



A G E N D A

Wednesday, December 7, 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: October 26, 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. FY 2016/17 Transit System Safety, Security, and Disaster Response Account Final Fund Allocation Pg. 6
 2. FY 2016/17 Placer County Claims for Local Transportation Funds (LTF) - \$5,522,974 Pg. 9
 3. City of Rocklin Funding Agreement for Projects Using Low Carbon Transit Operations Program (LCTOP) Funds - \$37,845 Pg. 15
 4. Amended Town of Loomis Funding Agreement for Projects Using Proposition 1B, Public Transit Modernization Improvement Service Enhancement Account (PTMISEA) Funds - \$39,015 Pg. 27

ADJOURN AS THE PLACER COUNTY TRANSPORTATION PLANNING AGENCY

CONVENE AS THE PLACER COUNTY AIRPORT LAND USE COMMISSION

- G. **9:00 AM - PUBLIC HEARING: Village 5 General Plan Amendment and Specific Plan Amendment / Specific Plan** **Action**
Pg. 29
- H. **9:05 AM – PUBLIC HEARING: Placer County Emergency Shelter Zoning Ordinance Amendment** **Action**
Pg. 41

ADJOURN AS THE PLACER COUNTY AIRPORT LAND USE COMMISSION

**CONVENE AS THE WESTERN PLACER
CONSOLIDATED TRANSPORTATION SERVICES AGENCY**

- | | | |
|----------------------------|--|---------------|
| I. Consent Calendar | | Action |
| | These items are expected to be routine and noncontroversial. They will be acted upon by the Board at one time without discussion. Any Board member, staff member, or interested citizen may request an item be removed from the consent calendar for discussion. | Pg. 51 |
| 1. | TDA Financial Audit (under separate cover) | |

**ADJOURN AS THE WESTERN PLACER
CONSOLIDATED TRANSPORTATION SERVICES AGENCY**

**CONVENE AS THE
PLACER COUNTY TRANSPORTATION PLANNING AGENCY**

- | | | |
|---|--|---------------|
| J. Placer County Regional Bikeway Plan | | Action |
| | | Pg. 52 |
| K. Transportation Investment Plan and Transportation Sales Tax (Measure) Recap | | Action |
| | | Pg. 55 |
| L. Executive Director's Report | | Info |
| M. Board Direction to Staff | | |
| N. Informational Items | | Info |
| 1. | TAC Minutes | Pg. 57 |
| 2. | Status Reports | |
| a. | PCTPA | Pg. 59 |
| b. | AIM Consulting – October 2016 | Pg. 77 |
| c. | Key Advocates – October 2016 | Pg. 80 |
| d. | Capitol Corridor – September & October 2016 | Pg. 97 |
| 3. | Newspaper Articles | Pg. 103 |
| 4.. | Revenues and Expenditures for (separate cover) | |

- | | | |
|--|--|-----------------------------|
| Adjourn to Closed Session – (Conference Room B) | | Under separate cover |
| | This closed session is being held pursuant to Government Code 54957, Public Employee Performance Evaluation – Executive Director | |

Board of Directors Meeting Agenda
PLACER COUNTY TRANSPORTATION PLANNING AGENCY
December 7, 2016
Page 3

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.

Following is a list of our 2017 Placer County Transportation Planning Agency (PCTPA) and South Placer Regional Transportation Authority (SPRTA) meetings.

Board meetings are held the **fourth Wednesday of the month**, with the exception of November and December meetings which are combined meetings. PCTPA and SPRTA meetings are typically held at the Placer County Board of Supervisors' Chambers, 175 Fulweiler Avenue, Auburn, California.

Board Meetings

(PCTPA at 9:00 a.m. / SPRTA at 10:45 a.m.)

Wednesday, January 25, 2017
Wednesday, February 22, 2017
Wednesday, March 22, 2017
Wednesday, April 26, 2017
Wednesday, May 24, 2017
Wednesday, June 28, 2017
Wednesday, July 26, 2017
Wednesday, August 23, 2017
Wednesday, September 27, 2017
Wednesday, October 25, 2017
Wednesday, December 6, 2017* (tentative)

*Our November and December Board meetings are typically combined. The December 6th date is a placeholder until we confirm with the Board.

**PLACER COUNTY TRANSPORTATION PLANNING AGENCY
MINUTES
October 26, 2016**

A regular meeting of the Placer County Transportation Planning Agency Board convened on Wednesday, October 26, 2016 at 9:00 a.m. at the Placer County Transportation Planning Agency, 299 Nevada Street, Auburn, California.

ROLL CALL:	Bonnie Gore	Celia McAdam
	Tony Hesch	Aaron Hoyt
	Jim Holmes	Shirley LeBlanc
	Keith Nesbitt	Luke McNeel-Caird
	Paul Joiner	David Melko
	Kirk Uhler	Solvi Sabol
	Ron Treabess	
	Dave Wheeler	
	Scott Yuill	

APPROVAL OF MINUTES

Upon motion by Treabess and second by Gore, the minutes of September 28, 2016 were approved by the following roll call vote:

AYES: Gore, Hesch, Holmes, Uhler, Treabess, Yuill
NOES: None
ABSTAIN: Nesbitt, Joiner, Wheeler

PUBLIC COMMENT

Lee Bastien, Sheridan Municipal Advisory Council, reported that the MAC has been receiving questions regarding the completion of the SR 65 Bypass, due to several accidents in the area.

Lee Bastien, representing Placer County 4H, announced that the annual Placer County 4H Craft Expo is scheduled for October 29th at the Gold Country Fairgrounds.

CONSENT CALENDAR

Upon motion by Uhler and second Joiner, the Consent Calendar was unanimously approved.

ANNUAL UNMET TRANSIT NEEDS

Aaron Hoyt provided an overview of the Unmet Transit Needs (UTN) process including the requirements set forth by Transportation Development Act (TDA) law. The Unmet Transit Needs process is a forum to retain and address feedback on how transit services are serving the public and determine if the need(s) constitutes an Unmet Transit Need as defined and adopted by the Board. The Social Services Transportation Advisory Committee (SSTAC) has been established per TDA law, and they will review the Unmet Transit Needs draft report prior to the PCTPA Board taking action. Hoyt reported on the outreach efforts and explained that comments received in the past have resulted in changes, despite not being an Unmet Transit Need by definition.

Jim Holmes opened the public hearing at 9:13 a.m.

Testimony was received from Tink Miller of the Placer Independent Resource Services (PIRS) and Lee Bastien of the Sheridan MAC.

Jim Holmes closed the public hearing at 9:28 a.m.

Ron Treabess requested that evening services be expanded year round on Tahoe Area Regional Transit (TART) to accommodate those who work during the later hours

In response to inquiry from Tony Hesch, Aaron Hoyt noted that the comment regarding providing service to Colfax in the evening was received.

ADJOURN AS THE PLACER COUNTY TRANSPORTATION PLANNING AGENCY

CONVENE AS THE WESTERN PLACER CONSOLIDATED TRANSPORTATION SERVICES AGENCY

FY 2016/17 BUDGET AMENDMENT #1

David Melko explained that the Western Placer Consolidated Transportation Services Agency (CTSA) provides and coordinate social service transportation within western Placer County. The Board was provided the operating budget for FY 2016/17, which shows the operating revenues decreasing by about 4% offset by an increase to the Local Transportation Fund (LTF) and a Caltrans grant for Health Express services. Operating expenditures are approximately \$1.6 million with a surplus of \$21,724 to be carried over to into the FY 2017/18 budget. Melko said we are working with the transit operators on a uniform policy procedure for ADA access for individuals. With a motion by Uhler and second by Wheeler the WPCTSA Board unanimously adopted the FY 2016/17 Budget Amendment #1 as provided.

ADJOURN AS THE WESTERN PLACER CONSOLIDATED TRANSPORTATION SERVICES AGENCY

CONVENE AS THE PLACER COUNTY TRANSPORTATION PLANNING AGENCY

ADMINISTRATIVE UPDATES TO SACOG/PCTPA MEMORANDUM OF UNDERSTANDING (MOU)

Celia McAdam reported that the SACOG/PCTPA Memorandum of Understanding (MOU) is being amended to update the terminology in the previous MOU, last updated in 2005. In addition, the amendments reflect provisions that allow for PCTPA to use state planning money to pay SACOG for those services that they provide as part of existing agreements. McAdam stated that the MOU has been considered and passed by the SACOG Board.

Tink Miller asked why the transit schedules in Placer County are not available through the 511 system. Celia McAdam stated that we would follow up on this.

With a motion by Yuill and second by Uhler the Board unanimously adopted the updated Memorandum of Understanding between the Sacramento Area Council of Governments (SACOG) and PCTPA, as provided.

EXECUTIVE DIRECTORS REPORT

Celia McAdam reported that SACOG has selected a new Executive Director, James Corless, as Mike McKeever is retiring at the end of the year. Corless has most recently been Executive Director for Transportation for America out of Washington DC, however has strong roots in California. Corless will be starting in April with Kirk Trost serving as Executive Director in the interim.

Celia McAdam reported that the Executive Director for the El Dorado Transportation Commission, Sharon Sherzinger, is also retiring. McAdam stated that she sat in on the interview panel and expects there should be an announcement by the end of the year as to her replacement.

Celia McAdam reported with Measure M on the ballot, she has been working with staff in preparing to 'hit the ground running' should it pass. The RFP for a Financial Consultant is going out next week so that that we can put bonding in place that would be needed to front-load some of the key projects such as the I-80/SR 65 Interchange and the SR 65 Widening. McAdam reported we would be putting out an RFP for design services for the Auxiliary Lane project pending passage of the Measure.

Celia McAdam reminded the Board that the November/December Board is a combined meeting scheduled for December 7th.

ADJOURN

Upon motion by and second by the Board meeting was adjourned at 9:36 a.m.

Celia McAdam, Executive Director

Susan Rohan, Chair



MEMORANDUM

TO: PCTPA Board of Directors

FROM: Celia McAdam, Executive Director

SUBJECT: CONSENT CALENDAR

DATE: November 15, 2016

Below are the Consent Calendar items for the December 7, 2016 agenda for your review and action.

1. FY 2016/17 Transit System Safety, Security, and Disaster Response Account Final Fund Allocation
The Transit System Safety, Security, and Disaster Response Account (TSSSDRA) consist of Prop 1B bond funds allocated by the State Controller's Office (SCO). The SCO released an estimate of available funds on October 14, 2016. This amount represents the final year of the ten year Prop 1B program. The SCO estimate is 20 percent lower than previous years and allocates a total of \$183,794 to PCTPA, of which \$167,124 is available to jurisdictions based on population and \$16,670 is available to eligible transit operators. Staff recommends approval of a FY 2016/17 TSSSDRA Final Fund Allocation and designating the Executive Director as the authorized agent for the TSSSDRA funds. The TAC concurred with the staff recommendation at its November 15, 2016 meeting.
2. FY 2016/17 Placer County Claims for Local Transportation Funds (LTF) - \$5,522,974
Placer County submitted claims for \$5,522,974 in LTF funds for FY 2016/17 - \$3,084,000 for transit and \$2,438,974 for streets and roads maintenance. The County's claims are in compliance with the approved LTF apportionment, and all transit needs that are reasonable to meet are being provided. Staff recommends approval, subject to the requirement that the County submit a complete Fiscal and Compliance Audit for the fiscal year ending June 30, 2016, prior to issuance of instructions to the County Auditor to pay the claimant in full.
3. City of Rocklin Funding Agreement for Projects Using Low Carbon Transit Operations Program (LCTOP) Funds - \$37,845
The PCTPA Board of directors approved the FY 2015/16 LCTOP fund allocation on January 27, 2016 and PCTPA subsequently submitted a grant application on behalf of the City of Rocklin for bus stop enhancements. PCTPA is the grant recipient for the City of Rocklin's share of \$37,845 and a Funding Agreement is needed to pass through the LCTOP funds. PCTPA will work closely with the City of Rocklin to ensure the smooth flow of the funds, completion of the project, and funding requirements are met. A copy of the Funding Agreement between PCTPA and the City of Rocklin is attached. Staff recommends approval.

4. Amended Town of Loomis Funding Agreement for Projects Using Proposition 1B – Public Transit Modernization Improvement Service Enhancement Account (PTMISEA) Funds - \$39,015

On October 22, 2014 the PCTPA Board approved a revised jurisdiction allocation plan for \$3,036,097 in PTMISEA regional funds for FY 2014/15. PCTPA was the grant recipient for the Town of Loomis share of \$51,366. A Funding Agreement was approved May 27, 2015 with the Town of Loomis to pass through these funds to be used for the Town of Loomis Community Transit Enhancement - Multi-Modal EV Charging Station Project. This project was completed for substantially less than the original estimate. Therefore, the Town proposes to use the fund balance for a new project called the Loomis Transit Improvement Project. PCTPA will work closely with the Town to ensure the smooth flow of the funds, completion of the project, and funding requirements are met. A copy of the Amended Funding Agreement between PCTPA and the Town of Loomis is attached. Staff recommends approval.

PLACER COUNTY TRANSPORTATION PLANNING AGENCY

**Transit System Safety, Security, and Disaster Response Account (TSSSDRA) FY 2016/2017 Final Fund Allocation
November 2016**

Government Code 8879.58(a)(2) Allocation	\$167,124
Government Code 8879.58(a)(3) Allocation	\$16,670
Total TSSSDRA Allocation	\$183,794

Western Placer CTSA Allocation	\$0
Total FY 2016/2017 TSSSDRA Fund Available to Jurisdictions	\$167,124

FY 2016/2017 Jurisdiction TSSSDRA Final Fund Allocation

Jurisdiction	January 2016 Population	Percent	GC 8879.58(a)(2) Population Allocation	GC 8879.58(a)(3) Fare Revenue Allocation	Total Jurisdiction Allocation
Placer County	98,784	27.18%	\$45,433	\$11,392	\$56,825
Auburn	14,070	3.87%	\$6,471	\$555	\$7,026
Colfax	2,068	0.57%	\$951	\$0	\$951
Lincoln	47,339	13.03%	\$21,772	\$186	\$21,958
Loomis	6,692	1.84%	\$3,078	\$0	\$3,078
Rocklin	60,351	16.61%	\$27,757	\$0	\$27,757
Roseville	134,073	36.90%	\$61,663	\$4,537	\$66,200
TOTAL	363,377	100.00%	\$167,124	\$16,670	\$183,794

Source: Transit System Safety, Security, and Disaster Response Account 2016/2017, California State Controller Division of Accounting and Reporting, October 14, 2016.

Notes:

1. The TOWG recommended on July 25, 2011 that beginning with FY 2011/2012, future TSSSDRA allocations to the WPCTSA be directed to jurisdictions.

GC = Government Code

January 1, 2016 DOF Population		
TRPA Population	10,419	2.7873%
PCTPA Population	363,377	97.2127%
TOTAL	373,796	100.00%

Sources:

1. Table E-1: City/County Population Estimates January 1, 2015 to January 1, 2016, DOF, May 2016.
2. Western Slope and Tahoe Basin for Placer County as of January 1, 2016, DOF, May 2016.

PLACER COUNTY TRANSPORTATION PLANNING AGENCY

**IN THE MATTER OF: TRANSIT SYSTEM
SAFETY, SECURITY AND DISASTER RESPONSE
ACCOUNT (TSSSDRA)**

RESOLUTION NO. 16-33

The following resolution was duly passed by the Placer County Transportation Planning Agency at a regular meeting held December 7, 2016 by the following vote on roll call:

AYES:

NOES:

ABSENT:

Signed and approved by me after its passage.

Placer County Transportation Planning Agency
Chair

Executive Director

WHEREAS, pursuant to California Government Code, Title 7.91, Section 67910, the Placer County Transportation Planning Agency (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, the Highway Safety, Traffic Reduction, Air Quality, and Port Security Bond Act of 2006 authorizes the issuance of general obligation bonds for specified purposes, including funding made available for capital projects that provide increased protection against security and safety threats, and capital projects to increase the capacity of transit operators to develop disaster response transportation systems; and

WHEREAS, the California Governor's Office of Emergency Services (Cal OES) administers such general obligation bond funds deposited in the Transit System Safety, Security, and Disaster Response Account (TSSSDRA); and

WHEREAS, the PCTPA has the responsibility for calculating allocations for each jurisdiction applying for funds, and as needed, the management, financial and planning capability to submit grant applications, from the TSSSDRA.

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

1. Approves the FY 2016/2017 TSSSDRA Final Fund Allocation; and
2. Determines that jurisdiction projects derived from transit operator Short Range Transit Plans, the Placer County Regional Transportation Plan 2036, the 2016 Metropolitan Transportation Plan/Sustainable Communities Strategy, and the Metropolitan Transportation Improvement Program are eligible projects for purposes for applying for TSSSDRA funds; and
3. Designates the Executive Director as the authorized agent to execute for and on behalf of the PCTPA, including jurisdictions and local transit operators within Placer County, any actions necessary for the purpose of obtaining financial assistance provided by the California Governor's Office of Emergency Services (Cal OES) under the TSSSDRA.

CLAIM FOR LOCAL TRANSPORTATION FUNDS
TRANSIT PURPOSES

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

FROM: CLAIMANT: Placer County Public Works and Facilities

ADDRESS: 3091 County Center Dr., Ste. 220
Auburn, CA 95603

CONTACT PERSON: Cynthia Taylor

Phone: 530-745-7599 Email: ctaylor@placer.ca.gov

The _____ County of Placer _____ hereby requests, in accordance with the State of California Public Utilities Code, commencing with Section 99200 and the California Code of Regulations commencing with Section 6600, that this claim for Local Transportation Funds be approved for Fiscal Year 2016/2017, in the following amounts for the following purposes to be drawn from the Local Transportation Fund deposited with the Placer County Treasurer:

P.U.C. 99260a, Article 4, Transit Operations/Capital:	\$ <u>3,084,000</u>
P.U.C. 99275, Article 4.5, Community Transit Services:	\$ _____
P.U.C. 99400c, Article 8c, Contracted Transit Services:	\$ _____
C.C.R. 6648, Capital Reserve:	\$ _____
P.U.C. 99400e, Article 8e, Capital for Contracted Services:	\$ _____

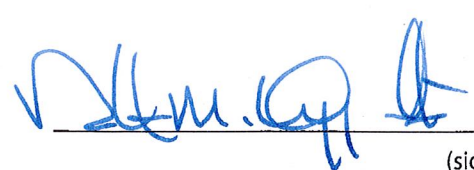
When approved, this claim will be transmitted to the Placer County Auditor for payment. Approval of the claim and payment by the County Auditor to the applicant is subject to such monies being available for distribution, and to the provisions that such monies will be used only in accordance with the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

APPROVED:

PLACER COUNTY
TRANSPORTATION PLANNING AGENCY
BOARD OF DIRECTORS

APPLICANT

BY: _____
(signature)

BY:  _____
(signature)

TITLE: _____

TITLE: Chair, Board of Supervisors

DATE: _____

DATE: _____

CLAIM FOR LOCAL TRANSPORTATION FUNDS
STREETS & ROADS PURPOSES

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

FROM: CLAIMANT: Placer County Department of Public Works
ADDRESS: 3091 County Center Drive, Suite 220
Auburn, CA 95603
CONTACT PERSON: Cynthia Taylor
Phone: 530-745-3599 Email: ctaylor@placer.ca.gov

The _____ County of Placer _____ hereby requests, in accordance with the State of California Public Utilities Code commencing with Section 99200 and the California Code of Regulations commencing with Section 6600, that this claim for Local Transportation Funds be approved for Fiscal Year _____ 2016/2017 _____, for street and road purposes (P.U.C. 99400a) in the amount of \$ _____ 2,438,974 _____ to be drawn from the Local Transportation Fund deposited with the Placer County Treasurer:

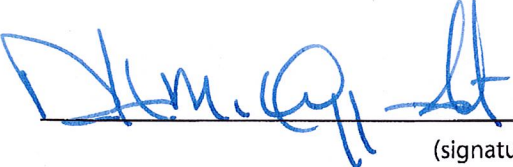
When approved, this claim will be transmitted to the Placer County Auditor for payment. Approval of the claim and payment by the County Auditor to the applicant is subject to such monies being available for distribution, and to the provisions that such monies will be used only in accordance with the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

APPROVED:

PLACER COUNTY
TRANSPORTATION PLANNING AGENCY
BOARD OF DIRECTORS

APPLICANT

BY: _____
(signature)

BY:  _____
(signature)

TITLE: _____

TITLE: Chair, Board of Supervisors

DATE: _____

DATE: _____

PCTPA LTF ANNUAL CLAIM FORM
PROJECT AND FINANCIAL PLAN

Briefly describe all proposed projects and indicate proposed expenditures by your agency for the ensuring fiscal year for purposes related to public transportation, pedestrian and bicycle facilities, and streets and roads. Provide each project a title and number. (Use additional forms as necessary)

Claimant PLACER COUNTY

Fiscal Year 2016/17

Brief Project Description	Project Cost	Source of Funding
Placer County Transit Operations - 2016/2017	Salaries & Benefits: \$2,706,400	LTF – PCTPA \$1,939,000
	Services & Supplies \$3,602,900	STA – PCTPA (TBD) \$475,000
	Other \$154,300	FTA \$900,000
	Contingency \$183,700	Fares \$776,800
		Other Agency \$140,000
		Other Funds \$2,393,100
		Interest \$23,400
	Total: \$6,647,300	Total: \$6,647,300
Placer County Transit Capital 2016/2017	6 Buses \$3,327,900	FTA \$1,182,000
	5 Cutaway Buses \$350,000	PROP 1B \$1,291,673
	CCTV \$58,000	Local Funds \$652,607
		Other \$609,620
	TOTAL \$3,735,900	TOTAL \$3,735,900
Tahoe Area Regional Transit Operations 2016/2017	Salaries & Benefits \$2,337,400	LTF – TRPA \$596,128
	Services & Supplies \$2,470,900	LTF – PCTPA \$1,145,000
	Other \$57,700	STA – TRPA \$134,118
	Contingency \$56,000	STA – PCTPA (TBD) \$115,882
		FTA 5307 \$660,000
	Fares \$487,000	
	Other \$1,783,872	
	Total: \$4,922,000	Total: \$4,922,000
Tahoe Area Regional Transit Capital 2016/2017	Bus Purchase (4) \$2,220,000	FTA \$630,870
	2-Way Radios \$76,000	Prop 1b \$722,441
	Facility CCTV \$40,000	Other \$1,057,689
	On-Board Surveillance \$75,000	
	Total: \$2,411,000	Total: \$2,411,000
TOTAL TRANSIT	\$17,716,200	\$17,716,200
Miscellaneous roadway maintenance activities	\$2,438,974	LTF – Article 8a \$2,438,974
TOTAL STREETS AND ROADS	\$20,155,174	\$20,155,174
TOTAL LTF - PCTPA		\$5,522,974

Before the Board of Supervisors County of Placer, State of California

In the matter of:

A Resolution approving a claim in the amount of \$5,522,974 for 2016-2017 Local Transportation Funds and submit to the Placer County Transportation Agency

Resolution No: 2016-206


The following Resolution was duly passed by the Board of Supervisors of the County of Placer at a regular meeting held on October 25, 2016, by the following vote on roll call:

Ayes: HOLMES, UHLER, MONTGOMERY, WEYGANDT

Noes: NONE

Absent: DURAN

Signed and approved by me after its passage.




Chair, Board of Supervisors

Attest:



Clerk of said Board

THE FOREGOING INSTRUMENT IS A CORRECT
COPY OF THE ORIGINAL ON FILE IN THIS OFFICE
ATTEST

MEGAN WOOD
Clerk of the Board of Supervisors, County
of Placer, State of California


Deputy Clerk

WHEREAS, the County of Placer is eligible to apply for and receive funds from the Local Transportation Fund for transit capital, transit operating, and road/maintenance assistance; and

WHEREAS, the Placer County Transportation Planning Agency includes an allocation in the amount of \$1,939,000 for operating and capital assistance for Placer County Transit for Fiscal Year 2016-17; and

WHEREAS, the Placer County Transportation Planning Agency includes an allocation in the amount of \$1,145,000 for operating and capital assistance for Tahoe Area Regional Transit for Fiscal Year 2016-17; and

Resolution 2016-206

WHEREAS, the Placer County Transportation Planning Agency includes an allocation in the amount of \$2,438,974 for annual street/road maintenance for Placer County for Fiscal Year 2016-17.

BE IT RESOLVED, by the Board of Supervisors, County of Placer, State of California, that the Chair of the Board of Supervisors is authorized and directed to execute the attached 2016-17 Local Transportation Fund Claim to the Placer County Transportation Planning Agency in the amount of \$5,522,974 TDA Article 4: Transit Operations and Capital in the amount of \$3,084,000 and TDA Article 8(a): Streets and Roads Maintenance in the amount of \$2,438,974.

PLACER COUNTY TRANSPORTATION PLANNING AGENCY

**IN THE MATTER OF: ALLOCATION OF
LOCAL TRANSPORTATION FUNDS TO THE
COUNTY OF PLACER**

RESOLUTION NO. 16-32

The following resolution was duly passed by the Placer County Transportation Planning Agency at a regular meeting held December 7, 2016 by the following vote on roll call:

Ayes:

Noes:

Absent:

Signed and approved by me after its passage.

Placer County Transportation Planning Agency
Chair

Executive Director

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

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

NOW, THEREFORE, BE IT RESOLVED that the Agency has reviewed the claims and has made the following allocations from the 2016/17 fiscal year funds.

- | | | |
|----|---|-------------|
| 1. | To the County of Placer for projects conforming to Article 8(a) of the Act: | \$2,438,974 |
| 2. | To the County of Placer for projects conforming to Article 4 of the Act | \$3,084,000 |

BE IT FURTHER RESOLVED that allocation instructions are hereby approved for the County Auditor to pay the claimants. Claimant must submit a complete Fiscal and Compliance Audit for the fiscal year ending June 30, 2016, prior to issuance of said instructions to the County Auditor to pay the claimant.



PLACER COUNTY
TRANSPORTATION
PLANNING AGENCY

KEITH NESBITT
City of Auburn
TONY HESCH
City of Colfax
STAN NADER
City of Lincoln
BRIAN BAKER
Town of Loomis
SCOTT YUILL
City of Rocklin
SUSAN ROHAN
City of Roseville
JIM HOLMES
KIRK UHLER
Placer County
RON TREABESS
Citizen Representative
CELIA McADAM
Executive Director

December 7, 2016

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

**SUBJECT: FUNDING AGREEMENT 16-01 BETWEEN THE CITY OF ROCKLIN
AND THE PLACER COUNTY TRANSPORTATION PLANNING
AGENCY (PCTPA) FOR THE REGIONAL BUS STOP ENHANCEMENT
PROJECT**

Dear Mr. Horst:

This letter, when countersigned, authorizes funding by the Placer County Transportation Planning Agency (PCTPA) for work to be performed by the City of Rocklin for the Regional Bus Stop Enhancement Project.

- 1. Funding Agreement:** This Funding Agreement is the statement of contract specific requirements applicable to the work effort to be undertaken by the City of Rocklin for the Regional Bus Stop Enhancement Project. The Regional Bus Stop Enhancement Project will be funded under the Low Carbon Transit Operations Program (LCTOP) that was established in the Transit, Affordable Housing, and Sustainable Communities Program created by the California Legislature in 2014 (SB 862). The Regional Bus Stop Enhancement Grant incorporates projects in the City of Rocklin as requested through the LCTOP FY 2015/16 grant application. The grant application is incorporated into this Funding Agreement.
- 2. Term:** City is to commence work immediately and shall be completed no later than September 30, 2017, according to the project schedule / milestones provided in the Low Carbon Transit Operations Program grant application for FY 2015/16.
- 3. Scope of Services:** City will perform the tasks / milestones to manage, construct, and/or install equipment associated with the Regional Bus Stop Enhancement Project in the City of Rocklin as provided in the Low Carbon Transit Operations Program grant application for FY 2015/16
- 4. Personnel:** City will provide its own personnel to perform the work specified in the Funding Agreement. City will also provide administrative support, management, and overhead expenses.

City of Rocklin Funding Agreement #16-01

December 7, 2016

Page 2

5. **Compensation:** For services rendered, the City of Rocklin will receive a sum not to exceed the amount of \$37,845 identified in the Regional Bus Stop Enhancement Project LCTOP grant application for 2015/16. Upon completion of the project, the City shall submit one invoice for reimbursement. The invoice for payment shall reference the work completed and the hours and cost associated with each task / milestone.
6. **Certifications and Assurances:** City will conduct all work associated with the delivery of tasks / milestones to manage, construct, and/or install equipment associated with the Regional Bus Stop Enhancement Project in the City of Rocklin in accordance with the LCTOP certifications and assurances required for use of the funds. The LCTOP certifications and assurances is incorporated into this agreement.

If this Funding Agreement meets your approval, please sign and return one copy. You may retain a copy for your own records. Questions concerning this Funding Agreement should be directed to Aaron Hoyt of my staff at (530) 823-4032.

Celia McAdam, Executive Director Date
Placer County Transportation Planning Agency

Rick Horst, City Manager Date
City of Rocklin

Attachment: Regional Bus Stop Enhancement Project LCTOP FY 2015/16 Grant Application
LCTOP Certifications and Assurances for FY 2015/16

c: Laura Webster, City of Rocklin
Justin Nartker, City of Rocklin
Will Garner, Placer County
Aaron Hoyt, PCTPA

Low Carbon Transit Operations Program (LCTOP)

PROJECT DESCRIPTION AND ALLOCATION REQUEST (SUMMARY)

Project Information:

Lead Agency:	Placer County Transportation Planning Agency
Project Name:	Regional Bus Stop Enhancements
Project Type: <i>See Attachment A</i>	B3: Upgrade transit stops/stations to support active transportation and encourages ridership
Description of Project (Short):	Installation of new bus stop shelters and/or associated bus stop enhancements as well as ADA upgrades in various locations in close proximity to existing bus stops.
Project Location:	Various Locations in Placer County.
Project Start Date (anticipated):	Apr-17
Project End Date (anticipated):	Sep-17

Funding Information:

Funding Year:	FY 15/16
Requested Amount of PUC 99313:	\$37,845
Requested Amount of PUC 99314:	\$0
Total LCTOP Funding:	\$37,845
Total Project Cost:	\$37,845

Project Benefits:

Greenhouse Gas Benefits (off of worksheet)

Estimated GHG Reduction:	0.235
Project Life:	10
Estimated Total GHG Reduction:	2.35

Disadvantaged Communities (DAC) Benefits:

Does your service area have a DAC?	No, Placer County does not have a defined DAC according to CalEnviroScreen 2.0.
Does the Project Benefit a DAC?	No
Identify the DAC Census Tracts?	N/A
Identify Specific DAC Benefit Criteria? <i>See Attachment B</i>	
Qualitative Description of DAC Benefit?	N/A
Describe the DAC Need Project Addresses?	N/A
Total GGRF \$ Allocated to DAC	N/A

Co-benefit

Critical Air Pollution Reduction:	N/A
VMT Reduction:	N/A
Ridership Increase	N/A
Fuel Ues Reduction:	N/A
Energy Use Reduction:	N/A

Low Carbon Transit Operations Program (LCTOP)

PROJECT DESCRIPTION AND ALLOCATION REQUEST (ALLOCATION)

Regional Entity: Placer County Transportation Planning Agency	
Project Lead: Placer County Transportation Planning Agency	County: Placer
Project Title: Regional Bus Stop Enhancements	

Project Lead:

I certify the scope, cost, schedule, and benefits as identified in the attached Allocation Request (Request) and attachments are true and accurate and demonstrate a fully funded operable project. I understand the Request is subject to any additional restrictions, limitations or conditions that may be enacted by the State Legislature, including the State's budgetary process and/or auction receipts. In the event the project cannot be completed as originally scoped, scheduled and estimated, or the project is terminated prior to completion, project lead shall, at its own expense, ensure that the project is in a safe and operable condition for the public. I understand this project will be monitored by the California Department of Transportation - Division of Rail and Mass Transportation.

Name: Celia McAdam

Signature:

Title: Executive Director

Agency: Placer County Transportation Planning Agency

Date: 1/28/2016 **Amount:** \$ 37,845.00

Contributing Sponsor(s):

*If this project includes funding from more than one project sponsor, the project lead above becomes the "recipient agency" and the additional contributing project sponsor(s) must also sign and state the amount and type of LCTOP funds (PUC Sections 99313 and 99314) contribution. Sign below or **attach a separate officially signed letter providing that information. If there is more than one contributing sponsor, please submit additional page, or a letter from the additional contributors.**

Name:

Signature:

Title:

Agency:

Date: **Amount:**

Low Carbon Transit Operations Program (LCTOP)

PROJECT DESCRIPTION AND ALLOCATION REQUEST (FUNDING)

	<i>LCTOP Allocation</i>	15/16	16/17	17/18
Request Amount per PUC 99313:	\$37,845	\$0	\$0	\$0
Request Amount per PUC 99314:	\$0	\$0	\$0	\$0
Total Project Allocation Request:	\$37,845	\$0	\$0	\$0
Project Title:	Regional Bus Stop Enhancements			
Project Location/Address:	City of Rocklin			

Table 1: Project Lead Information

	Legislative District Numbers	
Agency Name: <u>Placer County Transportation Planning</u>	Assembly:	5
Contact Person: <u>Aaron Hoyt</u>	Senate:	1
Contact Phone #: <u>(530) 823-4032</u>	Congressional:	4
Email Address: <u>ahoyt@pctp.net</u>	Amount:	PUC Funds Type:
Address: <u>299 Nevada Street</u>	\$	99313
<u>Auburn, CA 95603</u>	\$	

Table 2: Contributing Sponsor Information

Name: _____	Amount :	PUC Fund Type:
Contact: _____	\$ _____	
Contact Phone #: _____	\$ _____	
Email Address: _____		
Address: _____		
<i>Other Contributing Sponsors: (Attach sheet with contact information)</i>	Amount:	PUC Fund Type:
Name: _____	\$ _____	
Name: _____	\$ _____	
Name: _____	\$ _____	
TOTAL \$37,845		

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

Low Carbon Transit Operations Program (LCTOP)

PROJECT DESCRIPTION AND ALLOCATION REQUEST (PROJECT)

Table 3: Type of Project

See Attachment A for category of project (example: Category 1A Implement new or expanded transit service (for new routes or expansion of existing routes)).

Operations Projects				Capital Projects			
	A1		Ai		B1		Bi
	A2		Aii		B2		Bii
	A3		Aiii	X	B3		Bii
	A4		Aiv		B4		
	A5						

Table 4: Project Summary

Table 4: Project Summary

At least two bus shelters will be installed at existing bus stops where none currently exist. The projects will include the installation of concrete pads/flatwork, trash receptacles, solar lighting, etc. needed to create fully functioning and ADA compliant facilities. Repair of existing landscape and irrigation will also be necessary in areas where the project causes physical disturbance to those features. Both projects can be accommodated within the City's existing street right-of-way. The new shelters will be located in close proximity to the Placer County Health and Human Services (HHS) office on Sunset Boulevard. Due to the nature of the services provided by HHS and the clientele they specialize in assisting (many of whom lack reliable transportation), the proposed bus shelter improvements will encourage expanded use of transit, improve the comfort of transit riders by providing shelter from wind, rain, and extreme heat. The facilities will also serve many individuals in lower economic income groups. The City will also be looking at its ADA Transition Plan and target remaining funds for use in areas within close proximity to existing bus stops where ADA enhancements are needed. All of these projects are also anticipated to be completed within existing City rights-of-way.

b) Project Location - Describe the location of the project. Also provide an 8 1/2" X 11" project site map that shows the transit service area and project location. Use link to CalEPA website for information, <http://www.calepa.ca.gov/EnvJustice/GHGInvest/default.htm>.

The two planned bus shelters will be located at existing bus stops on Sunset Boulevard on either side of the Sunset/Lonetree/West Stanford Ranch Road intersection. Remaining ADA enhancements may be installed at existing bus stop locations throughout the City depending upon the need. Specific locations to be determined. See attached list of citywide bus stop locations.

c) Project Life - For capital projects, state the Useful Life of the Project. For operations project state the number of months service will operate.

Capital: Imp
 Operations: N/A

Low Carbon Transit Operations Program (LCTOP)

PROJECT DESCRIPTION AND ALLOCATION REQUEST (BENEFITS/OUTCOMES)

Table 5: Description of Major Benefits/Outcomes

a) Greenhouse Gas Reduction - Describe how this project will reduce greenhouse gases and any assumptions or data that support this description. For example, "The expanded transit service will reduce VMT and greenhouse gas emissions by replacing auto trips with transit trips. Initial estimates indicate that the expansion could add 50 commuter bus riders per day to replace an average auto trip of 10 miles each way." If available, please provide the expected amount of VMT reductions and greenhouse gas reductions.

The project will reduce greenhouse gases by enhancing bus stops and improving multimodal accessibility to bus routes in the Town of Loomis and City of Rocklin. This will increase the comfort, convenience, safety and accessibility to the bus service. These bus stops currently have approximately 3,300 boarding and alightings per year and are expected to increase by 1% or 33 passengers per year. In addition, the accessibility improvements are estimated to add on additional 1/2 passenger per service day for a total of 150 per year. In all, this will add 183 passengers per year. These projects will have a useful life of 10 years. This results in 1,830 passengers over the 10 years. Based on the Greenhouse Gas Emission Reduction Calculator, the total GHG Emission Reduction will be 2.35 metric tons. The project will displace 531 VMT per year.

b) Increased Mode Share - Describe how this project will directly increase mode share.

The project will increase mode share by making the transit system more comfortable, convenient and attractive for the user. This project will conservatively increase ridership by 1% at the stops where passenger shelters are being added and an average of 0.5 passenger per day as a result of the accessibility improvements. This results in an additional ridership of 183 per year. In addition, these improvements will serve the existing 115,000 passengers that ride this route each year and help retain that level of ridership.

c) Disadvantaged Communities (DAC) Project Criteria

See Attachment B for DAC Criteria to Evaluate Projects (example: Category 1B Project provides transit incentives to residents with a physical address in a disadvantage community (e.g., vouchers, reduced fares, transit passes)).

Low Carbon Transportation Projects				Transit Projects			
	1A		2A		1A		1G
	1B		2B		1B		1H
	1C		2C		1C		2A
	1D				1D		2B
					1E		2C
					1F		2D
							2E
							2F
							2G
							2H
							2I

d) Disadvantaged Communities (DAC) (if applicable*) - Describe how this project will directly benefit the DAC(s) within your service area in your own words. For agencies whose service area includes disadvantaged communities, at least 50 percent of the total moneys received shall be expended on projects that will benefit disadvantaged communities.

There are no disadvantaged communities in Placer County based on CalEnviroScreen 2.0.

Low Carbon Transit Operations Program (LCTOP)

PROJECT DESCRIPTION AND ALLOCATION REQUEST (BENEFITS/OUTCOMES)

Table 5: Description of Major Benefits/Outcomes

e) **Co-Benefits** - Check all additional Benefits/Outcomes.

<input type="checkbox"/> Improved Safety <input checked="" type="checkbox"/> Improved Public Health <input type="checkbox"/> Reduced Operating/Maintenance Cost <input type="checkbox"/> Increase System Reliability <input type="checkbox"/> Other Benefits (describe below)	<input type="checkbox"/> Coordination with Educational Institutions <input type="checkbox"/> College/University <input type="checkbox"/> Grades K-12 <input checked="" type="checkbox"/> Promotes Active Transportation (walking, biking) <input checked="" type="checkbox"/> Promotes integration with other modes of transportation
---	--

f) **Co-Benefits** - Describe benefits indicated above in d) and any other benefits not listed.

The project will promote active transportation by reducing the barriers to public transit by providing benches to rest, shelters to protect riders from the elements, and accessible facilities leading to the bus stops. By reducing the number of barriers, transit riders can leverage health benefits by walking and biking to bus stops along the existing transit routes that provide access to Sierra College, William Jessup University, commercial centers, and civic facilities. Assuming that the average transit rider would walk 1/2 mile or ride three miles to a bus stop, this correlates to approximately 15 minutes or 19 minutes of exercise for a one-way trip, respectively. During a course of one week, this translates to approximately 150 and 190 minutes of exercise using transit for round-trip commutes or daily activities, respectively. Acknowledging that individual transit use varies per person, those who choose to take advantage of the enhanced facilities will make strides in achieving the Centers for Disease Control and Prevention's Physical Activity Guidelines for Americans. These guidelines indicate that adults need at least 150 minutes of moderate physical activity per week to experience substantial health benefits. All PCT buses are equipped with bicycle racks.

Table 6: Project Schedule

Capital Projects	
Begin Construction Phase (Contract Award)	Apr-17
End Construction Phase (Contract Acceptance)	Sep-17
Begin Vehicle/Equipment Order (Contract Award)	
End Vehicle/Equipment Order (Contract Acceptance)	
Begin Closeout Phase	
End Closeout Phase	

Operations Projects	
Begin expanded/enhanced transit services	
End expanded/enhanced transit services	
Begin Closeout Phase	
End Closeout Phase	

START DATE FOR LCTOP FUNDED PHASES MAY NOT PROCEED PROJECT APPROVAL LETTER.

Pre-construction costs (e.g design, environmental and right-a-way) are not eligible to be funded by LCTOP funds, they must be funded by other sources.

Low Carbon Transit Operations Program (LCTOP) CERTIFICATIONS AND ASSURANCES

Project Sponsor: Placer County Transportation Planning Agency

Agency Name: Placer County Transportation Planning Agency

Effective Date of this Document: January 27, 2016

The California Department of Transportation (Department) has adopted the following certifications and assurances for the Low Carbon Transit Operations Program. As a condition of the receipt of LCTOP funds, project lead must comply with these terms and conditions.

A. General

- (1) The project lead agrees to abide by the current LCTOP Guidelines and applicable legal requirements.
- (2) The project lead must submit to the Department a signed Authorized Agent form designating the representative who can submit documents on behalf of the project sponsor and a copy of the board resolution appointing the Authorized Agent.

B. Project Administration

- (1) The project lead certifies that required environmental documentation is complete before requesting an allocation of LCTOP funds. The project lead assures that projects approved for LCTOP funding comply with Public Resources Code § 21100 and § 21150.
- (2) The project lead certifies that a dedicated bank account for LCTOP funds only will be established within 30 days of receipt of LCTOP funds.
- (3) The project lead certifies that when LCTOP funds are used for a transit capital project, that the project will be completed and remain in operation for its useful life.
- (4) The project lead certifies that it has the legal, financial, and technical capacity to carry out the project, including the safety and security aspects of that project.
- (5) The project lead certifies that they will notify the Department of pending litigation, dispute, or negative audit findings related to the project, before receiving an allocation of funds.
- (6) The project lead must maintain satisfactory continuing control over the use of project equipment and facilities and will adequately maintain project equipment and facilities for the useful life of the project.
- (7) Any interest the project lead earns on LCTOP funds must be used only on approved LCTOP projects.
- (8) The project lead must notify the Department of any changes to the approved project with a Corrective Action Plan (CAP).
- (9) Under extraordinary circumstances, a project lead may terminate a project prior to completion. In the event the project lead terminates a project prior to completion, the project lead must (1) contact the Department in writing and follow-up with a phone call verifying receipt of such notice; (2) pursuant to

verification, submit a final report indicating the reason for the termination and demonstrating the expended funds were used on the intended purpose; (3) submit a request to reassign the funds to a new project within 180 days of termination.

- (10) Funds must be encumbered and liquidated within the time allowed.

C. Reporting

- (1) The project lead must submit the following LCTOP reports:
 - a. Semi-Annual Progress Reports by May 15th and November 15th each year.
 - b. A Final Report within six months of project completion.
 - c. The annual audit required under the Transportation Development Act (TDA), to verify receipt and appropriate expenditure of LCTOP funds. A copy of the audit report must be submitted to the Department within six months of the close of the year (December 31) each year in which LCTOP funds have been received or expended.
- (2) Other Reporting Requirements: ARB is developing funding guidelines that will include reporting requirements for all State agencies that receive appropriations from the Greenhouse Gas Reduction Fund. Caltrans and project sponsors will need to submit reporting information in accordance with ARB's funding guidelines, including reporting on greenhouse gas reductions and benefits to disadvantaged communities.

D. Cost Principles

- (1) The project lead agrees to comply with Title 2 of the Code of Federal Regulations 225 (2 CFR 225), Cost Principles for State and Local Government, and 49 CFR, Part 18, Uniform Administrative Requirements for Grants and Cooperative Agreements to State and Local Governments.
- (2) The project lead agrees, and will assure that its contractors and subcontractors will be obligated to agree, that:
 - a. Contract Cost Principles and Procedures, 48 CFR, Federal Acquisition Regulations System, Chapter 1, Part 31, et seq., shall be used to determine the allow ability of individual project cost items and
 - b. Those parties shall comply with Federal administrative procedures in accordance with 49 CFR, Part 18, Uniform Administrative Requirements for Grants and Cooperative Agreements to State and Local Governments. Every sub-recipient receiving LCTOP funds as a contractor or sub-contractor shall comply with Federal administrative procedures in accordance with 49 CFR, Part 18, Uniform Administrative Requirements for Grants and Cooperative Agreements to State and Local Governments.
- (3) Any project cost for which the project lead has received funds that are determined by subsequent audit to be unallowable under 2 CFR 225, 48 CFR, Chapter 1, Part 31 or 49 CFR, Part 18, are subject to repayment by the project lead to the State of California (State). All projects must reduce greenhouse gas emissions, as required under Public Resources Code section 75230, and any project that fails to reduce greenhouse gases shall also have its project costs submit to repayment by the project lead to the State. Should the project lead fail to reimburse moneys due to the State within thirty (30) days of demand, or within such other period as may be agreed in writing between the Parties hereto, the State is authorized to intercept and withhold future payments due the project lead from the State or any third-party source, including but not limited to, the State Treasurer and the State Controller.

E. Record Retention

- (1) The project lead agrees, and will assure that its contractors and subcontractors shall establish and maintain an accounting system and records that properly accumulate and segregate incurred project costs and matching funds by line item for the project. The accounting system of the project lead, its contractors and all subcontractors shall conform to Generally Accepted Accounting Principles (GAAP), and enable the determination of incurred costs at interim points of completion. All accounting records and other supporting papers of the project lead, its contractors and subcontractors connected with LCTOP funding shall be maintained for a minimum of three (3) years after the “Project Closeout” report or final Phase 2 report is submitted (per ARB Funding Guidelines, Vol. 3, page 3.A-16), and shall be held open to inspection, copying, and audit by representatives of the State and the California State Auditor. Copies thereof will be furnished by the project lead, its contractors, and subcontractors upon receipt of any request made by the State or its agents. In conducting an audit of the costs claimed, the State will rely to the maximum extent possible on any prior audit of the project lead pursuant to the provisions of federal and State law. In the absence of such an audit, any acceptable audit work performed by the project lead’s external and internal auditors may be relied upon and used by the State when planning and conducting additional audits.
- (2) For the purpose of determining compliance with Title 21, California Code of Regulations, Section 2500 et seq., when applicable, and other matters connected with the performance of the project lead’s contracts with third parties pursuant to Government Code § 8546.7, the project sponsor, its contractors and subcontractors and the State shall each maintain and make available for inspection all books, documents, papers, accounting records, and other evidence pertaining to the performance of such contracts, including, but not limited to, the costs of administering those various contracts. All of the above referenced parties shall make such materials available at their respective offices at all reasonable times during the entire project period and for three (3) years from the date of final payment. The State, the California State Auditor, or any duly authorized representative of the State, shall each have access to any books, records, and documents that are pertinent to a project for audits, examinations, excerpts, and transactions, and the project lead shall furnish copies thereof if requested.
- (3) The project lead, its contractors and subcontractors will permit access to all records of employment, employment advertisements, employment application forms, and other pertinent data and records by the State Fair Employment Practices and Housing Commission, or any other agency of the State of California designated by the State, for the purpose of any investigation to ascertain compliance with this document.

F. Special Situations

The Department may perform an audit and/or request detailed project information of the project sponsor’s LCTOP funded projects at the Department’s discretion at any time prior to the completion of the LCTOP.

I certify all of these conditions will be met.

BY: 
Celia McAdam, AICP, CTP, Executive Director
Placer County Transportation Planning Agency



PLACER COUNTY
TRANSPORTATION
PLANNING AGENCY

KEITH NESBITT
City of Auburn
TONY HESCH
City of Colfax
STAN NADER
City of Lincoln
BRIAN BAKER
Town of Loomis
SCOTT YUILL
City of Rocklin
SUSAN ROHAN
City of Roseville
JIM HOLMES
KIRK UHLER
Placer County
RON TREABESS
Citizen Representative
CELIA McADAM
Executive Director

December 7, 2016

Joan Phillipe, Interim Town Manager
Town of Loomis
3665 Taylor Road
Loomis, CA 95650

SUBJECT: AMENDED FUNDING AGREEMENT 15-01 BETWEEN THE TOWN OF LOOMIS AND THE PLACER COUNTY TRANSPORTATION PLANNING AGENCY FOR THE TOWN OF LOOMIS COMMUNITY TRANSIT ENHANCEMENT - MULTI-MODAL EV CHARGING STATION PROJECT

Dear Ms. Phillipe:

This letter, when countersigned, authorizes funding by the Placer County Transportation Planning Agency (PCTPA) for work to be performed by the Town of Loomis for the Loomis Community Transit Enhancement - Multi-Modal EV Charging Station Project.

1. **Funding Agreement:** This Funding Agreement is the statement of contract specific requirements applicable to the work effort to be undertaken by the Town of Loomis for the Loomis Community Transit Enhancement - Multi-Modal EV Charging Station Project Transit Improvement Project. The Town of Loomis ~~Community Transit Enhancement - Multi-Modal EV Charging Station Project~~ Transit Improvement Project will be funded under the Public Transit Modernization Improvement Service Enhancement Account (PTMISEA) included in Proposition 1B, the Highway Safety, Traffic Reduction, Air Quality and Port Security Bond Act, approved by California voters in November 2006. The Town of Loomis ~~Community Transit Enhancement - Multi-Modal EV Charging Station Project~~ Transit Improvement Project PTMISEA amended grant application for FY 2014/15 is incorporated in this Funding Agreement.
2. **Term:** Town is to commence work immediately and shall be completed no later than ~~December 30, 2016~~ December 30, 2017, according to the Project schedule / milestones provided in the PTMISEA amended grant application for FY 2014/15.
3. **Scope of Services:** Town will perform the tasks / milestones to manage and install the Town of Loomis ~~Community Transit Enhancement - Multi-Modal EV Charging Station Project~~ Transit Improvement Project provided in the PTMISEA amended grant application for FY 2014/15.

Town of Loomis Funding Amended Agreement #15-01

December 7, 2016

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4. **Personnel:** Town will provide its own personnel to perform the work specified in the Funding Agreement. Town will also provide administrative support, management, and overhead expenses.

5. **Compensation:** For services rendered, the Town of Loomis will receive a sum not to exceed the amount of ~~\$51,366~~ \$39,015 (plus accrued interest) identified in the Town of Loomis ~~Community Transit Enhancement - Multi-Modal EV Charging Station Project~~ Transit Improvement Project PTMISEA amended grant application for FY 2014/15. Upon completion of the Project, the Town shall submit one invoice for reimbursement. The invoice for payment shall reference the work completed and the hours and cost associated with each task / milestone.

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

Celia McAdam, Executive Director Date _____
Placer County Transportation Planning Agency Town of Loomis Date

Attachment: Town of Loomis ~~Community Transit Enhancement - Multi-Modal EV Charging Station Project~~ Transit Improvement Project PTMISEA FY 2014/15 Amended Grant Application

c: Britton Snipes, Town of Loomis
David Melko, PCTPA



MEMORANDUM

TO: Placer County Airport Land Use Commission **DATE:** November 15, 2016
FROM: David Melko, Senior Transportation Planner
SUBJECT: **9:00 A.M. - PUBLIC HEARING: VILLAGE 5 GENERAL PLAN
AMENDMENT / SPECIFIC PLAN CONSISTENCY DETERMINATION**

ACTION REQUESTED

1. Conduct a public hearing regarding consistency of the Village 5 General Plan Amendment and Specific Plan with the Placer County Airport Land Use Compatibility Plan.
2. Find that the Village 5 General Plan Amendment and Specific Plan is consistent with the Placer County Airport Land Use Compatibility Plan (ALUCP) subject to the recommendations shown on Attachment 3.

BACKGROUND

Airport Land Use Commission (ALUC)

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

Placer County Airport Land Use Compatibility Plan (ALUCP)

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 is required for adoption or amendment of general plans, specific plans, facility master plans, zoning changes, and building regulations that affect land within an airport area.

Proposed Action

The City of Lincoln is requesting ALUC review of the Village 5 General Plan Amendment and Specific Plan to determine whether the changes comply with the Lincoln Regional Airport ALUCP. The ALUC application (Attachment 1) was submitted October 21, 2016. The applicant is Richland Communities, Inc. The ALUC has 60 days from October 21 to act on the City's request.

The Village 5 Specific Plan is located in the City of Lincoln south of Nicolaus Road, west of Nelson Lane, and south and west of the SR 65 Bypass. Lincoln Regional Airport is located directly adjacent to the northern side of the Specific Plan area. The applicant, Richland Communities Inc., proposes to develop the Village 5 Specific Plan, a mix of residential and nonresidential uses comprising 4,787

**Placer County Airport Land Use Commission
PUBLIC HEARING: VILLAGE 5 GENERAL PLAN
AMENDMENT / SPECIFIC PLAN CONSISTENCY
DETERMINATION**

November 2016

Page 2

Acres. Village 5 is designed to adhere to ALUCP requirements regarding land use, density/intensity, and development standards for the compatibility zones that overlay the project area. Attachment 2 provides the Specific Plan map as well as land use data arrayed in tabular format by ALUCP zones.

Public Notice

ALUC review requires notice be provided to the public ten days prior to the hearing. A public hearing notice was published in the Lincoln News Messenger on November 24, 2016. Notice was also posted on PCTPA's website, the City of Lincoln's eBulletin, mailed to all property owners within 300 feet of the Village 5 boundary, and also emailed to Lincoln airport stakeholders.

DISCUSSION

Before the City of Lincoln can take final action to approve the Village 5 General Plan Amendment and Specific Plan the ALUC must find the proposal consistent with the ALUCP. The ALUC has three choices, finding the amendments and rezone:

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

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

- No direct conflicts exist between the ALUCP and the proposal; 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

The majority of Village 5 is located within the influence area of Lincoln Regional Airport as shown in Attachment 2. An early draft of the Village 5 Specific Plan was reviewed by ALUC staff during the development of the Lincoln Regional ALUCP in 2013. Overall, the proposed Village 5 Specific Plan does a good job of addressing both land use compatibility issues and the environmental issues that encompass aircraft noise and safety due to aircraft operations. ALUC review of the Specific Plan land uses and recommendations are included as Attachment 3.

Staff recommends the ALUC find the Village 5 General Plan Amendment and Specific Plan consistent with the ALUCP subject to the recommendations shown on Attachment 3. The TAC concurs with the staff recommendation.

Attachment 1 – Village 5 ALUC Application
Attachment 2 – Village 5 Land Use Plan Map and Data
Attachment 3 – Village 5 ALUC Consistency Review


RECEIVED

OCT 31 2016

APPENDIX G

PCTPA

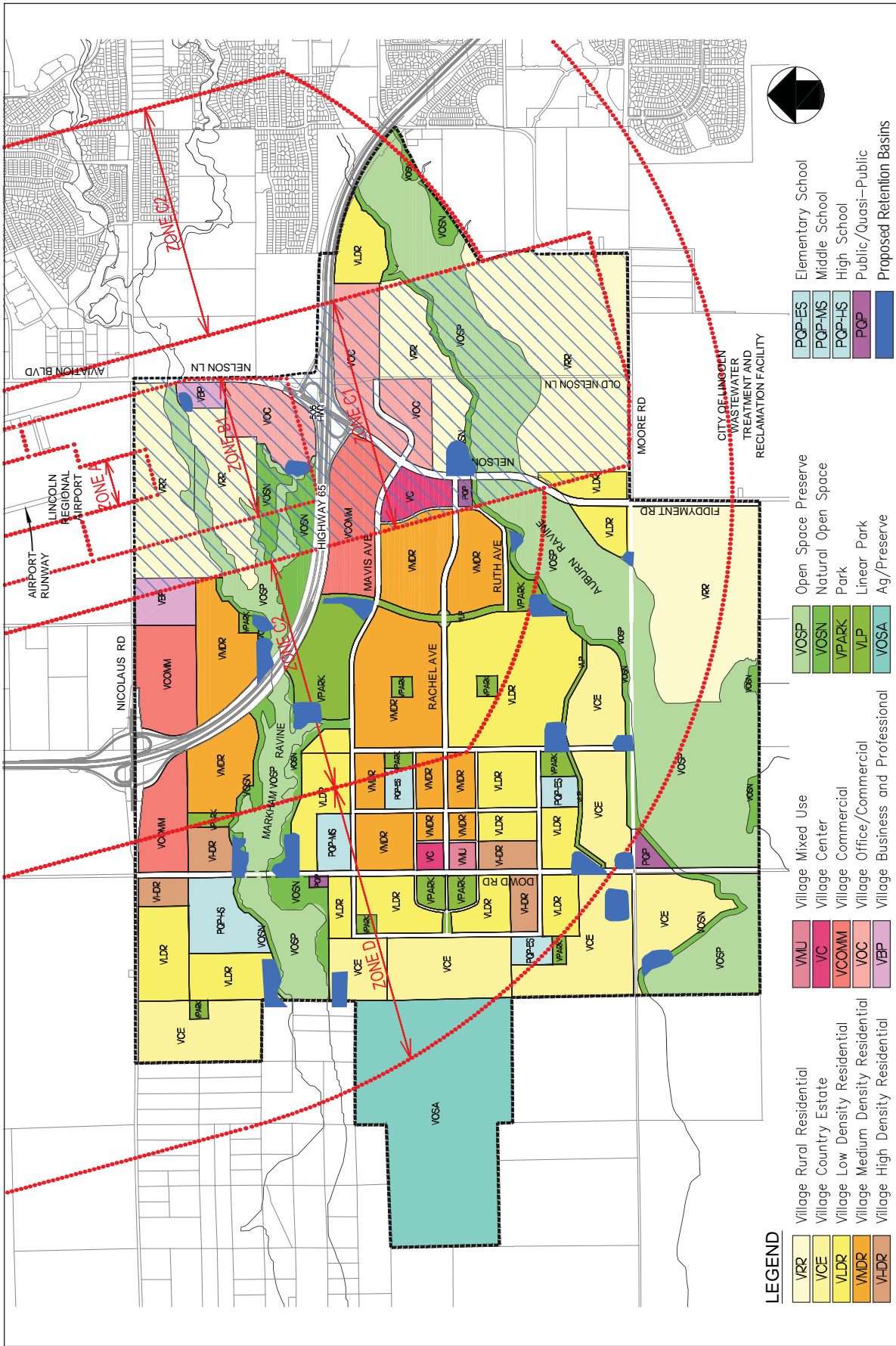
Project Referral Form

	PLACER COUNTY AIRPORT LAND USE COMMISSION		PROJECT APPLICATION FOR LAND USE ACTION REVIEW		ALUC Identification No.
	PROJECT PROPONENT (TO BE COMPLETED BY APPLICANT)				
Date of Application	October 21, 2016				
Applicant	Richland Developers, Inc.	Phone Number	916.782.3330		
Mailing Address	3000 Lava Ridge Court, Suite 115 Roseville, CA 95661				
Agent (if any)	Kate J. Hart	Phone Number	916.782.3330		
Mailing Address	Same as above.				
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	See Attachment A, which identifies the land use and airport compatibility zones.				
Assessor's Parcel No.	Multiple	Parcel Size	4,787 acres		
Subdivision Name	Village 5 Specific Plan		Zoning Classification	F-B-5 ac., F-B-20 ac., F-B-80 ac.	
Lot Number					
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)	Current land uses on the properties within the Village 5 Plan Area include cattle grazing, rice farming, small ranches, and rural residences. An aerial map of the Plan Area in its existing condition is attached as Attachment B.				
Proposed Land Use (describe)	Proposed land uses would include residential, commercial, retail, recreations, open space, public and educational uses. Housing types would include rural residential, country estates, low-, medium, and high-density detached and attached single-family and multifamily homes. A proposed Land Use Plan is attached as Attachment C. This Plan also identifies the location of the Markham and Auburn Ravines and roadways.				
For Residential Uses	Number of Parcels or Units on Site (exclude secondary units)				
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)				ft.
	Highest Elevation (above sea level) of Any Object or Terrain on Site				ft.
Flight Hazards	Does the Project Involve Characteristics that: • Could Create Electrical Interference, Confusing Lights, Glare, Smoke, or Other Electrical or Visual Hazards to Aircraft Flight? <input checked="" type="checkbox"/> Yes <input 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 <u>The proposed project would allow for the development of the Plan Area with homes, commercial retail and office, as well as other uses. Notably, however, the proposed plan and EIR minimize any potential impacts to the LRA.</u>				

REFERRING AGENCY (TO BE COMPLETED BY SUBMITTING AGENCY STAFF)	
Date Received <u>October 31, 2016</u>	Type of Project
Agency Name <u>City of Lincoln</u>	<input checked="" type="checkbox"/> General Plan Amendment
Staff Contact <u>Jim Bermudez</u>	<input checked="" type="checkbox"/> Zoning Amendment or Variance
Phone Number <u>916-434-2476</u>	<input type="checkbox"/> Subdivision Approval
Agency's Project No. <u>Village 5/SDOB</u>	<input type="checkbox"/> Use Permit
	<input type="checkbox"/> Public Facility
	<input checked="" type="checkbox"/> Other <u>Annexation</u>
Placer County Inter-Agency Coordination: Indicate neighboring agencies that have been notified of project.	
<input checked="" 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>10-31-2016</u> By <u>David Melko</u>
Is Application Complete?	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
If no, cite reasons _____	
Airport	<input type="checkbox"/> Auburn Municipal <input type="checkbox"/> Blue Canyon <input checked="" type="checkbox"/> Lincoln Regional
Land Use Category/Categories <u>Various - Village 5 SP</u>	
Noise Compatibility	Exterior Noise Exposure (CNEL) <input checked="" type="checkbox"/> ≤ 55 <input checked="" type="checkbox"/> 55 - 60 <input checked="" type="checkbox"/> 60 - 65 <input type="checkbox"/> 65 - 70 <input type="checkbox"/> ≥ 70
Land Use Acceptability	<input checked="" type="checkbox"/> Normally Compatible <input checked="" 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 type="checkbox"/> 6 <input type="checkbox"/> None
Land Use Acceptability	<input checked="" type="checkbox"/> Normally Compatible <input checked="" type="checkbox"/> Conditional <input type="checkbox"/> Incompatible
Site-wide Avg. Density/Intensity Criteria Met? <input type="checkbox"/> Yes <input type="checkbox"/> No	
Single-Acre Density/Intensity Criteria Met? <input 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 type="checkbox"/> No <u>NA</u>
Other Hazards to Flight Excluded? <input checked="" type="checkbox"/> Yes <input 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 <u>10-31-2016</u>
Include Conditions?	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Conditions: <u>See ALUC Staff Report</u>	
ALUC Action	<input type="checkbox"/> Consistent Date <u>12-7-2016</u>
<input type="checkbox"/> Consistent with Conditions (list conditions / attach additional pages if needed)	

<input type="checkbox"/> Inconsistent (list reasons / attach additional pages if needed)	

Figure 3.11-5
Land Use & Airport Compatibility Zones



SOURCE: Cunningham Engineering, 2015

Table B-1: Land Use Summary by Planning Area

Land Use Designation	Land Use	Density (du/ac)	FAR	Area A			Area A1			Area A2			Area B			Area C			Area D						
				Acres	Units	Sq Ft	Acres	Units	Sq Ft	Acres	Units	Sq Ft	Acres	Units	Sq Ft	Acres	Units	Sq Ft	Acres	Units	Sq Ft				
Village Residential	VRR	0.5		0.0	0	0	0.0	0	0	0	0.0	34	88.9	0	0	0	0.0	0	0	0	0.0	62	179.5	0	0
Rural	VCE	2		50.1	96	0	50.1	0	0	0	0.0	0	0.0	0	0	0	0.0	0	0	0	0.0	0	0.0	0	0
Village Country Estate	VLDR	5		196.2	909	0	175.4	809	100	20.8	158	35.3	0	0	0	0.0	0	0	0	0.0	0	0	0.0	0	0
Village Residential Low Density	VMDR	7		224.5	1,412	0	111.5	702	710	113.0	0	0.0	0	0	0	0.0	0	0	0	0.0	0	0	0.0	0	0
Village Residential Medium Density	VHDR	21		0.0	0	0	0.0	0	0	0.0	0	0.0	0	0	0	0.0	0	0	0	0.0	0	0	0.0	0	0
Village Residential High Density	VMU	7.5	0.35	0.0	0	0	0.0	0	0	0.0	0	0.0	0	0	0	0.0	0	0	0	0.0	0	0	0.0	0	0
Village Mixed Use	VC		0.35	26.4	0	342,100	0.0	0	0	26.4	0	0.0	0	0	0	0.0	0	0	0	0.0	0	0	0.0	0	0
Village Center	VCOMM		0.25	79.5	0	751,900	0.0	0	0	79.5	0	0.0	0	0	0	0.0	0	0	0	0.0	0	0	0.0	0	0
Village Commercial	VOC		0.30	0.0	0	0	0.0	0	0	0.0	0	102.5	0	0	0	0.0	0	0	0	0.0	0	0	0.0	0	0
Office/Commercial	VBP		0.25	0.0	0	0	0.0	0	0	0.0	0	0.0	0	0	0	0.0	0	0	0	0.0	0	0	0.0	0	0
Village Business and Professional	POP-ES			12.0	0	0	12.0	0	0	0.0	0	0.0	0	0	0	0.0	0	0	0	0.0	0	0	0.0	0	0
Elementary School	POP-MS			0.0	0	0	0.0	0	0	0.0	0	0.0	0	0	0	0.0	0	0	0	0.0	0	0	0.0	0	0
Middle School	POP-HS			0.0	0	0	0.0	0	0	0.0	0	0.0	0	0	0	0.0	0	0	0	0.0	0	0	0.0	0	0
High School	POP			3.9	0	0	0.0	0	0	3.9	0	0.0	0	0	0	0.0	0	0	0	0.0	0	0	0.0	0	0
Public / Quasi-Public	VPARK			100.6	0	0	84.6	0	0	16.0	0	0.0	0	0	0	0.0	0	0	0	0.0	0	0	0.0	0	0
Park	VLP			14.0	0	0	14.0	0	0	0.0	0	0.0	0	0	0	0.0	0	0	0	0.0	0	0	0.0	0	0
Linear Park	VOSA			0.0	0	0	0.0	0	0	0.0	0	0.0	0	0	0	0.0	0	0	0	0.0	0	0	0.0	0	0
Ag/Preserve	VOSP			0.0	0	0	0.0	0	0	0.0	0	0.0	0	0	0	0.0	0	0	0	0.0	0	0	0.0	0	0
Open Space	VOSN			17.3	0	0	17.3	0	0	0.0	0	33.5	0	0	0	0.0	0	0	0	0.0	0	0	55.2	0	0
Preserve	ROW			74.6	0	0	32.6	0	0	42.0	0	6.2	0	0	0	0.0	0	0	0	0.0	0	0	0.0	0	0
Natural Open Space	HWY			0.0	0	0	0.0	0	0	0.0	0	0.0	0	0	0	0.0	0	0	0	0.0	0	0	0.0	0	0
Right of Way				799.1	2,417	1,094,000	497.5	1,607	810	301.6	192	266.4	1,094,000	1,142,200	81.5	659,100	234.7	62	0	0	0	0	0	0	0
Highway 65																									
TOTAL:																									

Table B-2: Land Use Detail by Parcel/Node

Node	Land Use	Airport Zone	Gross Acres	Detention Pond	Airport Req'd Open Land	Net Acres	Units	Off/Comm SF	Planning Area
101	VCE	D	75.7	0.0	0.0	75.7	151	0	F
102	VPARK	D	3.6	0.0	0.0	3.6	0	0	F
103	VLDR	D	49.7	0.0	0.0	49.7	248	0	F
104	VLDR	D	42.3	6.1	0.0	36.2	181	0	F
105	PQP-HS	D	48.7	0.0	0.0	48.7	0	0	F
106	VHDR	D	14.9	0.0	0.0	14.9	312	0	F
107	VCOMM	D	20.0	0.0	0.0	20.0	0	217,800	F
108	VCOMM	C2	30.4	0.0	3.0	27.4	0	297,900	F
109	VHDR	D	4.6	0.0	0.0	4.6	96	0	F
110	VHDR	D	16.0	0.0	0.0	16.0	336	0	F
111A	VPARK	D	0.2	0.0	0.0	0.2	0	0	F
111B	VPARK	C2	1.3	0.0	0.1	1.1	0	0	F
112A	VPARK	D	3.0	0.0	0.0	3.0	0	0	F
112B	VPARK	C2	2.1	0.0	0.2	1.9	0	0	F
113	VMDR	C2	6.7	0.0	0.7	6.0	42	0	F
114	VMDR	C2	46.4	1.3	4.5	40.6	284	0	F
115	VCOMM	C2	66.4	0.0	6.6	59.8	0	650,700	E
116A	VBP	C2	23.4	0.0	2.3	21.1	0	229,300	E
116B	VBP	C1	6.7	0.0	1.0	5.7	0	62,000	E
117	VMDR	C2	65.0	0.0	6.5	58.5	409	0	E
118	VPARK	C2	3.5	0.0	0.4	3.2	0	0	E
119A	VRR	C2	0.5	0.0	0.0	0.4	0	0	D
119B	VRR	C1	3.6	0.0	0.5	3.1	1	0	D
120A	VRR	C1	27.5	0.0	4.1	23.4	11	0	D
120B	VRR	B1	63.8	0.0	16.0	47.9	23	0	D
120C	VRR	A	10.1	0.0	10.1	0.0	0	0	D
120D	VRR	C1	1.6	0.0	0.2	1.4	0	0	D
121A	VRR	C2	3.5	0.0	0.4	3.2	1	0	D
121B	VRR	C1	14.5	0.0	2.2	12.3	6	0	D
121C	VRR	B1	54.4	0.0	13.6	40.8	20	0	D
122A	VOC	B1	47.7	2.1	11.4	34.2	0	446,900	C
122B	VOC	C1	9.7	0.0	1.5	8.2	0	107,700	C
123	VBP	C1	12.7	1.4	1.7	9.6	0	104,500	C
128	POP	D	2.3	0.0	0.0	2.3	0	0	H
129	VCE	D	37.6	4.1	0.0	33.5	67	0	H
130	VLDR	D	14.8	0.0	0.0	14.8	74	0	H
131	VPARK	D	4.0	0.0	0.0	4.0	0	0	H
132	VCE	D	79.9	0.0	0.0	79.9	159	0	H
133	VLDR	D	37.5	0.0	0.0	37.5	187	0	H
134	VLDR	D	25.4	0.0	0.0	25.4	127	0	H
135	VHDR	D	16.1	0.0	0.0	16.1	338	0	H
136	VPARK	D	9.5	0.0	0.0	9.5	0	0	H
137	VPARK	D	9.5	0.0	0.0	9.5	0	0	H
138	PQP-ES	D	12.1	0.0	0.0	12.1	0	0	H
139	VPARK	N/A	4.0	0.0	0.0	4.0	0	0	H
140	VLDR	D	23.6	0.0	0.0	23.6	118	0	H
141	VCE	N/A	94.4	5.6	0.0	88.8	177	0	H
142	VCE	N/A	60.4	3.6	0.0	56.8	113	0	H
143	POP-MS	D	20.0	0.0	0.0	20.0	0	0	I
144A	VLDR	D	29.1	0.0	0.0	29.1	145	0	I
144B	VLDR	C2	17.3	0.0	1.7	15.6	77	0	I
144C	VLDR	C2	9.5	1.0	0.9	7.7	38	0	A1

Node	Land Use	Airport Zone	Gross Acres	Detention Pond	Airport Req'd Open Land	Net Acres	Units	Off/Comm SF	Planning Area
145	VPARK	C2	29.9	4.5	2.5	22.9	0	0	A1
146	VPARK	C2	41.3	3.1	3.8	34.4	0	0	A1
147	VPARK	C2	4.5	0.0	0.5	4.1	0	0	A1
148	VMDR	D	34.3	0.0	0.0	34.3	240	0	I
149A	VMDR	D	10.5	0.0	0.0	10.5	73	0	I
149B	VMDR	C2	6.8	0.0	0.7	6.1	42	0	I
150A	PQP-ES	D	11.3	0.0	0.0	11.3	0	0	A1
150B	PQP-ES	C2	0.7	0.0	0.1	0.6	0	0	A1
151	VC	D	7.5	0.0	0.0	7.5	0	114,300	I
152	VMDR	D	7.7	0.0	0.0	7.7	53	0	I
153A	VMDR	D	14.3	0.0	0.0	14.3	100	0	I
153B	VMDR	C2	1.7	0.0	0.2	1.5	10	0	I
154	VMU	D	7.5	0.0	0.0	7.5	56	114,300	I
155	VMDR	D	7.7	0.0	0.0	7.7	53	0	I
156	VMDR	D	16.0	0.0	0.0	16.0	112	0	I
157	VHDR	D	17.1	0.0	0.0	17.1	359	0	I
158	VLDL	D	17.5	0.0	0.0	17.5	87	0	I
159	VLDL	D	34.0	0.0	0.0	34.0	170	0	I
160	VLDL	D	25.6	4.5	0.0	21.1	105	0	I
161	PQP-ES	D	11.8	0.0	0.0	11.8	0	0	I
162	VPARK	D	7.9	0.0	0.0	7.9	0	0	I
163	VCE	D	55.2	2.1	0.0	53.1	106	0	I
164	POP	N/A	7.4	0.0	0.0	7.4	0	0	H
165	VMDR	C2	88.6	0.0	8.9	79.7	558	0	A1
166	VPARK	C2	4.5	0.0	0.5	4.1	0	0	A1
167	VMDR	C2	22.9	0.0	2.3	20.6	144	0	A1
168A	VLDL	C2	56.8	0.0	5.9	52.9	264	0	A1
168B	VLDL	D	94.4	4.7	0.0	89.7	448	0	A1
168C	VLDL	C2	7.2	0.0	0.7	6.5	32	0	A1
168D	VLDL	D	5.5	0.0	0.0	5.5	27	0	A1
170	VPARK	C2	4.4	0.0	0.4	4.0	0	0	A1
173	VCE	D	50.1	2.0	0.0	48.1	96	0	A1
174A	VCOMM	C2	29.5	0.0	3.0	26.6	0	289,100	A2
174B	VCOMM	C1	50.0	0.0	7.5	42.5	0	462,800	A2
175	VMDR	C2	63.8	0.0	6.4	57.4	401	0	A2
176	VC	C1	26.4	0.0	4.0	22.4	0	342,100	A2
177	VMDR	C2	49.2	0.0	4.9	44.3	309	0	A2
178	PQP	C1	3.9	0.0	0.6	3.3	0	0	A2
179	VLDL	D	20.8	0.8	0.0	20.0	100	0	A2
180	VRR	D	217.0	0.0	0.0	217.0	108	0	J
181A	VOC	C1	64.4	0.0	9.7	54.7	0	715,300	B
181B	VOC	C2	5.8	0.0	0.6	5.2	0	68,200	B
182	VLDL	C2	35.3	0.0	3.5	31.8	158	0	B
183	VOC	C1	32.3	0.0	4.8	27.5	0	358,700	B
184	VRR	C1	88.9	6.6	12.3	70.0	34	0	B
185A	VLDL	D	18.7	0.0	0.0	18.7	93	0	J
185B	VLDL	C1	2.6	0.0	0.4	2.2	11	0	J
186A	VRR	D	2.9	0.0	0.0	2.9	1	0	J
186B	VRR	C1	270.8	0.0	40.6	230.2	115	0	J
187	VLP	C2	9.4	0.0	0.9	8.5	0	0	A1
188	VLP	D	5.5	0.0	0.0	5.5	0	0	I
189	VLP	D	4.6	0.0	0.0	4.6	0	0	A1
190	VPARK	C2	16.0	5.6	1.0	9.4	0	0	A2

Node	Land Use	Airport Zone	Gross Acres	Detention Pond	Airport Req'd Open Land	Net Acres	Units	Off/Comm SF	Planning Area
201	VOSP	N/A	56.8	0.0	0.0	56.8	0	0	--
202	VOSP	N/A	69.3	0.0	0.0	69.3	0	0	--
203	VOSP	N/A	87.5	0.0	0.0	87.5	0	0	--
205	VOSP	N/A	231.6	0.0	0.0	231.6	0	0	--
206	VOSP	N/A	9.5	0.0	0.0	9.5	0	0	--
207	VOSP	N/A	115.3	0.0	0.0	115.3	0	0	--
208	VOSP	N/A	190.0	0.0	0.0	190.0	0	0	--
209	VOSP	N/A	81.1	0.0	0.0	81.1	0	0	--
301	VOSN	N/A	6.6	0.0	0.0	6.6	0	0	F
302	VOSN	N/A	17.7	4.9	0.0	12.8	0	0	F
303	VOSN	N/A	23.0	0.0	0.0	23.0	0	0	H
304	VOSN	N/A	19.5	5.2	0.0	14.3	0	0	I
305	VOSN	N/A	9.4	6.0	0.0	3.4	0	0	E
306	VOSN	N/A	20.3	0.0	0.0	20.3	0	0	D
307	VOSN	N/A	34.9	0.0	0.0	34.9	0	0	D
308	VOSN	N/A	13.2	0.0	0.0	13.2	0	0	H
309	VOSN	N/A	5.9	0.0	0.0	5.9	0	0	J
310	VOSN	N/A	3.7	0.0	0.0	3.7	0	0	J
311	VOSN	N/A	17.3	0.0	0.0	17.3	0	0	A1
312	VOSN	N/A	33.5	0.0	0.0	33.5	0	0	B
313	VOSN	N/A	9.9	0.0	0.0	9.9	0	0	J
314	VOSN	N/A	3.2	0.0	0.0	3.2	0	0	J
315	VOSA	N/A	343.5	0.0	0.0	343.5	0	0	G
501A	ROW	N/A	28.2	0.0	0.0	28.2	0	0	A1
501B	ROW	N/A	8.8	0.0	0.0	8.8	0	0	F
501C	ROW	N/A	40.1	0.0	0.0	40.1	0	0	H
501D	ROW	N/A	38.8	0.0	0.0	38.8	0	0	I
501E	ROW	N/A	7.2	0.0	0.0	7.2	0	0	J
501F	ROW	N/A	6.8	0.0	0.0	6.8	0	0	--
502A	ROW	N/A	4.6	0.0	0.0	4.6	0	0	H
502B	ROW	N/A	3.2	0.0	0.0	3.2	0	0	--
503A	ROW	N/A	3.8	0.0	0.0	3.8	0	0	F
504A	ROW	N/A	4.4	0.0	0.0	4.4	0	0	A1
504B	ROW	N/A	42.0	0.0	0.0	42.0	0	0	A2
504C	ROW	N/A	6.2	0.0	0.0	6.2	0	0	B
504D	ROW	N/A	11.4	0.0	0.0	11.4	0	0	C
504G	ROW	N/A	3.8	0.0	0.0	3.8	0	0	J
504H	ROW	N/A	16.3	0.0	0.0	16.3	0	0	--
505	HWY	N/A	139.0	0.0	0.0	139.0	0	0	--
TOTAL			4,786.9	75.2	216.3	4,495.5	8,206	4,581,600	

ALUC CONSISTENCY REVIEW: VILLAGE 5 SPECIFIC PLAN

December 7, 2016

Village 5 Specific Plan and Airport Compatibility Zones (refer to Attachment 2 map)

Zone A overlays a small portion of the northeast area of Village 5. Under the Specific Plan, this area is proposed as rural residential.

Recommendation: Rural residential is prohibited within Zone A.

Zone B1 would overlay most of the northeast corner of Village 5 where it wraps around Zone A. Land uses proposed in Zone B1 include rural residential, business and professional, office and commercial, and natural open space. These uses are conditionally permitted within Zone B1. There are height and use restrictions with which the Specific Plan would have to comply. Further, rural residential under the ALUCP is recommended as one dwelling unit per 10-acre minimum lots. The proposed density is closer to one dwelling unit per 3 acres.

Recommendation: Proposed uses would be compatible with the Zone B1 restrictions. Clustering of rural residential development is recommended for this use within Zone B1.

Zone C1 would overlay much of the eastern side of Village 5. This zone conditionally permits single-family residential development, as well as parks, outdoor recreation, and commercial development. Airspace review is required for any structure proposed in excess of 70 feet in height. Uses proposed for this zone include rural residential, low-density residential, village center, commercial, and open space.

Recommendation: Proposed uses would be compatible with the Zone C1 restrictions.

Zone C2 would cover much of the center of Village 5. Proposals for this area include both conditionally permitted and compatible uses. Uses proposed include low and medium-density residential, parks, commercial, and open space.

Recommendation: Proposed uses would be compatible with the Zone C2 restrictions.

Zone D would cover much of the western and southern areas of Village 5. This zone is the least restrictive of the compatibility zones. Proposed uses in this area include a variety of the uses included in the other zones including high-density residential development and public schools.

Recommendation: Proposed uses would be compatible within Zone D.

Open Space Preserve/Natural Open Space and On-Site Detention Basins

Village 5 includes Open Space Preserve and Natural Open Space areas located within Zone B1. Village 5 also includes on-site detention basins located in Zones B1, C1, C2 and D. Generally, the concern is that majority of Village 5 is located where about 80 percent of aircraft overflights occur. Open space and on-site detention uses create an increased attraction for wildlife, especially large flocks of birds, which pose hazards to aircraft in flight.

Recommendation: Ensure proposed uses are implemented in a manner consistent with ALUCP Policy 3.5.3(a) (6) and Federal Aviation Administration regulations (FAA Advisory Circular 150/5200-33B, "Hazardous Wildlife Attractants On or Near Airports").

Noise

Village 5 land uses located in Zones B1 and C1 would be exposed to exterior aircraft noise levels from at least 55 dBA CNEL, with noise levels that could potentially exceed 60 dBA CNEL.

Recommendation: Commercial land uses and Public/Quasi-Public uses should all be subject to noise mitigation requirements.

Overflight Compatibility

The majority of Village 5 is located where about 80 percent of aircraft overflights occur.

Recommendation: An overflight notification shall be recorded for residential land uses within Compatibility Zones C1 or C2.

Recommendation: Dedication of an avigation easement is required for all land uses within Compatibility Zones A, B1, or B2.

ALUC CONSISTENCY REVIEW: VILLAGE 5 SPECIFIC PLAN

December 7, 2016

Village 5 Specific Plan Land Uses and Airport Compatibility Zones (refer to Attachment 2 tables)

Specific Plan Land Use Designations	ALUCP Zone	ALUC Comments
Rural Residential (VRR)	A, B1, C1, C2 & D	<ul style="list-style-type: none"> • Conflict with Zone A. VRR is a prohibited use in Zone A. • Conditional with Zones B1 & C1 assuming land use density criteria are met. • No conflict with Zones C2 & D.
Country Estates (VCE)	D	<ul style="list-style-type: none"> • No conflict with Zone D.
Low Density Residential (VLDR)	C2 & D	<ul style="list-style-type: none"> • Conditional with Zones C2 assuming land use density criteria are met. • No conflict with Zone D.
Medium Density Residential (VMDR)	C2 & D	<ul style="list-style-type: none"> • Conditional with Zones C2 assuming land use density criteria are met. • No conflict with Zone D.
High Density Residential (VHDR)	D	<ul style="list-style-type: none"> • No conflict with Zone D.
Village Mixed Use (VMU)	D	<ul style="list-style-type: none"> • No conflict with Zone D.
Village Center (VC)	C1 & D	<ul style="list-style-type: none"> • No conflict with Zones C1 & D.
Commercial (VCOMM)	C1, C2, & D	<ul style="list-style-type: none"> • Conditional with Zones C1 & C2 assuming land use intensity criteria are met. • No conflict with Zone D.
Business & Professional (VBP)	C1 & C2	<ul style="list-style-type: none"> • Conditional with Zones C1 & C2 assuming land use intensity criteria are met.
Office/Commercial (VOC)	B1, C1 & C2	<ul style="list-style-type: none"> • See comments for Commercial & BP above.
Schools	C2 & D	<ul style="list-style-type: none"> • Conditional with Zone C2 assuming land use intensity criteria are met. • No conflict with Zone D.
Public/Quasi-Public (PQP)	C1 & D	<ul style="list-style-type: none"> • Conditional assuming land use intensity criteria are met. • No conflict with Zone D.
AG/Preserve (VOSA)	D	<ul style="list-style-type: none"> • Conditional with Zone D assuming features avoid attracting birds/wildlife or provide mitigation consistent with FAA regulations.
Open Space Preserve (VOSP)	B1, C1, C2 & D	<ul style="list-style-type: none"> • In Zone B1 vegetation must be clear of airspace surfaces. • Conditional with Zone D assuming features avoid attracting birds/wildlife or provide mitigation consistent with FAA regulations.
Natural Open space (VOSN)	B1, C1, C2 & D	<ul style="list-style-type: none"> • See comments for Open Space preserve.
Park (VPARK)	C2 & D	<ul style="list-style-type: none"> • Conditional with Zone C2 assuming outdoor group recreation activities & land use intensity criteria are met. Not allowed if park is intended primarily for use by children. • No conflict with Zone C2 if focus is outdoor non-group recreation. • Conditional in Zone C2 if focus is large or major outdoor assembly & assuming land use intensity criteria are met. • No conflict with Zone D.
Linear Park (VLP)	C1, C2 & D	<ul style="list-style-type: none"> • No conflict with Zones C1, C2 & D.



MEMORANDUM

TO: Placer County Airport Land Use Commission **DATE:** November 15, 2016

FROM: David Melko, Senior Transportation Planner

SUBJECT: 9:00 A.M. - PUBLIC HEARING: PLACER COUNTY EMERGENCY
SHELTER ZONING TEXT AMENDMENT CONSISTENCY
DETERMINATION

ACTION REQUESTED

1. Conduct a public hearing regarding consistency of the Placer County Emergency Shelter Zoning Text Amendment with the Placer County Airport Land Use Compatibility Plan.
2. Find that the Placer County Emergency Shelter Zoning Text Amendment is consistent with the Placer County Airport Land Use Compatibility Plan subject to the changes shown in Attachment 1.

BACKGROUND

Airport Land Use Commission (ALUC)

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

Placer County Airport Land Use Compatibility Plan (ALUCP)

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 requires that any zoning ordinance revision that affects land within an airport influence area be reviewed for consistency with the ALUCP.

Proposed Action

Placer County is requesting ALUC review of an Emergency Shelter Zoning Text Amendment (ZTA) to determine whether the proposal complies with the ALUCP. The proposed ZTA is included as Attachment 1. It is anticipated the Board of Supervisors would consider the ZTA, including ALUC determination, in January 2017.

Placer County is proposing to amend Chapter 17, Article 17.06, Section 17.06.050 and Article 17.56, Section 17.56.295 of the County Zoning Ordinance to add Emergency Shelters as an allowable land use in three additional zoning districts subject to a Conditional Use Permit. The three zoning districts are: Heavy Commercial (C3), Industrial (IN) and Industrial Park (INP). Affected areas are shown in Attachment 2.

The ZTA responds to Board of Supervisors direction to evaluate alternative zoning districts for compatibility with Emergency Shelter development. The ZTA expands the list of zoning districts because suitable parcels are not currently zoned to allow for this use and locating a Shelter in the C3, IN and INP zoning districts would potentially minimize land use conflicts. Also, the ZTA would clarify and expand Shelter development standards, business practices and security requirements.

**Placer County Airport Land Use Commission
PUBLIC HEARING: PLACER COUNTY EMERGENCY
SHELTER ZONING TEXT AMENDMENT CONSISTENCY
DETERMINATION**

November 2016

Page 2

Public Notice

ALUC review requires notice be provided to the public ten days prior to the hearing. A public hearing notice was published in the Auburn Journal on November 20, 2016 and Lincoln Messenger on November 24, 2016. Notice was also posted on PCTPA's website, Placer County's eNewsletter, and emailed by Placer County to their Emergency Shelter ZTA and CEQA distribution lists.

DISCUSSION

The proposal to add an Emergency Shelter land use is a countywide zoning amendment that applies to properties throughout the unincorporated area of Placer County. The ZTA has the potential to affect lands within the influence area of Auburn Municipal and Lincoln Regional Airports. There are no lands in the unincorporated vicinity of Blue Canyon Airport where the ZTA would apply.

Before the Placer County can take final action to approve the Emergency Shelter ZTA the ALUC must find the proposal consistent with the ALUCP. The ALUC has three choices, finding the amendments and rezone:

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

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

- No direct conflicts exist between the ALUCP and the proposal; 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

Under the ALUCP, Emergency Shelters are categorized as an Institutional use. Refer to Attachment 3. Any Emergency Shelter proposed within an airport influence area is subject to compliance with ALUCP requirements. An Emergency Shelter is prohibited in Zones A and B1; conditional in Zones B2, C1 and C2 subject to meeting intensity criteria; and considered a compatible use in Zone D.

The ZTA includes language requiring that Emergency Shelters be consistent with the compatibility policies in the ALUCP. Further, under the ZTA, Emergency Shelters are subject to a Conditional Use Permit, considered a discretionary entitlement and therefore required to be routed to the ALUC for review when a project falls within an airport influence area. However, the PCTPA TAC recommended a minor change to the ZTA (shown in *italized type* on Attachment 1) to include referral of a Shelter to the ALUC when proposed in an airport influence area.

Staff recommends the ALUC find that the Emergency Shelter ZTA is consistent with the ALUCP subject to the changes shown in Attachment 1. The TAC concurs with the recommendation

Attachment 1 – Placer County Emergency Shelter – Proposed Zoning Text Amendment

Attachment 2 – Emergency Shelter ZTA - Affected Unincorporated Areas

Attachment 3 – ALUCP Compatibility Policies – Aub-4A and Lin-6A Tables

Section 17.06.050 of Article 17.06 of Chapter 17 of the Placer County Code is hereby amended as follows:

LAND USE TYPES	RESIDENTIAL				COMMERCIAL							INDUSTRIAL				AGRICULTURAL, RESOURCE, OPEN SPACE					
	RS	RM	RA	RF	C1	C2	C3	CPD	HS	OP	RES	AP	BP	IN	INP	AE	F	FOR	O	TPZ	W
Residential Uses																					
Emergency Shelter, 60 or fewer clients (Section 17.56.295)		C			MUP	CUP	<u>CUP</u>	CUP	MUP		MUP			<u>CUP</u>	<u>CUP</u>						
Emergency Shelter, 61 or more clients (Section 17.56.295)		MUP			MUP	CUP	<u>CUP</u>	CUP	MUP		MUP			<u>CUP</u>	<u>CUP</u>						

Section 17.56.295 entitled “Emergency Shelters” of Article 17.56 of Chapter 17 of the Placer County Code is hereby amended as follows:

When allowed by Sections 17.06.030 et seq., (Allowable land uses and permit requirements) in the zone applicable to a site, an emergency shelter in a fixed location is subject to the requirements of this section.

A. Location. Emergency shelter programs shall not be located within three hundred (300) feet of any other emergency shelter, or other similar program, unless such program is located within the same building or on the same lot. A ~~minor~~ use permit shall be required for any emergency shelter ~~to be~~ **proposed on a parcel** located within five hundred (500) feet from any elementary school, or secondary school, or any zone where emergency shelters are not permitted.

B. Development Standards. Comply with development standards for the residential multifamily zoning district **where proposed**, and applicable design guidelines.

C. Business Practices. The emergency shelter must comply with the following business practices:

1. The emergency shelter shall be in compliance with all building codes and fire standards;
2. Adequate security lighting **for parking lots, common areas, and access areas;**
3. **A minimum of two on-site staff and one on-call manager or supervisor plus additional trained staff and volunteers for each shelter. On-site or on-call management shall be provided during hours of operation; and**
4. **A Neighborhood Relations Plan shall be developed with the program operators. The plan shall include a contact for questions and concerns, coordination with the Sheriff’s Office, and other provisions for addressing potential neighborhood concerns. Those provisions shall include hours of operation, daily operations, intake and discharge hours, use of outdoor areas, and client rules of conduct.**

D. Parking. Off-street parking shall be provided based upon a demonstrated need; however, the parking standard shall not require more parking than for other residential or commercial uses within the same zone. As a guideline, an emergency shelter shall provide at a minimum one space designated exclusively for the manager and one space for each employee on the site. All parking is required to be off-street and on-site. ~~Emergency shelters are encouraged to be located no more than one-half mile from an existing bus route or, provide transportation between the facility and a transit corridor or bus line.~~

E. Security during hours of operation. The emergency shelter provider shall submit a Security Plan. The Plan shall include features such as security cameras, lighting, intake and discharge hours and procedures, and other appropriate security measures.

F. Emergency shelters are encouraged to be located no more than one-half mile from an existing bus route, or provide transportation between the facility and a transit corridor or bus line. Emergency shelters are also encouraged to be in proximity to services including but not limited to case management, job service programs, and grocery stores or provide transportation between the facility and such services.

G. Emergency Shelters *proposed within an Airport Influence Area* shall be referred to the Airport Land Use Commission for a determination of consistency with the compatibility policies set forth in the Airport Land Use Compatibility Plan.

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

Table AUB-4A, continued

Intensity Criteria ¹	Compatibility Zones						Intensity Criteria Interpretation
	A	B1	B2	C1	C2	D	
Max. Sitewide Average Intensity (people/acre) Max. Single-Acre Intensity (people/acre)	0 0	60 120	100 300	150 450	300 1,200	no limit	▶ All nonresidential development shall satisfy both sitewide and single-acre intensity limits
Open Land Requirement ²	all remain'g	25%	no req.	15%	10%	no req.	▶ See <i>Policy 3.4.10</i> for application
Land Use Category	Legend (see last page of table for interpretation)						Additional Criteria
<ul style="list-style-type: none"> ▶ Multiple land use categories may apply to a project ▶ Land uses not specifically listed shall be evaluated using the criteria for similar uses ▶ Typical occupancy Load Factor [approx. # s.f./person] indicated for certain uses³ 	Normally Compatible	Conditional	Incompatible				<ul style="list-style-type: none"> ▶ Conditions listed below apply to uses listed as "Conditional" (yellow) for a particular zone ▶ Numbers in yellow cells are Floor Area Ratios (FARs) based on typical occupancy load factor indicated for that use and average intensity limit indicated for zone
Short-Term Lodging (≤30 nights, except conference/assembly facilities): hotels, motels, other transient lodging [approx. 200 s.f./person]				0.69	1.38		C1, C2: Ensure intensity criteria met
Congregate Care: retirement homes, assisted living/residential care facilities, intermediate care facilities →							C2: Ensure intensity criteria met
<i>Educational and Institutional Uses</i>							
Family day care homes (≤14 children) ⁹ →							B1, B2: CNEL 45 dB max. interior noise level
Children's Schools: K-12, day care centers (>14 children), libraries →							C2: Allowed only if alternative site outside zone would not serve intended function; ensure intensity criteria met; exercise caution if clear audibility by users is essential
Adult Education classroom space: adult schools, colleges, universities [approx. 40 s.f./person]			0.09	0.14	0.28		B2, C1, C2: Ensure intensity criteria met
Indoor Major Assembly Facilities (capacity ≥1,000 people): auditoriums, conference centers, resorts, concert halls, indoor arenas							C2, D: Allowed only if alternative site outside zone would not serve intended function; ensure intensity criteria met; exercise caution if clear audibility by users is essential
Indoor Large Assembly Facilities (capacity 300 to 999 people): movie theaters, places of worship, cemetery chapels, mortuaries [approx. 15 s.f./person]				0.05	0.10		C1, C2: Ensure intensity criteria met
Indoor Small Assembly Facilities (capacity <300 people): community libraries; art galleries; museums; exhibition space, community/senior centers, emergency/homeless shelters → [approx. 100 s.f./person]			0.23	0.34	0.69		B2, C1, C2: Ensure intensity criteria met; not allowed if intended primarily for use by children; avoid outdoor spaces intended for noise-sensitive activities
Indoor Recreation: gymnasiums, club houses, athletic clubs, dance studios, sports complexes (indoor soccer), health clubs, spas [approx. 60 s.f./person]			0.14	0.21	0.41		B2, C1, C2: Ensure intensity criteria met; not allowed if intended primarily for use by children
In-Patient Medical: hospitals, mental hospitals, nursing homes →							C2: Allowed only if alternative site outside zone would not serve intended function; ensure intensity criteria met; exercise caution if clear audibility by users is essential

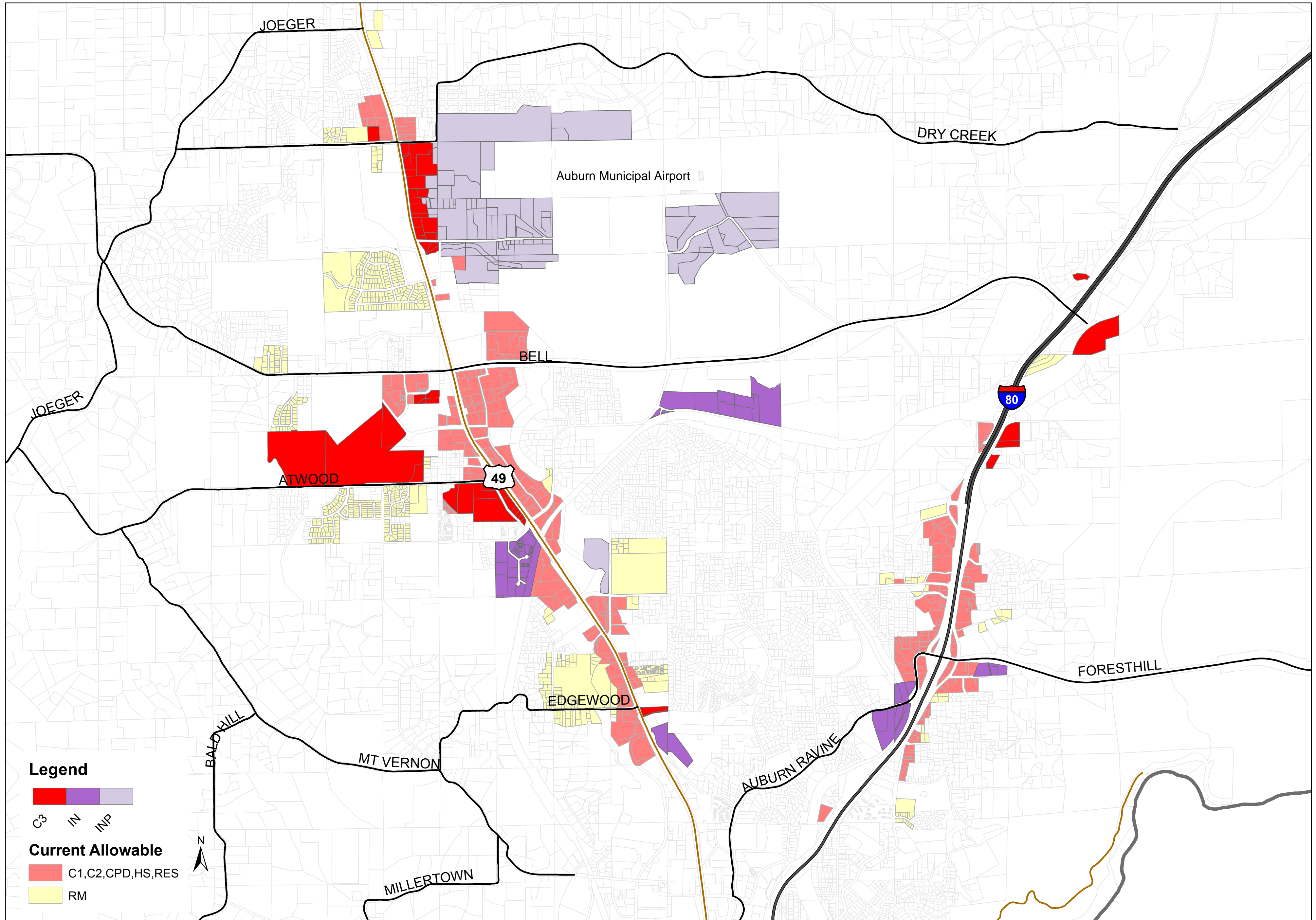
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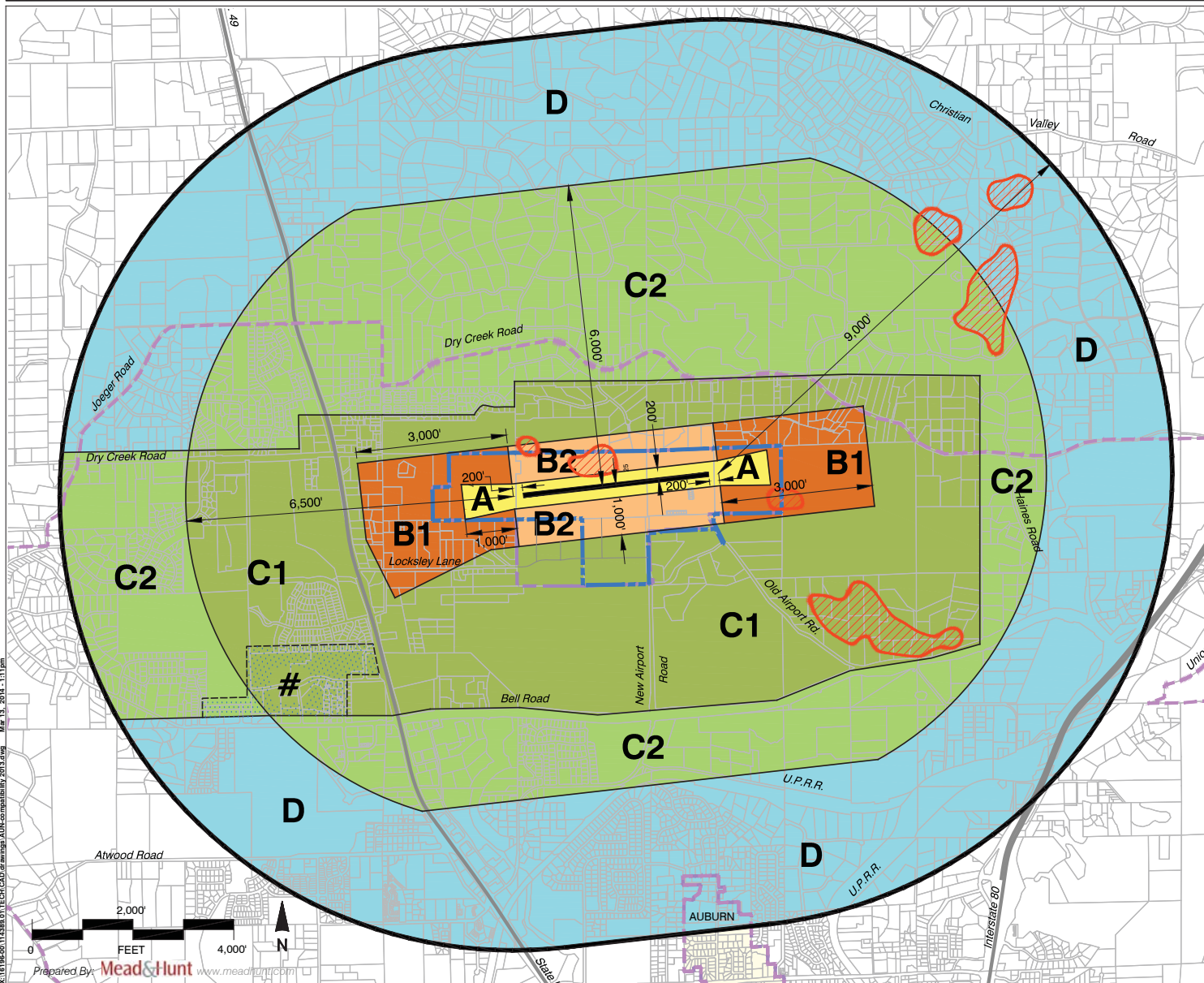
Impacts of Proposed Emergency Shelter ZTA

North Auburn Municipal Advisory Council

Agenda Item H

Attachment 3





Legend

Boundary Lines

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

Compatibility Zones (Adopted 2014)¹

- Airport Influence Area
- Zone A
- Zone B1
- Zone B2
- Zone C1
- Zone C2
- Zone D
- Height Review Overlay Zone²
- # See Special Conditions Policy 4.2.3.

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

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

Map AUB-4A

**Compatibility Policy Map
Auburn Municipal Airport**

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Atwood Road

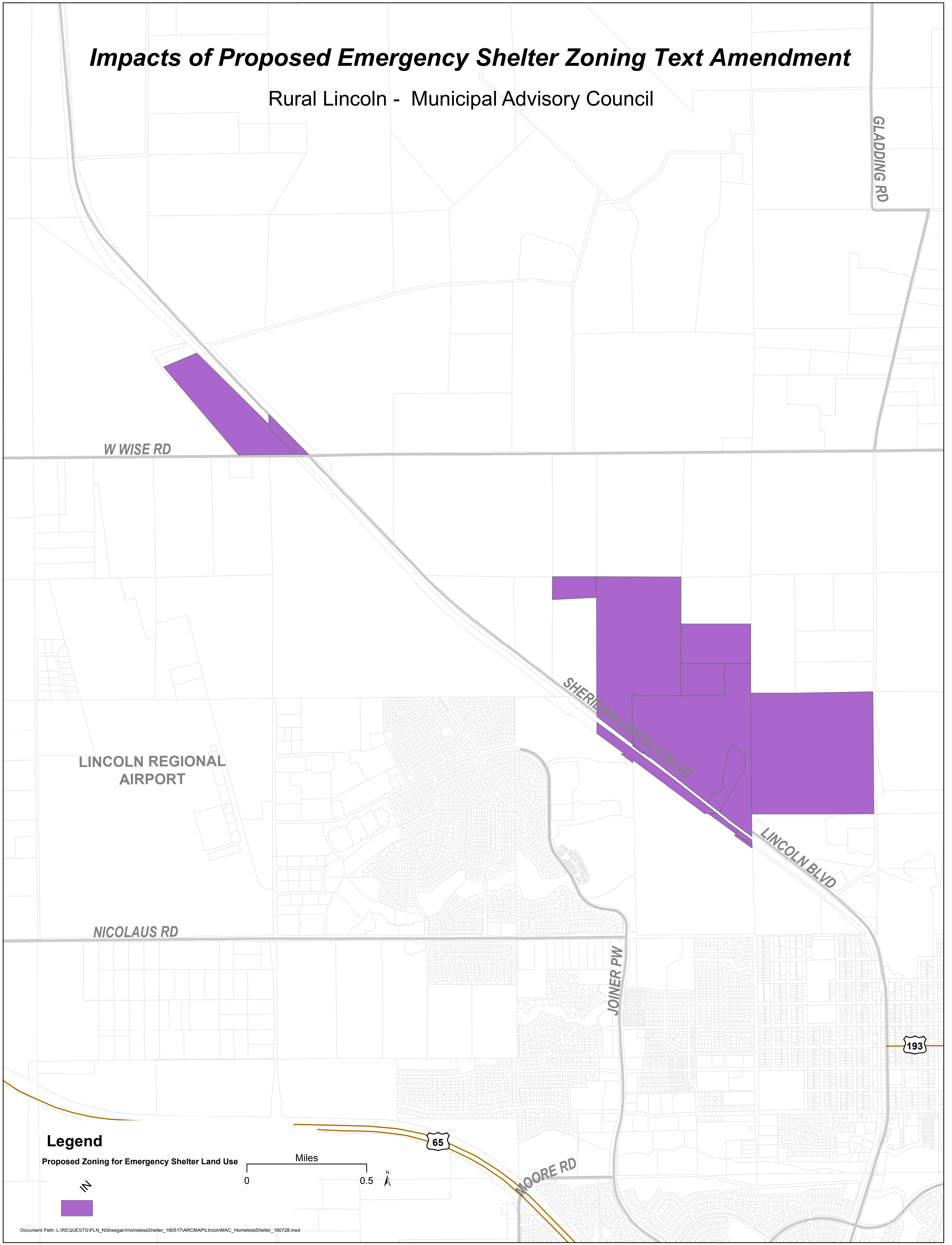
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FEET

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

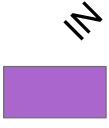
Impacts of Proposed Emergency Shelter Zoning Text Amendment

Rural Lincoln - Municipal Advisory Council



Legend

Proposed Zoning for Emergency Shelter Land Use



Legend

Boundary Lines

- Placer County Limits
- Lincoln City Limits
- Lincoln Sphere of Influence
- Existing Airport Property Line
- Future Airport Property Line
- Future Aviation Easement
- Existing Runway 15-33 (6,000 ft.)
- Future Runway 15R-33L (7,000 ft.)
- Future Runway 15L-33R (8,350 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.

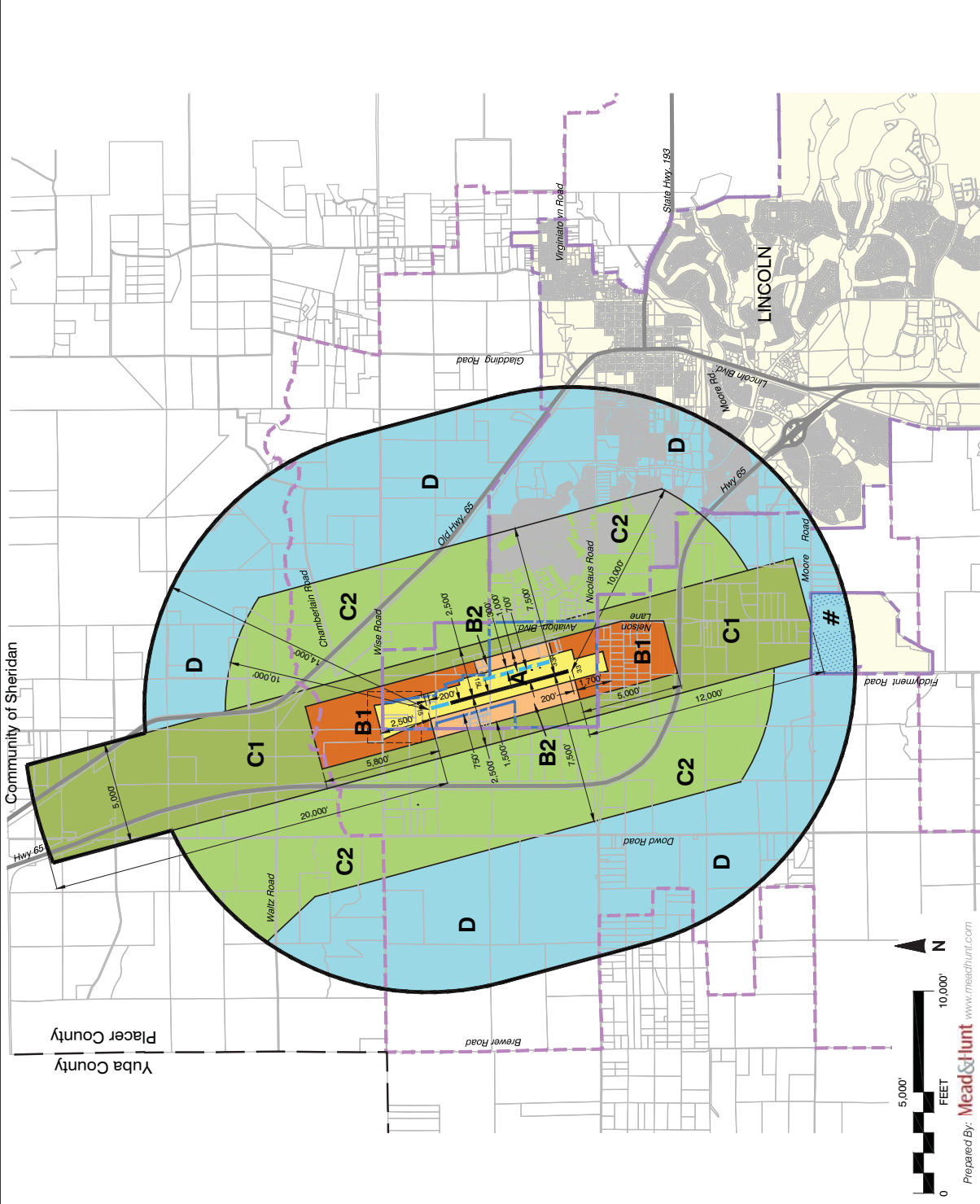
Notes:

- This ALLUCP utilizes composite compatibility zones addressing four compatibility concerns: noise, safety, overflight and airspace protection.
- 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



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



Consolidated
Transportation
Services Agency

MEMORANDUM

TO: WPCTSA Board of Directors

FROM: Celia McAdam, Executive Director

SUBJECT: CONSENT CALENDAR

DATE: November 16, 2016

Below are the Consent Calendar items for the December 7, 2016 agenda for your review and action.

1. TDA Financial Audit
Staff recommends acceptance of Western Placer Consolidated Transportation Services Agency's TDA Financial Audit for fiscal year 2015/16.



MEMORANDUM

TO: PCTPA Board of Directors **DATE:** November 16, 2016

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

SUBJECT: PLACER COUNTY REGIONAL BIKEWAY PLAN

ACTION REQUESTED

- 1) Authorize the Executive Director to negotiate and sign a Master Agreement and Letter of Task Agreement #16-01 for \$69,999 with Kittelson & Associates, Inc. to prepare the Placer County Regional Bikeway Plan.
- 2) Review and approve the Regional Bikeway Plan Steering Committee membership as shown in Attachment 1.

BACKGROUND

PCTPA is partnering with Placer County to update the Placer County Regional Bikeway Plan that was adopted in 2002. The Regional Bikeway Plan identifies the bikeway projects proposed in the unincorporated areas of Placer County and integrates the planning efforts from the six incorporated cities to create a comprehensive system. The update will refresh the vision for the bikeway system in the unincorporated area by identifying gaps in the bikeway network, bridging connections between jurisdictional boundaries, and accounting for the various community and development plans that have occurred since the plans inception.

In August 2016, the PCTPA Board of Directors directed staff to finalize a draft scope of work and to release a request for proposals (RFP) to prepare an update to the Placer County Regional Bikeway Plan. The Regional Bikeway Plan update is included in the Fiscal Year 2016/17 Overall Work Program and Budget Amendment #1 and partially funded through a Caltrans competitive Rural Planning Assistance grant of \$51,000.

DISCUSSION

Consultant Contract

PCTPA received four responses to the RFP seeking professional services to prepare an update to the Regional Bikeway Plan. After careful review of each proposal by the scoring committee comprised of Placer County Public Works and PCTPA staff, Kittelson & Associates Inc. was ranked the highest among the proposals received.

The Kittelson & Associates, Inc. proposal stood out from the other firms by dedicating more resources to public outreach, clearly articulating an approach to planning for bikeways on rural roadways and in suburban communities, and proposing the greatest number of staff hours to the project.

Staff is recommending Board authorization to negotiate and sign a Master Agreement and Letter of Task Agreement with Kittelson & Associates, Inc. for a not to exceed amount of \$69,999. The PCTPA Technical Advisory Committee (TAC) concurred with this recommendation.

Regional Bikeway Steering Committee

The Regional Bikeway Steering Committee will play a critical role in developing the Regional Bikeway Plan update by providing feedback on the plan's components and insight from a user's perspective on issue areas and opportunities for improvement in the bikeway network. PCTPA staff has been coordinating with the local agencies to refine and balance the committee composition to maximize effective input while still keeping the size of the group at a manageable level.

The result of this effort is shown in Attachment 1, representing a broad cross section of cyclists that are familiar with the various geographic areas and communities that recreational and commuter cyclists frequent. The representatives ultimately selected may live in either the unincorporated area or one of the six incorporated jurisdictions. Additionally, regulatory staff from key Placer County departments and the California Highway Patrol (CHP) will be included to coordinate with other county planning efforts and the enforcement of the rules of the road, respectively.

Placer County staff has also reached out to several of the bike shops in the Cities of Auburn and Roseville to identify individuals who are avid cyclists or that could represent one of the several cycling clubs in Placer County. Potential members will be contacted to confirm their interest, ability to meet between three to six times over the course of the next year, and asked to fill out a short biography to identify their area of expertise. The final Committee composition will be determined by PCTPA and Placer County staff to ensure geographic representation on the Committee.

Staff recommends Board approval of the Regional Bikeway Steering Committee membership as shown in Attachment 1. The PCTPA TAC concurred with this recommendation.

AH/CM/ss

DRAFT
PLACER COUNTY REGIONAL BIKEWAY PLAN
STEERING COMMITTEE MEMBERSHIP

- Mountain Region Recreational/Commuter Cyclist (1)
 - The Mountain Region is loosely defined as the Colfax, Meadow Vista, and Foresthill areas.
- Foothills Region Recreational/Commuter Cyclist (2)
 - The Foothills Region is loosely defined as the Auburn, Newcastle, Penryn, and Loomis areas.
- South Placer Region Recreational/Commuter Cyclist (2)
 - The South Placer Region is loosely defined as the Rocklin, Roseville, Granite Bay, Lincoln and Sheridan Areas.
- Foothills Cycling Club Representation (1)
- South Placer Cycling Club Representation (1)
- At-Large County Cycling Club Representation (1)
- CHP Representation (1)
- Key Placer County Department staff



MEMORANDUM

TO: PCTPA Board of Directors **DATE:** November 14, 2016

FROM: Celia McAdam, Executive Director

SUBJECT: TRANSPORTATION INVESTMENT PLAN AND TRANSPORTATION SALES TAX (MEASURE M) RECAP

ACTION REQUESTED

1. Receive presentation from Jeff Flint, FSB Core Strategies, on the results for Measure M on the November 2016 ballot
2. Direct staff to examine creative strategies to enhance transportation funding for Placer County priorities, including a transportation sales tax district within Placer County.

BACKGROUND

PCTPA's transportation planning efforts have long identified the need for significant infrastructure investment to accommodate the growing needs of our population and economy. In spite of our creative and aggressive efforts to generate funds and minimize costs, the gap between our needs and our available funding continues to grow, with current estimates of a \$2.1 billion gap over the next 30 years.

Starting with the work of the Transportation Funding Strategy Steering Committees dating as far back as 1999 and further honed in the past several years with intensive public outreach and polling directed by the Board, it became clear that a transportation sales tax is the most viable approach to bridging the gap. Ultimately, that led to the adoption of the Transportation Investment Plan and sales tax ordinance that was placed on the November 2016 countywide ballot as Measure M.

DISCUSSION

As the Board is aware, a transportation sales tax requires a 2/3 majority vote for passage, and Measure M received just shy of 64% in the Semi-Official Elections Summary available as of November 9, 2016.

Yes on Measure M campaign consultant Jeff Flint of FSB Core Strategies will provide the Board with a debrief on the election results.

In an effort to look to options on moving forward, staff asked our State Advocacy Consultant, Mark Watts, to broach the possibility of forming a transportation sales tax district within Placer County. Mr. Watts' memo on that subject is shown as Attachment 1. Mr. Watts will also be available at the meeting for further discussion.

CM:ss
Attachment

Smith, Watts & Hartmann, LLC.

Consulting and Governmental Relations

November 21, 2016

MEMORANDUM

TO: Celia McAdam

FROM: Mark Watts

SUBJECT: Sub-County Sales Tax Authority

You have asked whether an area within a county can be designated within that county as a jurisdiction in which to impose a sales tax for transportation purposes.

In short, the answer is *Yes*, and there are at least current two regional examples of such in current law, one for North Lake Tahoe and one for Sacramento Regional Transit (RT).

To achieve this objective in Placer County, it would be desirable to provide this new authority to Placer County Transportation Planning Agency (PCTPA) by making an appropriate amendment to Title 7.91 of the Government Code.

Background

Prior to cities being provided express authority to impose local sales taxes for a variety of purposes, several pursued sub-county authorization by separate legislative authority. Between 1991 And 1998, the Legislature authorized less-than-countywide sales taxes in nine areas -- Calexico, the Fresno Metropolitan Projects Authority, Clearlake, Lakeport, Truckee, Fort Bragg, Avalon, Madera, and Woodland. Subsequently, statutes were changed to grant this right directly to cities subject to an overall, combined rate of all local sales taxes of no more that 2% within any county. (R&T 7251.1).

Regional Examples Under Current law

North Lake Tahoe. Local interests pursued and received the authority for a sub-county tax jurisdiction in the form of 1998 legislation carried by then Senator-Rainey, SB 1488, which authorized the *North Lake Tahoe Transportation District*.

Sacramento Regional Transit District (RT). Additionally, RT continues to maintain the authorization for imposing a sales tax for its purposes within its enabling statutes, specifically, PUC Code 102351. This section limits the sales tax to the area within (1) the City of Sacramento and (2) portions of the unincorporated area of the County of Sacramento that is activated as part of the district. This section was last amended in 2006, through AB 2137 (Niello), but the authority for imposition of a sub-county sales tax jurisdiction remained unchanged.

Finally, it is worth noting that the Revenue & Taxation Code Section 7285 provides general sales tax authority for counties either throughout the county or just within the unincorporated area of the county.

PLACER COUNTY TRANSPORTATION PLANNING AGENCY

Technical Advisory Committee Meeting Minutes

November 15, 2016

ATTENDANCE: Amber Conboy, Placer County
Mike Dour, City of Roseville
Scott Gandler, City of Roseville
Wes Heathcock, City of Colfax
Mark Johnson, City of Roseville
Ray Leftwich, City of Lincoln
Reg Murray, City of Auburn
Bernie Schroeder, City of Auburn
Jason Shykowski, City of Roseville

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

Measure M Recap

Celia McAdam explained that the transportation sales tax - Measure M, which was on the November 8th ballot, fell short of the two-thirds majority needed for passage. The Measure M campaign consultant will do a recap for the PCTPA Board at the December 7th meeting. Given the transportation issues that remain and will ultimately get worse with an increase in population and traffic, McAdam stated she has asked our state advocate to explore a sales tax district based on the area and population that might generate a two-thirds majority support. The state advocate will provide a memo to our Board in December to see if this is something they would be interested in pursuing.

Placer County Regional Bikeway Plan – Award Contract

Aaron Hoyt reported that four proposals were received for the Placer County Regional Bikeway Plan. This plan is intended to update the existing plan from 2002, identify gaps in bikeway facilities, and recommend improvements to connect the bikeway system in the unincorporated areas of Placer County. The budget was \$70,000 and all the proposals fell within this range. Because of the creative public outreach plan and the number of hours dedicated to the project, staff will be recommending the Board award the contract to Kittleson and Associates. Hoyt emphasized that the Regional Bikeway Plan is not intended to replace any of the bikeway plans the jurisdictions have in place – any comments received as a result of the outreach effort that are specific to a jurisdiction will be forwarded to the respective city/town for their future bikeway planning efforts.

Airport Land Use Commission (ALUC)

- a) **Village 5 General Plan Amendment and Specific Plan Amendment Rezone:** David Melko explained that the City of Lincoln requested the ALUC review the Village 5 General Plan Amendment and Specific Plan Amendment Rezone to determine compatibility with the Lincoln Regional Airport ALUCP. Melko explained that Village 5 is designed to adhere to the ALUCP requirements regarding land use, density/intensity, and development standards as shown in the map provided. Melko explained that Village 5 Specific Plan addresses both land use compatibility issues and environmental issues pertaining to noise and safety due to aircraft operations. The recommendations for each affected land use were provided to the TAC. TAC concurred with the recommendation to find Village 5 General Plan Amendment and Specific Plan Amendment consistent with the ALUCP.
- b) **Placer County Emergency Shelter Zoning Ordinance Amendment:** Celia McAdam first explained that the zoning ordinance amendment being reviewed will be based solely on the consistency with the Airport Land Use Compatibility Plan (ALUCP), not on the merits of the emergency shelter. David Melko stated that Placer County is asking the ALUC to review an Emergency Shelter Zoning Text Amendment (ZTA) to determine whether it complies with the ALUCP. The ZTA includes language requiring the Emergency Shelter be consistent with the compatibility policies in the ALUCP and states that any shelter would be subjected to a Conditional Use Permit when it falls within the airport influence area. The TAC recommended clarifying language which specified that shelters be referred to the ALUC for ALUCP consistency determination. The TAC's recommended changes will be included as part of the staff recommendation to find the zoning text amendment consistent with the ALUCP.

Prop 1B TSSSDRA FY 2016/17 Final Fund Allocation

David Melko passed out the Prop 1B Final Fund Allocation explaining this is the last year these funds would be available. The Board is expected to approve this allocation this month and the TAC will be notified to prepare their investment justification plans for this fund source.

Other Issues/Upcoming Deadlines

- a) Celia explained that the November and December Board meetings have been combined and the next PCTPA Board meeting is on December 7th. Our next TAC meeting is scheduled for January 10, 2017.
- b) Aaron Hoyt reported that the statewide recommendations have come out for Cycle 3 – Active Transportation Program statewide funding. These will go to the CTC in December. Hoyt reported that Roseville received money through the statewide account. There were no other jurisdictions in Placer County to receive money at the regional level.
- c) Aaron Hoyt explained that the state is expected to announce the FY 2016/17 Low Carbon Transit Operations Program allocations in January with a March application deadline. Hoyt emphasized that there are many requirements to this fund source namely, it is money dedicated for new public transit services. While the estimate is expected to be low (approximately \$100,000), Hoyt said that the funds can be banked for up to four years.

Adjourn

Meeting adjourned at 3:55 p.m.



MEMORANDUM

TO: PCTPA Board of Directors

DATE: November 14, 2016

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

SUBJECT: STATUS REPORT

1. Freeway Service Patrol (FSP)

Attached is a CHP log from October 17 documenting a motorist who was helped out by FSP. The motorist was so impressed by the FSP assistance that morning that she felt compelled to call in and say what a good job the tow driver did.

2. Transit Operations Quarterly Ridership Report

The following table summarizes the total ridership counts for each of the transit services provided by Placer County transit operators over the last two years. The FY 16/17 first quarter ridership totaled 302,338, which is down 0.1% percent over the first quarter of FY 15/16 while the one year change in ridership is down 3.5%. In an effort to keep the Board apprised of ridership trends among transit operations in Placer County, staff will provide this report once per quarter.

Quarterly Ridership Trends by Transit Operator

Transit Operator	FY 14/15			FY 15/16				FY 16/17	1-Year Change
	2nd Quarter (Oct-Dec)	3rd Quarter (Jan-Mar)	4th Quarter (Apr-Jun)	1st Quarter (Jul-Sep)	2nd Quarter (Oct-Dec)	3rd Quarter (Jan-Mar)	4th Quarter (Apr-Jun)	1st Quarter (Jul-Sep)	
Auburn Transit									
Total (all services)	13,878	12,654	12,313	16,031	13,708	10,246	12,116	11,270	-13.7%
Placer County Transit									
Fixed Route	75,200	72,958	72,522	74,889	76,191	72,550	70,320	72,300	-1.4%
Dial-A-Ride	9,029	9,107	10,036	11,356	10,339	10,431	9,862	6,199	-6.8%
Vanpool	7,768	7,794	7,971	7,056	6,590	7,561	6,170	6,898	-11.0%
Commuter	19,384	19,778	20,157	20,377	19,392	20,293	19,004	18,984	-2.5%
Total (all services)	111,381	109,637	110,686	113,678	112,512	110,835	105,356	104,381	-2.8%
TART									
Total (all services)	74,428	133,944	54,268	66,931	66,577	138,255	60,679	88,938	7.5%
Roseville Transit									
Fixed Route	58,272	57,547	58,615	60,020	58,225	52,725	51,719	51,598	-8.6%
Dial-A-Ride	7,623	7,356	7,556	7,411	7,325	7,337	7,432	7,180	-2.2%
Commuter	31,523	32,712	33,304	35,309	31,769	35,779	35,544	35,826	4.6%
Total (all services)	97,418	97,615	99,475	102,740	97,319	95,841	94,695	94,604	-3.7%
Western Placer CTSA									
Health Express	1,618	1,597	1,716	1,364	1,123	1,544	1,507	1,464	-10.4%
My Rides	1,434	1,542	1,967	1,949	1,921	1,808	1,825	1,681	5.0%
Total (all services)	3,052	3,139	3,683	3,313	3,044	3,352	3,332	3,145	-2.4%
Region-Wide									
Total (all services)	312,022	368,364	291,300	302,693	293,160	358,529	276,178	302,338	-3.5%
Annual Totals	1,293,637			1,230,560				302,338	

3. CTSA Call Center Quarterly Call Summary Report

The South Placer Transit Information Call Center, funded through the Placer County Consolidated Transportation Services Agency (CTSA) and administered by the City of Roseville. The data highlights the change in stats between the second quarter of Fiscal Year FY 2014/15 and the first quarter of FY 2016/17. In an effort to keep the Board apprised of Call Center statistics, staff will provide this report once per quarter.

Quarterly Call Center Statistics

Call Summary Data	FY 14/15			FY 15/16				FY 16/17	1-Year Change	Change Over Prior Year Qtr
	2nd Quarter (Oct-Dec)	3rd Quarter (Jan-Mar)	4th Quarter (Apr-Jun)	1st Quarter (Jul-Sep)	2nd Quarter (Oct-Dec)	3rd Quarter (Jan-Mar)	4th Quarter (Apr-Jun)	1st Quarter (Jul-Sep)		
Calls Answered	14,114	13,615	13,678	14,130	13,945	13,495	13,164	13,273	-3.0%	-6.1%
% Calls Answered within 90 seconds	93%	92%	92%	93%	93%	89%	92%	92%	-1.1%	-1.1%
% Calls Answered within 3 minutes	98%	98%	97%	98%	98%	96%	97%	97%	-0.8%	-1.0%
% Calls Answered within 6 minutes	100%	100%	100%	100%	100%	99%	100%	100%	-0.2%	0.0%
Calls Abandoned	692	672	839	911	886	1114	1033	1001	29.5%	9.9%
Average Speed Calls Answered	0.25	0.25	0.27	0.24	0.24	0.33	0.27	0.28	10.9%	16.7%
Average Incoming Call Time	2.20	2.27	2.32	2.37	2.15	2.28	2.96	2.68	9.9%	13.1%
Calls Transferred Out	3,102	2,994	2,986	3,259	3,065	2,731	2,266	2,455	-14.8%	-24.7%

4. Health Express

In conjunction with our Health Express partners, Seniors First, Sutter Health and MV Transportation, WPCTSA agreed to provide a Health Express van to help transport turkeys to Placer Food Bank’s first annual Drive Out Hunger Turkey Drive held November 11 at the Roseville Toyota Mall. Over 500 turkeys were donated to ensure that veterans and families will have a meal this Thanksgiving.

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

Great news, Caltrans has signed the Final Project Report and we have state and federal environmental approval of the I-80 Auxiliary Lanes project! This completes the environmental phase for the project.

The project includes two locations: I-80 eastbound between State Route 65 and Rocklin Road, and westbound I-80 between Douglas Boulevard and Riverside Avenue. The project includes the following improvements:

- Construct an auxiliary lane on I-80 eastbound between State Route 65 and Rocklin Road, and widen the Rocklin Road off-ramp to two lanes
- Construct a continuous 5th lane on westbound I-80 between Douglas Boulevard and Riverside Avenue

While we have environmental approval, all other funding has been diverted to Phase 1 of the I-80/SR 65 Interchange. The I-80 Auxiliary Lanes project will go on hold until funding can be identified for design and construction.

6. 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.

Incident Detail Report

Data Source: **Production**
 Incident Status: **Closed**
 Incident number: **161020SA00478**
 Incident Date: **10/20/2016 10:06:16**
 Last Updated: **10/20/2016 11:31:40**

Incident Information

Incident Type:	1 CHP Unit Incident	Alarm Level:	
Priority:	7	Problem:	INFO-Information
Determinant:		Agency:	CHP
Base Response#:		Jurisdiction:	SA
Confirmation#:		Division:	SA
Taken By:	Wendy K Wright	Battalion:	SA
Response Area:	SA-RNCHO	Response Plan:	
Disposition:	F-File	Command Ch:	
Cancel Reason:	RD-Radio Desk	Primary TAC:	
Incident Status:	Closed	Secondary TAC:	
Certification:		Delay Reason (if any):	
Longitude:	121261868	Latitude:	38587801

Incident Location

Location Name:	Sacramento Communications Center	County:	Sacramento
Address:	3165 Gold Valley Dr	Location Type:	CHP
Apartment:		Cross Street:	White Rock Rd/Sanders Dr
Building:		Map Reference:	
City, State, Zip:	Rancho Cordova CA 95742		

Call Receipt

Caller Name:	GILLIAN FICARRA	Call Back Phone:	<input type="text"/>
Method Received:		Caller Location:	
Caller Type:	Involved Party		

Time Stamps

Description	Date	Time	User	Elapsed Times Description	Time
Phone Pickup	10/20/2016	10:06:14			
1st Key Stroke	10/20/2016	10:06:14		Received to In Queue	00:02:10
In Waiting Queue	10/20/2016	10:08:26		Call Taking	00:08:00
Call Taking Complete	10/20/2016	10:14:16	Wendy K Wright	In Queue to 1st Assign	
1st Unit Assigned				Call Received to 1st Assign	
1st Unit Enroute				Assigned to 1st Enroute	
1st Unit Arrived				Enroute to 1st Arrived	
Closed	10/20/2016	10:14:16	Wendy K Wright	Incident Duration	00:08:02

Resources Assigned

No Resources Assigned

Personnel Assigned

No Personnel Assigned

Pre-Scheduled Information

No Pre-Scheduled Information

Transports

No Transports Information

Transport Legs

No Transports Information

Comments

Date	Time	User	Type	Conf.	Comments
10/20/2016	10:06:31	A13352	Response		[1] EB 80 @ RIVERSIDE ON MONDAY MORNING
10/20/2016	10:06:46	A13352	Response		[2] FSP DRVR XM2ZR
10/20/2016	10:06:59	A13352	Response		[3] FSP ASSISTED TO GET RP OFF THE RDWY
10/20/2016	10:08:17	A13352	Response		[4] RP WANTED TO SAY THANK AND WHAT AT GOOD JOB THE FSP DRVR DID
10/20/2016	10:08:21	A13352	Response		[5] VERY POLITE AND HELPFUL
10/20/2016	10:08:56	A13352	Response		[6] RTD INFO TO 107-D2

Address Changes

No Address Changes

**Status Report on Federal and State Funding for Regionally Significant Transportation Projects in Placer County
December 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
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 (G13 Contingency Project)	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] (G13 Contingency Project) (Toll Credits). Toll Credits for ENG, ROW	SHOPP Mobility AC	\$28,530,000	2020	2017	2017	2017
Caltrans D3	CAL20511	Gold Run SRRRA 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	2017	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 Bridge Rehab (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	2018	2018	2021

**Status Report on Federal and State Funding for Regionally Significant Transportation Projects in Placer County
December 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
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	2017	2016	2016	2016
Caltrans D3	CAL20550	Upgrade CMS Panels - Various Counties	In Sacramento, Butte, Colusa, El Dorado, Glenn, Nevada, Placer, Sierra, Sutter, Yolo and Yuba Counties, on Routes 5, 50, and 80, at various locations - 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	\$8,420,000	2017	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, Placer and Sacramento Counties, on SR 65, I-80 and SR 99, at various locations (Yol-80-2.4/R11.3) - Install ramp meters at various locations[CTIPS ID 107-0000-1008] (G13 Contingency Project) (Toll Credits). Toll Credits for ENG, CON	Local, SHOPP Mobility AC	\$12,454,000	2018	2018	2018	2021
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
December 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
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	2017	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
December 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
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	PLA25471	Nevada Street Pedestrian & Bicycle Facilities	Class 2 bike lane and adjacent sidewalks along Nevada St from Placer St to Fulweiler Ave to allow for continuous pedestrian and bicycle access from Old Town Auburn to the Auburn Station and EV Cain Middle School. (Emission reductions in kg/day: ROG 0.01, NOx 0.01.)	ATP (Fed), CMAQ, Local, Prop 1B PTMISEA	\$3,472,014	2017	2013		2016

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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	\$1,064,000	2018			2013
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	2018	2021
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		2017
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			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	2021
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

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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
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 4 lanes.	Local	\$7,852,055	2018	2013	2016	2017
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			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	2017	2013	2015	2017
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

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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
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	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	2018			2018
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
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

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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 Fiddymnt 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	2018			2018
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	2017			2016
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
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

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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	2018	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
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

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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
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

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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 Fiddymt Rd: Construct a 2-lane road extension [PLA15410 is Phase 1.]	Local	\$6,365,000	2018	2006	2006	2016
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 Niclaus 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

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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
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

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December 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	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	PLA25563	HMA Overlay, Various County Roads (Yr3)	In Placer County, hot mix asphalt (HMA) overlay on various County roads: (1) Sierra College Boulevard from Olympus Rd to Eureka Rd, (2) Old State Highway from Taylor Rd to HWY 193, (3) Fruitvale Road from Fowler Rd to Gold Hill Rd, (4) West Wise Road from HWY 65 to Lincoln-Sheridan Blvd (Toll Credits for CON). Toll Credits for CON	RSTP	\$3,299,047	2017			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
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

**Status Report on Federal and State Funding for Regionally Significant Transportation Projects in Placer County
December 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 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
Town of Loomis	PLA25530	Taylor Road Overlay Maintenance Project	Taylor Road: Asphalt overlay.	Local	\$460,000	2017	2015		2016
Town of Loomis	PLA25548	Town Center Implementation Plan Improvements Phase 2	Taylor Road, Horseshoe Bar Road to just south of Oak St.: Construct new ADA-compliant sidewalk, replace non-compliant sidewalk, new curb and gutter, 5' bike lanes, irrigation and new trees, new St. lighting, four in-Rd. warning lights at the crosswalks, and pedestrian-friendly features at intersections. (Emissions in kg/day: 0.06 ROG, 0.04 NOx, 0.02 PM10) Approved for State-only ATP funding at May 2016 CTC meeting.	ATP (Fed), Local	\$1,910,444	2018	2015		2018
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:					\$1,470,787,340				



MEMORANDUM

TO: Celia McAdam
FROM: AIM Consulting
DATE: November 9, 2016
RE: October Monthly Report

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

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 designed and developed an infographic and accompanying blog post about Placer County's current road conditions, based on the 2016 California Statewide Local Streets and Roads Needs Assessment Report.

AIM launched the remaining three of five informational videos for the "Transportation in Placer County" video series on the project website and promoted the videos through social media and email updates.

Below are activity summaries of AIM's work:

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 the Keep Placer Moving Transportation Investment Plan with community leaders and organizations by focusing on topics that matter most to the community.

PCTPA.net & Social Media

AIM continued to update the PCTPA blog with current news articles about PCTPA and additional information including PCTPA programs, transportation projects, and achievements. AIM developed blog posts for each “Transportation in Placer County” video, in addition to posts about Placer’s funding needs and deteriorating road conditions. 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 being done by and on behalf of PCTPA.

Key social media posts included:

- Public Transit Needs Meetings
- Transportation in Placer County – Gayle Garbolino-Mojica
- I-80 / SR 65 Interchange Improvements Alternative 2 Selected
- Transportation in Placer County – Jim Williams
- Transportation in Placer County – Jodie Day
- Outdated Freeway Interchanges
- Increased Traffic Congestion in Placer County
- Keep Placer Moving Transportation Investment Plan – Sidewalk and Bike Route Improvements
- Transportation in Placer County – Veronica Blake
- Impact of Growth in Placer County on Transportation
- Keep Placer Moving Transportation Investment Plan – Road Repairs
- Placer’s Deteriorating Roads
- Placer County Destinations and Major Planned Transportation Projects

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. Key stories in local media outlets are highlighted on the blog and social media.

Video Launch

AIM edited, produced, and launched the remaining three of five videos in the “Transportation in Placer County” video series with the following community leaders:

- Gayle Garbolino-Mojica, Placer County Superintendent of Schools
- Jim Williams, former Placer County Supervisor
- Veronica Blake, Placer Community Foundation

The video featuring Gayle Garbolino-Mojica has reached more than 4,900 community members and been viewed more than 1,500 times. The video featuring Jim Williams has reached more than 6,900 community members and has been viewed more than 3,000 times. Finally, the video featuring Veronica Blake has reached more than 3,200 community members and has been viewed more than 1,600 times.

All five videos in the informational series have reached more than 24,000 community members, been viewed more than 10,500 times, and been shared by community members and organizations 60 times.



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October 31, 2016

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

NOTE: The House has recessed until Nov. 14; the Senate until Nov. 15.

Lame Duck Session

Congress is now in recess until the middle of November. The agenda for the lame duck session has not been set. One issue that Congress definitely has to address is the Continuing Resolution which expires Dec. 9. The CR is funding the Federal government at the FY16 levels, last year appropriation levels. It's not clear at this time as to how Congress will deal with this. It could be that they get some of the appropriations bills passed by Dec. 9, although that is not very likely. Or, it could be that they do another short term extension until later in December to buy some more time for the appropriations process. Or, it could be that they do an extension to February or March given that there will be a new Administration. Or lastly, it could be that they do an extension until the end of FY17, Sept 30 of next year. Part of what will drive that decision is the election. The results of the election will not only impact what happens in the new Congress but also what happens in the lame duck session. The more dramatic the results, the greater the impact. We know that there will be a new President. What we don't know is what the new Congress will look like. If there is a change in majority in either or both Houses or many incumbents loose then there will be a lot of political posturing in the lame duck session. For example, if the Democrats were to take The White House and either or both Houses of Congress, they will be more aggressive in opposing actions in the lame duck session that they don't support. The same thing goes if the Republicans take The White House and hold the Congress - they will be more aggressive in pushing their agenda in the lame duck session. And, if a number of incumbents loose, the practice has been that major and/or controversial bills are not considered in the lame duck session because of the reluctance in having Members vote on these when they aren't going to be around in the new Congress. Will keep you posted on developments.

FAST Lane DOT Debriefing

This month DOT held a debriefing with PCTPA and Key Advocates on PCTPA's 2016 FAST Lane application. DOT explained the genesis and background of the FAST Lane program. They also stressed how competitive this round of grants was. – there were 212 applications for large projects, totaling \$9.8B in requests and 119 applications for small projects totaling \$2.5B in requests. PCTPA's application was for a small project. Only 6 small projects received grant awards; only 12 large projects received awards. DOT stated that PCTPA's application was well done and well received (it received a "recommended" rating from DOT's technical evaluation team and a "low risk rating" from its economic team). DOT shared a couple of suggestions that they believe would enhance the attractiveness of a future application. They also shared the the key factors they look for in an application. PCTPA is taking under advisement what was learned in the debriefing as it considers future options.

Projects: Federal Funding Opportunities

To review, possible PCTPA Federal funding opportunities are contingent on the outcome of the sales tax on the November ballot and funding in the FY17 Transportation Appropriations bill for FAST Lane, TIGER and TIFIA. Prior to recessing, the Congress passed a "clean" Continuing Resolution funding the government until Dec. 9 at FY16 levels. By "clean," there were no major policy issues included (except for \$1.1B to combat Zika and \$500M to Louisiana and other states facing natural disasters). Thus, all the appropriations bills are on hold pending final resolution of the appropriations process in December. To review, the full Senate approved its version of the FY17 Transportation Appropriations bill on May 19 by a vote of 89 to 8. It includes \$525M for TIGER; \$275M for TIFIA; and \$850M for FAST Lane grants. On May 17, the House released and approved its version of the bill. It includes \$450M for TIGER; \$275M for TIFIA; and \$850M for FAST Lane grants.

State Freight Plans and State Freight Advisory Committees

In the October 14 Federal Register, DOT published guidance on State Freight Plans and State Freight Advisory Committees.

State Freight Plans: The guidance outlines the minimum required elements that State Freight Plans must meet, as set forth in the FAST Act. It also suggests recommended (but optional) elements that States may include in their State Freight Plans. Beginning December 4, 2017, each state that plans to obligate state formula funds must have developed a State Freight Plan, though the multimodal components of the Plan may be incomplete. In addition to the requirements for State Freight Plans under MAP-21, each FAST Act-compliant Plan must include a fiscally constrained freight investment plan and a list of critical urban and rural freight facilities and corridors, as designated by the State. State Freight Plans must be updated at least every five years.

State Freight Advisory Committees: DOT's guidance includes suggestions for how to establish and utilize a State Freight Advisory Committee to benefit state freight planning. The guidance recommends that State Freight Advisory Committees include a cross-section of public and

private sector freight stakeholders, including but not limited to, representatives from ports, freight railroads, shippers, freight forwarders, carriers, state DOTs, third-party logistics providers, MPOS, and independent transportation authorities.

Election 2016

Over 30 business, engineering, labor, transportation and travel groups signed a letter to each presidential candidate urging them to include long-term, sustainable transportation funding measures as part of their infrastructure plans.

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.

Capitol Corridor Monthly Performance Report - September 2016 & Full FY 2016

September 2016 Service Performance Overview

The Capitol Corridor finished the year strong with superb results in September 2016. A total of 131,922 passengers rode the Capitol Corridor trains during the last month of the fiscal year, an increase of 5.5% over September 2015, and revenue was up 3.2% over the same month last year. Year-to-Date (YTD) ridership and revenues were up 5.8% and 6.7%, respectively, over FY15, surpassing last year's records.

The YTD System Operating Ratio was 55%, well above the FY16 standard of 50%. This excellent efficiency ratio is attributed to (1) lower fuel prices and consumption, (2) reduced operating expenses, and (3) actual ridership and revenues that exceeded budget forecasts. This YTD result was the highest in the history of the Capitol Corridor service.

FY 2016 Service Performance Overview

On-Time Performance (OTP) for September 2016 was 92%, with a YTD OTP for FY16 of 94%. This performance maintains the Capitol Corridor's #1 position in the Amtrak system for service reliability for the seventh year in a row. (Note: This year the Capitol Corridor shares the honor of most reliable service with the Hiawatha, Chicago-Milwaukee service.) While the number of trespasser incidents increased in FY16 compared to last year, reliability still improved from 93% to 94% due to decreases in mechanical delays and continued superior dispatching from Union Pacific Railroad, which resulted in the Capitol Corridor having the lowest host railroad delays in the Amtrak system.

Customer satisfaction remains high, with 89% of customers being "Highly Satisfied", the highest score in the history of the service.

Standard	Sept. 2016	Sept. 2015	YTD	vs. Prior YTD	vs. FY16 Plan
Ridership	131,922	5.5%	1,560,814	5.8%	6.8%
Revenue	\$2,683,461	3.2%	\$32,103,795	6.7%	5.6%
Operating Ratio	54%	55%	55%	6.3%	4.6%
OTP	92%	94%	94%	1.0%	11.3%
Customer Satisfaction	90%	85%	89%	3.0%	1.5%

While there are no detailed reports from Amtrak at this time, the following are ridership highlights from September 2016:

- Average weekend ridership for September 2016 increased by 1.9% compared to the prior year due to continued service to 49ers, Raiders, and Cal Bears football games.
- Average weekday ridership was up 5.2% compared to September 2015, which was primarily due to continued ridership growth for trains traveling to and from San Jose/Silicon Valley and on the two trains serving the Placer County stations.

Transportation Special Legislative Session

There has been no progress in the special session of the State Legislature called by Governor Brown earlier in the summer to address continuing deficits in transportation funding. Yet, on August 17, 2016, Senator Beall released Senate Bill X1-1 (SBX1-1), and Assembly member Frazier released Assembly Bill X1-26 (ABX1-26), which identify more than \$7 billion in increased annual transportation funds that would be directed towards highways, roadways, local transit, pedestrian, and bike paths. These bills provide stability through a dedicated, protected source of funding for a portion of the state's transportation network; however, they

omitted the California Intercity Passenger Rail (CIPR) program from receiving any direct, dedicated funding from these bills. Both bills failed to pass out of the Legislature prior to the August 31, 2016 deadline and can be taken up in the on-going Legislative Special Session on Transportation, which concludes on November 30, 2016. In the meantime, the CIPR leadership team is working to ensure that the successful CIPR program is included in any future state legislative transportation funding fixes.

FY17 Federal Appropriations

While Congress was not able to complete its appropriations bills for FY17 before departing back to their home districts for the upcoming national general election in November, agreement was reached on a short-term Continuing Resolution (CR) to fund the federal government until December 9, 2016. This CR did not include funding for the Rail Title provisions from the FAST Act of 2015, namely the Consolidated Rail Infrastructure and Safety Improvements (CRISI) and State of Good Repair (SOGR) accounts, which could provide federal funds for state-supported intercity passenger rail (IPR) services. However, it does appear that the full FY17 funding amount of \$2 million will be available for the State Supported Route Committee, a.k.a. State Amtrak Intercity Passenger Rail Committee.

Customer Service Program Upgrades

Bicycle Access Program: The CCJPA is installing electronic bicycle lockers (eLockers) at Capitol Corridor stations and will be working later to implement a folding bicycle lease program at select stations to complement the on-board bicycle storage enhancement initiatives. CCJPA and station partners, including Amtrak, are working through the administrative approvals from various station landowners for eLocker installation. The estimated date of completion for the eLocker installations is early 2017.

Marketing: The Friends & Family campaign continues through the end of 2016 and has thus far shown impressive ridership and revenue. Staff continues to work with a number of marketing partners, including Cal Football, the Oakland Raiders, and SHN/Lion King. Staff is also exploring opportunities with the Sacramento Kings and the new Golden One Arena opening in October 2017 in downtown Sacramento. As part of this initiative, the CCJPA is coordinating with YoloBus to provide free transit transfers to Davis train passengers so they can use the special, late-night YoloBus shuttle to get back to the Davis Station after late-ending Golden 1 Center events. And finally, with the Capitol Corridor's 25th anniversary coming up in December 2016, staff has also begun planning for a celebration event and related promotions in early December.

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. Work has begun to install these security system improvements, with a target date for completion of spring 2017.

Positive Train Control: The Union Pacific Railroad has begun testing the PTC system along the Capitol Corridor using their own (freight) trains. 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 (1) software installation and testing of the rail vehicles and (2) implementation of a remote server to communicate the train's position to the host railroad dispatch center. This work is expected to be completed in spring 2017, which will allow testing of PTC on Capitol Corridor trains to begin at that time.

Project Updates

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 Capitol Corridor trains that a BART train is approaching. This will allow conductors to wait for passengers to transfer from the inbound BART train when the beacon is flashing; 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 parking garage can pay for and validate their parking with their Clipper Card on the train platform. Funding has been secured for these projects, and work has begun to design these improvements. The preliminary target completion date is spring 2017.

Travel Time Savings Project: The Union Pacific Railroad has scheduled the improvements planned for this project to begin in winter 2016. Capitol Corridor trains traveling between Sacramento and San Jose will realize up to 10 minutes in reduced travel time. This project is funded in part by \$4.62 million in 2015 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. The planning phase of this project is nearing completion. Concurrently, Caltrain is completing the design and 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 to Roseville 3rd Track Environmental Review/Preliminary Engineering: The CCJPA Board adopted the EIR in November 2015 which permitted CCJPA to successfully submit a grant application using Cap & Trade as well as other State funds to complete final design and construction for Phase 1 of the project. Phase 1, which will permit two additional round trips to/from Roseville, will comprise complete construction of the project in the Placer County portion of the overall project. CCJPA is actively working with the City of Roseville to implement the project and will be submitting the allocation request to the California Transportation Commission so that the funding can begin to be utilized for Phase 1 activities. The preliminary estimate is that Phase 1 will be operational with the two additional round trips in mid-2019.

Outlook – Closing

The strong performance results in September 2016 cap off a banner year for Capitol Corridor in FY16. Annual records were set for ridership, revenue, customer satisfaction, and the system operating ratio. Service reliability remains the best in the Amtrak system, which in turn contributes to Capitol Corridor's high customer satisfaction ratings. The CCJPA recognizes that all of the success this year would not be possible without the support and commitment from the Capitol Corridor service partners – Union Pacific Railroad, Caltrain, Amtrak, and Caltrans/CalSTA.

Looking ahead to FY17, the CCJPA will continue to work with its partners and interested parties to ensure dedicated funding is set aside for the Capitol Corridor and intercity passenger rail services in state and federal legislative proposals. This will facilitate funding needed to implement PTC and safety/security projects, support service expansion plans, and initiate service amenity enhancements and cost efficiencies.

Capitol Corridor Monthly Performance Report - October 2016

Service Performance Overview

Growth on the Capitol Corridor from FY 16 continues into October 2016, the first month of the CCJPA's FY 16-17. A total of 137,413 passengers rode the Capitol Corridor trains in October 2016, 2.4% above October 2015 with revenues were up a solid 5.1%. The System Operating Ratio was 52%, slightly above the FY 17 standard of 51%. On-Time Performance (OTP) for October was 92%, which dropped slightly compared to October 2015 primarily due to delays from trespasser incidents and signal disruptions. Customer Satisfaction scores are not yet available for October 2016.

Standard	Oct. 2016	Oct. 2015	YTD	vs. Prior YTD	vs. FY17 Plan
Ridership	137,413	2.4%	137,413	2.4%	9.0%
Revenue	\$2,786,923	3.8%	\$2,786,923	3.8%	4.8%
Operating Ratio	52%	56%	52%	-5.9%	2.3%
OTP	92%	94%	92%	94.4%	2.4%
Customer Satisfaction	n/a	90	n/a	n/a	n/a

The following are ridership highlights for October 2016:

- Average weekend ridership for October grew by 2% compared to October 2015, thanks to strong ridership to/from Raider and 49er football games.
- Average weekday ridership for October continues positive gains with a 4% Year-Over-Year (YOY) increase attributed by strong growth on morning trains.

Detailed performance results are not yet available from Amtrak for October 2016.

State Legislation

Efforts continue to pass the special session legislation [SBX1-1/Beall and ABX1-26/Frazier] that would address the state's transportation funding deficit. Unfortunately, these bills do not include dedicated capital funding for the state's successful intercity passenger rail (IPR) services/program. To that end, the CIPR agencies are working with interested parties to ensure this legislation includes a dedicated state funding source for the CIPR services, including the Capitol Corridor. It is unclear if these legislative proposals will be taken up in the lame duck session (November 9-30, 2016) or if this proposal will be re-introduced in the next 2-year legislative session [2017-2018].

FY 2017 Federal Appropriations

The short-term Continuing Resolution (CR) passed by Congress to keep the federal government funded expires December 10, 2016. After the 2016 General Election, Congress will need to reconvene to determine how to keep the federal government operating after the CR expires. Such actions taken by Congress for FY 2017 may include limited funding for federal rail title programs that could provide funding to the Capitol Corridor:

Customer Service Program Upgrades

CCJPA Bike Access Program. Installations of station platform eLockers has begun at the first of the eleven stations and will continue into December 2016. CCJPA is in discussions with an interested vendor to reconfigure on-train parking to determine if additional bike spaces can be provided on select passenger rail cars. The folding bicycle rental delivery partners are meeting

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with the CCJPA to see if a partnership can form which would then allow CCJPA to procure these services in the near term.

Richmond Station Platform Improvements. Site visits have taken place with CCJPA and its engineering support team that will help with the design plans for the proposed installation of the Flashing Beacon Signal and Parking Validation Machine at the Richmond station. These projects are being closely coordinated with BART and will improve intermodal connectivity for BART passengers transferring to Capitol Corridor trains and also allow Capitol Corridor passengers to pay for parking in the BART parking garage using a Clipper Card.

Safety Initiatives

State Rail Safety Month (September 2016). As part of this year's California Rail Safety month, on September 28, the CCJPA joined Union Pacific, Amtrak and local law enforcement agencies on a safety train that traveled between the Richmond and Martinez stations. Local enforcement was positioned at numerous crossings to make citations and keep trespassers off the tracks. It was determined that there were sites along the right of way that needed fencing repairs and upgrades. The next safety train is planned to be in January 2017.

Station Signage and Platform Safety Upgrades. The procurement process has begun to construct improved informational signage at selected Capitol Corridor stations. These glass-front display signs will display train schedules, safety and other pertinent information, following the signage standard adopted at the September 2015 meeting. CCJPA has contracted with Amtrak to install security cameras at the Auburn, Rocklin, Roseville and Suisun stations. Separately, CCJPA has contracted with Amtrak to install lighting and a standby power system at the Auburn layover site. Amtrak anticipates completion of these projects by the end of December 2017.

Positive Train Control Update. The Union Pacific Railroad has continued to advance PTC implementation on their system. The Union Pacific's testing of the PTC system now includes the Los Angeles area as well as the Northern California area. The testing includes only select Union Pacific trains, and at this time does not include any operating partners such as Amtrak, Capitol Corridor or ACE. The CCJPA has received and is reviewing initial information from UPRR on the expected testing procedures, and the costs to install and maintain PTC for the Capitol Corridor.

Installation of the PTC hardware (electronic equipment) on the state-owned rail equipment is currently complete for the Northern California intercity rail fleet (supporting the Capitol Corridor and San Joaquin trains) with all locomotives and cab cars equipped; however certain radio hardware is subject to a manufacturer's recall and is being returned for retrofit. Some software installation and programming remains, and will be completed prior to beginning testing of the PTC system. Lastly, Amtrak is continuing with its installation of a Back Office Server that will communicate the location of Amtrak-operated trains from this server to the host railroad dispatch centers. Taken together, the testing for the implementation of PTC for the Capitol Corridor will likely begin in mid-2017. Caltrain has begun testing their PTC system known as CBOSS, but they have not yet extended their testing to any other operating partners.

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Project Updates

Travel Time Savings Project: The CCJPA has executed its agreements with UPRR to start the infrastructure upgrades as part of the CCJPA-funded Travel Time Savings Project, with the intent to reduce run times by up to 10 minutes for Capitol Corridor trains between Sacramento and San Jose. The work is expected to be completed by mid-2017.

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. The results of the initial surveys are now being incorporated into the conceptual design plans. Stakeholder meetings are occurring to chart a path to implement the needed track and signal improvements in the sensitive wetlands areas. Concurrently, Caltrain is completing the design and 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: Phase 1 of the Project is fully funded with the CCJPA seeking allocation of the state funds by early 2017. Once the necessary funding agreements are executed, UPRR and CCJPA will move into final design for the Phase 1 effort.

Outlook – Closing

With the start of a new fiscal year (FY16-17), the performance of the Capitol Corridor service for October 2016 carries forward the positive trends experienced from the recording-breaking prior fiscal year (FY 15-16). These results show sustained growth in ridership and revenues that exceed budget projections and set a strong path for continued success for FY 16-17 that is based on a safe, reliable, customer-focused service plan for the Capitol Corridor trains. The CCJPA will continue to advance Positive Train Control installation and other safety and customer service upgrades while implementing service enhancement plans (Sacramento-Roseville 3rd Track Phase 1 and Travel Time Savings projects) for the Capitol Corridor.

Infrastructure, investment future cloudy under Trump

By: Gus Thomson of the Auburn Journal

Friday Nov 11 2016

The Trump administration is expected to spend more on infrastructure challenges such as the congested Interstate 80–Highway 65 interchange in Placer County.

But Placer County Transportation Planning Agency’s executive director isn’t so sure that funding will be coming Placer County’s way.

Fresh from a defeat at the polls for Measure M – the proposed half–percent sales tax boost to fund \$1.6 billion in transportation upgrades – local governments must now find new ways to pay for increasing traffic congestion fixes and maintenance of existing infrastructure.

Celia McAdam, the planning agency’s executive director, said that federal funding would likely involve a local match to pay for part of the work and local governments would be hard–pressed to come up with that money.

Trump has pledged on the campaign trail to boost the economy with infrastructure improvements that could put more people to work.

“If somebody comes up with the money we have some great suggestions on how to spend it in Placer County,” McAdam said.

The practical issue of funding won’t be addressed by a gas tax increase because there has been no appetite at the federal or state level to up the amount, she said.

Placer County, during a time when former U.S. Rep. John Doolittle, R–Rocklin, was the fifth most powerful Republican in Congress, was able to find federal funding through earmarks to finance tens of millions of dollars of improvements on Interstate 80 choke points along the Roseville corridor.

But now there is nothing to indicate that earmarks will return in great amounts, McAdam said.

Kimberly Foss, a Placer High grad and CEO of Roseville’s Empyrion Wealth Management, said that Trump’s ascendancy into the upper echelons of world

politics could continue to roil the investment marketplace. By Thursday, pharmaceutical, defense and banking stocks were moving higher while tech stocks were losing ground on concerns over a drop in government support.

“With the election of President Donald Trump, the markets may be volatile in the coming months due to the uncertainties, and we know the markets do not like uncertainty,” Foss said. “However, it’s helpful to remember that these market gyrations are almost always bad times to trade, and particularly to sell.”

Foss, the author of New York Times best seller “Wealthy By Design,” is a frequent guest on “Good Morning America,” CNBC and other national business programs.

With months before the new president takes office, traders and analysts have plenty of time to settle down between now and the first 100 days of the Trump presidency, she said.

“That will be time to evaluate whether America’s corporations are, indeed, worth much less than they were before election night,” Foss said. “But in the end, the intrinsic value of stocks typically don’t change with the occupant of the White House.”

And as the shock of the election victory for Trump sinks in, some – like longtime Republican Doug Elmets, who gave an impassioned speech at the Democratic national convention against Trump’s candidacy – are moving forward on a more conciliatory note.

“Many millions of Americans had hoped for a different outcome but the silver lining is that we live in a democracy and Donald Trump deserves an opportunity to unify the country,” Elmets said. “It won’t be an easy task but the voters have spoken.”