



A G E N D A

Wednesday, February 25, 2015 – 9:00 a.m.

**Placer County Transportation
Planning Agency Offices
299 Nevada Street, Auburn, California**

Note: Change in location

- A. **Flag Salute**
- B. **Roll Call**
- C. **Elected Officials Workshop: SACOG Metropolitan Transportation Plan / Sustainable Communities Strategy** **Info**
Pg. 1
- D. **Approval of Minutes: January 28, 2015** **Action**
Pg. 2
- E. **Agenda Review**
- F. **Public Comment**
- G. **Consent Calendar** **Action**
Pg. 5
- 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. Master Agreement and Letter of Task Agreement #15-01 with LSC Transportation Consultants, Inc. for the Placer Rural Transit Study - \$55,400 Pg. 7
 2. Master Agreement and Letter of Task Agreement #15-01 with De Novo Planning Group for 2036 Regional Transportation Plan Environmental Impact Report – up to \$80,000
 3. FY 2015/16 Preliminary Findings of Apportionment for Local Transportation Fund (LTF) and FY 2015/16 Preliminary State Transit Assistance (STA) Fund Allocation Pg. 8
 4. FY 2014/15 City of Roseville Claim for Transportation Development Act (TDA) Bicycle and Pedestrian Funds - \$433,466 Pg. 11
 5. FY 2014/15 City of Auburn Claim for Local Transportation Funds (TF) Funds - \$684,500 Pg. 14
 6. FY 2014/15 City of Auburn Claim for State Transit Assistance (STA) Funds - \$51,106 Pg. 19
 7. FY 2008/09 and 2009/10 PTMISEA Remaining Fund Final Allocation Pg. 24

**Board of Directors Meeting Agenda
PLACER COUNTY TRANSPORTATION PLANNING AGENCY
February 25, 2015
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H.	Unmet Transit Needs Analysis and Recommendations for FY 2015/16	Action Pg. 26
I.	FY 2014/15 Overall Work Program (OWP) and Budget – Amendment #2/3	Action Pg. 28
J.	Preliminary Draft FY 2015/16 Overall Work Program (OWP) and Budget	Action Pg. 29
K.	Rocklin Community Transit Plan	Action Pg. 31
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M.	Board Direction to Staff	
N.	Informational Items	Info
	1. TAC Minutes	Pg. 39
	2. Status Reports	
	a. PCTPA	Pg. 42
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	c. Federal Advocates, Inc.	Pg. 61
	d. Capitol Corridor	Pg. 70
	3. Newspaper Articles	Pg. 74

*Next Regularly Scheduled PCTPA Board Meeting
March 25, 2015*



MEMORANDUM

TO: PCTPA Board of Directors **DATE:** February 11, 2015

FROM: Aaron Hoyt, Associate Transportation Planner *AH/CS*

SUBJECT: ELECTED OFFICIALS WORKSHOP: SACOG METROPOLITAN
TRANSPORTATION PLAN / SUSTAINABLE COMMUNITIES
STRATEGY (MTP/SCS)

ACTION REQUESTED

None. For discussion only.

BACKGROUND

The Sacramento Area Council of Governments (SACOG) is the federally recognized regional planning agency for the six counties of El Dorado, Placer, Sacramento, Sutter, Yolo, and Yuba and is the process of updating their Metropolitan Transportation Plan / Sustainable Communities Strategy (MTP/SCS). SACOG's MTP/SCS incorporates PCTPA's Regional Transportation Plan (RTP) per our Memorandum of Understanding.

SACOG's MTP/SCS requires that an elected officials meeting be held in each county of the SACOG region. These meetings are targeted to the full membership of City Councils and County Boards of Supervisors, city managers, county administrators, and jurisdiction staff working on the 2016 Metropolitan Transportation Plan/Sustainable Communities Strategy (MTP/SCS). The meeting is designed to provide city and county elected officials who may not sit on the SACOG Board ample opportunity to provide input on the MTP/SCS, and gain better understanding of how the MTP/SCS builds off of existing local plans (e.g., capital improvements programs and general plans).

DISCUSSION

In cooperation with SACOG, PCTPA is hosting this Elected Officials Workshop in conjunction with our February Board meeting. SACOG provided notice via City and County Clerks of the Boards to aid in dissemination of the meeting information

SACOG staff member Kacey Lizon will provide an overview of the MTP/SCS.

CM:AH:ss

PLACER COUNTY TRANSPORTATION PLANNING AGENCY MINUTES January 28, 2015
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A regular meeting of the Placer County Transportation Planning Agency met on Wednesday, January 28, 2015 at 9:00 a.m. at the Board of Supervisors Chambers, 175 Fulweiler Avenue, Auburn, California.

ROLL CALL:	Bonnie Gore Tony Hesch Jim Holmes Stan Nader Keith Nesbitt Kirk Uhler Dave Wheeler	Celia McAdam Scott Aaron Aaron Hoyt Shirley LeBlanc Luke McNeel-Caird David Melko Solvi Sabol
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AGENDA REVIEW

None

APPROVAL OF MINUTES

Upon motion by Nesbitt and second by Treabess, the minutes of December 3, 2015 were unanimously approved.

CONSENT CALENDAR

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

ADJOURNED AS PLACER COUNTY TRANSPORTATION PLANNING AGENCY

CONVENED AS THE WESTERN PLACER CONSOLIDATED TRANSPORTATION SERVICES AGENCY (WPCTSA)

CONSENT CALENDAR

Upon motion by Wheeler and second by Hesch, the WPCTSA Consent Calendar was unanimously approved.

ADJOURNED AS WESTERN PLACER CONSOLIDATED TRANSPORTATION SERVICES AGENCY

CONVENED AS THE PLACER COUNTY TRANSPORTATION PLANNING AGENCY

CONGESTION MITIGATION & AIR QUALITY (CMAQ) PROJECT FUNDING RECOMMENDATION

Luke McNeel-Caird presented the funding recommendations for the FY 2016/17 through FY 2018/19 Congestion Mitigation and Air Quality (CMAQ) projects. McNeel-Caird explained that each jurisdiction submitted projects according to fair share targets, and all projects submitted were eligible and being recommended for funding. Celia McAdam added that the Sacramento Emergency Clean Air & Transportation (SECAT) and Spare the Air programs reflected under discretionary applications, are necessary as part of the State Implementation Plan (SIP) to meet air quality conformity requirements.

Upon motion by Nesbitt and second by Hesch, the Board unanimously, 1) approved the list of transportation and air quality improvement projects in the agenda item referenced as Attachment 1 for funding under the Congestion Mitigation and Air Quality (CMAQ) program and 2) directed staff to work with local agencies and SACOG to program these projects in the Metropolitan Transportation Improvement Plan (MTIP).

FEDERAL LEGISLATIVE PROGRAM FOR 2015

Celia McAdam presented the 2015 Federal Legislation Program explaining that our focus hasn't changed since last year. McAdam noted that Moving Ahead for Progress in the 21st Century (MAP 21) expires in May and if there is no federal transportation bill, funding like CMAQ would go away with it. In addition to advocating for the reauthorization of MAP 21, and supporting local control measures, McAdam discussed the projects recommended for support in the FY 16 Transportation Appropriations Bill. These include the I-80/SR 65 Interchange Improvements and the Placer Parkway.

Celia McAdam asked that the Board approve the cost of sending both her and Chair Ruslin to Washington, D.C. to represent the positions as presented. She noted that there would be a savings as we would be splitting the cost of Chair Ruslin's travel with the City of Rocklin.

Upon motion by Uhler and second by Nader the Board unanimously 1) adopted PCTPA's Federal Legislative Program for 2015 in the agenda item referenced as Attachment 1 and 2) directed staff and federal advocates to represent these positions, including travel to Washington DC in April.

TRANSPORTATION FUNDING STRATEGY STATUS REPORT

Celia McAdam explained that we've been working for years to develop a new local funding source to help bridge the gap between our transportation needs and the funding currently available. To that end, we have been contracted with Jeff Flint of FSB Core Strategies and Bill Halldin of Halldin Public Relations under a contract approved in December of 2013. The report provided to the Board explains what we have accomplished and what we have yet to do in 2015. McAdam introduced Jeff Flint who has been leading this effort.

Jeff Flint explained that in 2014 the primary task was to ask the public and private sector leaders if it's viable to ask the voters of Placer County to help fund transportation infrastructure. The feedback, Flint stated, was positive and there was general consensus in understanding the relationship of transportation infrastructure and economic vitality and the need for a local source

of funding. We are now expanding the circle of outreach, Flint explained, presenting to various groups such as Chambers of Commerce and community clubs throughout the County. Additional outreach will include larger groups, such as homeowners associations, that may not be specifically organized to address public policy but are affected by transportation in their daily lives. Jeff Flint stressed the importance of private sector participation, and noted that meetings with such groups have been positive.

Jeff Flint explained that road maintenance and rehab is extremely important as we develop the funding plan, particularly in small rural communities. With a question pertaining to 'what's in it for me', Celia McAdam explained that as we develop an expenditure plan, it is expected there would be a significant allocation left to the discretion of each jurisdiction for transportation projects, as we realize a balanced approach that includes local road maintenance will be key.

EXECUTIVE DIRECTOR'S REPORT

Celia McAdam reported that we are working with the Capitol Corridor Joint Powers Authority (CCJPA) in applying for Cap and Trade funds for the Sacramento to Roseville Third Track project. Union Pacific will need to be on board for this to be successful, and we are working closely with them. McAdam said we will keep the Board informed as we move forward.

Lastly, McAdam explained that the next Board meeting will be held at the PCTPA offices to accommodate the public officials' workshop which will provide an update on the Sacramento Metropolitan Council of Government's (SACOG) Metropolitan Transportation Plan.

Boardmember Holmes announced that the next meeting of the PCTPA Board is February 25, 2015 and adjourned the meeting at 9:55 a.m.

Celia McAdam
Executive Director

Diana Ruslin, Chair



MEMORANDUM

TO: PCTPA Board of Directors

FROM: Celia McAdam, Executive Director

SUBJECT: CONSENT CALENDAR

DATE: February 10, 2015

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

1. Master Agreement and Letter of Task Agreement #15-01 with LSC Transportation Consultants, Inc. for the Placer County Rural Transit Study - \$55,400
Based on prior unmet transit need comments, the Placer County Rural Transit Study will determine the feasibility of expanding or developing transit service(s) in eight rural unincorporated communities: Sheridan, Lincoln, Granite Bay, Auburn/Bowman, North Auburn, Foresthill, Colfax/Meadow Vista, and Loomis/Penryn/Newcastle/Ophir. The Placer County Short Range Transit Plan completed in 2011 recommended that PCTPA conduct a Rural Transit Study. Completion of the Study will help facilitate the determination of unmet transit needs in rural Placer County. Funding for the Study is provided by a Caltrans grant. Staff recommends approval of the attached Letter of Task Agreement and incorporated Master Agreement with LSC Transportation Consultants, Inc, to conduct the Placer County Rural Transit Study in the amount of \$55,400.
2. Master Agreement and Letter of Task Agreement #15-01 with De Novo Planning Group for 2036 Regional Transportation Plan Environmental Impact Report – up to \$80,000
The De Novo Planning Group rank the highest among the six proposals received and proposed to complete the scope of work for \$71,915 plus actual filing fees for the environmental document and direct expenses. Staff recommends that the Board authorize the Executive Director to negotiate and sign a consultant contract with the De Novo Planning Group to prepare an Environmental Impact Report for the 2036 Regional Transportation Plan for an amount not to exceed \$80,000.
3. FY 2015/16 Preliminary Findings of Apportionment for Local Transportation Fund (LTF) and FY 2015/16 Preliminary State Transit Assistance (STA) Fund Allocation
As the Regional Transportation Planning Agency (RTPA) for Placer County, PCTPA is responsible for the administration of the Transportation Development Act (TDA) funds. TDA provides funds under two programs called the Local Transportation Fund (LTF) and the State Transit Assistance (STA) fund.

The LTF program was established through the TDA in 1972. Funds are allocated for specific purposes in priority order and are intended for public transportation before other claims, such as streets and roads are approved. The STA program was established in 1980 to provide support for local transit capital and operations. Unlike other programs under the TDA, funding for the STA is allocated through the state budget.

**Board of Directors
Consent Calendar
February 2015
Page 2**

The preliminary apportionment for FY 2015/16 projects a modest carryover from FY 2014/15 and recommends a four percent growth in LTF revenue over the prior fiscal year, reflecting the continuing improvement in the economy. The State Controller's Office released a preliminary estimate of funds available for STA claimants for FY 2015/16. Staff recommends that the Board approve the attached preliminary findings of LTF apportionment and the preliminary STA fund allocation for FY 2015/16. The PCTPA TAC concurred with this recommendation at its February 10, 2015 meeting.

4. FY 2014/15 City of Roseville Claim for Transportation Development Act (TDA) Bicycle and Pedestrian Funds - \$433,466
The City of Roseville submitted a TDA Bicycle and Pedestrian claim of \$433,466 in FY 2014/15 for the Lincoln Street Undercrossing of the Harding to Royer Bikeway project. This claim represents the remaining balance of the City's five-year funding amount according to PCTPA's current five-year Cash Management Plan for the TDA Pedestrian and Bicycle Fund. Staff recommends approval.
5. FY 2014/15 City of Auburn Claims for Local Transportation Funds (LTF) - \$684,500
The City of Auburn submitted claims for \$684,500 in LTF funds for FY 2014/15 – \$353,793 for streets and roads purposes, \$314,707 for transit, and \$16,000 for contracted transit services. The City's claims are in compliance with the approved LTF apportionment, and all transit needs that are reasonable to meet are being provided. However, Auburn Transit failed to meet minimum farebox recovery ratio requirements in FY 2012/13. Per Transportation Development Act (TDA) regulations, the City will receive its FY 2014/15 LTF apportionment minus the difference between the required fare revenues and the actual fare revenues received in FY 2012/13 (\$8,770). Staff recommends approval, subject to the requirement that the City submit a complete Fiscal and Compliance Audit for the fiscal year ending June 30, 2014, prior to issuance of instructions to the County Auditor to pay the claimant including applicable penalty. Staff recommends approval.
6. FY 2014/15 City of Auburn Claim for State Transit Assistance (STA) Funds - \$51,106
The City of Auburn submitted a claim for \$51,106 in STA funds for FY 2014/15 for transit purposes. The City's claim is in compliance with the approved STA apportionment and with all applicable STA requirements. Staff recommends approval.
7. FY 2008/09 and 2009/10 PTMISEA Remaining Balance Final Fund Allocation
The Highway Safety, Traffic Reduction, Air Quality, and Port Security Bond Act of 2006, approved as Proposition 1B on the November 7, 2006 ballot, includes \$4 billion for the Public Transportation Modernization, Improvement and Service Enhancement Account (PTMISEA). Each year funds are appropriated to the State Controller's Office for allocation to eligible agencies. PTMISEA bond funding will sunset in FY 2016/17. The FY 2008/09 and 2009/10 funds of \$66,626 consist of remaining statewide appropriations not previously allocated. Staff recommends that the Board approve the FY 2008/09 and 2009/10 PTMISEA Final Fund Allocation for transmittal to local agencies and transit operators; and designating the Executive Director as the authorized agent for PTMISEA funds. The TAC concurred with the staff recommendation.



PLACER COUNTY
TRANSPORTATION
PLANNING AGENCY

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

February 25, 2015

Gordon Shaw, PE, AICP, Principal
LSC Transportation Consultants, Inc.
P.O. Box 5875
Tahoe City, CA 96145

SUBJECT: LETTER OF TASK AGREEMENT #15-01
BETWEEN LSC TRANSPORTATION CONSULTANTS, INC. AND
THE PLACER COUNTY TRANSPORTATION PLANNING AGENCY

Dear Mr. Shaw:

This letter, when countersigned, authorizes work under the "Master Agreement between the Placer County Transportation Planning Agency (PCTPA) and LSC Transportation Consultants, Inc., dated February 25, 2015.

1. Incorporated Master Agreement: This Letter of Task Agreement is the statement of contract-specific requirements applicable to the work effort to be undertaken by LSC Transportation Consultants, Inc. to conduct the Placer County Rural Transit Study for PCTPA.
2. Term: Consultant services are to commence March 2, 2015 and shall be completed in such a sequence as to assure that the project is on budget and on schedule. This contract shall end on December 31, 2015. Extensions or revisions to this contract may be made with the written agreement of all parties. During the term of this contract, you are not to engage in other work that would be deemed a conflict of interest with PCTPA interests.
3. Scope of Services: Consultant will conduct the Placer County Rural Transit Study for PCTPA as outlined in your Proposal dated January 31, 2015. David Melko, Senior Transportation Planner, will act as Project Manager on behalf of PCTPA.
4. Personnel: The consultant team's personnel are identified in their Proposal. Consultant will provide its own personnel to perform the work. Consultant will provide administrative support and overhead expenses.
5. Compensation: For services rendered, Consultant compensation shall not exceed \$55,400. Consultant will invoice on a monthly basis. Invoices will be paid within 30 days of receipt. PCTPA will withhold ten percent (10%) of the payments due until successful completion of the Study report and the delivery and acceptance of all final products.

If this Letter of Task Agreement meets with your approval, please sign and return one copy. Questions concerning this agreement and the project in general should be directed to David Melko at (530) 823-4090.

Sincerely,

Accepted by:

Celia McAdam, AICP Date
Executive Director
Placer County Transportation Planning Agency

Gordon Shaw, PE, AICP Date
Principal
LSC Transportation Consultants, Inc.

**PLACER COUNTY TRANSPORTATION PLANNING AGENCY (PCTPA)
PRELIMINARY FINDINGS OF APPORTIONMENT FOR FY 2015/2016 LOCAL TRANSPORTATION FUND (LTF)**

February 2015

		FY 2014/2015 Estimated Fund Balance Subtotal (1)	FY 2015/2016 Revenue Subtotal	FY 2015/2016 Apportionment Total
PLACER COUNTY LTF REVENUE ESTIMATE				
		\$2,731,931	\$21,025,859	\$23,757,790
TRPA Revenue Estimate (2)	2.9941%		\$629,535	\$629,535
TRPA LTF Fund Balance		\$81,797		\$81,797
TRPA TOTAL			\$629,535	\$711,332
County Auditor Administrative Costs			\$269	\$269
BALANCE AVAILABLE FOR APPORTIONMENT BY TRPA				\$711,063
PCTPA LTF REVENUE ESTIMATE				
PCTPA Revenue Estimate	97.0059%		\$20,396,324	\$20,396,324
PCTPA LTF Fund Balance		\$2,650,134		\$2,650,134
PCTPA TOTAL			\$20,396,324	\$23,046,458
County Auditor Administrative Costs			\$8,731	\$8,731
PCTPA Administrative and Planning Costs (3)			\$425,000	\$425,000
Pedestrian and Bicycle Allocation (4)		\$53,003	\$399,252	\$452,255
Community Transit Service Article 4.5 Allocation (5)		\$103,885	\$782,534	\$886,419
South Placer Transportation Call Center - FY 2009/10 Unmet Transit Need (6)		\$0	\$300,000	\$300,000
BALANCE AVAILABLE FOR APPORTIONMENT BY PCTPA		\$2,493,246	\$18,480,807	\$20,974,053

Apportionment of FY 2015/2016 PCTPA LTF Revenue Estimate by Jurisdiction			
Jurisdiction	Population January 1, 2014	Percent (%)	Revenue Apportionment (7)
PLACER COUNTY	100,909	28.41%	\$5,959,321.05
AUBURN	13,804	3.89%	\$815,214
COLFAX	1,998	0.56%	\$117,995
LINCOLN	45,206	12.73%	\$2,669,703
LOOMIS	6,608	1.86%	\$390,245
ROCKLIN	59,672	16.80%	\$3,524,013
ROSEVILLE	126,956	35.75%	\$7,497,563
TOTAL	355,153	100.00%	\$20,974,053

Apportionment of FY 2015/2016 PCTPA LTF Revenue Estimate Available to Claimant			
Jurisdiction	Revenue Apportionment	Planning Contribution (8)	Available to Claimant
PLACER COUNTY	\$5,959,321	(\$238,373)	\$5,332,524
AUBURN	\$815,214	(\$32,609)	\$803,695
COLFAX	\$117,995	(\$4,720)	\$116,327
LINCOLN	\$2,669,703	(\$106,788)	\$2,631,979
LOOMIS	\$390,245	(\$15,610)	\$384,730
ROCKLIN	\$3,524,013	(\$140,961)	\$3,474,217
ROSEVILLE	\$7,497,563	(\$299,903)	\$7,391,619
TOTAL	\$20,974,053	(\$838,962)	\$20,135,091

NOTES:

- 1) FY 2014/2015 LTF balance based on January 29, 2015 preliminary fund estimate provided by Placer County Auditor.
- 2) Tahoe Regional Planning Agency receives funds proportional to its population within Placer County (see box below).
- 3) Apportioned per Section 7.1 PCTPA Rules & Bylaws for FY 2015/2016 Preliminary Overall Work Program and Budget, February 2015.
- 4) Pedestrian and Bicycle Allocation is 2% of the remaining apportionment, per PCTPA Board direction.
- 5) Community Transit Service Article 4.5 allocation is up to 5% of the remaining apportionment, per PCTPA Board direction.
FY 2015/2016 Article 4.5 allocation is set at 4%.
- 6) Establishment of a Centralized Call Center, Unmet Transit Needs (UTN) Final Report for FY 2009/10, PCTPA, May 27, 2009.
FY 2015/2016 cost estimate assumes maximum budget to operate the Call Center. Final apportionment will incorporate PCTPA Board approved FY 2015/16 Budget
- 7) FY 2014/2015 carryover apportionment (see next page) uses May 2014 DOF population estimates and adjustments to reconcile prior year apportionment totals.
- 8) PCTPA receives 4% of apportionment for regional planning purposes and implementation of MAP-21 C21 planning requirements.

January 1, 2014 DOF Population Estimates		
TRPA Population	10,962	2.9941%
PCTPA Population	355,153	97.0059%
TOTAL	366,115	100.00%

Sources:

1. Table E-1: City/County Population Estimates January 1, 2013 to January 1, 2014, DOF, May 1, 2014.
2. Western Slope and Tahoe Basin for Placer County as of January 1, 2014, DOF, June 2014.

2-Feb-15

**Calculation of FY 2014/15 PCTPA LTF Carryover
Using 2014 Population - Western Slope**

Amount of FY 2014/2015 Carryover: **\$2,650,134**

POPULATION			
JURISDICTION	01-Jan-13	PERCENT	ALLOCATION
PLACER COUNTY	100,909	28.41%	\$752,978
AUBURN	13,804	3.89%	\$103,005
COLFAX	1,998	0.56%	\$14,909
LINCOLN	45,206	12.73%	\$337,325
LOOMIS	6,608	1.86%	\$49,309
ROCKLIN	59,672	16.80%	\$445,269
ROSEVILLE	126,956	35.75%	\$947,339
TOTAL	355,153	100.00%	\$2,650,134

Sources:

1. Table E-1: City/County Population Estimates January 1, 2013 to January 1, 2014, DOF, May 1, 2014.
2. FY 2014/2015 LTF balance based on January 29, 2015 preliminary fund estimate provided by Placer County Auditor.

31-Jan-14

PLACER COUNTY TRANSPORTATION PLANNING AGENCY
FY 2015/2016 STATE TRANSIT ASSISTANCE (STA) FINAL FUND ALLOCATION (EXCLUDING TAHOE BASIN)
February 2015

PUC 99313 Allocation	\$1,470,246
PUC 99314 Allocation	\$237,896
Total STA Allocation ⁽¹⁾	\$1,708,142
4 Percent Allocation to WPCTSA ⁽²⁾	\$58,810
Total PUC 99313 Allocation Available to Jurisdictions	\$1,411,436

FY 2015/2016 Jurisdiction STA Final Fund Allocation

Jurisdiction	January 2014 Population ⁽³⁾	Percent	PUC 99313 Population Allocation	PUC 99314 Fare Revenue Allocation	Total Jurisdiction Allocation
Placer County	100,909	28.41%	\$429,134	\$181,063	\$610,197
Auburn	13,804	3.89%	\$53,333	\$1,556	\$54,889
Colfax	1,998	0.56%	\$7,720	\$0	\$7,720
Lincoln	45,206	12.73%	\$174,659	\$2,746	\$177,405
Loomis	6,608	1.86%	\$25,531	\$0	\$25,531
Rocklin	59,672	16.80%	\$230,550	\$0	\$230,550
Roseville	126,956	35.75%	\$490,510	\$52,531	\$543,041
TOTAL	355,153	100.00%	\$1,411,436	\$237,896	\$1,649,332

Notes: (1) 2015/2016 State Transit Assistance 99313 Allocation Preliminary Estimate, California State Controller Division of Accounting and Reporting, January 30, 2015.

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

(3) Table E-1: City/County Population Estimates January 1, 2013 to January 1, 2014, California Department of Finance, June 2014.
PUC = Public Utilities Code

January 1, 2014 DOF Population Estimates ¹		
TRPA Population ²	10,962	2.9941%
PCTPA Population	355,153	97.0059%
TOTAL	366,115	100.00%

Sources:

1. Table E-1: City/County Population Estimates January 1, 2013 to January 1, 2014, DOF, May 1, 2014.
2. Western Slope and Tahoe Basin for Placer County as of January 1, 2014, DOF, June 2014.

2-Feb-15

CLAIM FOR BICYCLE AND PEDESTRIAN FUNDS

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

FROM: CLAIMANT: City of Roseville

ADDRESS: 311 Vernon Street

Roseville, CA 95678

CONTACT PERSON: Michael Dour, Alternative Transportation Analyst

Phone: 916-746-1304 Email: mdour@roseville.ca.us

The City of Roseville hereby requests, in accordance with the State of California Public Utilities Code, AS AMENDED (Chapter 3, Section 99234), that this claim for Bicycle and Pedestrian funds in the amount of \$ 433,466 be approved for Fiscal Year 2014/15, to be drawn from the Bicycle and Pedestrian Trust Fund.

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

APPROVED:

PLACER COUNTY
TRANSPORTATION PLANNING AGENCY
BOARD OF DIRECTORS

APPLICANT

BY: _____
(signature)

BY: _____
(signature)

TITLE: _____

TITLE: _____

DATE: _____

DATE: _____

BICYCLE AND PEDESTRIAN PROJECT DESCRIPTION AND FINANCIAL PLAN

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

Include a location map for the project as appropriate.

Claimant: City of Roseville

Fiscal Year: 2014/2015

<u>Brief Project Description</u>	<u>Project Cost</u>	<u>Source of Funding & Amount</u>
Harding to Royer Bikeway Project (Segment 4 - Including Lincoln Street Undercrossing)	\$700,000	FY 2014/15 Bike/Ped TDA: \$433,466 Bike/Ped Carryover: \$266,534 Total: \$700,000

PLACER COUNTY TRANSPORTATION PLANNING AGENCY

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

RESOLUTION NO. 15-07

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

AYES:

NOES:

ABSENT:

Signed and approved by me after its passage

Chairperson
Placer County Transportation Planning Agency

Executive Director

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

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

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

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

THEREFORE, BE IT RESOLVED THAT the PCTPA has reviewed the claim and makes funds available for the 2014/2015 fiscal year.

To the City of Roseville for Bicycle
and Pedestrian Fund Projects

\$433,466

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

CLAIM FOR LOCAL TRANSPORTATION FUNDS
STREETS & ROADS PURPOSES

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

FROM: CLAIMANT: City of Auburn
ADDRESS: 1225 Lincoln Way
Auburn, CA 95603
CONTACT PERSON: Lance E. Lowe
Phone: 530-823-4211 ext. 103 Email: llowe@auburn.ca.gov

The City of Auburn hereby requests, in accordance with the State of California Public Utilities Code commencing with Section 99200 and the California Code of Regulations commencing with Section 6600, that this claim for Local Transportation Funds be approved for Fiscal Year 2014/15, for street and road purposes (P.U.C. 99400a) in the amount of \$ 353,793 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: Berrie Schroeder
(signature)

TITLE: _____

TITLE: Planning & Public Works Department

DATE: _____

DATE: 2/10/15

CLAIM FOR LOCAL TRANSPORTATION FUNDS
TRANSIT PURPOSES

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

FROM: CLAIMANT: City of Auburn

ADDRESS: 1225 Lincoln Way

Auburn, CA 95603

CONTACT PERSON: Lance E. Lowe

Phone: 530-823-4211 ext. 103 Email: llowe@auburn.ca.gov

The City of Auburn hereby requests, in accordance with the State of California Public Utilities Code, commencing with Section 99200 and the California Code of Regulations commencing with Section 6600, that this claim for Local Transportation Funds be approved for Fiscal Year 2014/15 ^{2015/16}, 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: \$ 314,707
- P.U.C. 99275, Article 4.5, Community Transit Services: \$ _____
- P.U.C. 99400c, Article 8c, Contracted Transit Services: \$ 16,000
- 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: *Barbara Schroeder*
(signature)

TITLE: _____

TITLE: Planning & Public Works Director

DATE: _____

DATE: 2/10/15

TDA ANNUAL PROJECT AND FINANCIAL PLAN

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

Claimant: _____ City of Auburn _____

Fiscal Year: _____ 2014/2015 _____

<u>Brief Project Description</u>	<u>Project Cost</u>	<u>Source of Funding & Amount</u>
Auburn Transit Operations: Capital Projects: Misc. Machinery & Equipment, Corporation Yard Generator, Transit Shelter Improvements & Bus Purchase.	Operations: \$485,000 Capital: \$ 451,619 Total: \$ 936,619	Operations: Interest: \$2,276 FTA 5311 \$120,163 STA: \$51,106 Fare Box Revenue: \$32,000 LTF: \$279,455 Capital: Reserve: \$66,682 TSSSDRA/PCTPA: \$56,706 FTA 5311 \$93,762 LTF: \$51,252 Carryover: \$183,217
Transportation: Annual Overlay, Nevada Street Sidewalk Program, Storm drain emergency repairs, Sidewalk repairs, Pavement Marking Project, Way finding signs project, Marguerite Mine Road, Sidewalk/Bike lane project, etc.	Transportation: \$2,421,460	Transportation: LTF: \$353,793 Interest \$2,945 Highway 49 Mitigation: \$431,388 Other Revenues/Grants: \$367,151 CMAQ: \$448,710 RSTP: \$35,894 Safe Routes To School: \$781,579

RESOLUTION NO. 15-15

RESOLUTION APPROVING AND AUTHORIZING EXECUTION OF THE 2014/15
LOCAL TRANSPORTATION FUND CLAIM TO THE PLACER COUNTY
TRANSPORTATION PLANNING AGENCY

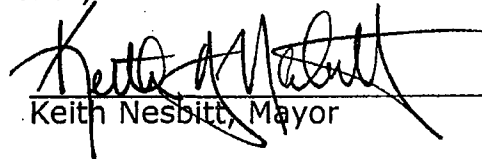
WHEREAS, the procedures established by the Placer County Transportation Planning Agency (PCTPA) require the applicant to certify by resolution approval of the execution of the application before submission of said application to the PCTPA;

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


That the CITY OF AUBURN authorizes the submittal of an application to PCTPA for the 2014/15 Local Transportation Fund Claim. The Director of Public Works of the City of Auburn or her designee, is hereby authorized and empowered to execute the 2014/15 Transportation Claim and all necessary amendments and payment requests hereto in the amount of:

- \$330,707 TDA Article 4, P.U.C. 99260a (Transit Operations)
- \$353,793 TDA Article 8a, P.U.C. 99400a (Streets and Roads)
- \$51,106 STA (State Transit Assistance)

DATED: February 9, 2015


Keith Nesbitt, Mayor

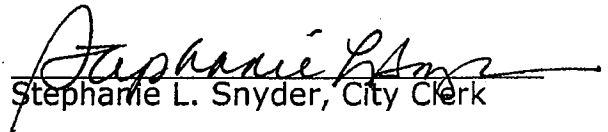
ATTEST:

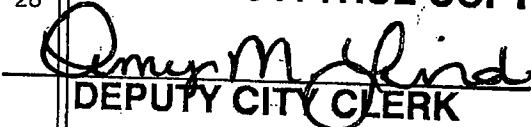

Stephanie L. Snyder, City Clerk

I, Stephanie L. Snyder, City Clerk of the City of Auburn, hereby certify that the foregoing resolution was duly passed at a regular meeting of the City Council of the City of Auburn held on the 9th of February 2015 by the following vote on roll call:

Ayes: Powers, Berlant, Kirby, Spokely, Nesbitt
Noes:
Absent:

CERTIFIED AS A TRUE COPY


Stephanie L. Snyder, City Clerk


DEPUTY CITY CLERK

PLACER COUNTY TRANSPORTATION PLANNING AGENCY

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

RESOLUTION NO. 15-08

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

Ayes:

Noes:

Absent:

Signed and approved by me after its passage.

Chair
Placer County Transportation Planning Agency

Executive Director

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

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

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

- | | | |
|----|---|-----------|
| 1. | To the City of Auburn for projects conforming to Article – Section 99260(a) of the Act: | \$314,707 |
| 2. | To the City of Auburn for projects conforming to Article 8 – Section 99400(a) of the Act: | \$353,793 |
| 3. | To the City of Auburn for projects conforming to Article 8 – Section 99400(c) of the Act: | \$ 16,000 |

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, 2014, prior to issuance of said instructions to the County Auditor to pay the claimant.

CLAIM FOR STATE TRANSIT ASSISTANCE FUNDS

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

FROM: CLAIMANT: City of Auburn
ADDRESS: 1225 Lincoln Way
Auburn, CA 95603
CONTACT PERSON: Lance E. Lowe
Phone: 530-823-4211 ext. 103 Email: llowe@auburn.ca.gov

The City of Auburn hereby requests, in accordance with the State of California Public Utilities Code commencing with Section 99200 and the California Code of Regulations commencing with Section 6600, that this claim for State Transit Assistance be approved in the amount of \$ 51,106 for Fiscal Year 2014/15, to be drawn from the State Transit Assistance 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.

APPROVED:

PLACER COUNTY
TRANSPORTATION PLANNING AGENCY
BOARD OF DIRECTORS

APPLICANT

BY: _____
(signature)

BY: *Berrie Schneider*
(signature)

TITLE: _____

TITLE: Planning & Public Works Director

DATE: _____

DATE: 2/10/15

TDA ANNUAL PROJECT AND FINANCIAL PLAN

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

Claimant: _____ City of Auburn _____

Fiscal Year: _____ 2014/2015 _____

<u>Brief Project Description</u>	<u>Project Cost</u>	<u>Source of Funding & Amount</u>
<p>Auburn Transit Operations:</p> <p>Capital Projects: Misc. Machinery & Equipment, Corporation Yard Generator, Transit Shelter Improvements & Bus Purchase.</p>	<p>Operations: \$485,000</p> <p>Capital: \$ 451,619</p> <p>Total: \$ 936,619</p>	<p>Operations: Interest: \$2,276 FTA 5311 \$120,163 STA: \$51,106 Fare Box Revenue: \$32,000 LTF: \$279,455</p> <p>Capital: Reserve: \$66,682 TSSSDRA/PCTPA: \$56,706 FTA 5311 \$93,762 LTF: \$51,252 Carryover: \$183,217</p>
<p>Transportation: Annual Overlay, Nevada Street Sidewalk Program, Storm drain emergency repairs, Sidewalk repairs, Pavement Marking Project, Way finding signs project, Marguerite Mine Road, Sidewalk/Bike lane project, etc.</p>	<p>Transportation: \$2,421,460</p>	<p>Transportation: LTF: \$353,793 Interest \$2,945 Highway 49 Mitigation: \$431,388 Other Revenues/Grants: \$367,151 CMAQ: \$448,710 RSTP: \$35,894 Safe Routes To School: \$781,579</p>

RESOLUTION NO. 15-15

RESOLUTION APPROVING AND AUTHORIZING EXECUTION OF THE 2014/15
LOCAL TRANSPORTATION FUND CLAIM TO THE PLACER COUNTY
TRANSPORTATION PLANNING AGENCY

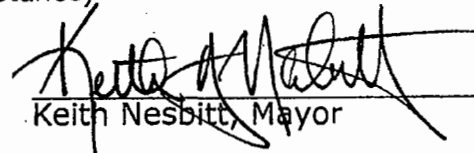
WHEREAS, the procedures established by the Placer County Transportation Planning Agency (PCTPA) require the applicant to certify by resolution approval of the execution of the application before submission of said application to the PCTPA;

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

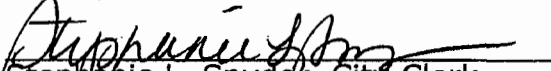
That the CITY OF AUBURN authorizes the submittal of an application to PCTPA for the 2014/15 Local Transportation Fund Claim. The Director of Public Works of the City of Auburn or her designee, is hereby authorized and empowered to execute the 2014/15 Transportation Claim and all necessary amendments and payment requests hereto in the amount of:

- \$330,707 TDA Article 4, P.U.C. 99260a (Transit Operations)
- \$353,793 TDA Article 8a, P.U.C. 99400a (Streets and Roads)
- \$51,106 STA (State Transit Assistance)

DATED: February 9, 2015

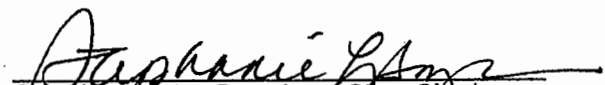

Keith Nesbitt, Mayor

ATTEST:



Stephanie L. Snyder, City Clerk

I, Stephanie L. Snyder, City Clerk of the City of Auburn, hereby certify that the foregoing resolution was duly passed at a regular meeting of the City Council of the City of Auburn held on the 9th of February 2015 by the following vote on roll call:

Ayes: Powers, Berlant, Kirby, Spokely, Nesbitt
Noes:
Absent:


Stephanie L. Snyder, City Clerk

CERTIFIED AS A TRUE COPY


DEPUTY CITY CLERK

PLACER COUNTY TRANSPORTATION PLANNING AGENCY

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

RESOLUTION NO. 15-09

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

AYES:

NOES:

ABSENT:

Signed and approved by me after its passage.

Chair
Placer County Transportation Planning Agency

Executive Director

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

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

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

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

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

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

Allocation to the City of Auburn of \$51,106 in State Transit Assistance Funds (PUC 99313 and PUC 99314) for transit purposes (section 6730a).

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

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

**PLACER COUNTY TRANSPORTATION PLANNING AGENCY
PUBLIC TRANSPORTATION MODERNIZATION, IMPROVEMENT AND SERVICE ENHANCEMENT ACCOUNT (PTMISEA)
FY 2008/09 AND 2009/10 REMAINING BALANCE FUND ALLOCATION (EXCLUDING TAHOE BASIN)
February 2015**

PUC 99313 Allocation	\$60,582
PUC 99314 Allocation	\$6,044
Total PTMISEA Allocation	\$66,626
Western Placer CTSA Allocation	\$0
Total PUC 99313 Allocation Available to Jurisdictions	\$60,582

FY 2008/09 and 2009/10 Remaining Balance Jurisdiction PTMISEA Final Fund Allocation

Jurisdiction	June 2014 Population ⁽²⁾	Percent	PUC 99313 Population Allocation	PUC 99314 Fare Revenue Allocation	Total Jurisdiction Allocation
Placer County	100,909	28.41%	\$17,213	\$4,130	\$21,343
Auburn	13,804	3.89%	\$2,355	\$201	\$2,556
Colfax	1,998	0.56%	\$341	\$0	\$341
Lincoln	45,206	12.73%	\$7,711	\$68	\$7,779
Loomis	6,608	1.86%	\$1,127	\$0	\$1,127
Rocklin	59,672	16.80%	\$10,179	\$0	\$10,179
Roseville	126,956	35.75%	\$21,656	\$1,645	\$23,301
TOTAL	355,153	100.00%	\$60,582	\$6,044	\$66,626

Notes:

- The TOWG recommended on July 25, 2011 that beginning with FY 2011/2012, future PTMISEA allocations to the WPCTSA be directed to jurisdictions.
- Table E-1: City/County Population Estimates January 1, 2013 to January 1, 2014, California Department of Finance, June 2014.

PUC = Public Utilities Code

January 1, 2014 DOF Population Estimates ¹		
TRPA Population ²	10,962	2.9941%
PCTPA Population	355,153	97.0059%
TOTAL	366,115	100.00%

Sources:

- Table E-1: City/County Population Estimates January 1, 2013 to January 1, 2014, DOF, May 1, 2014.
- Western Slope and Tahoe Basin for Placer County as of January 1, 2014, DOF, June 2014.

PLACER COUNTY TRANSPORTATION PLANNING AGENCY

**IN THE MATTER OF: PUBLIC TRANSIT
TRANSPORTATION MODERNIZATION,
IMPROVEMENT AND SERVICE
ENHANCEMENT ACCOUNT**

RESOLUTION NO. 15-11

The following resolution was duly passed by the Placer County Transportation Planning Agency at a regular meeting held February 25, 2015 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, PCTPA was created as a local area planning agency to provide regional transportation planning for the area of Placer County, exclusive of the Lake Tahoe Basin; and

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

WHEREAS, it is the responsibility of PCTPA to prepare jurisdiction allocations and submit applications, as needed, from the Proposition 1B – Public Transportation Modernization, Improvement and Service Enhancement Account (PTMISEA).

NOW, THEREFORE, BE IT RESOLVED that PCTPA:

1. Approves the FY 2008/09 and 2009/10 Remaining Balance Jurisdiction PTMISEA Final Fund Allocation; and
2. Determines that jurisdiction projects derived from transit operator Short Range Transit Plans, the Placer County Regional Transportation Plan 2035, the Metropolitan Transportation Plan for 2035, and the Metropolitan Transportation Improvement Program are eligible projects for purposes for applying for PTMISEA funds; and
3. Designates the Executive Director as the authorized agent to execute for and on behalf of the Placer County Transportation Planning Agency (PCTPA), including jurisdictions within Placer County, and local transit operators, all actions necessary for the purpose of obtaining PTMISEA funds provided by the California Department of Transportation.



PLACER COUNTY
TRANSPORTATION
PLANNING AGENCY

MEMORANDUM

TO: PCTPA Board of Directors **DATE:** February 11, 2015

FROM: Aaron Hoyt, Associate Transportation Planner *AH / CH*

SUBJECT: UNMET TRANSIT NEEDS ANALYSIS AND RECOMMENDATIONS FOR FY 2015/16

ACTION REQUESTED

Adopt Resolution No. 15-10 making findings and recommendations regarding unmet transit needs that are reasonable to meet as required by the Transportation Development Act (TDA).

BACKGROUND

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

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

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

DISCUSSION

This year PCTPA reviewed a total of 117 comments submitted by the public as part of the unmet transit needs process for FY 2015/16. Of these, 14 were regarding services outside of PCTPA's jurisdiction, with the vast majority focused on improving and expanding transit services in the North Lake Tahoe Basin, and 24 comments are for other requests that do not pertain to the unmet transit needs process.

Some of the prominent themes amongst the comments include:

- New service to Earhart Avenue/Locksley Lane in the vicinity of the Auburn Municipal Airport;
- Additional passenger rail service to Placer County including along State Route 65;
- More direct routes, with fewer transfers;
- Later service hours among the different Placer transit operators;
- A more seamless dial-a-ride system that expands beyond jurisdictional boundaries; and
- More weekend service, with longer service hours.

PCTPA Board of Directors
UNMET TRANSIT NEEDS FOR FY 2015/16
February 2015
Page 2

Staff analyzed these remaining comments in accordance with the definitions of “unmet transit needs” and “reasonable to meet” amended by the PCTPA Board of Directors in May 2014. The analysis relied upon the recently approved Short Range Transit Plans (SRTPs), the Long Range Transit Master Plan, the South Placer Dial-a-Ride Study, and SACOG’s Public Transit Human Services Transportation Coordinated Plan. This information is documented in the *FY 2014/15 Unmet Transit Needs Analysis and Recommendations Final Report for FY 2015/16*, which is provided under separate cover.

As a result of this analysis, staff finds there are no new unmet transit needs that are reasonable to meet for implementation in FY 2015/16.

In accordance with TDA requirements, the SSTAC met on January 22, 2015 to review the draft report and staff recommendation. SSTAC recommended approval of the draft report, inclusive of the comments presented at the meeting as well as those comments subsequently submitted by the January 30th deadline. The final report incorporates all SSTAC comments, which are included in Appendix “H” of this Report.

In addition, the draft report was reviewed by the Transit Operator’s Working Group (TOWG) on January 22, 2015 and PCTPA’s Technical Advisory Group (TAC) on February 10, 2015. These committees had no comments. The SSTAC, TOWG, and TAC concur with the recommended findings as shown in Resolution No. 15-10.

Recommended Findings

- 1) There are no new unmet transit needs in FY 2014/2015 that are reasonable to meet for implementation in FY 2015/16.
- 2) The following finding from FY 2004/05, as amended in FY 2009/10, is considered a continuing unmet transit need on a conditional basis:
Year-round service between Truckee and Kings Beach on SR 267 provided by TART via a new or combined route that connects Truckee, Northstar-at Tahoe and Kings Beach continues to be an unmet transit need that is reasonable to meet on a conditional basis due to adopted TART Systems (Short Range Transit) Plan recommendations. Implementation of year-round service is contingent upon development of a multi-year funding plan, which demonstrates a financial commitment toward the service by jurisdictions and partners, including those outside of PCTPA’s purview.
- 3) That the FY 2014/15 Unmet Transit Needs Analysis and Recommendations Final Report for FY 2015/16 is accepted as complete.


CM:AH:ss



PLACER COUNTY
TRANSPORTATION
PLANNING AGENCY

MEMORANDUM

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

FROM: Celia McAdam, Executive Director 

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

ACTION REQUESTED

Adopt the attached FY 2014/15 Overall Work Program (OWP) and Budget – Amendment #2/3 and authorize the Executive Director to submit it to Caltrans.

BACKGROUND

The OWP provides a description of the activities to be undertaken by the Agency during a fiscal year, along with detailed budget information. Aside from being prudent administrative practice, the adoption of an OWP and Budget each year is also a state requirement for all Regional Transportation Planning Agencies (RTPAs). It is expected that, as each fiscal year progresses, situations and priorities will change, and work activities and budgets must be updated correspondingly.

The numbering of this Amendment as #2/3 requires clarification. The Board has adopted only one amendment to the FY 2014/15 OWP and Budget. Since then, there was a technical update to Caltrans documents known as our Master Fund Transfer Agreement and Overall Work Program Agreement (OWPA), which they count as Amendment #2. By numbering this OWP amendment as #2/3, it reflects the Board action as well as that of Caltrans.

DISCUSSION

The OWP delineates the latest information on the efforts the Board has directed staff to undertake in FY 2014/15. The accompanying budget covers those activities as specified, and the fact that it balances reflects the Agency's healthy financial status.

Some of the key changes reflected in this work program and budget include:

- Redistribution of Rural Planning Assistance funds based on actual expenditures.
- Update of hours and expenditures on several work elements, including the to reflect actual costs; and
- Addition the Freeway Service Patrol for Raise 80 (Work Element 80A), which is being reimbursed through Caltrans.

Other minor amendments to the OWP and Budget include adjustment of dates in various work items based on actual experience.

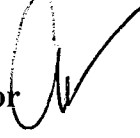
CM:ss
Attachment



PLACER COUNTY
TRANSPORTATION
PLANNING AGENCY

MEMORANDUM

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

FROM: Celia McAdam, Executive Director 

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

ACTION REQUESTED

Authorize the Executive Director to submit the attached preliminary draft FY 2015/16 Overall Work Program (OWP) and Budget to Caltrans.

BACKGROUND

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

The OWP should provide a description of the activities to be undertaken by the agency in the coming year, along with detailed budget information. The attached draft OWP and Budget has been developed in compliance with these requirements and has been reviewed by the Technical Advisory Committee and Caltrans staff. The draft will undergo continued refinement, as staff receives comments from the Board, Caltrans, and jurisdictions, and as information on grant awards and state budget allocations becomes available. A final FY 2015/16 OWP will be presented for Board approval at your May meeting.

DISCUSSION

Work Program

The Agency took on several major multi-year planning and implementation efforts in FY 2013/14 within the existing staffing, that have continued through the current OWP to FY 2015/16. These efforts, including the Regional Transportation Plan Update, the I-80/SR 65 Interchange Improvements, the SR 65 Widening, and I-80 Auxiliary Lanes, are expected to be completed or achieve significant identified milestones in FY 2015/16, as shown in the attached document. With so many high profile efforts ongoing, staff is not recommending any new Work Elements be added at this time.

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

Of continued emphasis in FY 2015/16 is the ongoing effort on the Regional Transportation Funding Strategy (WE 60), as we work to inform the public of needed transportation improvements, funding shortfall issues, and the impacts on our quality of life and economic vitality, and determine further action. This effort is particularly beneficial and timely as it also

PCTPA Board of Directors
PRELIMINARY DRAFT FY 2015/16 OWP and BUDGET
February 2015
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provides an outreach and feedback loop and sets expectations for the implementation of our ongoing and future transportation plans.

Staff is also working continuing to work to fulfill our grant for FY 2015/16 to develop a Placer County Rural Transit Study. This is intended to examine the transit needs of rural areas of the County and how we can address them in a cost effective manner.

Staffing

Staffing levels remain the same as in FY 2014/15 with 6.9 full time equivalent staff.

Budget

Staff is pleased to again provide the Board with a balanced budget of \$4,772,948, which is virtually the same as for FY 2014/15.

Aside from sound fiscal practices and careful allocation of resources, the reason the Agency budget remains stable is that we do not rely on a single source of funding. In fact, the FY 2015/16 budget shows 27 different revenue sources totaling nearly \$4.8 million for planning and implementing our regional transportation projects, with just over 60% of this funding comes from reimbursed work revenues.

CM:ss
Attachment



MEMORANDUM

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

FROM: David Melko, Senior Transportation Planner DM

SUBJECT: ROCKLIN COMMUNITY TRANSIT PLAN

ACTION REQUESTED

Accept the Rocklin Community Transit Plan as complete and as a basis for evaluating unmet transit needs for the City of Rocklin.

BACKGROUND

Based on several years of past unmet transit comments and in compliance with the recommendations in the adopted 2011 Short Range Transit Plan for Placer County Transit, PCTPA applied for and received a grant in 2014 from Caltrans to study potential improvements in public transit services in Rocklin. The study's objective was to determine if there is a need to establish or modify transit services to better serve Rocklin residents.

DISCUSSION

LSC Transportation Consultants performed the study, which reviewed City demographics, existing transit services, the needs for such services in Rocklin. The effort then sought public input on changes to the service, and assessed the feasibility of expanding services. Based on this data and public input, a variety of transit alternatives were reviewed including modifications to existing routes, new service areas, changes to Dial-a-Ride services, taxi vouchers, community feeder vans, and special activity buses.

The analysis found that the majority of these alternatives do not perform well in comparison with transit industry standards, largely due to the difficulty in cost-effectively serving a suburban area such as Rocklin with public transit.

The one alternative that was found to have promise. Specifically, the study recommends adjustments to the existing Lincoln Sierra College Route and Taylor Road Shuttle so as to serve Rocklin Commons/Rocklin Crossings. This would:

- Realign the Lincoln – Sierra College route along Granite Drive;
- Add stops to the existing Taylor Road Shuttle route in both directions at Rocklin Commons/Rocklin Crossing; and
- Relocate the Lincoln-Sierra College bus stops on Granite Drive and add a new bus stop at Target for the Taylor Road Shuttle route.

The study concludes that these adjustments will meet many transit needs identified through the public input process as well as increase overall ridership, while achieving the adopted farebox ratio of 13.5 percent with relatively low marginal operating costs.

PCTPA Board of Directors
ROCKLIN COMMUNITY TRANSIT PLAN
February 2015
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With implementation, annual ridership on Placer County Transit will increase by over 21,000 one-way passenger-trips. The City of Rocklin's annual net operating subsidy for the recommended strategies will increase by about \$13,900. The study identifies Transportation Development Act (TDA) or the new Low Carbon Transit Operations Program as potential operating funding sources and Proposition 1B as a potential fund source for bus stop capital improvements.

In terms of implementation, the study recommends the following action plan:

- PCTPA accept the Rocklin Community Transit Plan as a basis for evaluating unmet transit needs for Rocklin.
- The City of Rocklin and Placer County work cooperatively to determine an implementation schedule for service recommendations, including necessary operating, schedule, capital, marketing, and funding elements.
- Amend the contract between Placer County and the City of Rocklin to reflect the agreed upon implementation schedule for the Lincoln Sierra College Route and Taylor Road Shuttle operating, capital, schedule, marketing and funding elements.

Staff recommends the Board accept the Rocklin Community Transit Plan as complete and as a basis for evaluating unmet transit needs for the City of Rocklin.

**ROCKLIN COMMUNITY
TRANSIT STUDY**

Draft Plan



Prepared for the
Placer County Transportation Planning Agency

Prepared by



LSC Transportation Consultants, Inc.

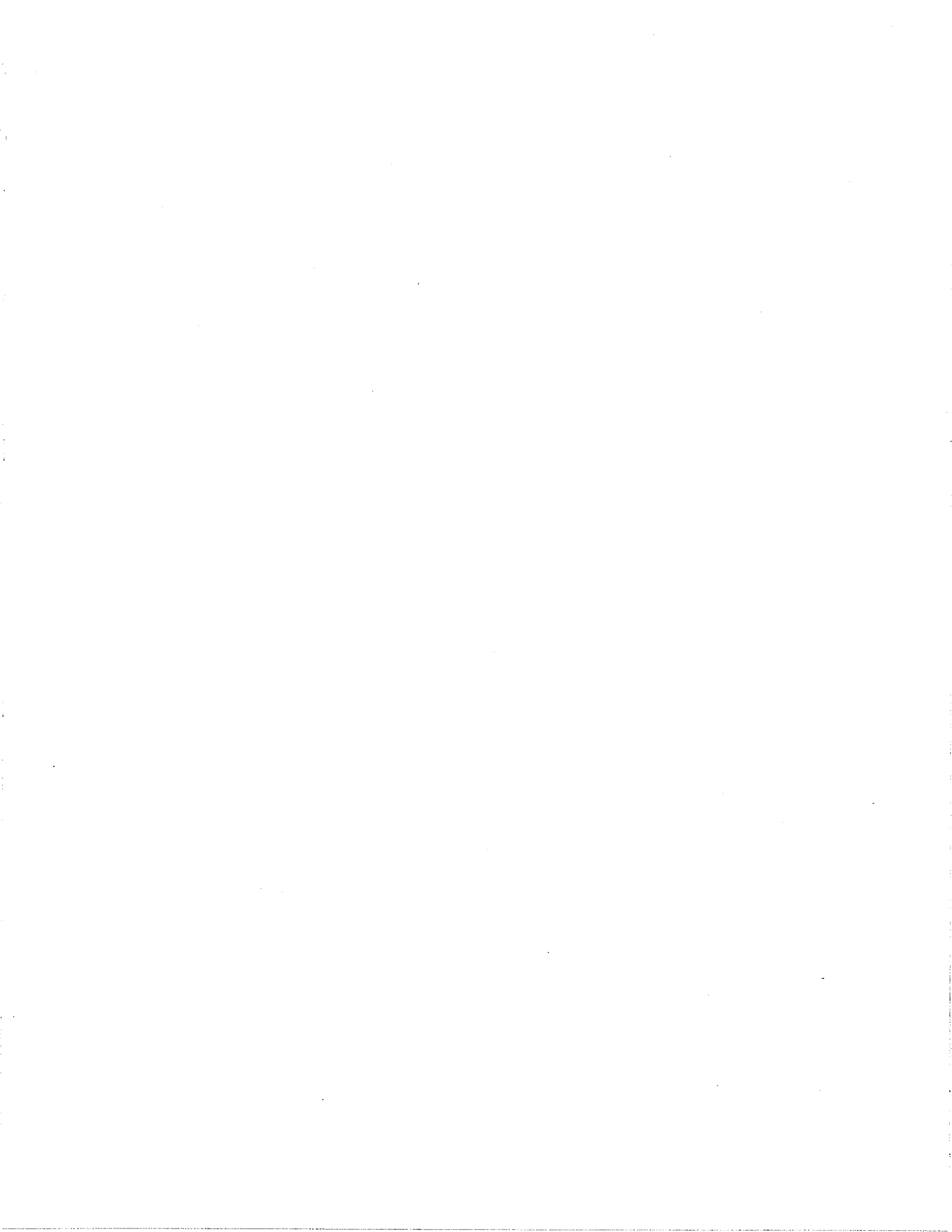


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Appendix A: Rocklin Unmet Transit Needs Comments

Appendix B: Community Workshop Notes

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Appendix D: PCT Driver Surveys

Appendix E: Rocklin Community Transit Plan Stakeholder Input

EXECUTIVE SUMMARY

The Placer County Transportation Planning Agency (PCTPA) is undertaking a study regarding potential improvements in public transit services in Rocklin, California. The ultimate objective of this study is to determine if there is a need to modify existing transit services or to establish new routes or services to better serve Rocklin residents. Additionally, the most recent Short Range Transit Plan for Placer County recommended a more detailed study of transit needs in the City of Rocklin and therefore did not identify specific recommendations for new service.

Using the services of LSC Transportation Consultants, Inc., this study includes a review of the existing transit services, the needs for transit services in Rocklin, and the community's interest in changes to the service, and will assess the feasibility of various strategies to expand services. This draft plan is the compilation of several interim study documents, describing existing transit services available, analyzing demand for public transit services and developing potential alternative solutions to meet transit needs.

BACKGROUND INFORMATION

The 2013 population of Rocklin is estimated by the California Department of Finance to be 58,484. Nationwide, transit system ridership is drawn largely from various groups of persons who make up what is often called the "transit dependent" population. In the City of Rocklin, this category includes older adults (11 percent of total population), youth (12 percent), persons with disabilities (5 percent), low-income persons (7 percent), and members of households with no available vehicles (1 percent of total households). The California Department of Finance projects that the number of Placer County residents over the age of 65 will double by 2030. This will increase the need for public transit in the future. US Census data indicates 18,680 people live in Rocklin and commute elsewhere for work while another 11,866 people commute into Rocklin for work. Approximately 1.3 percent of Placer County residents take public transit to work.

There are two major colleges located within the City of Rocklin: Sierra College and William Jessup College. It is estimated that students account for the majority of ridership on the Lincoln-Sierra College Route. Rocklin Crossings and Rocklin Commons have recently been constructed and contain two major shopping centers which are typically high transit generators: Walmart and Target. As these shopping centers are relatively new, they are not currently served by the Lincoln-Sierra College fixed route. Other planned developments are also not currently served by the fixed route Whitney Ranch Assisted Living Project, Rocklin Park Senior Living Project, Sunset West Lot 2A Apartments, Garnet Creek Project. Although Dial-A-Ride (DAR) service is available in all these areas, a demand response service such as DAR can typically only carry on the order of two to five passenger-trips per hour; thereby limiting its productivity.

EXISTING TRANSIT SERVICES

The majority of service is contracted with Placer County Transit (PCT) operated by the Placer County Department of Public Works. Regional fixed route service (Auburn to Light Rail and Taylor Road Shuttle) connects Rocklin residents to Roseville, Auburn and Sacramento and includes stop at Sierra College. Local fixed route (Lincoln Sierra College Route) service is available along some of the major commercial corridors in Rocklin and provides regional connections to Lincoln. General Public Dial-A-Ride provides demand response service throughout the Rocklin area. Lastly, commuter service into downtown Sacramento is available. In addition, Amtrak rail and bus service is available, along with Health Express and limited Roseville Transit service.

The combined performance of all public transit services operated in Rocklin was reviewed for this study:

- ◆ Operating Cost per Trip - \$8.56
- ◆ Operating Cost per Hour - \$106.62
- ◆ Passenger-trips per Hour – 12.5
- ◆ Subsidy per Passenger-Trip - \$6.84
- ◆ Average Fare - \$1.72
- ◆ Farebox ratio – 20.1%

A peer review was conducted to compare only the Rocklin portion of transit services to other peer transit systems in the SACOG area of influence. As indicated in Chapter 4, productivity (passenger-trips per hour) was below the peer average, operating costs per hour were slightly below other peers, while farebox ratio was slightly better than the peer average and above the Transportation Development Act (TDA) minimum. TDA Local Transportation Fund (LTF) expenditures per vehicle service hour and annual transit vehicle service hours per capita was significantly below the peer average.

TRANSIT NEEDS AND DEMAND

Previous Unmet Transit Needs Hearings have yielded the following requests

- ◆ The need for short bus routes that connect Rocklin residential neighborhood to transit hubs such as the Rocklin Amtrak Station and Sierra College.
- ◆ The need for local transit service in Rocklin to the train station to match the train schedule.
- ◆ The need for more transit service in the neighborhoods of Rocklin outside of the major strips (Pacific Street and Sunset Boulevard).
- ◆ The need for a fixed route bus that would run on all major roads in Rocklin.

Input from various public outreach efforts for this study are summarized as follows:

- ◆ Seniors generally living at one of the senior apartments near Park Drive / Stanford Ranch Road requested fixed route service from their home to shopping and other services in Rocklin.
- ◆ Important shopping destinations for potential transit riders include the Blue Oaks Shopping Center (also for the movie theater) and the new Wal-Mart /Target at Rocklin Crossings/Commons.
- ◆ Many commuters requested feeder bus service to the Amtrak station or an earlier return trip to Rocklin.
- ◆ Sierra College students would like a discounted student pass, more frequent service, and service to Walmart for those who live close to campus.
- ◆ William Jessup University would like to see a bus stop on campus in the future and indicated that the Staybridge Suites (where many students live) is not currently served by the fixed route.
- ◆ Improve marketing – Many residents and students are not aware of benefits of fixed route and DAR.

In Rocklin the aging of the population and the growth of college campuses is anticipated to increase transit demand in the future.

SERVICE ALTERNATIVES

A variety of transit alternatives were reviewed in Chapter 6 including:

- ◆ Modifications to the existing Lincoln-Sierra College Route to serve Rocklin Commons/Rocklin Crossings.
- ◆ Increased service on the Lincoln-Sierra College Route
- ◆ Modifications to the existing Taylor Road Shuttle route to serve Rocklin Commons/Rocklin Crossings
- ◆ New local service in Rocklin to better serve residential neighborhoods
- ◆ Checkpoint service or designated time points for new local service near residential neighborhoods and unserved transit activity centers.
- ◆ Increased service on Dial-A-Ride
- ◆ Reduced service on Dial-A-Ride
- ◆ Commuter feeder van service
- ◆ Taxi voucher program
- ◆ Special activity bus/DAR tripper

Ridership estimates for these alternatives were based on a transit trip rate per capita developed from existing ridership, elasticity analysis on existing ridership and Institute of Transportation Engineers (ITE) trip generation rates for commercial supercenters. Cost estimates for these alternatives were based on Placer County's estimated FY 2014-15 operating costs. Out of all these alternatives, only modifications to the Lincoln Sierra College Route and Taylor Road Shuttle so as to serve the new Rocklin Commons and Rocklin Crossings would achieve the adopted minimum farebox ratio 13.5 percent.

CONSULTANT RECOMMENDED STRATEGIES

These recommended strategies are intended to provide guidance for the City of Rocklin, PCTPA and PCT staff for implementation of transit improvements and evaluation of unmet transit needs. These recommendations are not meant to commit or constrain decision makers in the development of future services, budgets and establishment of policies. The alternatives analysis demonstrated that serving Rocklin Crossings/Commons will meet many transit needs identified through the public input process as well as boost overall ridership and farebox ratio with relatively low marginal operating costs. Recommended strategies are as follows:

- ◆ **Lincoln – Sierra College Route – Realign Route along Granite Drive to Serve New Shopping Centers** – By realigning the Lincoln – Sierra College route to travel along Granite Drive and Sierra College Boulevard instead of Rocklin Road, the fixed route could serve the Rocklin Commons and Rocklin Crossings Shopping Centers prior to terminating at Sierra College.
- ◆ **Taylor Road Shuttle - Add Stops at the New Shopping Centers to the Existing Route in Both Directions** – Taylor Road Shuttle passengers may request a deviation to the Rocklin Commons and Crossings shopping centers but a consistent stop is not currently built into the schedule. In an effort to provide consistent public transit service to the Walmart and Target for both Rocklin residents

and other Placer County residents along Taylor Road as far as Auburn, the Taylor Road Shuttle schedule should be adjusted to serve the Rocklin Commons/Crossings shopping centers in both directions. The schedule adjustment will make it more difficult for passengers transferring between Auburn Light Rail and Taylor Road Shuttle but will be more convenient for passengers transferring between the Lincoln –Sierra College Route and Taylor Road Shuttle as well as between City of Auburn Transit services and the Taylor Road Shuttle.

- ◆ **Capital Elements** – Relocate the Lincoln-Sierra College bus stops near Safeway and the old Jaspers to Granite Drive near Sierra Meadows Drive, as these stops will no longer be located on the route. To best serve passengers on the revised Taylor Road Shuttle Route, a new bus stop should be constructed at Target.

With both of these plan elements implemented, ridership on Placer County Transit services will increase by 21,090 one-way passenger-trips annually and cost Placer County Transit an additional \$3,500 to operate. Currently the City of Rocklin does not participate in the cost sharing of the Taylor Road Shuttle. As part of this recommendation, the contract between the City of Rocklin and Placer County should be amended to include the Taylor Road Shuttle for two reasons: 1) The Taylor Road Shuttle will now include more stops within the City of Rocklin and 2) The revised Taylor Road Shuttle will bring more passengers from other Placer County communities such as Loomis and Auburn to shop in the City of Rocklin. Therefore, the City of Rocklin's operating subsidy for this plan element will increase by \$13,900 annually. Transportation Development Act (TDA) funds could be used to pay for the additional \$13,900 in operating subsidy and Proposition 1B funds or the new Low Carbon Transit Operations Program are potential funding sources for bus stop improvements.

Implementation Plan

The following outlines an implementation plan for the recommended strategies to improve mobility in Rocklin. The responsible agency/agencies are identified in parenthesis.

FY 2014-15

- ◆ Accept the Rocklin Community Transit Plan as a basis for evaluating unmet transit needs for Rocklin. (PCTPA)
- ◆ Work cooperatively to determine an implementation schedule for service recommendations, including necessary operating, schedule, capital, marketing, and funding elements. (City of Rocklin, Placer County)

FY 2015-16

- ◆ Amend contract between Placer County and the City of Rocklin to reflect the agreed upon implementation schedule for the Lincoln Sierra College Route and Taylor Road Shuttle operating, capital, schedule, marketing and funding elements. (City of Rocklin and Placer County)



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

ATTENDANCE: Amber Conboy, Placer County
 Angel Green, Placer County Air Pollution Control District
 Rhon Herndon, City of Roseville
 Stephanie Holloway, Placer County
 Mark Johnson, City of Roseville
 Ray Leftwich, City of Lincoln
 Lance Lowe, City of Auburn
 Edward Medina, City of Auburn
 Mark Miller, City of Colfax
 Dave Palmer, City of Rocklin
 Mike Wixon, City of Roseville
 Kevin Yount, Caltrans

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

Final Amended FY 2014/15 Overall Work Program (OWP) and Budget and Preliminary Draft 2015/16 OWP and Budget

Celia McAdam presented the FY 2014/15 OWP and Budget - Amendment #2, with the main change being the addition of Work Element 80A for the Freeway Service Patrol Services (FSP) for the Raise 80 Project. Also distributed was the FY 2015/16 Preliminary Draft OWP and Budget. Because of large multi-year projects that are continuing into this next fiscal year, there are few differences from the FY 2014/15 OWP. McAdam added that the budget for both OWPs as presented balance and asked for TAC comment prior to adoption in February.

SB 9 (Beall) – Transit and Intercity Rail Program

Celia McAdam explained that this bill was introduced by Jim Beall, Chair of California's Senate Transportation Committee. The proposal would change the criteria for the Cap and Trade's Transit and Intercity Rail program to prioritize "large transformative" projects of \$100M or more. The Sacramento – Roseville Third Track Project, McAdam speculated, could be more competitive for funding with this change. The Capitol Corridor Joint Powers Authority (CCJPA) seems positive about the potential funding opportunity from this bill, but McAdam recommended we defer taking any position to the Board until we receive more information on the details. The TAC concurred. McAdam will update the TAC in March.

Rocklin Community Transit Study & Placer County Rural Transit Study Updates

David Melko reported that the Rocklin Community Transit Study is nearly complete. This study was based on prior unmet transit needs comments which were compiled regarding transit services in Rocklin. Melko added that this is a guide for both PCTPA and the City of Rocklin in determining how to improve transit service in Rocklin, including serving the two large shopping centers off Sierra College Boulevard. Two transit service improvements are being recommended – 1) adjusting the Lincoln/Sierra College route and 2) modifying the Taylor Road shuttle. Implementation of either of these recommendations would be actioned by Placer County and Rocklin to amend the current contract. We are bringing this to Board in February for acceptance.

The Placer County Rural Transit Study is also based on Unmet Transit Needs comments, specifically from rural Placer County residents. With a grant from Caltrans, we will be looking at how to serve those unincorporated rural areas. Melko said that we will be taking the consultant contract to the Board this month.

Low Carbon Transit Operations Program: Funding Distribution

Celia McAdam explained that there are at least two jurisdictions that have chosen to not participate in this program because of the small amount of money and the significant reporting requirements. We are waiting until March to find out the status of other jurisdictions participation and will bring this back to the TAC in March.

FY 2014/15 Unmet Transit Needs Analysis and Recommendations Final Report for FY 2015/16

Celia McAdam reported that Aaron Hoyt, who is out ill, took the lead on this year's FY 2014/15 Unmet Transit Needs process. McAdam said that we received 117 comments, however none of the comments reflected an unmet transit need that was reasonable to meet in FY 2015/16. McAdam stated that there were numerous comments received regarding transit service to the Auburn Airport, which is largely due to the relocation of several social service agencies to that area. This transit need is currently being addressed through a cooperative agreement established between the City of Auburn and Placer County. Currently operating. The only Unmet Transit Need that is a continuation from the FY 2004/05 process pertains to the SR 267 and is conditional.

Lastly, McAdam noted that the report went to the Social Services Transportation Advisory Council (SSTAC) and the Transportation Operators Working Group (TOWG). McAdam pointed out that previous recommendations by the SSTAC are currently being implemented - namely the Bus Pass Subsidy Program and the Rocklin & Placer Rural Transit Studies. TAC concurred.

FY 2015/16 Preliminary Findings of Apportionment for Local Transportation Fund (LTF) and Preliminary State Transit Assistance (STA) Fund Allocation

Celia McAdam presented the FY 2015/16 Preliminary Findings of apportionment for LTF, noting that we are estimating a conservative four percent growth in LTF next year. McAdam added that with the \$2.7 million in prior year carryover, the total apportionment is above \$24 million, which is back up to the funding level high seen in 2008. McAdam also presented the FY 2015/16 Preliminary STA Allocation. These will be brought to the Board in February.

Other Issues/Upcoming Deadlines

SB 743 – Implementation of the Vehicle Miles of Travel (VMT) Standard for the California Environmental Quality Act (CEQA)

Celia McAdam said that we have added this item at the request of Placer County. Stephanie Holloway, Placer County, stated that Placer County is working through how to best implement the requirements under this bill, given the conflicting standards of VMT and Level of Service (LOS). After a brief discussion, the TAC agreed to continue the discussion to the March TAC meeting to allow other jurisdiction staff who are more familiar with this subject to attend.

Active Transportation Program:

It was reported that based on the current guidelines, the call for projects is March 26.

Regional Transportation Plan (RTP) Environmental Impact Report (EIR) Consultant Selection:

Celia McAdam said that we received six proposals for the RTP EIR. The consultant, DeNovo, was rated the highest and we will be asking the Board for approval of this \$80,000 contract this month.

Metropolitan Transportation Plan Elected Officials Workshop

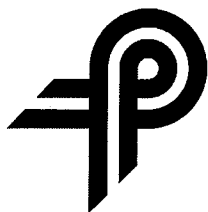
Celia McAdam explained that, at the request of SACOG, we will be hosting an MTP Elected Officials Workshop as part of the February 25 Board meeting. In order to accommodate the additional electeds who are being invited, the meeting will be held at the PCTPA Office.

Public Transportation Modernization, Improvement and Service Enhancement Account (PTMISEA)

David Melko presented the FY 2008/09 and 2009/10 remaining balance fund allocation for PTMISEA and added that the performance reports are due this Friday. Melko presented an allocation redistribution totaling \$66,000 and suggested adding these additional funds to previous allocation.

Celia McAdam stated that the next TAC meeting is March 10, 2015.

The meeting adjourned at 3:40 p.m.



MEMORANDUM

TO: PCTPA Board of Directors

DATE: February 10, 2015

FROM: David Melko, Senior Planner *DM*
Luke McNeel-Caird, Senior Planner/Engineer *LM*
Scott Aaron, Associate Planner *SA*

SUBJECT: STATUS REPORT

1. TDM Report

PCTPA is currently accepting applications for the Bucks for Bikes program through March 9. Outreach efforts for this program have been extensive, including a presentation to several Roseville employers at a City of Roseville Transportation Systems Management (TSM) meeting on January 21. Additionally, Placer County jurisdictions, local bike shops and bike clubs, chambers of commerce, colleges, and large employers outside of Roseville have been notified about the program. To date, the program has also received coverage in the Auburn Journal and staff has been interviewed about the program by a reporter from Capital Public Radio.

As part of the 2014/15 joint marketing agreement, PCTPA and the Capitol Corridor used a direct mail campaign to notify nearly 20,000 Placer County residents about Capitol Corridor's limited-time fare reductions in Placer County. Between December 1, 2014 and March 15, 2015, the prices of Capitol Corridor's 10-ride tickets and monthly passes in Placer County have been reduced. The reduced fares are available only for passengers traveling between any of the three Placer County stations (Auburn, Rocklin, and Roseville) and Davis or Sacramento.

2. Freeway Service Patrol (FSP)

PCTPA's FSP Contractor is onboard for the Caltrans Raise I-80 project. The schedule for the Brace and Gilardi bridge raising is:

- 1/27/15 at 2000 (10pm) to 1/28/15 at 0500 (5 am); and
- 1/28/15 at 2000 (10pm) to 1/29/15 at 0500 (5 am).

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

Caltrans has provide comments on the administrative draft Environmental Impact Report (CEQA)/Environmental Assessment (NEPA) document and the administrative draft Project Report. The consultant team is currently working on response to comments, and revised drafts will be submitted for Caltrans final review in late February. Approval of these two documents by Caltrans will allow the environmental documents to be released for public review. A project stakeholder meeting is planned for March 12, and PCTPA staff will also be presenting a project update to the Roseville and Rocklin City Councils in April.

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- 4. I-80 Auxiliary Lanes Project – PA&ED Phase**
The draft Transportation Analysis Report was submitted to Caltrans and local agencies for review on February 9. The project includes Alternative 1 (westbound auxiliary lane on I-80 between Douglas Boulevard and Riverside Avenue) and Alternative 2 (5th lane on westbound I-80 between Douglas Boulevard and Riverside Avenue). Both Alternatives 1 and 2 included an eastbound auxiliary lane on I-80 between SR 65 and Rocklin Road. The preliminary design plans and design exception list for Alternatives 1 and 2 has been submitted to Caltrans and local agencies for review. A focused design meeting is planned for February 18.
- 5. State Route 65 Capacity and Operational Improvements Project – PA&ED Phase**
The project limits extend from Galleria Boulevard/Stanford Ranch Road to Lincoln Boulevard (Lincoln Bypass), approximately seven miles. The Project Development Team (PDT) met on February 4, 2015 to discuss the planned value analysis workshop required by FHWA. The value analysis is taking place the week of February 9. Once the value analysis is completed, engineering and environmental technical studies will begin.
- 6. Placer Parkway Segment 1 – PA&ED Phase**
The Project Development Team met on February 11, and Caltrans has signed the project report for the segment of Placer Parkway between SR 65 and Foothills Boulevard, a big milestone. Placer County is the lead agency and is currently working with the project consultant to prepare the environmental document for public review.
- 7. 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.

Attachment

**Status Report on Federal and State Funding for Regionally Significant Transportation Projects in Placer County
February 2015**

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	CAL18828	I-80 Vertical Clearance Improvements	Placer County, I-80, in and near Loomis at various locations from Brace Road to Magra Road - Improve vertical clearance (PM 8.1/37.8) [CTIPS ID 107-0000-0757; EFIS ID 0300000473] (Toll Credits)	SHOPP Bridge AC	\$36,045,000	2016	2013	2013	2013
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 (SHOPP Lump Sum - Collision Reduction) (PM 4.4/5.4) [CTIPS ID 107-0000-0798; EFIS ID 0300000725] (Toll Credits)	SHOPP Collision AC	\$17,393,000	2017	2015	2015	2015
Caltrans D3	CAL20424	I-80 3-Mile Truck Climbing Lane	Near Colfax on Route 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) [EFIS ID 0300020420]	IM, SHOPP Mobility AC	\$49,050,337	2019	2010	2011	2015
Caltrans D3	CAL20459	Rattlesnake Bar Rd. Turn Pocket	Near Auburn, at the Rattlesnake Bar Road intersection - Construct left-turn channelization (PM R31.1) [CTIPS ID 107-0000-0865] (Toll Credits)	SHOPP Collision AC	\$2,020,000	2015	2014	2014	2014
Caltrans D3	CAL20486	Shoulder and Centerline Rumble Strips (Safety) at Various Locations	In Butte, Colusa, El Dorado, Nevada, Placer, Sacramento, Sutter, Yolo and Yuba counties at various locations - Install shoulder and centerline rumble strips [CTIPS ID 102-0000-0174]	SHOPP Collision AC	\$3,470,000	2015	2014	2014	2014
Caltrans D3	CAL20494	SR 267 Pavement Rehab	In Placer County, on SR 267 near Truckee, from Nevada County line to Brockway Summit - Pavement overlay (PM 0.0/6.8) [Toll Credits]	SHOPP Roadway Pres AC	\$5,101,000	2015	2014	2014	2014
Caltrans D3	CAL20497	Alpine Meadows Road Traffic Signal	Placer County, about 9.3 miles south of Truckee at Alpine Meadows Road - Construct signalized intersection at SR 89 [FCO Only] (Pla-89-12.1/12.5) [SHOPP Minor A 201.310] (Toll Credits for CON)	CT Minor SHOPP AC	\$974,000	2016			2014
Caltrans D3	CAL20511	Gold Run SRRA Water System Upgrades	On I-80 in Placer County, near Gold Run, at the Gold Run Safety Roadside Rest Area - Replace water distribution system (PM 41.4/42.2) [EFIS ID 0313000017; CTIPS ID 107-0000-0960] [Total Project Cost \$2,700,000 in 16/17 FY] (Toll credits for PE)	SHOPP Collision AC	\$2,700,000	2018	2016	2017	2017
Caltrans D3	CAL20516	Upgrade Pedestrian Facilities @ 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)	SHOPP - Mandates AC	\$3,482,000	2019	2016	2018	2018
Caltrans D3	CAL20518	CCTV Cameras at Various Locations	In El Dorado, Nevada, Placer, Sacramento and Yolo counties on Routes 5, 50, 51, 80, 89, 99 and 267 at Various Locations - Upgrade closed caption televisions (CCTV) [EFIS ID 0313000197; CTIPS ID 107-0000-0966] (Toll Credits for PE, ROW, CON)	SHOPP Mobility AC	\$2,734,000	2017	2016	2016	2016

**Status Report on Federal and State Funding for Regionally Significant Transportation Projects in Placer County
February 2015**

Lead Agency Column 1	MTIP ID Column 2	Project Title Column 3	Project Description Column 4	Fund Source Column 5	Total Project Cost Column 6	Year Complete Column 7	1st Yr PA&ED Column 8	1st Yr ROW Column 9	1st Yr CON Column 10
Caltrans D3	CAL20519	Upgrade Traffic Monitoring Stations	In Sacramento, Placer, Yolo and Yuba counties, on Routes 5, 50, 51, 65, 70, 80, 99 and 113, at Various Locations - Upgrade Traffic Monitoring Stations (TMS) [EFIS ID 0313000198; CTIPS ID 107-0000-0967] (Toll Credits for PE, ROW, CON)	SHOPP Mobility AC	\$5,226,000	2018	2016	2017	2017
Caltrans D3	CAL20521	I-80 Culvert Rehabilitation	In and near Colfax on Pla-80, from 0.3 mile south of Weimar overhead to 0.3 mile south of Illinois town overcrossing - Rehabilitate culvert (PM 28.5/31.5) [EFIS ID 0300020597; CTIPS ID 107-0000-0959] (Toll Credits for PE, ROW, CON)	SHOPP Roadway Pres AC	\$1,918,000	2020	2016	2018	2018
Caltrans D3	CAL20531	SR 65 Pavement Rehab	On SR 65, in and near Roseville, from I-80 to Twelve Bridges Drive - Pavement rehabilitation (PM 4.8/12.5) [EFIS ID 0314000010; CTIPS ID 107-0000-0991] (Toll Credits for PE, ROW, CON)	SHOPP Roadway Pres AC	\$10,445,000	2016	2015	2015	2015
Caltrans D3	CAL20538	Crispin Cider STAA Access	I-80 at Canyon Way IC, Illinois town OC and driveway entrance to Crispin Cider warehouse - Widen ramp pavement at three locations, modify overcrossing and install signage to accommodate Surface Transportation Assistance Act (STAA) (PM 31.1/31.9) [SHOPP Minor A program 201.310] (Toll credits for CON)	CT Minor SHOPP AC	\$2,020,000	2016			2015
Caltrans D3	CAL20541	SR 49 Bridge Rehab	In Auburn, SR 49, from 0.1 mile south of Routes 49/80 separation to 0.1 mile north of Dry Creek Road - Rehabilitate Pavement (PM 3.1/7.5) [CTIPS ID 107-0000-0992] [EFIS ID 0300020616] (Toll Credits for PE, ROW, and CON)	SHOPP Roadway Pres AC	\$29,400,000	2020	2018	2018	2018
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.	!!P - Public Transportation Account, Local, Prop 1A High Speed Rail, RIP PTA, STIP RIP AC	\$250,800,000	2021	2001		2016
City of Auburn	PLA2S353	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	2016	2011	2015	2016

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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, CMAQ, Local	\$1,700,645	2016	2013		2015
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	\$1,584,934	2016			2013
City of Auburn	PLA25569	Auburn Transit Bus Replacement	Replace one bus.	FTA 5311, Local	\$384,119	2015			2015
City of Colfax	PLA25439	Grass Valley Street Railroad Crossing Bike/Ped Improvements	On Grass Valley Street, construction of pedestrian improvements across UP railroad tracks to improve pedestrian safety, road rehabilitation from S Auburn to Main, and installation of Class II bike lanes or Class III bike route signage. (Emission Benefits in kg/day: 0.01 ROG, 0.01 NOx)	CMAQ, Local, Prop 18 PTMISEA, RSTP Exchange	\$402,000	2015	2014		2015
City of Colfax	PLA25577	North Main Street Bike Route	Along N. Main Street, from the Depot Transit Center to Highway 174: Construct class III bike route and associated improvements. Improvements include tree trimming, road repairs, non-capacity road widening, re-striping, drain inlet upgrade, bike rack, and barrier curb. (Requesting state-only ATP.)	ATP, Local	\$299,333	2016	2015		2016
City of Lincoln	PLA25464	Lincoln Blvd. Streetscape - Phase 1	In Lincoln: Between 7th Street and McBean Park Drive; construct various pedestrian, bicycle, NEV, and ITS improvements along Lincoln Boulevard (old Highway 65 / G Street). Improvements will consist of gap sidewalk construction, pedestrian improvements to railroad crossings, pedestrian crossings along Lincoln Boulevard, bicycle and NEV lanes, connection to the existing trail along Auburn Ravine east of Highway 65, roadway narrowing through the construction of landscape medians and frontage improvements where appropriate, and traffic signal interconnection and coordination along the corridor. (Emission Benefits in kg/day: ROG 0.58, NOx 0.41, PM10 0.08)	CMAQ, Local	\$3,278,812	2015	2010	2014	2014
City of Lincoln	PLA25509	Nelson Ln/Markham Ravine Bridge Replacement	Nelson Ln, over Markham Ravine, 0.25 mi south of Nicolaus Rd. Replace existing functionally obsolete 2 lane bridge with a new 4 lane bridge.	HBP, Local	\$8,212,828	2015	2011		2014
City of Lincoln	PLA25515	East Ave. and East Joiner Pkwy. Sidewalks (SRTS)	East side East Ave. between SR 93 (McBean Park Dr.) and 12th St.; east side E. Joiner Pkwy. between 12 Bridges Dr. and Westview Dr.: Construct sidewalk, curb and gutter, curb ramps; install bike lanes. SRTS3-03-005	SRTS	\$519,600	2015			2012

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City of Lincoln	PLA25531	Lincoln Blvd. Signal Upgrade and Lighting	Lincoln Blvd. (SR 65) between Sterling Pkwy. and 7th St.: Upgrade traffic signals; install safety lighting and bike lanes. (HSIP5-03-006)	HSIP, Local	\$1,080,000	2015			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	2019
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)	RSTP, RSTP Exchange	\$1,332,655	2016	2014		2016
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)	CMAQ	\$1,019,639	2015	2013		2015
City of Rocklin	PLA19400	Rocklin Rd. Widening	In Rocklin, Rocklin Road: widen to 6 lanes from Granite Drive to westbound I-80 ramps.	Local	\$1,320,000	2017	2014		2016
City of Rocklin	PLA25025	Whitney Ranch Parkway	In Rocklin, Whitney Ranch Parkway: construct four-lane facility from SR 65 to east of Wildcat Boulevard.	Local	\$1,730,000	2016	2012		2014
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	\$2,500,000	2017	2013		2017
City of Rocklin	PLA25345	Rocklin Road/I-80 Interchange	In Rocklin: from Rocklin Rd. onto both WB and EB I-80; construct roundabouts at ramp EB/WB ramp terminus.	Local	\$26,150,000	2018	2011	2015	2018
City of Rocklin	PLA25521	Whitney Ranch Parkway Interchange Phase 1A	At SR 65 and Whitney Ranch Parkway: Construct Phase 1A of the Whitney Ranch Interchange by constructing NB on- and off-ramps, overcrossing structure, and southbound loop on-ramp.	Local	\$3,800,000	2016	2012		2014
City of Rocklin	PLA25551	Sunset Blvd Reconstruction	Reconstruct Sunset Blvd from Fairway Drive to Stanford Ranch Road. (Toll credits for CON.)	Local, RSTP	\$875,000	2016	2015		2016

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City of Rocklin	PLA25552	Pacific Street-Bikeway/Neighborhood Electric Vehicle Expansion Project	Construct & add striped median ,striping, pavement markings and signage on both NB and SB lanes of Pacific Street. The project will also construct a Class II bike path on the northwest portion of Pacific Street from Town of Loomis border to Del Mar Ave.(Emission Benefits in kg/day: ROG 0.16; NOx 0.13; PM10 0.08)	CMAQ, Local	\$1,400,000	2016	2014		2016
City of Rocklin	PLA25566	Bridge Preventive Maintenance Program	Bridge Preventive Maintenance Program, various locations in City of Rocklin. See Caltrans Local Assistance HBP web site for backup list of bridges.	HBP, Local	\$600,000	2015	2014		2015
City of Roseville	PLA15100	Baseline Road	In Roseville, Baseline Road from Fiddymnt Road to Sierra Vista Western edge west of Watt Avenue: widen from 2 to 6 lanes.	Local	\$7,852,055	2018	2013	2015	2016
City of Roseville	PLA15660	Baseline Rd. Widening	In Roseville, Baseline Rd., from Brady Lane to Fiddymnt Road: widen from 3 to 4 lanes.	Local	\$6,106,889	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	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: 0.14 ROG, 0.10 NOx, 0.07 PM10)	CMAQ, Local	\$1,946,629	2017	2011	2014	2016
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	2016			2008
City of Roseville	PLA25323	Sierra Gardens Transfer Point	Improve Sierra Gardens Transfer Point. Improvements may include new bus turnouts, shelters, restrooms, landscaping, lighting, crosswalks, sidewalks, and other pedestrian improvements such as bulb-outs. (Emission benefits in kg/day: 63 ROG, 63 Nox, 25 PM10.)	CMAQ, FTA 5307 *, Local	\$1,012,151	2016	2007		2016
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	2016
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	2016	2016	2011	2016
City of Roseville	PLA25416	South Placer Call Center	Operating cost contribution towards ADA complementary paratransit services provided for the South Placer Call Center.	FTA 5307 *, Local	\$187,500	2015			2010
City of Roseville	PLA25465	Downtown Roseville Transportation Enhancement Project	In Roseville, improve access to Civic Center transit transfer facility and/or construct other transit/bicycle/pedestrian related improvements, including pedestrian bridge.	Local	\$2,944,000	2017	2011		2016
City of Roseville	PLA25469	Oak Street Extension of Miners Ravine Trail	In Roseville, Miners Ravine Trail, from Lincoln Street to Royer Park along the Dry Creek corridor: Extend class 1 trail, including relocation and safety upgrades to existing Ice House Bridge. From transit stop at Downtown Roseville Library to existing class 1 trail in Royer Park: provide bicycle and pedestrian improvements including replacement of Taylor Street Bridge. (Emission benefits in kg/day: ROG 0.13, NOx 0.09, PM10 0.04) (FTA 5307 to be used on Taylor Street bridge and bike/ped improvements leading to transit stop at library.)	ATP, Bicycle Transportation Account, CMAQ, FTA 5307 *, Local	\$3,046,159	2016	2011		2015
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 = \$20,695; 2015 Preventive Maintenance = \$200,000; 2016 Preventive Maintenance = \$200,000;	FTA 5307 *, FTA 5307 - E.S., Local	\$5,036,745	2016			2011
City of Roseville	PLA25500	Pedestrian Facilities Improvement Project	In Roseville, reconstruct ADA pedestrian ramps along various arterial and collector roadways to current ADA standards. (Emission Benefits in kg/day: 0.10 ROG, 0.06 NOx, 0.02 PM2.5) (Toll Credits for CON)	CMAQ	\$562,525	2015			2015
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)	Local	\$16,091,643	2018			2016

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City of Roseville	PLA25507	Industrial Ave/Pleasant Grove Creek Bridge Replacement	Industrial Ave, over Pleasant Grove Creek, 0.7 mi S Placer Blvd. Replace the existing 2 lane functionally obsolete bridge with a new 2 lane bridge.	HBP, Local	\$4,960,000	2015	2011		2015
City of Roseville	PLA25508	Oak Ridge Dr/Linda Creek Bridge Replacement	Oak Ridge Dr, over Linda Creek, 0.2 mi N 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.)	HBP	\$3,250,000	2017	2011	2016	2017
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	2016			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
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 Fiddymont Rd west to Westbrook Blvd, construct new 4-lane arterial.	Local	\$2,500,000	2015			2015
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	2015			2015
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	2017			2017
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	2015			2015
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

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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. (Toll credits for CON.)	RSTP	\$6,374,233	2018			2018
City of Roseville	REG17928	Louis/Oriando Transfer Point Improvements	In Roseville, on Louis Blvd at Orlando Ave.: Develop and construct an improved transfer point and intermodal facility with a 35-space park and ride facility. (Includes previously programmed PLA160B0.)	FTA 5307 *, FTA 5307 - Discr., FTA 5339 - Discr., Local, RIP PTA	\$4,738,000	2016	2011	2011	2014
PCTPA	PLA25413	Planning, Programming, Monitoring 2011-2015	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 Blvd; Rebuild I-80/SR 65 interchange to widen northbound and southbound SR 65 from 2 to 3 lanes, and widen westbound to northbound ramp from 1 to 2 lanes. (Toll Credits for PE)	Local, NCI	\$66,000,000	2022	2010	2018	2019
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. (KG/day ROG 54.00; NOx 60.00; PM10 39.00)	CMAQ, Local	\$955,429	2016			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	\$4,990,000	2019	2014	2016	2019

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PCTPA	PLA25529	SR 65 Capacity & Operational Improvements (HOV) - ENG ONLY	Perform engineering (preliminary engineering, environmental, and final design) only; SR 65, from I-80 to Lincoln Blvd.: widen to construct HOV lanes and make capacity and operational improvements. (Estimated total project cost \$115 million) (Toll credits for PA&ED)(Emission Benefits in kg/day: ROG 15.80; NOx 15.88; PM10 11.66)	CMAQ, Local	\$6,500,000	2022	2013		
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	\$5,910,000	2019	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 7.35; NOx 1.10; PM10 1.16)	CMAQ, State Cash	\$550,000	2016			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	\$3,700,000	2020		2018	2019
Placer County	PLA15080	Auburn-Folsom Rd Widening	From Placer / Sacramento County line to Douglas Blvd. ; Widen to 4 lanes. install signal at Auburn-Folsom Blvd and Fuller Dr.	Local, Other Fed - ARRA-RSTP, Prop 18 SLPP	\$28,300,000	2015	2001	2006	2007
Placer County	PLA15105	Baseline Road Widening Phase 1 (West Portion)	Baseline Rd. from Watt Avenue to future 16th street: Widen from 2 to 4 lanes.	Local	\$19,200,000	2018	2012	2013	2014
Placer County	PLA15420	Walerga Road	Walerga Rd: Widen and realign from 2 to 4 lanes from Baseline Rd. to Placer / Sacramento County line.	Local	\$13,781,700	2019	1998	1999	2014
Placer County	PLA18490	PFE Rd. Widening	PFE Rd, from Watt Ave. to Walerga Rd: Widen from 2 to 4 lanes and realign.	Local	\$13,085,000	2018	2012	2013	2017
Placer County	PLA25044	Sunset Blvd. Widening	Widen Sunset Boulevard from State Route 65 to Cincinnati Avenue from 2 to 4 lanes. Project includes widening Industrial Blvd / UPRR overcrossing from 2 to 4 lanes.	Local	\$8,675,000	2020	2014	2014	2014
Placer County	PLA25170	Sunset Blvd Phase 2	Sunset Blvd, from Foothills Boulevard to Fiddymnt Rd: Construct a 2-lane road extension [PLA15410 is Phase 1.]	Local	\$6,365,000	2018	2006	2006	2016

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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.	HBP, Local	\$2,230,002	2017	2010		2017
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.	HBP, Local	\$2,230,002	2017	2010		2017
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)	HBP, Local	\$5,675,000	2020	2008	2017	2019
Placer County	PLA25453	Dowd Rd at Yankee Slough Bridge Replacement	Dowd Rd. over Yankee Slough, just south of Dalby Rd.: Replace existing structurally deficient 1 lane bridge with new 2 lane bridge. (Toll Credits for CON)	HBP, Local	\$4,812,511	2016			2012
Placer County	PLA25458	Bridge Preventive Maintenance	In various locations in Placer County, perform preventive maintenance on bridges. 1. Squaw Valley Rd., over Squaw Creek, 2 mi west of SH 89, Bridge Rail Replacement, Deck Rehab. 2. Donner Pass Rd., over S. Yuba River, north of Yuba Dr., Bridge Rail Replacement, Deck Rehab. 3. Cisco Rd., over S. Yuba River, near Hampshire Rocks Rd., Replace Joint Seals, Deck Rehab. 4. Alpine Meadows Rd., over Bear Creek, 0.9 mi west of SH 89, Polyester Concrete Deck Overlay. 5. Fowler Rd., over Auburn Ravine, 0.6 mi north of SH 193, Methacrylate Deck Overlay. 6. Gold Hill Rd., over Doty Ravine, 0.3 mi south of Wise Rd., Methacrylate Deck Overlay. 7. Develop Bridge Preventive Maintenance Plan.	HBP, Local	\$1,356,000	2020			2015
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	PLA25472	Auburn Folsom Rd Class II Bike Lane	On Auburn-Folsom Rd between Douglas Blvd and Joe Rodgers Rd, construct a Class II Bike lane on both sides of the road, including signing and striping; construct sidewalk on both sides of Auburn-Folsom Rd from Wilcox Place north to Joe Rodgers. (Emission benefits in kg/day: ROG 0.06, NOx 0.04, PM10 0.03) [Toll Credits for CON]	CMAQ, Local, RSTP	\$1,227,674	2015	2012	2013	2015

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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	PLA25474	Dowd Rd Bridge Replacement at Markham Ravine	Dowd Rd, over Markham Ravine, 0.5 miles south Nicolaus Rd: Replace existing 2 lane structurally deficient bridge with a new 2 lane bridge. (Toll credits for CON.)	HBP, Local	\$5,050,000	2019	2008	2011	2019
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)	HBP	\$4,870,000	2020			2011
Placer County	PLA25477	Alpine Meadows Rd Bridge Rehabilitation	Alpine Meadows Rd over Truckee River, 0.1 miles west of SH 89: Replace the existing structurally deficient 2 lane bridge with a new 2 lane bridge. (Toll Credits programmed for ROW & CON)	HBP, Local	\$22,625,063	2016	2015	2014	2008
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.)	HBP	\$14,909,500	2020			2011
Placer County	PLA25506	Walerga Rd/Dry Creek Bridge Replacement	Walerga Rd, over Dry Creek, 1.1 mi S Base Line Rd. Rehabilitate the existing 2 lane bridge without adding additional lanes. High Cost Project agreement required.	HBP, Local	\$22,850,000	2020			2011
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]	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.	HBP, Local	\$4,759,200	2020			2012
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.)	HBP	\$5,518,500	2020	2012	2016	2019
Placer County	PLA25532	Pavement Markings	Various locations throughout Placer County: Install pavement markings (HSIP5-03-011, HSIP5-03-012)	HSIP, Local	\$1,251,500	2015			2013
Placer County	PLA25533	Auburn Folsom Rd. Safety Improvements	Auburn Folsom Rd. from approximately 60' N of Willow Ln. to Robin Hood Ln.: Construct sidewalks, curb ramps, curb and gutter; install mid-block crosswalk; improve pavement friction; provide dynamic speed sign.(HSIP5-03-013)	HSIP, Local	\$746,300	2016			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	2017	2019
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)	HBP	\$2,561,000	2020			2013

**Status Report on Federal and State Funding for Regionally Significant Transportation Projects in Placer County
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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	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)	HBP	\$5,018,250	2020	2013	2018	2019
Placer County	PLA25549	Martis Valley Trail	Complete a 10' wide paved Class I multipurpose trail connecting Northstar Village roundabout to the southerly border of Army Corps property. (Emission Benefits in kg/day; ROG 0.02;NOx 0.01;PM10 0.01)	CMAQ, Local	\$3,700,000	2016	2012		2015
Placer County	PLA25559	Bridge Approach and Non-HBP Partipating Costs	In Placer County, bridge approach and non-HBP participating costs at Alpine Meadows @ Truckee River and Dowd Road @ Yankee Slough. (Toll Credits for CON)	RSTP	\$1,000,000	2017			2017
Placer County	PLA25562	HMA Overlay, Various County Roads (Yr2)	In Placer County, hot mix asphalt (HMA) overlay on various County roads: (1) Douglas Boulevard from Barton to Auburn-Folsom, (2) Bald Hill Road from Mt Vernon to Bald Hill Rd, (3) Dry Creek Road from Joeger to HWY 49, (4) Richardson Drive from Atwood Rd to Bell Rd (Toll Credits for CON)	RSTP	\$2,809,435	2018			2018
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)	RSTP	\$2,299,047	2016			2016
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)	CMAQ	\$925,000	2017	2014	2015	2015
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 0.04, NOx 0.02, PM10 0.01) (Toll Credits for PE, ROW, CON)	CMAQ, RSTP	\$1,080,857	2017	2015	2015	2015
Placer County	PLA25567	Safety Surface Treatment	At 18 various locations throughout Placer County: install high friction surface treatment. (HSIP6-03-010)	HSIP, Local	\$1,537,600	2017			2016
Placer County	PLA25568	Signage Upgrades	Various corridors throughout Placer County: Conduct a Roadway Safety Signing Audit and upgrade signs. (HSIP6-03-011)	HSIP, Local	\$1,656,200	2017			2014
Placer County Transit	PCT10488	Purchase 2 Replacement Buses	Purchase of two (2) 35' CNG replacement buses for Placer County Transit. (Emission Benefits: 0.5 kg/day NOx)	CMAQ, CMAQ XFER, Prop 18 PTMISEA	\$1,000,000	2016			2012

**Status Report on Federal and State Funding for Regionally Significant Transportation Projects in Placer County
February 2015**

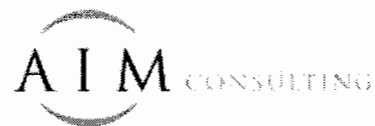
Lead Agency	MTIP ID	Project Title	Project Description	Fund Source	Total Project Cost	Year Complete	1st Yr PA&ED	1st Yr ROW	1st Yr CON
Column 1	Column 2	Column 3	Column 4	Column 5	Column 6	Column 7	Column 8	Column 9	Column 10
Placer County Transit	PCT10491	Placer County Non-Urbanized Transit Operations	Operating assistance for rural transit services within Placer County. Outside the Sacramento Urbanized Area.FFY 2015: \$291,197FFY 2016: \$291,197	FTA 5311, Local	\$7,357,017	2016			2010
Placer County Transit	PCT10493	Preventive Maintenance, ADA Operations, and Operating Assistance 2009-2016	Operating assistance, preventive maintenance, and ADA operations for transit services for urban transit services within El Dorado County as well as commuter service to / from Sacramento. Sacramento Urbanized Area.FFY 2009 preventive maintenance: \$324,890FFY 2009 ADA operations: \$281,700FFY 2010 preventive maintenance: \$300,000FFY 2010 ADA operations: \$200,000FFY 2011 preventive maintenance: \$324,890FFY 2011 ADA operations: \$206,700FFY 2012 preventive maintenance: \$32,890FFY 2012 ADA operations: \$217,000FFY 2012 Fuel: \$84,429FFY 2013 Operating assistance: \$539,341FFY 2014 Operating assistance: \$563,744FFY 2014 preventive maintenance: \$56,696FFY 2015 preventive maintenance: \$341,000FFY 2015 ADA operations: \$217,000FFY 2016 preventive maintenance: \$341,000FFY 2016 ADA operations: \$217,000	FTA 5307 *, FTA 5307 - E.S., Local	\$8,821,325	2016			2009
Placer County Transit	PCT10494	CNG Station Upgrade Phase 2	Dewitt Center in Auburn: Increase of CNG compressor capacity at Placer County CNG fueling station in Auburn. (Emissions Benefits in kg/day: 3.46 NOx, 0.12 PM10.) *Local Funds are Air District Funds*	CMAQ, Local	\$576,809.	2016	2012		2012
Placer County Transit	PCT10501	Placer County CNG Replacement Buses	Replace four CNG powered buses currently in use by Placer County Transit. The new CNG buses will be used on regional transit routes connecting Rocklin, Lincoln, Loomis, Auburn and Placer County to Roseville and the Watt/I-80 Light Rail Station. (Emission Benefits in kg/day: 3.16 NOx)	CMAQ, Prop 1B PTMISEA	\$2,059,528	2016			2012
Placer County Transit	PCT10503	PCT Bus Replacements - 2015	Replace two CNG powered buses currently in use by Placer County Transit. The new CNG buses will be used on regional transit routes connecting Rocklin, Lincoln, Loomis, Auburn and Placer County to Roseville and the Watt/I-80 Light Rail Station. (Emission Benefits in kg/day: 1.49 NOx)	CMAQ, Prop 1B PTMISEA	\$1,082,000	2016			2014
Placer County Transit	PCT10504	T.A.R.T Bus Purchase	Replace one 35-foot bus for Tahoe Area Reginal Transit.	FTA 5311, Prop 1B PTMISEA	\$525,000	2016			2014

**Status Report on Federal and State Funding for Regionally Significant Transportation Projects in Placer County
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Column 1	Column 2	Column 3	Column 4	Column 5	Column 6	Column 7	Column 8	Column 9	Column 10
Placer County Transit	PLA25550	Lincoln Transit (Subrecipient) Operating Assistance	Lincoln Transit (Subrecipient)- Operating assistance and preventive maintenance for transit services within the City of Lincoln. Sacramento Urbanized Area.FFY 2014 operating assistance: \$149,108FFY 2014 preventive maintenance: \$12,281	FTA 5307 *, FTA 5307 - E.S., Local	\$1,616,076	2016			2013
Pride Industries/CTSA	VAR56123	Pride Industries One, Inc. 5310 Replacement Bus and Cameras	FTA 5310 funds will be used to purchase one (1) Medium Bus that accommodates up to 14 passengers (incl. 2 wheelchair positions) & a driver and thirty-eight (38) cameras for Pride Industries. (Uses Toll Credits for local match).	FTA 5310	\$105,989	2015			2014
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	2016			2011
SACOG	VAR56109	Roseville Transit JARC Operating Assistance	Use FY 2011 & 2012 Urbanized Area JARC funds to operate two fixed route buses to extend routes A & B from 6:30 to 9:30 PM M-F, and 1 DAR bus to extend service from 7:00 to 9:30 PM.	FTA 5316, Local	\$371,680	2015			2013
SACOG	VAR56116	WPCTSA - New Freedom Operating Assistance	Western Placer Consolidated Transportation Services Agency: Operating assistance for "Health Express," a low-to-no cost, scheduled, door-to-door, shared ride service for Placer County residents needing transportation to non-emergency medical appointments.	FTA 5317, Local, STA	\$600,000	2015			2013
Town of Loomis	PLA20890	Sierra College Blvd. Widening	In Loomis, Sierra College Blvd. from railroad tracks (Taylor Rd.) to the north town limits: widen from 2 to 4 lanes and construct turn lanes, bike lanes, and landscaped median.	Local	\$5,899,180	2020	2018	2018	2019
Town of Loomis	PLA25530	Taylor Road Overlay Maintenance Project	Taylor Road: Asphalt overlay.	Local	\$460,000	2016	2015		2016
Town of Loomis	PLA25548	Town Center Implementation Plan Improvements Phase 2	Taylor Road, Horseshoe Bar Road to Walnut Street: streetscape improvements. (Emissions in kg/day: 0.06 ROG, 0.04 NOx, 0.02 PM10)	CMAQ, Local	\$791,000	2016	2015		2016
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	2017			2017

**Status Report on Federal and State Funding for Regionally Significant Transportation Projects in Placer County
February 2015**

Lead Agency Column 1	MTIP ID Column 2	Project Title Column 3	Project Description Column 4	Fund Source Column 5	Total Project Cost Column 6	Year Complete Column 7	1st Yr PA&ED Column 8	1st Yr ROW Column 9	1st Yr CON Column 10
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
Western Placer CTSA	PLA25511	New Freedom (Rural) Operating Assistance	Operating Assistance for the rural portion of the "Health Express." This service is being provided as a new transportation alternative to traditional public transit fixed route and dial-a-ride services. The service is a low-to-no-cost scheduled door-to-door transportation service to non-emergency medical appointments for rural Placer County residents. Service operates Monday through Friday, 8:00 a.m. to 5:00 p.m., and Thursdays, 10:00 a.m. to 2:00 p.m. in Sacramento.	FTA 5310, FTA 5317, Local	\$416,176	2016			2011
Total All Projects:					\$1,116,192,243				



MEMORANDUM

TO: Celia McAdam
FROM: AIM Consulting
DATE: February 9, 2015
RE: January 2015 Monthly Report

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

AIM met with PCTPA's Executive Director to create a communications plan for 2015 including quarterly deliverables.

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

Following is a capsule summary of activities:

Funding Strategy

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

Programs

AIM assisted PCTPA staff with creating informational materials for the new WPCTSA bus pass subsidy program.

PCTPA E-News

AIM worked with PCTPA staff to begin developing topics and content for the next edition of the PCTPA e-newsletter.

PCTPA.net

AIM began implementing a “blog” page on the PCTPA website to include current news articles about PCTPA, and additional information content such as PCTPA’s year in review, highlighting 2014 accomplishments. The blog page will continue to be updated with current information about projects, programs, and current events.

AIM continued posting Social Media updates on the PCTPA’s Facebook and Twitter pages. In addition, AIM worked with the Executive Director to implement a Facebook profile that highlights the work the Executive Director does for PCTPA, including speaking engagements and events. This page will be used to further demonstrate PCTPA’s value to the Placer Region.

Media Relations

AIM worked with the funding strategy committee and the Executive Director to coordinate graphics and topics for the Blue Values cable TV interview.

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



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January 30, 2015

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

114th Congress: The Leadership

The first organizational order of business for the new Congress was the election of its leaders, as follows. Currently, committee and subcommittee sizes, ratios, and member assignments are being finalized. Some committees are ahead of others in terms of organizing. The membership of each committee/subcommittee of interest is included after this section.

Senate:

Senate President pro tempore
 Orrin Hatch (R)
 President: Joe Biden (D)
 President pro tempore: Orrin Hatch (R)
 President pro tempore emeritus: *Patrick Leahy* (D)

Majority (Republican) leadership
 Majority Leader: Mitch McConnell
 Assistant Majority Leader (Majority Whip): John Cornyn
 Conference Chairman: John Thune
 Conference Vice Chair: Roy Blunt
 Senatorial Committee Chair: Roger Wicker
 Policy Committee Chairman: John Barrasso

Minority (Democratic) leadership
 Minority Leader and Caucus Chair: Harry Reid
 Assistant Minority Leader (Minority Whip): Dick Durbin
 Caucus Vice Chair and Policy Committee Chair: Chuck Schumer
 Caucus Secretary: Patty Murray
 Senatorial Campaign Committee Chair: Jon Tester

Policy Committee Vice Chair: Debbie Stabenow
 Policy Committee Strategic Policy Adviser: Elizabeth Warren
 Policy Committee Policy Development Adviser: Mark Warner
 Steering and Outreach Committee Chair: Amy Klobuchar
 Steering and Outreach Committee Vice Chair: Jeanne Shaheen
 Chief Deputy Whip: Barbara Boxer

House of Representatives:

Majority (Republican) leadership
 Speaker: John Boehner
 Majority Leader: Kevin McCarthy
 Majority Whip: Steve Scalise
 Majority Chief Deputy Whip: Patrick McHenry
 Conference Chair: Cathy McMorris Rodgers
 Conference Vice-Chair: Lynn Jenkins
 Conference Secretary: Virginia Foxx
 Campaign Committee Chairman: Greg Walden
 Policy Committee Chairman: Luke Messer
 Senior Deputy Whips: Kristi Noem, Dennis Ross, Aaron Schock, Steve Stivers, Ann Wagner

Minority (Democratic) leadership
 Minority Leader: Nancy Pelosi
 Minority Whip: Steny Hoyer
 Assistant Democratic Leader: Jim Clyburn
 Caucus Chairman: Xavier Becerra
 Caucus Vice-Chairman: Joe Crowley
 Campaign Committee Chairman: Ben Ray Luján
 Steering and Policy Committee Co-Chairs: Rosa DeLauro (Steering) and Donna Edwards (Policy)
 Organization, Study, and Review Chairman: Karen Bass
 Policy and Communications Chairman: Steve Israel
 Senior Chief Deputy Minority Whip: John Lewis
 Chief Deputy Minority Whips: G. K. Butterfield, Diana DeGette, Keith Ellison, Jan Schakowsky, Kyrsten Sinema, Debbie Wasserman Schultz, Peter Welch

Key House Committees of Jurisdiction

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

(1) Transportation and Infrastructure Committee

Subcommittee on Highways and Transit: MAP-21 reauthorization

Republicans:

Sam Graves, Missouri, Chairman

Eleanor Holmes Norton, District of Columbia, Ranking Member

Republicans:

Don Young, Alaska

John J. Duncan, Jr., Tennessee

John L. Mica, Florida

Frank A. LoBiondo, New Jersey

Duncan Hunter, California

Eric A. "Rick" Crawford, Arkansas

Lou Barletta, Pennsylvania

Blake Farenthold, Texas

Bob Gibbs, Ohio

Richard L. Hanna, New York

Daniel Webster, Florida

Jeff Denham, California

Reid J. Ribble, Wisconsin

Thomas Massie, Kentucky

Tom Rice, South Carolina

Mark Meadows, North Carolina

Scott Perry, Pennsylvania

Rodney Davis, Illinois

Rob Woodall, Georgia

John Katko, New York

Brian Babin, Texas

Crescent Hardy, Nevada

Ryan A. Costello, Pennsylvania

Garret Graves, Louisiana

Mimi Walters, California

Barbara Comstock, Virginia

Bill Shuster, Pennsylvania (Ex Officio)

Democrats:

Jerrold Nadler, New York

Eddie Bernice Johnson, Texas

Steve Cohen, Tennessee

Albio Sires, New Jersey

Donna F. Edwards, Maryland

Janice Hahn, California

Richard M. Nolan, Minnesota

Ann Kirkpatrick, Arizona

Dina Titus, Nevada
 Sean Patrick Maloney, New York
 Elizabeth H. Esty, Connecticut
 Lois Frankel, Florida
 Cheri Bustos, Illinois
 Jared Huffman, California
 Julia Brownley, California
 Michael E. Capuano, Massachusetts
 Grace F. Napolitano, California
 Corrine Brown, Florida
 Daniel Lipinski, Illinois
 Peter A. DeFazio, Oregon (Ex Officio)

(2) Appropriations Committee

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

Republicans:

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

Democrats:

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

Key Senate Committees of Jurisdiction

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

(1) Environment and Public Works Committee

Subcommittee on Transportation and Infrastructure: MAP-21 reauthorization

David Vitter (LA), Chair
No other assignments as yet

(2) Appropriations Committee

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

Republicans:

Susan Collins (R-Maine), *chairman*
Richard Shelby (R-Ala.)
Lamar Alexander (R-Tenn.)
Mark Kirk (R-Ill.)
Roy Blunt (R-Mo.)
John Boozman (R-Ark.)
Shelley Moore Capito (R-W.Va.)
Bill Cassidy (R-La.)
Steve Daines (R-Mont.)

Democrats:

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

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

MAP-21 Reauthorization

Congress is gearing up for reauthorization. MAP-21 expires May 31. While the FY15 Omnibus Appropriations Act funded the program until September 30, 2015, the program structure needs to be addressed in some way by the end of May. While the organizational requirements of the new Congress, the change in majority in the Senate, and committee and subcommittee leadership changes in both Houses have slowed the process a bit, the House Transportation and Infrastructure Committee staffs have been meeting to review current law and address changes that Members want and that the current program might dictate. In the Senate, the Democrats are advocating for many of the issues/approaches included in former Chairman Boxer's bill of last Congress. The Republican staff has been quietly canvassing their Members for issues.

On January 14, Senator Boxer released the statement below urging Republican leadership to immediately turn to a long-term surface transportation bill that will support millions of jobs

instead of the Keystone tar sands pipeline bill.

Senator Boxer said: "There is a growing chorus from states in recent months that the Highway Trust Fund is in serious trouble and much-needed transportation projects are in peril. Arkansas and Tennessee have already delayed or canceled construction projects due to the uncertainty in federal transportation funding, and other states are considering similar action as the construction season fast approaches. I again call on Republican leadership to immediately drop the Keystone tar sands pipeline bill, which would create only 35 permanent jobs, and instead turn to a long-term transportation bill that will support millions of jobs and restore certainty for state and local governments and the construction industry."

The Senate Committee on Environment and Public Works held a hearing on January 28 to examine the need for Federal transportation infrastructure investments and the importance of passing a long-term MAP-21 reauthorization to support the Nation's global economic competitiveness. The hearing also addressed the threat that businesses, states, and workers face due to the impending insolvency of the Highway Trust Fund. Witnesses were Anthony Foxx, Secretary, United States Department of Transportation; Robert Bentley, Governor, State of Alabama; Daniel Malloy, Governor, State of Connecticut; Peter Shumlin, Governor, State of Vermont; and, Dennis Daugaard, Governor, State of South Dakota.

The Senate Committee on Commerce, Science, and Transportation held a hearing, "Freight Rail Transportation: Enhancing Safety, Efficiency, and Commerce," on January 28. The hearing focused on challenges facing our nation's freight rail network created by higher demand, rules and regulations, and infrastructure needs.

The Subcommittee on Surface Transportation and Merchant Marine Infrastructure, Safety, and Security of the Senate Commerce Committee held a hearing on January 29, entitled, "Improving the Performance of our Transportation Networks: Stakeholder Perspectives." The hearing focused on the importance of a reliable and efficient surface transportation network; challenges relating to efficiency, safety, and overall performance; and the role of federal agencies. Witnesses were Jim Mullen, Executive Vice President and General Counsel, Werner Enterprises; Lance Fritz, President and Chief Operating Office, Union Pacific Railroad; Douglas Means, Executive Vice President and Chief Supply Chain Officer, Cabela's; and, Ed Rendell, Co-Chair, Building America's Future.

FY15 Omnibus Appropriations

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

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

included \$1.25 billion for this program, but it also assumed that the funding would be provided through new legislation authorizing surface transportation programs instead of the appropriations process.

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

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

(4) Transit Investments: \$10.9 billion for transit programs, \$141 million more than the fiscal year 2014 enacted level and \$6.7 billion less than the request. These resources will be used to improve subway, light rail and bus rapid transit services in 15 states. The President's budget assumed passage of a surface transportation bill that would fund most transit programs rather 56 than the appropriations process. The bill includes \$8.6 billion for formula grants, \$37.5 million for research and technical assistance and \$150 million to continue modernizing the Washington Metropolitan Area Transit Authority. In addition, it provides \$2.12 billion for the transit capital investment grants, an increase of \$177 million to help communities build new rail and bus rapid transit capacity in California, Maryland, North Carolina, Colorado, Florida, Texas and other states.

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

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

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

National Freight Network

The new Congress: The bill has not been introduced to date.

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.

Federal Grants/Other Federal Funding Opportunities

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

Bill Tracking

The following are bills that have been introduced to date in the new Congress and which MAY be of interest. We say "MAY" because to date not much is known about the subject content of most of the bills given that the information base has not "caught up" with the sheer number of bills introduced. That will happen soon and more analysis will follow.

H.R.198, the "MOVE Freight Act of 2015"

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

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

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

Sponsor: Rep Jackson Lee, Sheila [TX-18] (introduced 1/6/2015) Cosponsors (None)
Latest Major Action: 1/7/2015 Referred to the Subcommittee on Water Resources and Environment.

H.R.211, REBUILD Act

Sponsor: Rep Calvert, Ken [CA-42] (introduced 1/8/2015) Cosponsors (None)
Latest Major Action: 1/8/2015 Referred to the House Committee on Natural Resources.

H.R.278, TIGER CUBS Act

Sponsor: Rep Larsen, Rick [WA-2] (introduced 1/12/2015) Cosponsors (1)
Latest Major Action: 1/12/2015 Status: Referred to the Committee on Appropriations, and in addition to the Committee on the Budget.

S.206, A bill to amend title 23, United States Code, to reauthorize the State infrastructure bank program

Sponsor: Sen Ayotte, Kelly [NH] (introduced 1/21/2015) Cosponsors (None)
Latest Major Action: 1/21/2015 Referred to the Committee on Commerce, Science, and Transportation.

How's Business?

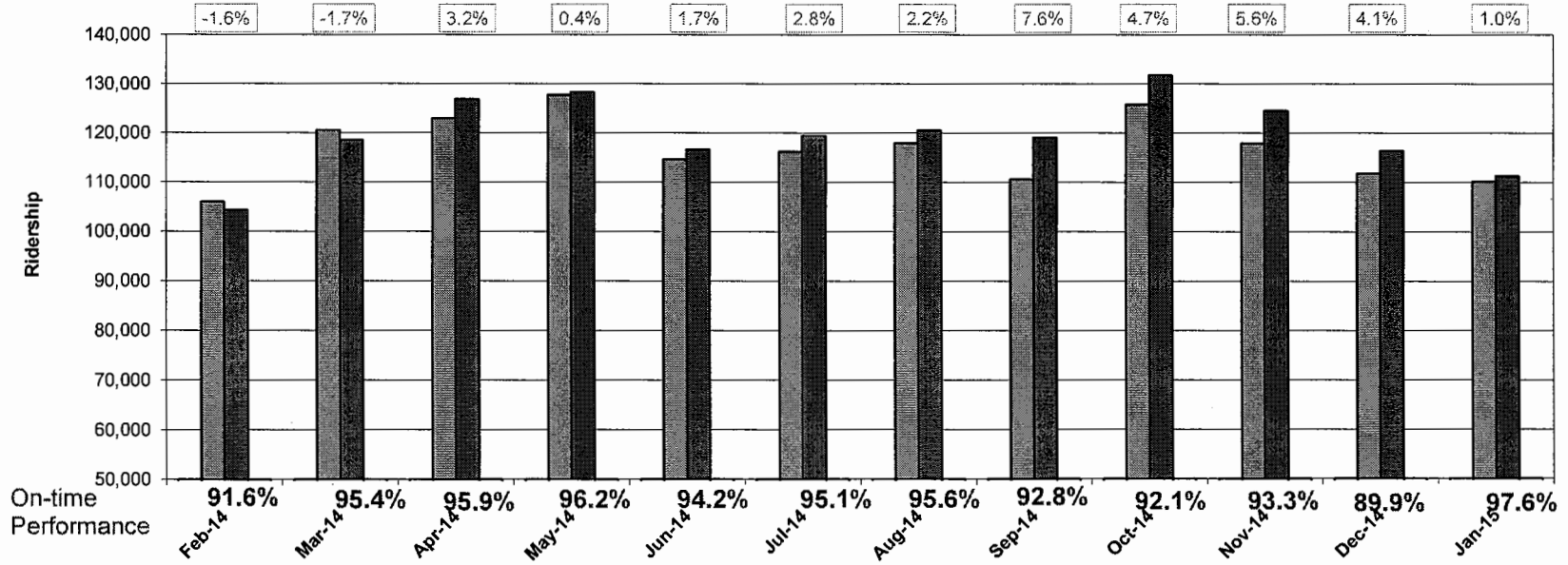
Ridership



Prior 12 Months
 Current 12 Months

2.53% Overall 12-Month Growth
 Ridership Last 12 Months=1,437,380
 Ridership Prior 12 Months=1,401,962


% difference current month to prior year's month



**How's Business?:
Revenue**

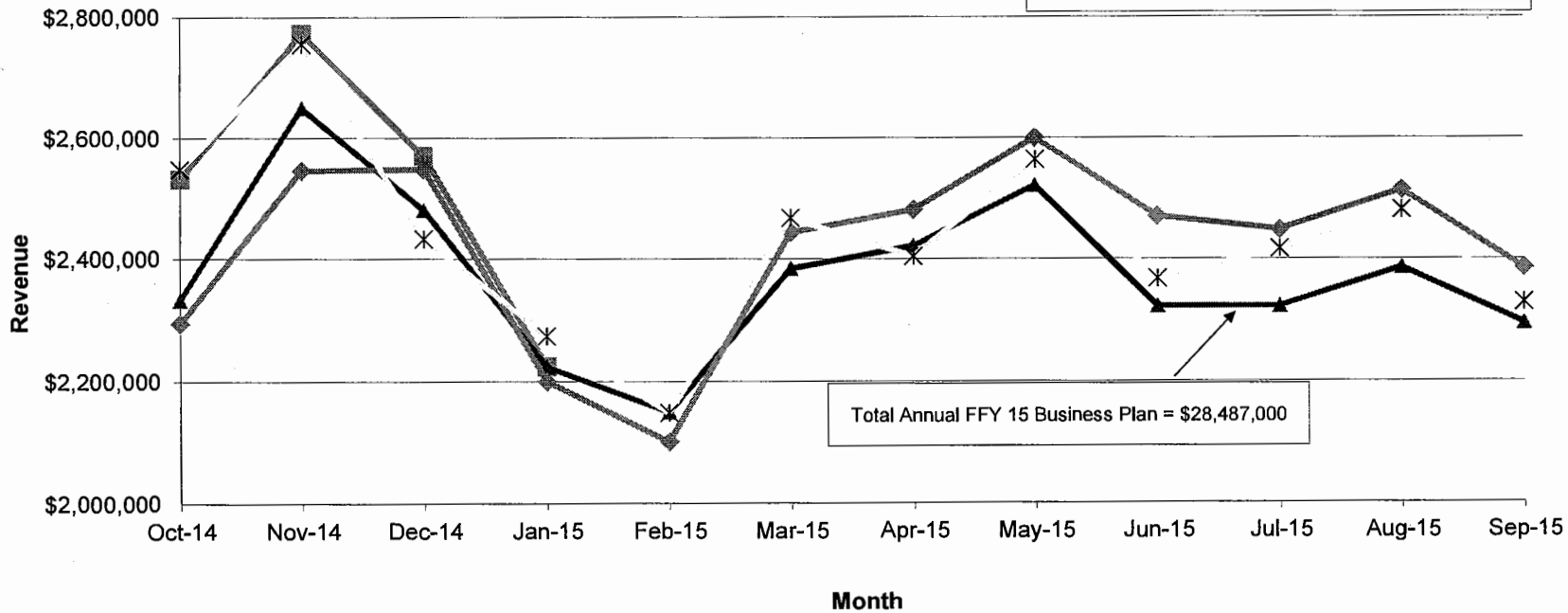
4.3% vs. FFY 15 Business Plan YTD
 5.3% vs. Prior FFY 14 YTD
 .9% vs. Prior FFY 13 YTD

**Capitol Corridor Performance
 FFY 2014-15
 Monthly Revenues
 Actual vs Business Plan**



**CAPITOL
CORRIDOR**

- Actual FY 15 Revenue YTD (through Jan-15)
- FFY 15 Business Plan
- Actual FY 14 Revenue
- x Actual FY 13 Revenues





Month	State Performance Standards (a)				Other Performance Measures		
	Ridership		On-time Performance	System Operating Ratio (b)	Revenues		Customer Satisfaction
	Actual	Business Plan	Actual	Actual	Actual	Business Plan	Actual
October-14	131,730	127,100	92.1%	52.8%	\$2,530,845	\$2,331,870	83
November-14	124,521	121,500	93.3%	60.4%	\$2,773,065	\$2,649,754	88
December-14	116,309	110,400	89.9%	52.3%	\$2,570,154	\$2,480,145	87
January-15	111,304	111,300	97.6%	45.0%	\$2,224,210	\$2,224,130	
February-15		104,100				\$2,149,460	
March-15		116,900				\$2,384,139	
April-15		127,600				\$2,421,475	
May-15		129,200				\$2,520,681	
June-15		114,600				\$2,322,269	
July-15		117,500				\$2,322,269	
August-15		117,800				\$2,386,273	
September-15		110,700				\$2,294,535	
Total YTD	483,864	470,300	93.2%	53%	\$10,098,274	\$9,685,899	86
Previous YTD	465,568	--	96.5%	51%	\$9,587,951	--	91
YTD Change	3.9%	2.9%	-3.3%	2.0%	5.3%	4.3%	-5.5%
Annual Standard/Measure		1,408,700	90%	47%		\$28,487,000	88

a) Standard developed by CCJPA in annual business plan update and approved by Business Transportation and Housing Agency

b) This standard measures total revenues (farebox and other operating credits) divided by total operating expenses adjusted against the fixed price operating contract.

Monthly Station Ridership Activity
Capitol Corridor Train Service
FFY 2014 - 2014 Cumulative FFY Year-to-Date: December 2014

Station	FFY 2014 - 2014						% Change from last FFY		Weighted Boardings	Weighted Alightings	Weighted Total
	Boardings	Alightings	Total	Boardings/ day	Alightings/ day	Total/ day	Boardings	Alightings			
ARN	2018	1724	3742	21.93	18.74	40.67	-14.5%	-16.5%	21.93	18.74	40.67
RLN	2054	1800	3854	22.33	19.57	41.89	-5.0%	-5.2%	22.33	19.57	41.89
RSV	3237	3447	6684	35.18	37.47	72.65	17.5%	11.8%	35.18	37.47	72.65
SAC	99376	97599	196975	1080.17	1060.86	2141.03	3.5%	2.2%	97.31	95.57	192.89
DAV	46972	44352	91324	510.57	482.09	992.65	6.3%	6.1%	46.00	43.43	89.43
SUI	19847	21028	40875	215.73	228.57	444.29	3.4%	4.9%	19.43	20.59	40.03
MTZ	25809	27702	53511	280.53	301.11	581.64	2.7%	2.3%	25.27	27.13	52.40
RIC	23807	25078	48885	258.77	272.59	531.36	4.4%	5.3%	23.31	24.56	47.87
BKY	17308	17199	34507	188.13	186.95	375.08	2.7%	2.5%	16.95	16.84	33.79
EMY	45198	45978	91176	491.28	499.76	991.04	3.5%	4.1%	44.26	45.02	89.28
OKJ	25313	25259	50572	275.14	274.55	549.70	5.3%	1.7%	24.79	24.73	49.52
OAC	6892	8427	15319	74.91	91.60	166.51	14.8%	23.5%	11.53	14.09	25.62
HAY	4968	5037	10005	54.00	54.75	108.75	8.7%	5.3%	11.73	11.89	23.62
FMT	4135	4290	8425	44.95	46.63	91.58	1.8%	1.3%	9.76	10.13	19.89
GAC	17546	18133	35679	190.72	197.10	387.82	33.1%	41.5%	41.42	42.80	84.22
SCC	3621	3540	7161	39.36	38.48	77.84	45.4%	46.8%	#Div/0!	#Div/0!	#Div/0!
SJC	21258	18766	40024	231.07	203.98	435.04	-4.4%	-3.5%	50.18	44.29	94.47
FFY Total or Average	369359	369359	738718	4014.77	4014.77	8029.54					

Auburn Journal

January 22, 2015

By: George Runner, Guest Columnist

Another View: Falling gas prices mask hidden tax

So why is it that while other states are now enjoying gas prices of less than \$2 per gallon, California is still paying higher prices?

Due to high taxes and costly regulations, our state's gas prices are higher than other states. It's been that way for years.

But what's new is that the gap between California's and other states' gas prices has grown.

To get a sense of the change, compare California gas prices with those of the nation as a whole. According to GasBuddy.com, even while overall prices have fallen, the gap has grown from about 32 cents per gallon just a month ago to as much as 47 cents this January.

That's a 15 cent increase in just one month!

The likely culprit is a new "hidden gas tax" that took effect Jan. 1. The new regulation expands the state's cap-and-trade program to include transportation fuels. The expansion is the latest in a series of sweeping and costly regulations developed by the California Air Resources Board as it implements the California Global Warming Solutions Act.

Luckily for the Governor and his Air Board appointees, gas prices barely budged when the new rule kicked in; in fact, prices have continued to fall, masking the rule's true impact and ironically causing the new "hidden gas tax" to be even more hidden.

Just a few years ago gas prices were soaring dangerously near \$5 per gallon. Imagine public outcry if the government had caused gas prices to soar then!

When government imposes higher costs on fuel providers, California consumers inevitably pay the price in lost jobs, income and opportunity.

As economist Severin Borenstein notes: "Every analysis of cap-and-trade — or of a gas tax or, for that matter, of movements in the price of crude oil — finds that a change in the cost of selling gasoline, up or down, is quickly and fully passed through to consumers."

We'd likely all be paying 10 to 15 cents less per gallon if not for

the new regulation. Depending on the auction price of emission credits, some fear the cost could grow far higher in future years.

Concern about the economic impact of high gas prices led to a bipartisan effort last year to postpone the planned cap-and-trade expansion. Unfortunately, Assemblyman Henry Perea's legislation (AB 69) died when Senate President Pro Tem Darrell Steinberg refused to authorize a hearing.

Republicans have already announced a repeal effort this year in the form of SB 5 and AB 23, but it's hard to imagine their bills will fare better.

Of course, with hidden taxes, exactly how much more we're paying is anyone's guess. That's just one of many reasons hidden taxes are such a bad idea. Taxes should be transparent, straightforward and easy to understand. You shouldn't need to hire an economist to know how much money you're sending to Sacramento — or Washington, D.C. — each year or how it's being used.

We do know that 25 percent of the billions in new revenue the State of California collects from its cap-and-trade system is being used to fund the state's costly and controversial high speed rail project. Yet even with this funding source, the project — which recently broke ground in Fresno — still lacks the necessary funding to finish the job.

So next time you fill up at the pump, remember you're helping pay for a train you won't be able to ride until the year 2029 — assuming it ever gets built. (Even then you'll still have to pay to ride the train.)

Maybe that's why politicians try so hard to keep taxes like these hidden.

George Runner represents more than nine million Californians as a taxpayer advocate and elected member of the State Board of Equalization.



CAPITOL & ECONOMY

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CONNECTING THE DOTS

Brown seeks funding for road repairs

FEES ON FUEL COULD PROVIDE SOME MONEY

The Brown administration has pledged to begin repairing California's crumbling roads in 2015 with a plan to streamline the process for local governments to expand highway toll lanes.

Following closely behind the governor are construction firms and unions that want in on the building action. To pay for it, they support new vehicle or fuel fees for road repairs.

If a legislative attempt fails, the California Alliance for Jobs – which represents more than 2,000 heavy construction firms in California and 80,000 unionized workers – would consider going to the statewide ballot.

"There's no silver bullet that will take care of everything. We are looking at a palette of different revenue streams so we can try to hit different users in different ways," said Jim Earp,



JUSTIN SULLIVAN | GETTY IMAGES

director of the alliance.

In his inaugural address early this month, Gov. Jerry Brown said that the state has racked up an estimated \$59 billion in deferred maintenance on state roadways, highways and bridges.

"I am calling on Republicans

and Democrats alike to come together and tackle this challenge," the governor said.

In a proposed 2015-16 budget released earlier this month, Brown called for legislation to expand toll lanes, allowing single drivers to use carpool lanes for a fee. The proceeds

could be used to repair highways and on-ramps, according to Brian Kelly, state transportation secretary.

"The governor has opened the door to an important conversation about an ongoing stable source of transportation revenue to deal with our

deferred-maintenance problem," Kelly said.

The expansion of toll lanes is one of the administration's answers to California's decaying infrastructure. Most of California's highway system was built shortly after World War II and is worn out, Kelly said.

The administration released an infrastructure plan earlier this month, which said the state spends about \$412 million on highway maintenance each year but more than \$1 billion is needed.

The state transportation agency also seeks to tie fees to miles driven rather than gallons of gasoline. The agency is now experimenting with various technologies to measure vehicle miles traveled using global positioning systems.

But the administration has noted that use of those technologies must be weighed against privacy concerns, said Kelly. A pilot program measuring roadway use will be wrapping up in the next couple years.

Auburn Journal

January 29, 2015

By: Eyragon Eidam

Placer bike program promotes healthy commute

If driving to work each day isn't as exciting as it used to be for you, a county-wide bicycle buying program may hold the alternative you've been looking for.

The Bucks for Bikes program focuses on getting daily drivers out of their cars and onto the seat of a bicycle seat with the help of some cold, hard cash.

For more than a decade the publicly funded effort has offered an incentive to anyone who would rather travel by bike than by car and offers as much as \$200 toward the cost of a new bike.

Scott Aaron, associate planner with the Placer County Transportation Planning Agency, heads up the program and said its popularity has continued to grow throughout the years.

A successful application involves getting a quote from a Placer County-based bike shop, which Aaron said helps to promote local businesses.

Last year, PCPTA received 56 applications and funded 28 of them, eliminating approximately 1,060 vehicle miles traveled.

While Aaron said he would like to see all applications approved, the funding is limited.

Aaron said most of the successfully funded applicants list that they generally commute alone, would be willing to bike to work between three and four days a week and commute between two and 14 miles per day.

Duke Jay, owner of Atown Bikes in Downtown Auburn, is one of the bicycle shops participating in the county effort and said people are already turning up to get quotes for their applications.

This year, Jay said, people are showing more interest in bicycles with electric motors.

And while the cost is greater than the standard pedal-powered version, the electric bikes can reach speeds of up to 20 mph using only the motor and climb hills easier.

"If you have a way to commute, it's the best," he said of the roughly \$4,000 bicycle.

According to Aaron, those who live or work in Placer County are welcome to apply through the Bucks for Bikes program.

Anyone interested in the participating in the program can apply through March 9 by visiting www.pctpa.net/cmp/bucks-for-bikes.

Colfax Record

By: Eyragon Eidam of the Auburn Journal
January 29, 2015

Gas prices low, but at what cost?

Motorists may be enjoying the low gas prices, but a sustained price drop at the pumps could wreak havoc on California's struggling infrastructure.

For the state's already dwindling transportation coffers, the shrinking prices are translating to trouble when it comes to keeping up with the growing demands of infrastructure maintenance.

Funded largely through gasoline tax revenues, the already low flow of cash to statewide maintenance and building projects could suffer even more.

If the U.S. Energy Information Administration predictions are correct, 2015 could see fuel prices settle consistently well below the \$3 mark for most of the year – good news for consumers, but not so much for road projects.

Industry experts say despite the increases in the sale of gasoline, revenues flowing into the state's roadway maintenance "tank" will suffer substantially.

Celia McAdam, executive director of the Placer County Transportation Planning Agency, said funding California's transportation funding system is "incredibly complex."

"In actuality [a drop in fuel prices] means less money," she said. "The lowering of gas prices means there will be less in transportation funding."

California has struggled back and forth with how to fund maintenance on aging infrastructure for decades, finding more recently that there simply isn't enough money to go around.

Unadjusted for inflation since the 1990s, the gas-linked funding stream faces yet another challenge in the form of the now falling nationwide prices.

"Even as it is, all these taxes on gas cover less than half of what it takes to maintain the roads," McAdam said. "Everybody is going to take a haircut."

For the construction industry, the turmoil equates to fewer contracts and less work.

Tom Holsman, CEO of Associated General Contractors of California, said the construction industry has seen the evidence of falling revenue first hand.

"The lack of revenue for new highway and bridge building work is down significantly driven in large part to the fact that the bonds sold to bolster infrastructure spending have already been allocated," he said in an email. "Gas tax revenue is down dramatically - driven by more fuel efficient vehicles and exacerbated by the significant decline in the price per gallon of gas."

Holsman said his organization has been working with legislators and other industry groups to address the funding gap.

According to AAA, the crude availability has, in essence, flooded the market driving down demand to the lowest point since May 2009.

"The dramatic slide in retail gas prices has been driven by a similar plummet in global crude oil prices since the end of the summer of 2014," said Cynthia Harris, AAA Northern California spokesperson. "This decline in the price of oil has been a product of weak demand combined with abundant supply."