Jack London Square stations. When complete, all Capitol Corridor stations will be equipped with security cameras and surveillance equipment.

Positive Train Control: While Congress enacted a three-year extension of PTC in November 2015, the Union Pacific Railroad remains committed to first implementing PTC in the Los Angeles basin, followed by Northern California. The PTC system is now being tested in the Los Angeles basin, with testing to begin late summer 2016 in the Northern California area. With respect to the installation of the PTC equipment on the state-owned rail equipment in Northern California, hardware (electronic equipment) has been installed on all locomotives and cab cars. The next steps include software installation and programming, which is expected to be complete in spring 2017.

Project Updates

Travel Time Savings Project: UPRR, in consultation with the CCJPA, is completing the phasing plan for the project, which will develop work programs, schedules, and budgets for each of the two planned phases: 1) Oakland-Benicia, and 2) Oakland-Santa Clara. Capitol Corridor trains traveling between Sacramento and San Jose will realize an anticipated 10-minutes in reduced travel time. This project is funded in part by \$4.62 million in Cap and Trade TIRCP funds, together with other Capitol Corridor funds.

Oakland-San Jose Phase 2 Track Project: The engineering and environmental consultants continue working for CCJPA on the Newark-Albrae and Great America double track segments. Initial survey data has been gathered and conceptual design is advancing. Concurrently, Caltrain is completing the design and

Subject: CCJPA Monthly Performance Report - June 2016
(Revised to include detailed performance reports for May 2016)

environmental plans for the track upgrades into and out of the San Jose Diridon station terminal facility as a means to accommodate additional Capitol Corridor trains.

Sacramento-Roseville 3rd Track Project: With the adoption of the California environmental review document by the CCJPA Board at its November 18, 2015 meeting, staff has worked out a phased implementation plan for the project (see California Funding Opportunities on this memo) with the Union Pacific Railroad. Two primary sources of financing include the California Cap and Trade TIRCP funds (the subject of the recent April 5, 2016 application) and the annual appropriations from the annual authorization program in the FAST Act for intercity passenger rail grants which could be used for a future project phase if FAST is funded for Intercity Passenger Rail. Concurrently, the Federal Railroad Administration (FRA) is advancing the National Environmental Policy Act (NEPA) environmental documentation for the Project and will issue a Finding of No Significant Impact (FONSI) for the project when the CCJPA applies for any federal funding (i.e., appropriations pursuant to the FAST Act).

Outlook – Closing

Three-quarters through FY16 and the Capitol Corridor is maintaining solid performance results for the "Three R's" – Ridership, Revenue, and Reliability – while costs remain under budget and customer satisfaction scores are the highest in the history of the service. These positive trends are set against the backdrop of the high reliability and safe operation of the Capitol Corridor trains provided by our service partners, Union Pacific Railroad, Caltrain, and Amtrak). Looking ahead, the CCJPA will advance safety/security initiatives, implement customer amenity projects and improved travel times, and, pending available funding, finance infrastructure projects to support service expansion plans.

Capitol Corridor
 State of CA Uniform Performance Standards
 Quarterly Report - 3Q FY 16
 Capitol Corridor Joint Powers Authority

Performance Standard	3Q FY 16 (April - June 2016)		
	Actual	Standard	% Change (a)
<u>Usage</u>			
Route Ridership	399,009	379,550	5.13%
Passenger Miles	26,474,206	24,563,800	7.78%
<u>Efficiency</u>			
System Operating Ratio (train and feeder bus)	54%	50%	8.00%
Total Operating Cost/Passenger-Mile	\$0.54	\$0.64	-15.63%
<u>Service Quality</u>			
End-Point On-Time Performance	94.7%	90%	5.26%
Stations On-Time Performance (Actual = FYTD16)	95.7%	90%	6.33%
Operator Delays/10K Miles	286	<325	-12.00%
<u>Supplemental Standards</u>			
Revenue	\$7,846,508	\$7,615,127	3.04%
Customer Satisfaction	89	87	2.30%
Mechanical Delays (Delays/10K train-miles)	45	60	-25.00%
Total Operating Budget (inc BART CCJPA Call Center)	\$14,556,577	\$15,713,701	-7.36%

(a) Color Code

Performing at/better than standard

Performing less than standard



Capitol Corridor
 State of CA Uniform Performance Standards
 Quarterly Report - 2Q FY 16
 Capitol Corridor Joint Powers Authority

Performance Standard	2Q FY 16 (Jan - March 2016)		
	Actual	Standard	% Change (a)
<u>Usage</u>			
Route Ridership	380,970	352,320	8.13%
Passenger Miles	25,129,522	24,563,800	2.30%
<u>Efficiency</u>			
System Operating Ratio (train and feeder bus)	54%	50%	7.81%
Total Operating Cost/Passenger-Mile	\$0.55	\$0.64	-14.06%
<u>Service Quality</u>			
End-Point On-Time Performance	94.0%	90%	4.48%
Stations On-Time Performance (Actual = FYTD16)	94.2%	90%	4.20%
Operator Delays/10K Miles	249	<325	-23.38%
<u>Supplemental Standards</u>			
Revenue	\$7,795,074	\$7,260,807	7.36%
Customer Satisfaction	90	87	3.45%
Mechanical Delays (Delays/10K train-miles)	30	60	-50.00%
Total Operating Budget (inc BART CCJPA Call Center)	\$14,239,647	\$15,556,441	-8.46%

(a) Color Code

Performing at/better than standard

Performing less than standard



DRAFT - For review/revision

Capitol Corridor
State of CA Uniform Performance Standards
Quarterly Report - 1Q FY 16
Capitol Corridor Joint Powers Authority

Performance Standard	1Q FY 16 (Oct - Dec 2015)		
	Actual	Standard	% Change
<u>Usage</u>			
Route Ridership	384,878	371,050	3.73%
Passenger Miles	25,944,826	24,563,800	5.62%
<u>Efficiency</u>			
System Operating Ratio (train and feeder bus)	56%	50%	12.00%
Total Operating Cost/Passenger-Mile	\$0.55	\$0.64	-14.06%
<u>Service Quality</u>			
End-Point On-Time Performance	94.2%	90%	4.67%
Stations On-Time Performance	95.3%	90%	4.90%
Operator Delays/10K Miles	371	<325	14.15%

(a) Color Code

Performing at/better than standard

Performing less than standard



LOOMIS NEWS

BY CONTRIBUTED REPORT

DATE: THURSDAY, JULY 28, 2016



After two years of roadway and bridge construction, Caltrans celebrated the upcoming completion of the \$36 million "Raise 80" Vertical Clearance Project in Loomis June 20.

Nine overcrossings from Rocklin to Magra in south Placer County now comply with new federal height requirements of 16 feet, 6 inches of vertical clearance for bridges crossing over the nation's Interstate highways.

The "Raise 80" project lifted seven overcrossings up to 21 inches higher and

excavated the highway up to 18 inches deeper under two other overcrossings – the Weimar Cross Road overcrossing and the Newcastle Union Pacific Railroad overhead. The increased vertical clearance allows taller trucks and vehicles, including those supporting national defense, to better navigate Interstate 80 from Reno to San Francisco and eliminates the need for most high-profile vehicles to use local roads as detours.

"We greatly appreciate the patient perseverance of the residents in the impacted communities of Rocklin, Loomis, Penryn, Newcastle, Weimar and Magra, through the many impacts this project has had on their lives and their commutes," said Caltrans District 3 Director Amarjeet Benipal.

More information on the project can be found at www.Raise80.com. Project work has been completed at the Brace, King, Penryn, Gilardi, Magra and Weimar Cross Road overcrossings as well as the Newcastle Union Pacific Railroad overhead. The last of the project's construction at the Newcastle Road and Horseshoe Bar overcrossings is anticipated to be finished in August.

Thursday Jul 21 2016

Transportation tax approved for ballot

Lincoln expected to receive \$1.86M annually for 30 years

By: Steve Archer, Reporter

Placer County's highways and byways will be in the hands of voters come November.

The Placer County Board of Supervisors July 12 unanimously approved placing a half-cent sales tax increase on the November 8 ballot designed to fund transportation projects, including city roads.

Approval of the measure requires a two-thirds vote of county voters. If approved, the measure is expected to raise \$1.6 billion over 30 years for local transportation projects.

Celia McAdam, executive director of the Placer County Transportation Planning Agency (PCTPA), said Tuesday she was "very pleased the Board of Supervisors honored our request to place the transportation investment plan on the ballot."

McAdam added she is hopeful the measure will be approved by voters in November.

"I've seen really strong support from a lot of different quarters around the county that see the need for change in the transportation system," McAdam said. "We've looked at this in every which way and this seems to be the only solution."

"Nobody is particularly happy about it but it's a sign of how desperate things have become," McAdam added.

Lincoln Mayor Spencer Short said Wednesday that the ballot measure is an important question for voters to consider.

"Currently, there is not enough money flowing through the system to insure we can build the necessary transportation improvements that will benefit the region," Short said. "This will help us achieve our economic development goals for the region."

Lincoln Councilman Peter Gilbert said he had yet to take a position on the ballot measure.

"Certainly, a lot of people feel it is necessary," Gilbert said Wednesday. "It's hard for me to make a decision until I read the ballot language."

Placer County (District 3) Supervisor Jim Holmes, who represents Loomis and Auburn, said Monday he has received a lot of positive feedback regarding the half-cent sales tax increase.

"It's a big benefit to Loomis; they'll get \$310,000 per year every year for 30 years," Holmes said. "Also, the tourists and travelers who use I-80 and stop at our restaurants and gas stations, they use our freeways and it will be nice for them to help us out."

Placer County (District 4) Supervisor Kirk Uhler, who represents Granite Bay and part of Roseville, did not always support the plan.

“The vast majority of the money raised from this tax will go to fix state and federal highways which they simply are no longer paying for. It has been over a decade since we have received any money from the state or feds for any improvements to their roadways in Placer County,” Uhler said, in a prepared release. “

Uhler added that Placer County residents are on their own.

“Just saying ‘no’ is not an option anymore,” Uhler said. “To those who would oppose this, I offer this challenge: If not this, then what? I’ve spent the last four years looking for a solution other than this and I can’t find one.”

The ballot measure’s spending plan was approved by each city and town council in Placer County; one of the conditions required before the Board of Supervisors could consider voting on it.

LOOMIS NEWS

BY STEVE ARCHER

DATE Thursday, July 21, 2016

Placer County Transportation Tax approved for Nov. ballot

Loomis expected to receive \$310k annually for 30 years

BY STEVE ARCHER
OF THE LOOMIS NEWS

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COURTESY

Celia McAdam, executive director of the Placer County Transportation Planning Agency, said she has seen strong support for the half-cent sales tax increase throughout the county. The half-cent sales tax increase measure will be on the Nov. 8 ballot.

District 4 Supervisor Kirk Uhler, who represents Granite Bay and part of Roseville, did

• SEE TRANSPORTATION PAGE A3

TRANSPORTATION:

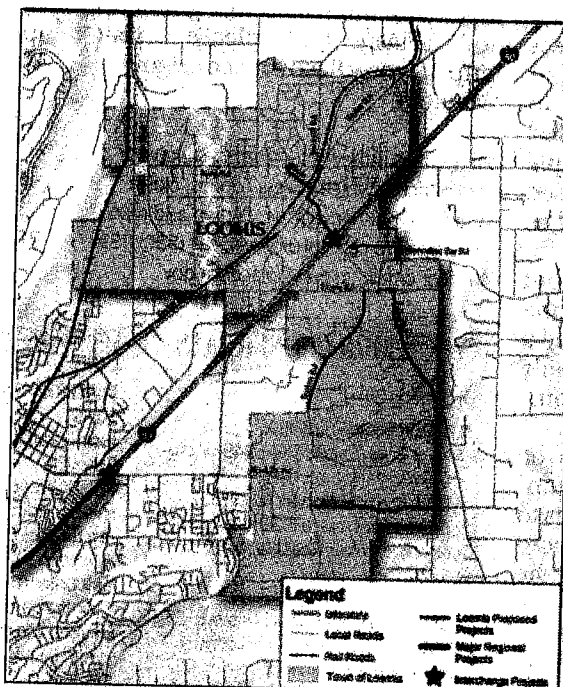
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A map of proposed Loomis transportation projects shows where an expected \$310,000 per year would be spent.

COURTESY
PCTPA

Thursday, July 21, 2016

Transportation tax approved for ballot

Colfax expected to receive \$250,000 annually for 30 years

By: Steve Archer, Reporter

Transportation tax approved for ballot

Colfax expected to receive \$250k annually for 30 years

BY STEVE ARCHER
OF THE COLFAX RECORD

Placer County's highways and byways will be in the hands of voters come November.

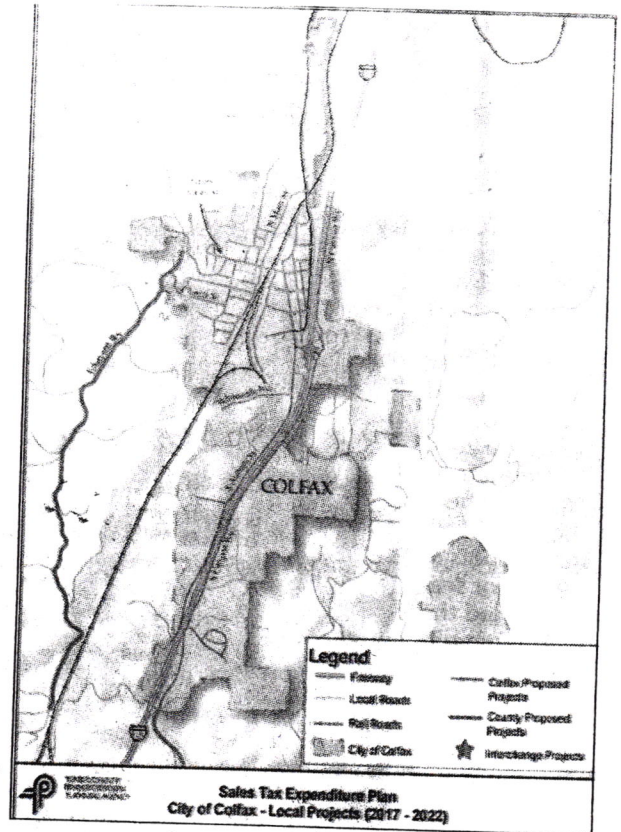
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portation projects, including city roads.

Approval of the measure requires a two-thirds vote of county voters. If approved, the measure is expected to raise \$1.6 billion over 30 years for local transportation projects.

Celia McAdam, executive director of the Placer County Transportation Planning Agency (PCTPA), said Tuesday she was "very pleased the Board

• SEE TAX PAGE A9



COURTESY PCTPA

A map of proposed Colfax transportation projects shows where an expected \$250,000 per year would be spent.

TAX:

continued from A1

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McAdam added she is hopeful the measure will be approved by voters in November.

"I've seen really strong support from a lot of different quarters around the county that see the need for change in the transportation system," McAdam said. "We've looked at this in every which way and this seems to be the only solution."

"Nobody is particularly happy about it but it's a sign of how desperate things have become," McAdam added.

Colfax City Councilman Kim Douglass said he typically opposes new taxes.

"But we're in favor of this because our infrastructure is in horrible shape," Douglass said. "If

we don't put a filling in now, we'll have to do a crown later."

Douglass added he hopes Colfax residents will support the measure.

"It's good for Colfax because we will get a disproportionate percentage of the money," Douglass said. "Everyone in Colfax should vote for it because we will be getting more than our fair share."

Frank Klein, president of the Colfax Area Chamber of Commerce, said Wednesday he has mixed emotions about the proposed sales tax increase.

"The roads all over the county need to be improved and if that is the only way, OK," Klein said. "But I'm angry at the process. We pay 40 cents to 60 cents tax per gallon



Celia McAdam

of gas that should go for road improvement. The state's not spending that money on roads.

"Colfax roads need to be improved. From that standpoint, I'm OK with it," Klein added. "But I don't like the overall process."

Placer County (District 3) Supervisor Jim Holmes, who represents Auburn and Loomis, said Monday he has received a lot of positive feedback regarding the half-cent sales tax increase.

"It's a big benefit to Colfax; they'll get \$250,000 per year every year for 30 years," Holmes said. "Also, the tourists and travelers who use I-80 and stop at our restaurants and gas stations, they use our freeways and it will be nice for them to help us out."

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The ballot measure's spending plan was approved by each city and town council in Placer County; one of the conditions required before the Board of Supervisors could consider voting on it.

Auburn Journal

DATE: June 23, 2016

BY: Gus Thompson

5 Key Placer Projects a Half-Cent Sales Tax Boost Would Fund

Countywide vote on transportation sales tax moves toward Nov. 1 ballot



With an eye on spreading around pocketfuls of funding to entice a countywide ‘yes’ vote Nov. 1 on a half-cent transportation sales tax, the Placer County Transportation Planning Agency gave solid backing Wednesday to moving it toward the ballot booth.

Board members – representing both unincorporated Placer County areas as well as all incorporated cities – voted unanimously in favor of recommending that the Board of Supervisors place the measure on the November election ballot. The vote was taken after the agency board convened as the county Local Transportation Authority. Supervisors will consider the recommendation July 12.

Auburn Councilmember Keith Nesbitt, a member of the agency board, said he doesn’t think anyone enjoys taxes. He added that he doesn’t believe agencies necessarily spend in a prudent way.

But the agency is an efficiently run operation that regularly comes in under budget on projects and utilize matching funds from state and federal coffers, Nesbitt said.

“I trust the agency to handle the extra sales tax, if the measure is passed,” Nesbitt said.

There wasn’t complete agreement at Wednesday’s meeting in Auburn.

Michael Garabedian, of the Placer Group Sierra Club, said that the plan utilizing a half-cent sales-tax increase is “overdone,” with an emphasis on increasing capacity for automobiles while not taking any bold approaches on mass transit that will be needed in the future.

“You’re asking for too much,” Garabedian said. “I don’t blame you for asking for everything but if the half-cent sales tax comes in, it will be harder in the future to get the transit that’s needed.”

According to the Transportation Planning Agency, the increase is projected to raise \$1.6 billion over 30 years.

Placer County has identified five key projects in the agency’s proposal to go forward to voters, if approved for the election by the Board of Supervisors:

1. Interstate 80-Highway 65 interchange

A chronic chokepoint for traffic in the Roseville-Lincoln area, the interchange is considered by the agency one of the most congested interchanges in the Sacramento region, with traffic backed up every day for several hours in all directions. With 13 fatalities in the past six years, it’s also considered one of the most dangerous. Plans include a third lane in each direction over the viaduct section of the freeway and a merge lane to help the flow of traffic from I-80 merging onto northbound Highway 65. Cost: \$380 million, with \$80 million from developer fees, state funds and federal funding.

2. I-80 interchange improvements at Highway 174, Rocklin Road and Horseshoe Bar Road

The Rocklin Road interchange is considered outdated by the agency because of traffic growth to Sierra College and is up for a significant reconfiguration. Horseshoe Bar Road’s ramps on and off I-80 are deemed to need congestion relief, but with a design that keeps one eye on the rural feel of the town. Colfax’s Highway 174 interchange is considered an awkward transition at Auburn Street, leading to backups and safety concerns. The short onramp south on I-80 will also be addressed. With Nelson Lane interchange at Highway 65 in Lincoln another target, cost for the four interchange improvement projects is \$120 million. A total of \$25 million would come from developer impact fees.

3. Highway 49 improvements

Plans are to widen Highway 49 from Interstate 80 to Dry Creek Road to six lanes. Signal synchronization would be part of the project, along with new and improved turn pockets, sidewalks, bike lanes and landscaping. Cost is an estimated \$58 million, with half coming from state highway matching funds.

4. Baseline Road widening

Baseline Road, west of Roseville, would be widened to four to six lanes from Foothills Boulevard to Highway 70-99. The widened route would relieve growing traffic on Baseline by commuters and airport travelers. Estimated cost is \$70 million, with \$60 million paid from developer impact fees.

5. Placer Parkway

The costliest of the projects, Placer Parkway is a planned through-route from Highway 65 to Highway 99, north of the Sacramento International Airport. At \$595 million, \$35 million will come from the half-cent sales tax, with the rest being paid by developer fees and Sutter County’s share.

THE SACRAMENTO BEE

DATE: June 27, 2016

BY: Tony Bizjak

Placer to vote on sales tax

The Placer County Transportation Planning Agency board last week unanimously agreed to ask that county's voters in November for a half-cent sales tax increase to raise \$1.6 billion to help fix roads, expand freeways and add some transit.

The county supervisors, and city and town councils, all have given their thumbs up as well.

The tax, which would last for 30 years, appears to have general public support, but it needs to pass by a two-thirds majority to be enacted. That is a tough hurdle. Leaders say they think voters will go for it, though.

"Our road conditions are ... getting worse," said Roseville Vice Mayor Susan Rohan, who leads the agency. "It's impacting our quality of life and our economy, and it's very clear that the state and federal governments are not coming to our rescue."

For more information, go to www.keepplacermoving.com.

Read more here: <http://www.sacbee.com/news/local/transportation/back-seat-driver/article86140077.html#storylink=cpy>

Auburn Journal

DATE: June 22, 2016

BY: Gus Thompson

Placer County half-cent sales tax increase vote gears up

A half-cent countywide sales tax hike moved closer to the November election ballot Tuesday.

And it could clear a key vote today.

The Placer County Board of Supervisors voted 5-0 to adopt a resolution approving the Placer County Transportation Planning Agency's draft expenditure plan – a necessary step that is to be followed today by a vote of the agency board to recommend to the board

that the tax increase question go on the November ballot for a countywide vote.

Called the transportation sales tax, the increase would raise \$1.6 billion for projects throughout the county over 30 years.

Major projects would include work on the Interstate 80-State Route 65 interchange, a dangerous choke point for traffic in the Roseville-Lincoln corridor. Agency Executive Director Celia McAdam

told supervisors that 13 people have been killed there in the last six years.

"It's not only a congestion but a safety problem," McAdam said.

The agency board is to vote today on requesting that the tax question go on the Nov. 1 ballot. The sales tax increase would return to the Board of Supervisors July 12 for a vote to place it on the ballot.

~ Gus Thomson