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# A G E N D A

Wednesday, January 24, 2018 – 9:00 a.m.

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

- A. **Flag Salute**
- B. **Roll Call**
- C. **Approval of Action Minutes: December 6, 2017** **Action**  
Pg. 1
- D. **Agenda Review**
- E. **Public Comment**
- F. **Consent Calendar** **Action**  
Pg. 4

These items are expected to be routine and noncontroversial. They will be acted upon by the Board at one time without discussion. Any Board member, staff member, or interested citizen may request an item be removed from the consent calendar for discussion.

  - 1. PCTPA Financial Audit & TDA Compliance Report (separate cover)
  - 2. Public Transit Modernization Improvement Service Efficiency Account (PTMISEA) Program Remaining Balances: \$508,057 Pg. 6
  - 3. FY 2017/18 Senate Bill 1 State of Good Repair (SGR) Fund Allocation Pg. 8
  - 4. FY 2017/18 City of Colfax Claim for Local Transportation Funds (LTF) - \$119,307 Pg. 11
  - 5. FY 2017/18 City of Colfax Claim for State Transit Assistance (STA) Funds - \$9,947 Pg. 16
- G. **I-80 Auxiliary Lanes Project Contract Award** **Action**  
Pg. 21
- H. **Highway 49 Sidewalk Gap Closure Project Contract Award** **Action**  
Pg. 22
- I. **Federal Legislative Program for 2018** **Action**  
Pg. 23

**Board of Directors Meeting Agenda**  
**PLACER COUNTY TRANSPORTATION PLANNING AGENCY**  
**January 24, 2018**  
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<b>J.</b>	<b>State Legislative Program for 2018</b>	<b>Action</b> Pg. 26
<b>K.</b>	<b>Executive Director's Report</b>	<b>Info</b>
<b>L.</b>	<b>Board Direction to Staff</b>	
<b>M.</b>	<b>Informational Items</b>	<b>Info</b>
	1. TAC Minutes – January 9, 2018	Pg. 30
	2. Status Reports	
	a. PCTPA	Pg. 32
	b. AIM Consulting – November and December 2017	Pg. 34
	c. Key Advocates – November and December 2017	Pg. 38
	d. Capitol Corridor – Quarterly Report 4Q FY 2017	Pg. 52
	3. PCTPA Revenues and Expenditures for November 2017 (separate cover)	
	4. Newspaper Articles	Pg. 55

***Next Regularly Scheduled PCTPA Board Meeting***  
***February 28, 2018***

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

Following is a list of our 2018 Placer County Transportation Planning Agency (PCTPA) and South Placer Regional Transportation Authority (SPRTA) meetings.

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

Board Meetings  
PCTPA at 9:00 a.m. / SPRTA at 10:45 a.m.

Wednesday, January 24, 2018  
Wednesday, February 28, 2018  
Wednesday, March 28, 2018  
Wednesday, April 25, 2018  
Wednesday, May 23, 2018  
Wednesday, June 27, 2018  
Wednesday, July 25, 2018  
Wednesday, August 22, 2018  
Wednesday, September 26, 2018  
Wednesday, October 24, 2018  
Wednesday, December 5, 2018



PLACER COUNTY  
TRANSPORTATION  
PLANNING AGENCY

## **ACTION MINUTES of December 6, 2017**

A regular meeting of the Placer County Transportation Planning Agency Board convened on Wednesday, December 6, 2017 at 9:00 a.m. at the Placer County Board of Supervisors' Chambers, 175 Fulweiler Avenue, Auburn, California.

<b>ROLL CALL:</b>	John Allard	Celia McAdam
	Brian Baker	Aaron Hoyt
	Ken Broadway	Shirley LeBlanc
	Tony Hesch	Luke McNeel-Caird
	Jim Holmes, Chair	David Melko
	Stan Nader	Solvi Sabol
	Bridget Powers	

### **APPROVAL OF MINUTES**

Upon motion by Powers and second by Broadway, the minutes of October 25, 2017 were unanimously approved.

### **AGENDA REVIEW**

Celia McAdam provided an updated agenda memo for Item I, Executive Director Recruitment Contract Award.

### **CONSENT CALENDAR**

These items are expected to be routine and noncontroversial. They will be acted upon by the Board at one time without discussion. Any Board member, staff member, or interested citizen may request an item be removed from the consent calendar for discussion.

1. FY 2017/18 Final State Transit assistance (STA) Fund Allocation
2. FY 2017/18 Placer County Claim for State Transit Assistance (STA) – \$679,729
3. FY 2017/18 Placer County Claim for Transportation Development Act (TDA) Bicycle and Pedestrian Funds – \$493,553
4. FY 2017/18 State Transit Assistance (STA) Funds – Western Placer Consolidated Transit Services Agency - \$71,409

**ACTION:** Upon motion by Baker and second by Allard, the Consent Calendar was unanimously approved.

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

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

## **Consent Calendar**

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. Authorize filing FY 2017/18 Western Placer CTSA Claim for State Transit Assistance (STA) Funds – \$71,409
2. Financial Audit & TDA Compliance Report (under separate cover)

**ACTION:** Upon motion by Broadway and second by Baker, the Western Placer Consolidated Transportation Services Agency Consent Calendar was unanimously approved.

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

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

### **HIGHWAY 65 WIDENING PREFERRED PROJECT ALTERNATIVE**

**ACTION REQUESTED:** Support the Project Development Team (PDT) recommendation to Caltrans to select Alternative 1 (Carpool Lane) as the preferred alternative for the Highway 65 Widening project.

Luke McNeel-Caird, PCTPA staff, provided a presentation on the Highway 65 Widening project, including the public outreach process. Matt Brogan, Mark Thomas and Company, provided an overview of comments and the responses on the draft environmental document and the preferred alternatives.

Public comment was received from Mike Garabedian, Placer Group Sierra Club.

**ACTION:** With a motion by Nader and second by Allard, the Board unanimously supported the Project Development Team (PDT) recommendation to Caltrans to select Alternative 1 (Carpool Lane) as the preferred alternative for the Highway 65 Widening project.

### **EXECUTIVE DIRECTOR RECRUITMENT CONTRACT**

**ACTION REQUESTED:** Authorize the Executive Director to negotiate and sign a contract for Executive Recruitment Services with top ranked firm Ralph Anderson and Associates, as recommended by the Administrative Subcommittee, at a cost not to exceed \$25,000.

**ACTION:** With a motion by Nader and second by Powers the Board unanimously authorized the Executive Director to negotiate and sign a contract for Executive Recruitment Services with top ranked firm Ralph Anderson and Associates, as recommended by the Administrative Subcommittee, at a cost not to exceed \$25,000.

### **SELECTION OF CHAIR AND VICE CHAIR**

**ACTION REQUESTED:** Designate the Boardmember representing City of Auburn to act as Chair, and the Boardmember representing the City of Colfax as Vice Chair for 2018.

**ACTION:** With a motion by Allard and second by Nader the Board unanimously designated the Boardmember representing the City of Auburn to act as Chair, and the Boardmember representing the City of Colfax as Vice Chair for 2018.

**PRESENTATION: PCTPA 2040 REGIONAL TRANSPORTATION PLAN (RTP) DEVELOPMENT PROCESS**

**ACTION:** None.

Aaron Hoyt provided the Board with an overview of the RTP development process, milestones, coordination opportunities with local agencies, and the integrated planning efforts with SACOG on the MTP development.

Public comment was received from Mike Garabedian, Placer Group Sierra Club.

**EXECUTIVE DIRECTORS REPORT**

Celia McAdam reported that the bids for the I-80 / Highway 65 Interchange Phase 1 project were opened on November 14, 2017. The contract was awarded to Flatiron Construction and the groundbreaking will take place next Wednesday, December 13 at 10:00 a.m.

**OTHER**

Chair Holmes announced that the next Board meeting will take on January 24, 2018.

The meeting was adjourned at 9:40 a.m.

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Celia McAdam, Executive Director

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Bridget Powers, Chair



## ***MEMORANDUM***

**TO:** PCTPA Board of Directors **DATE:** January 9, 2018

**FROM:** Celia McAdam, Executive Director

**SUBJECT:** CONSENT CALENDAR

Below are the Consent Calendar items for the January 24, 2018 agenda for your review and action.

1. PCTPA Financial Audit & TDA Compliance Report  
Staff recommends acceptance of Placer County Transportation Planning Agency's Financial Audit & TDA Compliance Report for fiscal year 2016/17.
2. Public Transit Modernization Improvement Service Efficiency Account (PTMISEA) Program Remaining Balances: \$508,057  
The Highway Safety, Traffic Reduction, Air Quality, and Port Security Bond Act of 2006, approved as Proposition 1B on the November 7, 2006 ballot, included \$4 billion for the Public Transportation Modernization, Improvement and Service Enhancement Account (PTMISEA). PTMISEA bond funding sunset in FY 2016/17. However, after extensive scrubbing, reconciliation of past allocations, and working with Caltrans there remains a program balance of \$508,057. The \$508,057 represents the final amount of PTMISEA funds available for Placer jurisdictions. There are unfortunately no more funds after this amount. Staff recommends that the Board approve the PTMISEA Program Remaining Balances and resolution for transmittal to local agencies and transit operators; and designating the Executive Director as the authorized agent for PTMISEA funds.
3. FY 2017/18 Senate Bill 1 State of Good Repair (SGR) Fund Allocation  
Senate Bill 1 (SB-1), the Road Repair and accountability Act of 2017 is estimated to generate \$5.4 billion per year in new funding to repair and maintain the state highways, bridges and local roads, improve trade corridors and support public transit and active transportation. The State of Good Repair (SGR) program is one component of SB-1 and funds eligible transit maintenance, rehabilitation and capital project activities that maintain the public transit system in a state of good repair. A statewide total of \$105 million has been made available for FY 2017/18 to eligible recipients according to State Transit Assistance (STA) program statutes.

According to the State Controller's Office Allocation Estimate for FY 2017/18, the County's share of the statewide total is \$459,111. The attached fund allocation identifies the formula allocation of funds and projects proposed for funding. The Cities of Colfax, Lincoln, Rocklin, and the Town of Loomis have elected to reallocate their proportional share to Placer County for preventive bus maintenance associated with contracted services.

Staff recommends that the Board approve the FY 2017/18 SGR Fund Allocation and associated project list and adopt resolution 18-02 designating the Executive Director as the

Authorized Agent to execute grant related documents and to comply with the required Certifications and Assurances of the Senate Bill 1 State of Good Repair Program.

4. FY 2017/18 City of Colfax Claim for Local Transportation Funds (LTF) - \$119,307  
The City of Colfax submitted claims for \$119,307 in LTF funds for FY 2017/18 - \$115,623 for streets and roads purposes and \$3,684 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. Staff recommends approval, subject to the requirement that the City submit a complete Fiscal and Compliance Audit for the fiscal year ending June 30, 2017, prior to issuance of instructions to the County Auditor to pay the claimant in full.
  
5. FY 2017/18 City of Colfax Claim for State Transit Assistance (STA) Funds - \$9,947  
The City of Colfax submitted a claim for \$9,947 in STA funds for FY 2017/18 for contracted transit services. The City's claim is in compliance with the approved STA apportionment and with all applicable STA requirements. Staff recommends approval.

**PTMISEA Program Remaining Balances**

Regional Entity	PUC 99313	PUC 99314
PCTPA	\$495,545	\$0
City of Auburn	\$0	\$9,367
City of Lincoln	\$0	\$3,145
<b>Total:</b>	<b>\$495,545</b>	<b>\$12,512</b>

**Notes:**

1. Amounts have not been requested through an Allocation Request process.

**Sources:**

1. PTMISEA Program Remaining Cycles, email communication from Wendy King & Jennifer Louie, Caltrans, April 15, 2016.

**PLACER COUNTY TRANSPORTATION PLANNING AGENCY  
Public Transportation Modernization, Improvement, and Service Enhancement Account (PTMISEA)  
Program Remaining Balances  
May 2016**

Government Code 8879.58(a)(2) Allocation	\$	495,545
Government Code 8879.58(a)(3) Allocation	\$	12,512
<b>Total PTMISEA Allocation</b>	<b>\$</b>	<b>508,057</b>

Western Placer CTSA Allocation \$ -

Total PTMISEA Funds Available to Jurisdictions \$ 495,545

**Allocation requests due by November 5, 2016.**

**Jurisdiction PTMISEA Program Remaining Cycles Amount**

Jurisdiction	January 2016 Population	Percent	GC 8879.58(a)(2) Population Allocation	GC 8879.58(a)(3) Fare Revenue Allocation	Total Jurisdiction Allocation
Placer County	98,784	27.18%	\$134,714	\$0	\$134,714
Auburn	14,070	3.87%	\$19,188	\$9,367	\$28,555
Colfax	2,068	0.57%	\$2,820	\$0	\$2,820
Lincoln	47,339	13.03%	\$64,557	\$3,145	\$67,702
Loomis	6,692	1.84%	\$9,126	\$0	\$9,126
Rocklin	60,351	16.61%	\$82,302	\$0	\$82,302
Roseville	134,073	36.90%	\$182,838	\$0	\$182,838
<b>TOTAL</b>	<b>363,377</b>	<b>100.00%</b>	<b>\$495,545</b>	<b>\$12,512</b>	<b>\$508,057</b>

**Notes:**

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

GC = Government Code

January 1, 2016 DOF Population Estimates <sup>1</sup>		
TRPA Population <sup>2</sup>	10,419	2.7873%
PCTPA Population	363,377	97.2127%
<b>TOTAL</b>	<b>373,796</b>	<b>100.00%</b>

**Sources:**

1. Table E-1: City/County Population Estimates January 1, 2015 to January 1, 2016, DOF, released May 1, 2016.

2. Western Slope and Tahoe Basin for Placer County as of January 1, 2016, DOF, May 24, 2016.



# PLACER COUNTY TRANSPORTATION PLANNING AGENCY

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

**RESOLUTION NO. 18-01**

The following resolution was duly passed by the Placer County Transportation Planning Agency at a regular meeting held January 24, 2018 by the following vote on roll call:

AYES:

NOES:

ABSENT:

Signed and approved by me after its passage.

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Placer County Transportation Planning Agency  
Chair

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Executive Director

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

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

**WHEREAS**, 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 PTMISEA Program Remaining Balances;
2. Determines that jurisdiction projects derived from transit operator Short Range Transit Plans, the Placer County Regional Transportation Plan 2036, the 2016 Metropolitan Transportation Plan/Sustainable Communities Strategy, and the Metropolitan Transportation Improvement Program are eligible projects for purposes for applying for 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  
 FY 2017/2018 STATE OF GOOD REPAIR (SGR) ALLOCATION ESTIMATE (EXCLUDING TAHOE BASIN)  
 January 2018**

PUC 99313 Allocation	\$399,806
PUC 99314 Allocation	\$59,305
Total STA Allocation <sup>(1)</sup>	\$459,111

4 Percent Allocation of PUC 99313 to WPCTSA      \$0

Total PUC 99313 Allocation Available to Jurisdictions \$399,806

**FY 2017/2018 Jurisdiction SGR Fund Allocation**

Jurisdiction	January 2017 Population <sup>(2)</sup>	PUC 99313 Population Percentage	PUC 99313 Population Allocation	PUC 99314 Fare Revenue Allocation	Jurisdiction Allocation	Reallocation to Transit Operator <sup>(3)</sup>	Total Allocation Amount
Placer County	100,633	27.05%	\$108,148	\$45,137	\$153,285	\$130,495	\$283,780
Auburn	14,096	3.79%	\$15,149	\$281	\$15,430	\$0	\$15,430
Colfax	2,070	0.56%	\$2,225	\$0	\$2,225	(\$2,225)	\$0
Lincoln	48,165	12.95%	\$51,762	\$0	\$51,762	(\$51,762)	\$0
Loomis	6,775	1.82%	\$7,281	\$0	\$7,281	(\$7,281)	\$0
Rocklin	64,417	17.32%	\$69,228	\$0	\$69,228	(\$69,228)	\$0
Roseville	135,868	36.52%	\$146,014	\$13,887	\$159,901	\$0	\$159,901
<b>TOTAL</b>	<b>372,024</b>	<b>100.00%</b>	<b>\$399,806</b>	<b>\$59,305</b>	<b>\$459,111</b>	<b>\$0</b>	<b>\$459,111</b>

**Notes:** (1) 2017/2018 State of Good Repair Allocation Estimate, California State Controller Division of Accounting and Reporting, November 3, 2017.

(2) Table E-1: City/County Population Estimates January 1, 2016 to January 1, 2017, DOF, May 1, 2017.

(3) Placer County Transit will apply the equivalent SGR PUC 99313 shares from the Cities of Colfax, Lincoln, Rocklin, and the Town of Loomis to preventive maintenance.

PUC = Public Utilities Code

**FY 2017/2018 SGR Project Summary**

Jurisdiction	Project Title	FY 2017/18 Allocation Amount
Placer County	Tahoe Truckee Area Regional Transit Bus Replacement	\$153,285
	Placer County Transit Preventive Bus Maintenance	\$130,495
Auburn	Auburn Transit Preventive Maintenance	\$15,430
Roseville	Roseville Transit Local Fixed Route Fleet Preventive Maintenance	\$159,901
FY 2017/18 Total		\$459,111

# PLACER COUNTY TRANSPORTATION PLANNING AGENCY

**IN THE MATTER OF: DESIGNATING  
THE EXECUTIVE DIRECTOR AS THE  
AUTHORIZED AGENT, EXECUTION OF THE  
CERTIFICATIONS AND ASSURANCES, AND  
FY 2017/18 PROJECT LIST FOR THE SENATE  
BILL 1 STATE OF GOOD REPAIR PROGRAM**

**RESOLUTION NO. 18-02**

The following resolution was duly passed by the Placer County Transportation Planning Agency at a regular meeting held January 24, 2018 by the following vote on roll call:

Ayes:

Noes:

Absent:

Signed and approved by me after its passage.

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Chair  
Placer County Transportation Planning Agency

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Executive Director

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

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

WHEREAS, the Placer County Transportation Planning Agency is an eligible project sponsor and may receive State Transit Assistance funding from the SGR program; and

WHEREAS, the statutes related to state-funded transit projects require a local or regional implementing agency to abide by various regulations; and

WHEREAS, SB-1 named the Department of Transportation (Department) as the administrative

agency for the SGR; and

WHEREAS, the Department has developed guidelines for the purpose of administering and distributing SGR funds to eligible project sponsors (local agencies); and

WHEREAS, the Placer County Transportation Planning Agency wishes to delegate authorization to execute these documents and any amendments thereto to Celia McAdam, Executive Director.

BE IT RESOLVED by the Board of Directors of the Placer County Transportation Planning Agency that Celia McAdam, Executive Director be authorized to execute all required documents of the SGR program and any Amendments thereto with the California Department of Transportation.

BE IT FURTHER RESOLVED by the Board of Directors of the Placer County Transportation Planning Agency that the fund recipient agrees to comply with all conditions and requirements set forth in the Certification and Assurances document and applicable statutes, regulations and guidelines for all SGR funded transit projects.

BE IT FURTHER RESOLVED by the Board of Directors of the Placer County Transportation Planning Agency that it hereby authorizes the submittal of the following FY 2017/18 SB-1 SGR funded projects to the Department:

*Subrecipient: Placer County*  
*Project Name: Placer County Transit Preventive Bus Maintenance*  
*SGR PUC 99313 Amount: \$130,495*  
*SGR PUC 99314 Amount: \$ 0*

*Subrecipient: Placer County*  
*Project Name: Tahoe Truckee Area Regional Transit Bus Replacement*  
*SGR PUC 99313 Amount: \$108,148*  
*SGR PUC 99314 Amount: \$ 45,137*

*Subrecipient: City of Roseville*  
*Project Name: Roseville Transit Local Fixed Route Fleet Preventive Maintenance*  
*SGR PUC 99313 Amount: \$ 146,014*  
*SGR PUC 99314 Amount: \$ 13,887*

*Subrecipient: City of Auburn*  
*Project Name: Auburn Transit Preventive Bus Maintenance*  
*SGR PUC 99313 Amount: \$ 15,149*  
*SGR PUC 99314 Amount: \$ 281*

**CLAIM FOR LOCAL TRANSPORTATION FUNDS**  
**TRANSIT PURPOSES**

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

FROM: CLAIMANT: City of Colfax  
ADDRESS: PO Box 702 / 33 S. Main Street  
Colfax, CA 95713  
CONTACT PERSON: Laurie Van Groningen  
Phone: 530-346-2313 Email: laurie.van Groningen@colfax-ca.gov

The City of Colfax 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 2017/2018, 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:	\$ _____
P.U.C. 99275, Article 4.5, Community Transit Services:	\$ _____
P.U.C. 99400c, Article 8c, Contracted Transit Services:	\$ <u>3,684</u>
C.C.R. 6648, Capital Reserve:	\$ _____
P.U.C. 99400e, Article 8e, Capital for Contracted Services:	\$ _____

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

**APPROVED:**

PLACER COUNTY  
TRANSPORTATION PLANNING AGENCY  
BOARD OF DIRECTORS

APPLICANT

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

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

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

TITLE: City Manager

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

DATE: Jan 10, 2018

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

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

FROM: CLAIMANT: City of Colfax  
ADDRESS: PO Box 702 / 33 S. Main Street  
Colfax, CA 95713  
CONTACT PERSON: Laurie Van Groningen  
Phone: 530-346-2313 Email: laurie.vangroningen@colfax-ca.gov

The City of Colfax 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 2017/2018, for street and road purposes (P.U.C. 99400a) in the amount of \$ 115,623 to be drawn from the Local Transportation Fund deposited with the Placer County Treasurer:

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

**APPROVED:**

PLACER COUNTY  
TRANSPORTATION PLANNING AGENCY  
BOARD OF DIRECTORS

APPLICANT

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

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

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

TITLE: City Manager

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

DATE: Jan 10, 2018

**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 Colfax \_\_\_\_\_

Fiscal Year: \_\_\_\_\_ 2017/2018 \_\_\_\_\_

<b><u>Brief Project Description</u></b>	<b><u>Project Cost</u></b>	<b><u>Source of Funding &amp; Amount</u></b>
Public Transit with Placer County	\$13,631 Placer County Transit Services  1/2 of contract - Placer County gets FTA3511	STA \$9,947 LTF Transit \$3,684  Total \$13,631
TDA Streets & Roads - Roadway maintenance, construction and related equipment.	Streets & Roads Operating Expenses \$258,622  Amended budget for FY2017-2018	LTF \$115,623 Gas Tax Fund Transfer \$27,357 Fund Transfer \$115,642  Total \$258,622

# PLACER COUNTY TRANSPORTATION PLANNING AGENCY

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

**RESOLUTION NO. 18-03**

The following resolution was duly passed by the Placer County Transportation Planning Agency at a regular meeting held January 24, 2018 by the following vote on roll call:

Ayes:

Noes:

Absent:

Signed and approved by me after its passage.

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Chair  
Placer County Transportation Planning Agency

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Executive Director

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

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

NOW, THEREFORE, BE IT RESOLVED that the Agency has reviewed the claim and has made the following allocations from the 2017/18 fiscal year funds.

- |    |   |           |
|----|---|-----------|
| 1. | To the City of Colfax for projects conforming to Article 8 Section 99400(a) of the Act: | \$115,623 |
| 2. | To the City of Colfax for projects conforming to Article 8 Section 99400(c) of the Act: | \$ 3,684  |

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, 2017, prior to issuance of said instructions to the County Auditor to pay the claimant.



# City of Colfax

## City Council

### Resolution № 01-2018

AUTHORIZING THE CITY MANAGER TO FILE CLAIMS OR EXECUTE AGREEMENTS FOR:

- LOCAL TRANSPORTATION FUNDS IN THE AMOUNT OF \$115,623 FOR STREETS AND ROADS PURPOSES (ARTICLE 8 – SECTION 99400 OF THE CALIFORNIA PUBLIC UTILITIES CODE),
  - LOCAL TRANSPORTATION FUNDS OF \$3,684 FOR TRANSIT SERVICES (ARTICLE 8C, SECTION 99400C OF THE CALIFORNIA PUBLIC UTILITIES CODE), AND
  - STATE TRANSIT ASSISTANCE FUNDS IN THE AMOUNT OF \$9,947 FOR CONTRACTED TRANSIT SERVICES (SECTION 99313 OF THE CALIFORNIA PUBLIC UTILITIES CODE, CHAPTER 4, ARTICLE 6.5)
- 

**Whereas**, Title 21, Chapter 3 of the California Administrative Code establishes procedures for applying for Local Transportation Funds; and

**Whereas**, the Placer County Transportation Planning Agency is authorized to receive and approve all claims for Local Transportation Funds and State Transit Assistance Funds.

**NOW, THEREFORE, BE IT RESOLVED** by the City Council of the City of Colfax as follows:

1. The foregoing recitals are true and correct statements of fact and are incorporated by reference into this resolution.
2. The City Manager is authorized to submit claims to the Placer County Transportation Planning Agency for the City of Colfax's Article 8 Local Transportation Funds and State Transit Assistance Funds.

**The Foregoing Resolution was Duly and Regularly Adopted**, this 10<sup>th</sup> Day of January 2018, by the City Council of the City of Colfax, by the following vote of the Council:

**AYES:**

**NOES:**

**ABSTAIN:**

**ABSENT:**

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**Will Stockwin, Mayor**

**ATTEST:**

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**Lorraine Cassidy, City Clerk**

**CLAIM FOR STATE TRANSIT ASSISTANCE FUNDS**

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

FROM: CLAIMANT: City of Colfax  
ADDRESS: PO Box 702 / 33 S. Main Street  
Colfax, CA 95713  
CONTACT PERSON: Laurie Van Groningen  
Phone: 530-346-2313 Email: laurie.vangroningen@colfax-ca.gov

The City of Colfax 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 \$ 9,947 for Fiscal Year 2017/2018, in the following amounts for the following purposes to be drawn from the State Transit Assistance fund deposited with the Placer County Treasurer.

Transit Operations (6730a):	\$ _____
Transit Capital (6730a):	\$ _____
Contracted Transit Services (6731b):	\$ <u>9,947</u>
Community Transit Services Provided by WPCTSA (6731.1):	\$ _____

When approved, this claim will be transmitted to the Placer County Auditor for payment. Approval of the claim and payment by the County Auditor to the applicant is subject to such monies being available for distribution, and to the provisions that such monies will be used only in accordance with the terms of the approved annual financial plan and budget.

**APPROVED:**

PLACER COUNTY  
TRANSPORTATION PLANNING AGENCY  
BOARD OF DIRECTORS

APPLICANT

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

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

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

TITLE: City Manager

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

DATE: Jan 10, 2018

**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 Colfax \_\_\_\_\_

Fiscal Year: \_\_\_\_\_ 2017/2018 \_\_\_\_\_

<b><u>Brief Project Description</u></b>	<b><u>Project Cost</u></b>	<b><u>Source of Funding &amp; Amount</u></b>
Public Transit with Placer County	\$13,631 Placer County Transit Services  1/2 of contract - Placer County gets FTA3511	STA \$9,947 LTF Transit \$3,684  Total \$13,631
TDA Streets & Roads - Roadway maintenance, construction and related equipment.	Streets & Roads Operating Expenses \$258,622  Amended budget for FY2017-2018	LTF \$115,623 Gas Tax Fund Transfer \$27,357 Fund Transfer \$115,642  Total \$258,622

# PLACER COUNTY TRANSPORTATION PLANNING AGENCY

**IN THE MATTER OF: ALLOCATION OF  
FY 2017/18 STATE TRANSIT ASSISTANCE  
FUNDS TO THE CITY OF COLFAX**

**RESOLUTION NO. 18-04**

The following resolution was duly passed by the Placer County Transportation Planning Agency at a regular meeting held January 24, 2018 by the following vote on roll call:

AYES:

NOES:

ABSENT:

Signed and approved by me after its passage.

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Chair  
Placer County Transportation Planning Agency

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Executive Director

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

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

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

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

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

Plan.

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

Allocation to the City of Colfax of \$9,947 in State Transit Assistance Funds (PUC 99313) for transit purposes (section 6731b).

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.

# City of Colfax

## City Council

### Resolution № 01-2018

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**AYES:**

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**ABSTAIN:**

**ABSENT:**

---

**Will Stockwin, Mayor**

**ATTEST:**

---

**Lorraine Cassidy, City Clerk**



## ***MEMORANDUM***

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**TO: PCTPA Board of Directors**

**DATE: January 9, 2018**

**FROM: David Melko, Senior Transportation Planner**

**SUBJECT: I-80 AUXILIARY LANES PROJECT CONTRACT AWARD**

### **ACTION REQUESTED**

Authorize the Executive Director to negotiate and sign a consultant contract, not to exceed \$1.4 million, with Dokken Engineering to complete final design and associated requirements to make the I-80 Auxiliary Lanes Project ready for construction.

### **BACKGROUND**

The I-80 Auxiliary Lanes Project will construct improvements on I-80 at the following two locations:

- I-80 Eastbound Auxiliary Lane – Construct eastbound auxiliary lane on I-80 from 0.8 miles east of SR 65 to Rocklin Road; and
- I-80 Westbound 5<sup>th</sup> Lane – Construct westbound 5<sup>th</sup> through lane on I-80 from east of Douglas Boulevard to west of Riverside Avenue.

The two locations are being combined into one project as the most cost effective way to complete the final design, engineering, right of way acquisition, Federal and State environmental documents, and permitting services needed to make the project ready for construction. This contract will be funded using federal earmark savings from the I-80 Capacity and Operational Improvements Project also known as the “Bottleneck.”

### **DISCUSSION**

PCTPA released the I-80 Auxiliary Lanes Project Request for Proposal (RFP) in September 2017. In spite of the fact that the RFP was distributed to over 70 consultant firms directly, as well as various consultant notification networks, and posted on PCTPA’s web site, Dokken Engineering was the only consulting firm to submit a proposal. Follow-up with other consulting firms as to why they did not bid cited: (1) the strength of the incumbent (Dokken Engineering); and (2) the RFP timing was not right based on existing and future workload.

Analysis of Dokken's proposal indicates they meet the requirements for contract award. Specifically, their rates are competitive with those of other firms performing similar work, and they have comprehensive knowledge of the project gained from their work on the environmental clearance that would not likely be easily replicated by another firm. Further, Dokken's proposal meets all requirements for the project to be ready to list by December 2019 for construction beginning mid-2020 by Caltrans.

For these reasons, staff recommends that the Board authorize the Executive Director to negotiate and sign a consultant contract with Dokken Engineering to complete the final design, engineering, right-of-way acquisition, Federal and State environmental documents, and permitting services for the I-80 Auxiliary Lanes Project. PCTPA’s TAC concurred with the staff recommendation.



## ***MEMORANDUM***

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**TO:** PCTPA Board of Directors **DATE:** January 10, 2018

**FROM:** Aaron Hoyt, Senior Transportation Planner

**SUBJECT:** **HIGHWAY 49 SIDEWALK GAP CLOSURE PROJECT CONTRACT AWARD**

### **ACTION REQUESTED**

Authorize the Executive Director to negotiate and sign a consultant contract, not to exceed \$1.2 million, with Wood Rodgers to complete environmental, design, and right-of-way requirements for the Highway 49 Sidewalk Gap Closure Project.

### **BACKGROUND**

The Highway 49 Sidewalk Gap Closure Project proposes to close approximately 18,000 feet of sidewalk gaps at various locations along Highway 49 from I-80 to Dry Creek Road in the City of Auburn and County of Placer. The project will build upon the Caltrans led Highway 49 Roadway Rehabilitation Project and various Placer County projects to introduce complete streets elements to the Highway 49 corridor.

This contract will produce a shelf ready project that meets Federal and State environmental requirements, and provide the final design and right-of-way documents needed to pursue grant programs such as the statewide Active Transportation Program (ATP). The consultant contract is funded through federal Congestion Mitigation and Air Quality (CMAQ) authorized by the PCTPA Board in March 2017.

### **DISCUSSION**

PCTPA released the Highway 49 Sidewalk Gap Closure Project Request for Proposals (RFP) in October 2017. The RFP was widely distributed to the consultant community and posted on PCTPA's website. Four consulting firms responded to the RFP by the deadline. A review committee consisting of one representative from Caltrans, Placer County, the City of Auburn and PCTPA shortlisted two of the four firms for an interview. Based on the interview, the review committee ranked Wood Rodgers as the highest ranking firm due to their understanding of the Highway 49 project needs, creative approaches in dealing with potential terrain and utility issues within the corridor, and strong familiarity with the Caltrans process as a result of their on-call contract with Caltrans District 3.

Given the recommendations of the review committee, PCTPA staff recommends that the Board authorize the Executive Director to negotiate and sign a consultant contract, not to exceed \$1.2 million, with Wood Rodgers to complete environmental, design, and right-of-way requirements for the Highway 49 Sidewalk Gap Closure Project. PCTPA's TAC concurred with the staff recommendation.





## ***MEMORANDUM***

**TO:** PCTPA Board of Directors **DATE:** January 9, 2018

**FROM:** Celia McAdam, Executive Director

**SUBJECT:** **FEDERAL LEGISLATIVE PROGRAM FOR 2018**

### **ACTION REQUESTED**

- 1) Adopt the Federal Legislative Program for 2018 as shown in Attachment 1.
- 2) Direct staff and federal advocates to represent these positions, including travel to Washington DC.

### **BACKGROUND**

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

After grappling with healthcare and tax reform, both Congress and the Trump administration have now turned their attention to infrastructure with lots of discussion about what may or may not be included in a specific legislative proposal. A particularly challenging aspect to the infrastructure issue is the status of the Highway Trust Fund, which is under constant threat of insolvency. It is a notable part of the discussion that the Federal gas tax is not indexed for inflation and was last raised in 1993.

What we do know is that Fixing America's Surface Transportation Act, or the FAST Act, was signed into law in early December 2015, which reauthorizes federal programs through FY 2020, and increases investment in transportation by more than 3% annually. For the first time ever, the bill also includes a program specifically for passenger rail, although it does not have identified revenues and must be appropriated annually. However, rail notwithstanding, the five year FAST Act is fully funded, but it uses six years' worth of revenues to achieve that. Ultimately, that expenditure of future funds will need to be addressed in the next reauthorization.

### **DISCUSSION**

The specifics of any new legislation are not yet available, but infrastructure is expected to be a key topic in the State of the Union and the Trump administration has announced they expect to release a Statement of Principles by January 30. Staff will provide updated information on specific proposals as may be available at the Board meeting.

To direct our input in the crafting of a new infrastructure program, staff recommends the Board adoption of a Federal Legislative Program as shown in Attachment 1.

### ***Funding Policy***

One key policy that has recently gained traction is the reintroduction of Congressionally-directed funding to specific critical transportation projects, much like the funding that was directed to fix

the I-80 Bottleneck in 2006. As the Board is aware, that Federal funding was used to leverage State and local funds to not only fix the I-80 Bottleneck, but also for improvements to the I-80/Eureka Road Interchange and Phase 1 of the I-80/SR 65 Interchange project. Given this history, Congressionally-directed funding provides a promising opportunity for Placer priorities.

Funding policies that maximize funding available to states for highway programs that include local selection of project priorities, as exemplified by the CMAQ and RSTP programs, would provide another critical opportunity for leveraging funds.

### ***Priority Projects***

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

#### Road Projects

- I-80/SR 65 Interchange Improvements
- Placer Parkway

#### Rail/Transit Projects

- Roseville – Sacramento Third Track Project

### ***Federal Discretionary Programs***

In the past, PCTPA has aggressively pursued discretionary funding from programs authorized in the FAST Act and the consolidated appropriations bill, including Fostering Advancements in Shipping and Transportation for the Long-term Achievement of National Efficiencies (FASTLANE) program, the Nationally Significant Freight and Highway Projects Program and the Transportation Investment Generating Economic Recovery (TIGER) Grant Program.

Because there is so little money available in these programs and the need is so great, only about 1-3% of the applications nationally are funded. While our recent effort to obtain FASTLANE funds for the I-80/SR 65 Interchange Phase 1 made it to the later rounds, it was ultimately unsuccessful. Staff recommends that we continue to monitor opportunities for funding in discretionary programs for priority projects and submit applications as appropriate.

### ***Local Projects***

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

### ***Advocacy***

Staff recommends these positions be forwarded to Sante Esposito of Federal Advocates to represent the agency's interests in Washington DC. Staff further recommends Board Chair Bridget Powers represent these positions in Washington DC as part of the Sacramento Chamber of Commerce's annual Cap to Cap advocacy program.

The Technical Advisory Committee (TAC) has reviewed this program and expressed support.

 PLACER COUNTY TRANSPORTATION PLANNING AGENCY

## Draft Federal Legislative Program for 2018

### Policy

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

### Projects/Appropriations

- Actively and strategically pursue Federal funding opportunities in Congressionally directed funding, Fostering Advancements In Shipping And Transportation For The Long-Term Achievement Of National Efficiencies (*FASTLANE*) grants, Nationally Significant Freight and Highway Projects Program, Transportation Investment Generating Recovery (TIGER), and other grant programs for the following priority projects:
  - I-80/SR 65 Interchange Improvements
  - Placer Parkway
  - Roseville – Sacramento Third Track Rail Project
- Investigate the potential use of the Transportation Infrastructure Finance and Innovation Act (TIFIA) loan program to jump-start construction of priority projects, including the Placer Parkway;
- Explore opportunities for Federal grants to fund various transportation priorities, including transit and bikeways;
- Support member jurisdiction efforts to obtain Federal funding and/or approvals for local transportation priorities.



## ***MEMORANDUM***

**TO:** PCTPA Board of Directors **DATE:** January 9, 2018

**FROM:** Celia McAdam, Executive Director

**SUBJECT:** STATE LEGISLATIVE PROGRAM FOR 2018

### **ACTION REQUESTED**

- 1) Adopt the State Legislative Program for 2018 as shown in Attachment 2.
- 2) Direct staff and State advocate to represent these positions with electeds and agencies in Sacramento.

### **BACKGROUND**

With the failure of Measure M on the November 2016 ballot, the Board has directed staff to pursue alternatives for generating funds for desperately needed transportation improvements. The most promising has been the expansion of legislative permissions to divide the county into transportation sales tax districts, which was first pioneered with the passage of legislation in 1994 to permit the establishment the North Lake Tahoe Transportation Authority within Placer County. Assemblyman Todd Gloria (D-San Diego) introduced AB 1324 in early 2017 to allow countywide transportation authorities such as PCTPA to designate sub-districts for transportation sales taxes. This bill was continued into 2018.

Meanwhile, after many years of discussion, advocacy, and legislative wrangling in the face of a crumbling transportation system, the State finally passed SB 1 in April 2017. This legislation generates approximately \$5.2 billion annually for transportation, through a number of programs as shown in Attachment 1. Funding is generated primarily by increasing and indexing the state gas tax and vehicle registration fees.

There is no question that SB 1 represents a complex funding system that does not fully align with the Board's priorities, as road capacity improvements are only peripherally addressed. It does, however, tick many of the most critical boxes on the transportation "to do" list, including:

- funding directly to cities and counties for local road maintenance and repair;
- funding to Caltrans for highway safety, maintenance, and repair;
- funding for freight and goods movement projects;
- replenishment of the State Transportation Improvement Program (STIP);
- funding for Active Transportation Programs, including bicycle and pedestrian projects;
- funding for transit enhancements;
- incentives and matching funds for local transportation sales tax programs.

### **DISCUSSION**

The draft State Legislative Program for 2018, as shown in Attachment 2, continues many of the longstanding directives of the Board.

Most prominent of these recommendations is the continued support for AB 1324 (Gloria) or similar legislation that would permit PCTPA to designate sub-districts with the county for a

**PCTPA Board of Directors**  
**STATE LEGISLATIVE PROGRAM FOR 2018**  
**February 2018**  
**Page 2**

transportation sales tax. Also of key importance is the continued support for SB 1 in the face of a referendum proposed for the statewide ballot in 2018. The largest portion of the funds, going to road maintenance on the state and local system, are already making a difference in our pavement quality. And while no one likes taxes, the funds are generated from gas consumption and vehicle registration that are directly related to the use of the transportation system.

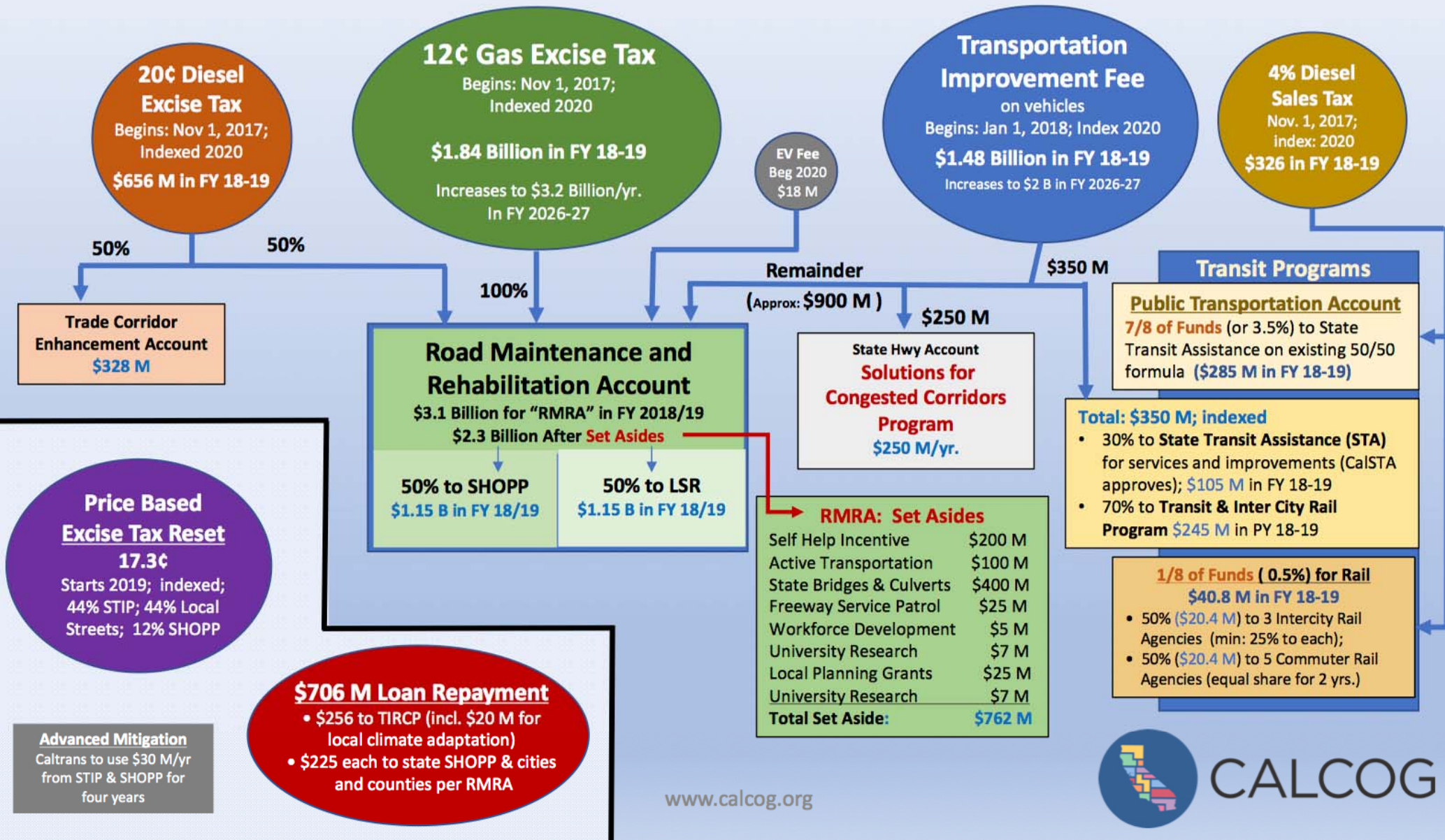
Staff further recommends the Board continue its longstanding support for expanded use of locally controlled funding approaches, maximizing discretionary funding opportunities, and streamlining project delivery, while opposing proposals that would inequitably increase burdens on local and regional agencies as outlined in the State Legislative Program for 2018.

The TAC concurs with these recommendations.

CM:ss  
Attachments

FY 18-19 is selected because it is the first full year when most of the new revenues are fully implemented. Figures are from from Senate Appropriations Committee Analysis

# SB 1: TRANSPORTATION ACCOUNT FLOWS





## Draft State Legislative Program for 2018

- Support AB 1324 (Gloria) and/or similar legislation to allow Placer County to divide into transportation sales tax districts;
- Support proposals to further improve Caltrans efficiencies and streamlining project delivery, including:
  - California Environmental Quality Act (CEQA) exemptions for work in existing right of way;
  - Permanent acceptance of Federal delegations of environmental review authority;
  - Early identification of project environmental mitigations; and
  - Expansion of innovative procurement methods, such as combining design and construction management in a single contract.
- Support retaining SB 1 to fund critical transportation infrastructure and the principles it contains, including:
  - Focus on maintaining and rehabilitating the current system;
  - Dedicated funding for high-priority goods movement projects;
  - Equal split between state and local projects;
  - Leverage for local transportation sales tax programs, including incentives for passage of new measures;
  - Strong accountability requirements to protect taxpayer investment; and
  - Reliable annual funding levels.
- Support expanded use of creative funding mechanisms to expedite projects and minimize public costs;
- Promote the use of Cap and Trade funding for pavement maintenance that improves vehicle efficiency and reduce greenhouse gases;
- Support incentives and matching funds for counties to pass new transportation funding programs, such as local option transportation sales taxes;
- Support the establishment of a 55% majority threshold for the passage of a local option transportation sales tax; and
- As a general principle, support efforts to increase amount, flexibility, and local control for use of transportation funds while reducing the redundancies, conflicting directives, and expansion of environmental reviews by regulatory agencies.

# PLACER COUNTY TRANSPORTATION PLANNING AGENCY

## Technical Advisory Committee Meeting Minutes

January 9, 2018 – 3:00 p.m.

**ATTENDANCE:** Mike Dour, City of Roseville  
Scott Gandler, City of Roseville  
Wes Heathcock, City of Colfax  
Mark Johnson, City of Roseville  
Ray Leftwich, City of Lincoln  
Justin Nartker, City of Rocklin  
Jason Shykowski, City of Roseville  
David Smith, Caltrans

### **PCTPA Staff**

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

### **Federal Legislative Program**

Celia McAdam distributed the Draft Federal Legislative Program for 2018, explaining that both the Federal and State programs are similar to those approved for 2017. McAdam added that she recently talked to our Federal Legislative Advocate who informed her that there is some interest with the Trump administration in bringing back earmarks.

Celia McAdam said that policies, such less regulations and greater flexibility remain the same, as do our project priorities, including the I-80/SR 65 Interchange Improvements, Placer Parkway, and the Third Track Rail Project.

### **State Legislative Program**

Celia McAdam distributed the Draft State Legislative Program for 2018. After discussion on SB 1, there was a general consensus of support in retaining SB 1 as it provides critical funding for road maintenance and transportation infrastructure.

Celia McAdam informed the TAC that AB 1324, the bill that would allow the county to split into designated tax districts will be heard at the Assembly Local Government Committee tomorrow, January 10. McAdam plans on attending and will continue to watch its development.

### **Highway 49 Sidewalk Gap Closure Consultant Contract**

Aaron Hoyt explained that in October 2017, we released a Request for Proposal (RFP) for the environmental clearance and design services for the Hwy 49 Sidewalk Gap Closure project. This project would fill in the sidewalk gaps that were not funded as part of Caltrans improvements scheduled to take place along Hwy 49 between I-80 and Dry Creek Road. Hoyt said that four firms responded and staff



will be requesting that the Board authorize the Executive Director to negotiate and sign a contract with Wood Rodgers. The TAC concurred with the recommendation.

**I-80 Auxiliary Lanes Project Design Consultant Contract**

David Melko reported that we released a Request for Proposal for the I-80 Auxiliary Lanes Project for PS&E services in September 2017. The RFP was distributed to over 70 consultant firms as well as the A/E Consultants Info Network, Integrated Marketing Systems, and posted on PCTPA’s web site. Dokken Engineering was the only firm who responded. In following up with other firms, the other firms cited their current project commitments and Dokken’s history doing PA&ED for the project as reasons they did not respond to the RFP. Melko explained that we will be requesting the Board authorize the Executive Director to negotiate and sign a contract with Dokken Engineering. The TAC concurred with the recommendation.

**Status of SB 1 Grant Applications**

Luke McNeel-Caird updated the TAC on SB 1 grant applications we are pursuing for the following projects:

I-80 Auxiliary Lanes Project: Strategizing with SACOG and Caltrans on an SB 1 grant through the Trade Corridor Enhancement Program (TCEP). The request is for \$13,900,000 in TCEP funding for the project with \$8,900,000 being requested from the State share and \$5,000,000 from the regional share. If funded, it’s expected to go to construction in 2020. Grant application is due January 30.

Highway 65 Gap Closure Project: Pursuing 4.5 million from the Local Partnership Program grant which would extend a third southbound lane on State Route 65 between Blue Oaks Boulevard and Galleria Boulevard/Stanford Ranch Road. The majority of the \$200 million under this program is for counties with a local transportation sales tax. A \$5 million minimum would be allocated to counties with a fee development program, such as the South Placer Regional Transportation Authority (SPRTA). McNeel-Caird added he expects it to be competitive. Grant application is due January 30.

Highway 49 Gap Closure Project: Pursuing funding from the Active Transportation Program (ATP). Aaron Hoyt will keep the TAC updated on ATP criteria and guidelines. Applications are due July of this year.

**Other Issues/Upcoming Deadlines**

Next TAC Meeting is scheduled for February 13, 2018

Meeting adjourned at 3:21 p.m.



## ***MEMORANDUM***

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**TO:** PCTPA Board of Directors

**DATE:** January 9, 2018

**FROM:** David Melko, Senior Transportation Planner

**SUBJECT:** STATUS REPORT

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

FY 2017/18 1<sup>st</sup> and 2<sup>nd</sup> Quarters statistical summary for Placer FSP service is attached. For the 1<sup>st</sup> and 2<sup>nd</sup> Quarters combined, there were 1,148 total assists and 11 survey comments submitted. Assists for the 1<sup>st</sup> and 2<sup>nd</sup> Quarters are down 37.5 percent compared to the prior fiscal year due to the elimination of the “Adam” service truck for budgetary reasons. Basically, less trucks in service meant less service able to be provided to freeway motorists. The Board reinstated the “Adam” service truck in October 2017, with service startup effective mid-November. All of the motorists rated the service as “excellent.”

**PCTPA FSP 1st and 2nd Quarters (2017/18) Statistical Summary**

Total Assists = 1148

Vehicle Type	Percent	Count	Vehicle Origin	Percent	Count	Was the driver courteous and helpful?	Percent	Count
Car/Minivan/Wagon	53.2%	608	Found by You	64.7%	743	Yes, very	100.0%	13
Sport Utility Vehicle/Crossover	19.5%	223	Dispatched by CHP	26.7%	307			
Pickup Truck	17.9%	205	Partner Assist	7.6%	87	How did FSP know you needed help?	Percent	Count
Other	3.1%	35	Directed by CHP Officer	0.9%	10	Driver saw me	76.9%	10
Truck - Over 1 Ton	2.3%	26	Revisit	0.1%	1	Others	23.1%	3
Big Rig	1.9%	22						
Motorcycle	1.0%	11	Vehicle Action	Percent	Count	How would you rate this service?	Percent	Count
RV/Motorhome	0.9%	10	Towed to Drop Zone	21.3%	245	Excellent	100.0%	13
Truck - Under 1 Ton	0.3%	3	Traffic Control	15.0%	172			
Blank	0.4%	5	Tagged Vehicle	14.9%	171	How did you hear about FSP?	Percent	Count
			Quick Fix / Repair	14.2%	163	Other	7.7%	1
<b>Vehicle Problem</b>	<b>Percent</b>	<b>Count</b>	Called for Private Assistance	7.1%	81	Hadn't heard until today	76.9%	10
Accident	24.4%	280	None - Not Needed	5.8%	66	Was helped previously	15.4%	2
Mechanical	22.0%	252	None - Motorist Refused Service	4.7%	54			
Flat Tire	17.3%	198	Debris Removal	4.2%	48	How long did you wait before FSP arrived?	Percent	Count
Abandoned	15.2%	174	Escort Off Freeway	4.1%	47	Less than 5	30.8%	4
Out of Gas	7.0%	80	Towed Off Freeway	3.2%	37	5 - 10 minutes	38.5%	5
Driver Related	3.6%	41	Other	2.9%	33	10 - 15 minutes	15.4%	2
Overheated	3.3%	38	Provided Transportation	1.7%	19	15 - 20 minutes	0.0%	0
Debris	1.9%	22	Partner Assist	1.1%	12	20 - 30 minutes	15.4%	2
Other	1.8%	21						
Unsecured Load	1.3%	15	Vehicle Location	Percent	Count	Total Comments		11
None - Not Needed	1.1%	12	Right Shoulder	80.2%	917			
Electrical	0.8%	9	Left Shoulder	8.5%	97	Other Metrics		
Car Fire	0.3%	3	In Freeway Lane(s)	7.0%	80	Average Duration (Minutes)		12.9
Partner Assist	0.2%	2	Ramp/Connector	4.1%	47	Overtime Assists		38
Locked Out	0.1%	1	Unable to Locate	0.2%	2	Overtime Blocks		65
			Blank	0.4%	5	Multi-Vehicle Assist		190

Source: <http://www.sacfsp.com/admin>



## MEMORANDUM

TO: Celia McAdam  
FROM: AIM Consulting  
DATE: January 4, 2018  
RE: November & December Monthly Report

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

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

AIM, in coordination with PCTPA, planned and coordinated logistics for the Interstate 80 / Highway 65 Interchange Improvements Project groundbreaking event.

AIM developed and published a new page on the PCTPA website to highlight each PCTPA staff member.

Below are activity summaries of AIM's work:

### Funding Strategy

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

### PCTPA.net & Social Media

AIM continued to update the PCTPA transportation blog with current news articles about PCTPA and additional information including PCTPA programs, transportation projects, and achievements.

AIM developed a blog post about the I-80 / SR 65 Groundbreaking: Step 1 as part of notification for the event.

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

Key social media posts included:

- ) Tom Cosgrove Dedication Video featuring Celia McAdam
- ) City of Roseville Woodcreek Oaks Widening Project Update
- ) PCTPA Short Range Transit Plan Workshops
- ) Placer Transit on Veteran's Day
- ) PCTPA E-Newsletter Sign-up
- ) Rocklin & Roseville Today article: I-80/SR 65 Improvements Project – A Third Lane!
- ) Rocklin & Roseville Today article: Placer County Regional Bikeway Plan
- ) City of Colfax Roundabout Construction
- ) PCTPA Short Range Transit Plan Online Survey
- ) City of Lincoln Bikeways Master Plan Update Workshop
- ) Congressman Tom McClintock's Recognition of Celia McAdam's Retirement
- ) Auburn Journal article: Harriet White Expressway
- ) I-80 / SR65 Interchange Improvements Groundbreaking Ceremony
- ) Roseville Transit Mobility Training
- ) Roseville Transit schedule changes
- ) Roseville Press-Tribune article: I-80 / SR 65 Interchange Improvements Project Groundbreaking
- ) KCRA article: Construction project aims to relieve congestion at I-80/Highway 64 interchange
- ) Meet the PCTPA Team
- ) Sacramento Bee article: This major freeway interchange is a mess, and there's no money for a complete fix

Current social media page statistics include:

- ) Facebook – 1,021 likes
- ) Twitter – 317 followers
- ) Instagram – 117 followers

Key website analytics include:

- ) Total page views for the PCTPA website during November and December: 8,653
  - o 15% of views were on the Interstate 80/Highway 65 Groundbreaking Invitation Post
  - o 14% of views were on the PCTPA homepage
  - o 11% of views were on the SR 65 widening
- ) Total page views for Interstate 80 / Highway 65 Interchange Improvements website during November and December: 7,551

## Media Relations

AIM continued to monitor industry and local news in an effort to identify outreach opportunities as well as support the Agency's efforts to address local transportation and transit issues. Key stories in local media outlets are highlighted on the blog and social media.

AIM handled media relations for the I-80 / SR 65 Interchange Improvements Groundbreaking. This included developing and distributing a news release, and calling local news outlets the week of and the morning of the event.

## Special Events

AIM, in coordination with PCTPA, planned and coordinated logistics for the I-80 / SR 65 Interchange Improvements groundbreaking event. AIM secured the event venue, refreshments, and sound equipment. AIM developed a notification flyer, communication collateral including an event program, and speaker talking points. AIM coordinated with the project contractor to have construction equipment at the event.

AIM planned, coordinated, and assisted setting up the "concrete handprint station" for speakers to participate in following the ceremony. AIM set up and executed the event, and took photographs and video throughout the ceremony.

AIM posted photos of the event and information about the project on PCTPA's social media and has reached more than 1,400 people.

## Website

AIM continued to update the PCTPA website as needed.

AIM created and published a new webpage on the website highlighting each PCTPA staff member and their role.



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November 30, 2017

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

### **Follow-up Hill Meetings**

Key Advocates followed-up on the Oct. 19 Hill meetings addressed in the October monthly report. The results of the follow-up are incorporated in the subject issues below.

### **Administration Infrastructure Initiative**

The following is what we know to date about the Administration's efforts:

- Final Principles have been developed, but not publicly distributed.
- Principles have been shared with a few select Members of Congress.
- They won't be unveiled until tax reform has been completed.
- They are still looking at a \$1 Trillion, 10-year package, with \$200 B in funding coming from repatriation.
- They anticipate this to be multi-faceted in terms of eligible types of infrastructure projects.
- It will be heavily leveraged encouraging significant shares from locals, states, etc.
- It will include incentives to solicit non-federal sources.

They are hoping tax reform gets done by the end of December. Pending that, they are then likely to take up infrastructure early in the calendar year.



## **Senate Infrastructure Initiatives**

Reemphasized with John Kane and Christina Marie Baysinger, Counsels, Democratic staff of the Environment and Public Works Committee, and Kevin Chang, LA to Senator Kamala Harris (D-CA) who sits on the Committee, the importance of substantial increases for highway funding in any mega infrastructure bill. While other modes will be included, highway funding should not be at the expense of these. Also made the same point with staff of Chairman John Barrasso (R-WY). More sympathy there as highway funding is most important to Wyoming. Regarding the Senate Democratic leadership – with its own \$10T infrastructure outline – we emphasized continued push for a mega infrastructure bill that provides “real” funding to meet the \$1T goal.

To review, Senator Barrasso is working on a “highways only” infrastructure bill. Committee Democrats have not been involved. In fact, most of the Committee Republicans haven’t been either. The Dems want a comprehensive infrastructure package. Apparently, the Dems divided up their January infrastructure outline by Senate committees of jurisdiction. EPW was allocated \$500B. Committee Dems sent a letter to Barrasso outlining their infrastructure recommendations (actually the letter allocates \$625B) as follows: \$100B for roads and bridges, \$100B for local priorities, \$10B for TIGER, \$200B for major infrastructure projects, \$110B for drinking and wastewater needs, \$10B for ports, \$60B for Corps projects, \$25B for disasters and \$10B for leveraging projects.

These allocations are part of the so-called “gang of eight” January Democratic Leadership Senators’ outline of a \$1 trillion, 10-year infrastructure plan (\$75 billion for schools, \$210 billion for roads and bridges, \$110 billion for aging water and sewer systems, \$180 billion for expanded rail and bus lines, \$70 billion for deeper ports and upgraded airports, \$100 billion for an updated electrical grid, \$10 billion for VA hospitals, \$20 billion for broadband installations; \$200 billion for unspecified “vital infrastructure projects” and \$10 billion for an infrastructure bank to “unlock” private capital by providing loan guarantees or low-cost loans).

## **House Infrastructure Initiatives**

Waiting to hear from Andrew Noh, LD, Congressman Jimmy Gomez (D-CA-34), Co-chair of the “Rebuild America” Task Force regarding the outcome of a Member level forum on general infrastructure that was held recently.

Confirmed with Ward McCarragher, Democratic Chief Counsel, House Committee on Transportation and Infrastructure, that there are, in fact, discussions underway with Committee Republicans on an infrastructure bill. All Committee subcommittees have been directed to schedule an infrastructure hearing in December.

To review, Congressman Peter DeFazio (D-OR-4), Ranking Member of the House Committee on Transportation and Infrastructure and the author of three major infrastructure bills, has conveyed his infrastructure proposals to the White House.

## **FY18 Appropriations Status**

The government is operating under a Continuing Resolution funding it at FY17 levels until Dec. 8. As to the regular appropriations process, no change since the last report - 8 bills have been reported by both House and Senate Appropriations Committees and 4 by the House Appropriations Committee only. No bills have seen Floor action in either House.

**FY18 House and Senate Transportation Appropriations**

To review, the Senate bill provides more money than the House bill for a number of programs including FTA's Capital Improvement Grant (CIG) program which funds transit New Start, Small Start, and Core Capacity projects. The Senate bill provides \$2.13B versus the House level of \$1.75B, although less than the current funding of \$2.4B. The Senate funding level, should it prevail in the final bill, is sufficient to fund FY18 grants to all 13 CIG projects (New Starts and Core Capacity) with existing FFGAs and well as approximately \$600M in funding for New Start and Core Capacity projects which expect to sign FFGAs during FY18. These projects potentially include the Maryland Purple Line, Santa Ana, CA Streetcar, Seattle Lynwood Link Extension, and two projects in Minneapolis. The Administration had not requested any funding for projects without an existing FFGA. \$150M is provided for existing Small Start projects and \$168.4M for new Small Starts. The Senate included language similar to that in the House report which directs the DOT Secretary to continue to advance eligible projects through the CIG rating and approval process.

The Senate bill funds the TIGER program at \$550M compared with the House which zeroed out the program as did the Administration in its FY18 budget request. Current funding is \$500M. The Senate bill appropriates the full FY18 FAST Act authorized funding levels for highway and transit formula programs - as does the House bill. Also, the Senate bill funds Amtrak at the full amount authorized in the FAST Act - approximately \$1.6B which includes funding for both the Northeast Corridor and the National Network (long distance lines). The Administration had proposed to eliminate funding for the long distance lines.

Lastly, the Senate includes language increasing the FAA's Passenger Facility Charge (PFC) cap from the current \$4.50 up to \$8.50 for originating airports. However, neither the pending House nor the Senate FAA authorization bills include such an increase. The Senate bill also increases funding for the construction-related Airport Improvement Program (AIP) from the current \$3.35B up to \$3.6B.

<b><u>Program</u></b>	<b><u>Current Funding</u></b>	<b><u>Administration FY'18 Request</u></b>	<b><u>Pending House FY'18 Bill</u></b>	<b><u>Pending Senate FY'18 Bill</u></b>
Highway Programs	\$43.26B	\$44.23B	\$44.23B	\$44.23B
TIGER	\$500M	\$0	\$0	\$550M
FTA CIG Grants	\$2.41B	\$1.23B	\$1.75B	\$2.13B
FTA Formula Grants	\$9.73B	\$9.73B	\$9.73B	\$9.73B
FAA Airport Improvement Program (AIP)	\$3.35B	\$3.35B	\$3.35B	\$3.60B
Amtrak	\$1.49B	\$760M	\$1.428B	\$1.60B

## Earmarks

No further developments. Still pressing for return of earmarks, at least with respect to the upcoming mega infrastructure bill.

## Bill Tracking

**Note the new format per the change in format by the Congress for the listing of bills. More information on each bill will be provided when it becomes available on the official site.**

H.R.547 — 115th Congress (2017-2018)

### **National Infrastructure Development Bank of 2017**

**Sponsor:** Rep. DeLauro, Rosa L. [D-CT-3] (Introduced 01/13/2017) **Cosponsors:** (73, now 79)

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

**Latest Action:** 01/13/2017 Referred to House Ways and Means

Status Update: no change since the last report.

H.R.2479 — 115th Congress (2017-2018)

### **Leading Infrastructure for Tomorrow's America Act**

**Sponsor:** Rep. Pallone, Frank, Jr. [D-NJ-6] (Introduced 05/17/2017) **Cosponsors:** (24)

**Committees:** House - Energy and Commerce, Science, Space, and Technology, Transportation and Infrastructure, Ways and Means, Natural Resources

**Latest Action:** 05/26/2017 Referred to the Subcommittee on Indian, Insular and Alaska Native Affairs.

Status Update: no change since the last report.

H.R.100 — 115th Congress (2017-2018)

### **Support Local Transportation Act**

**Sponsor:** Rep. Brownley, Julia [D-CA-26] (Introduced 01/03/2017) **Cosponsors:** (0, now 2)

**Committees:** House - Transportation and Infrastructure

**Latest Action:** 01/03/2017 Referred to the House Committee on Transportation and Infrastructure.

This bill revises requirements for the surface transportation block grant program to increase the percentages of program funds required to be allocated to states for each of FY2018-FY2020 for surface transportation projects in: urbanized areas with a population of over 200,000, non-urban areas with a population greater than 5,000, and other areas of the state.

Status Update: no change since the last report.

H.R.481 — 115th Congress (2017-2018)

### **REBUILD Act**

**Sponsor:** Rep. Calvert, Ken [R-CA-42] (Introduced 01/12/2017) **Cosponsors:** (0)

**Committees:** House - Natural Resources

**Latest Action:** 01/12/2017 Referred to the House Committee on Natural Resources

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

Status Update: no change since the last report.

H.R.966 — 115th Congress (2017-2018)

### **TIGER CUBS Act**

**Sponsor:** Rep. Larsen, Rick [D-WA-2] (Introduced 02/07/2017) **Cosponsors:** (5, now 8)

**Committees:** House - Appropriations, Budget

**Latest Action:** 02/07/2017 Referred to House Budget Committee

This bill provides \$500 million in supplemental FY2017 appropriations to the Department of Transportation for national infrastructure investments under a competitive grant program commonly known as the Transportation Investment Generating Economic Recovery (TIGER) program. At least \$100 million of the funds must be used for projects located in cities with populations between 10,000 and 50,000.

The funding provided by this bill is designated as an emergency requirement pursuant to the Balanced Budget and Emergency Deficit Control Act of 1985. The emergency funding is exempt from discretionary spending limits and is only available if the President subsequently designates the amounts as an emergency and submits the designation to Congress.

Status Update: no change since the last report.

S.846 — 115th Congress (2017-2018)

### **SAFE Bridges Act of 2017**

**Sponsor:** Sen. Shaheen, Jeanne [D-NH] (Introduced 04/05/2017) **Cosponsors:** (4)

**Committees:** Senate - Environment and Public Works

**Latest Action:** 04/05/2017 Read twice and referred to the Committee on Environment and Public Work.

This bill directs the Department of Transportation to establish a program to assist states to

rehabilitate or replace bridges found to be structurally deficient. States shall use apportioned program funds for projects to rehabilitate and replace such bridges. The federal share of project costs is 100%. Prevailing rate of wage requirements for construction of federal-aid highways projects shall apply to such projects.

Status Update: no change since the last report.

H.R.1670 — 115th Congress (2017-2018)

**Infrastructure 2.0 Act**

**Sponsor:** Rep. Delaney, John K. [D-MD-6] (Introduced 03/22/2017) **Cosponsors:** (21)

**Committees:** House - Ways and Means, Transportation and Infrastructure, Rules

**Latest Action:** 03/23/2017 Referred to the Subcommittee on Water Resources and Environment

This bill amends the Internal Revenue Code, with respect to the taxation of earnings and profits of a deferred foreign income corporation, to: (1) make such earnings and profits subject to taxation in the last year that ends before the enactment of this bill; (2) reduce the tax rate on such earnings and profits by allowing an exemption of 75% (equal to a tax of 8.75% of repatriated earnings and profits); and (3) allow corporations to pay the tax in installments. The bill also: establishes and provides appropriations for a fund to assist various public and private entities in investing in public infrastructure projects, appropriates revenues from this bill to the Highway Trust Fund (HTF), establishes a commission to make recommendations to achieve long-term solvency of the HTF and requires Congress to consider the proposed legislation using expedited procedures, and directs the Department of Transportation to establish a regional infrastructure accelerator pilot program to assist public entities in developing infrastructure projects. The bill establishes a deadline of 18 months after the enactment of this bill for the enactment of legislation to reform the international tax system by eliminating the incentive to hold earnings in low-tax foreign jurisdictions. If the legislation is not enacted by the deadline, a specified reform proposal takes effect, which includes provisions relating to subpart F income and insurance income, the taxation of repatriated offshore corporate earnings, gains and losses from the sale or exchange of stock in controlled foreign corporations, limitations on the foreign tax credit, and the tax treatment of previously deferred foreign income.

Status Update: one cosponsor added since the last report.

H.R.1669 — 115th Congress (2017-2018)

**Partnership to Build America Act of 2017**

**Sponsor:** Rep. Delaney, John K. [D-MD-6] (Introduced 03/22/2017) **Cosponsors:** (23, now 27)

**Committees:** House - Transportation and Infrastructure, Ways and Means

**Latest Action:** 03/23/2017 Referred to the Subcommittee on Water Resources and Environment

This bill establishes the American Infrastructure Fund (AIF) as a wholly-owned government corporation to provide bond guarantees and make loans to state and local governments, non-profit infrastructure providers, private parties, and public-private partnerships for state or local government sponsored transportation, energy, water, communications, or educational facility infrastructure projects (Qualified Infrastructure Projects [QIPs]). The AIF may also to make

equity investments in QIPs. The Department of the Treasury, acting through the AIF, shall issue American Infrastructure Bonds with an aggregate face value of \$50 billion. The proceeds from the sale of the bonds shall be deposited into the AIF. The bill amends the Internal Revenue Code to allow U.S. corporations to exclude from gross income qualified cash dividend amounts received during a taxable year from a foreign-controlled corporation equal to the face value of qualified infrastructure bonds the corporation has purchased.

The bill prohibits allowance of a foreign tax credit for the excluded portion of any dividend received by a U.S. corporation, and a deduction for expenses directly allocable to that excludable portion.

Status Update: one cosponsor added since the last report.

S.1756 — 115th Congress (2017-2018)

**Rebuild America Now Act**

**Sponsor:** Sen. Sullivan, Dan [R-AK] (Introduced 08/03/2017) **Cosponsors:** (10)

**Committees:** Senate - Environment and Public Works

**Latest Action:** 08/03/2017 Read twice and referred to the Committee on Environment and Public Works.

Status Update: seven cosponsors added since the last report.



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December 29, 2017

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

### **Administration Infrastructure Initiative**

At the outset of his presidency, President Trump announced his top three legislative policies (in order of priority and timing): health care reform, tax reform and infrastructure. Health care reform was tried and is now on the back burner although indications that there may be another run at it early next year but in a quieter, behind the scenes manner to avoid another public debacle if it comes to that. Notwithstanding those two efforts, the door has basically been open to address a mega infrastructure effort. In fact, it was reported recently that the White House plans to send lawmakers "a detailed infrastructure principles document" next month. The plan is expected to emphasize a greater role for states and localities in funding their infrastructure needs (with or without private sector involvement) and to promote that via four pots of money supplied – repatriated funds, general revenues from program cuts, tax incentives, and public-private partnership arrangements. Lawmakers on the transportation policy committees in Congress have been anxiously awaiting the Trump administration plan, in large part because they don't want to get ahead of the White House on what has long been touted as the final part of a legislative priority trilogy with the potential to attract Democratic buy-in. But as always, the devil is in the details, and Members aren't likely to simply embrace budget cuts as one of the ways to raise the \$200 billion federal share of the \$1 trillion package, as the White House envisions. Even House Transportation Chairman Bill Shuster is cautious about embracing all aspects of the details that have emerged thus far. When asked recently about the White House's focus on incentivizing spending at the state and local levels, Shuster said he needs to "see exactly what they mean by it." "Some of it sounds a little bit like devolution, and I've not talked to a single governor that wants the federal government not to have a role," he added. "It's a national transportation system." Separately, Shuster said he huddled with House Speaker Ryan to talk infrastructure, and met with President Trump in what both described as a productive session .

### **Senate Infrastructure Initiatives**

Given the "nearness" of the infrastructure issue, the focus on tax reform, and the upcoming recess, except for occasional movement regarding cosponsors on key infrastructure bills both

Houses have settled into a “wait and see” from the Administration.

In the Senate, the work that Senator Barasso, Chair of the Senate and Environment Committee (EPW), was doing regarding an infrastructure proposal focused solely on increased highway spending has come to a halt because of pushback from his own Committee members, including some senior key Republicans, who advocate a broader view of the scope of any infrastructure bill. The response by EPW Democrats (\$100B for roads and bridges, \$100B for local priorities, \$10B for TIGER, \$200B for major infrastructure projects, \$110B for drinking and wastewater needs, \$10B for ports, \$60B for Corps projects, \$25B for disasters and \$10B for leveraging projects) never went beyond a letter submission. And, the Senate Democratic leadership proposal (\$1 trillion, 10-year infrastructure plan - \$75 billion for schools, \$210 billion for roads and bridges, \$110 billion for aging water and sewer systems, \$180 billion for expanded rail and bus lines, \$70 billion for deeper ports and upgraded airports, \$100 billion for an updated electrical grid, \$10 billion for VA hospitals, \$20 billion for broadband installations; \$200 billion for unspecified “vital infrastructure projects” and \$10 billion for an infrastructure bank to “unlock” private capital by providing loan guarantees or low-cost loans) has not progressed beyond the original January 2017 outline.

### **House Infrastructure Initiatives**

We continue to wait on the promised report from the Pelosi appointed “Rebuild America” Task Force on general infrastructure. We know that staff discussions continue in the Committee on Transportation and Infrastructure on an infrastructure bill. All Committee subcommittees have been directed to schedule an infrastructure hearing in December. And we know that Congressman Peter DeFazio (D-OR-4), Ranking Member of the Committee, continues to tout his three major infrastructure bills, which he has conveyed to the White House.

Most recently, have discussed infrastructure priorities with the Problem Solvers Caucus. The goal of the Caucus is to support bipartisan solutions to legislative and policy issues. It was created in January 2017, consists of approximately 40 members equally divided between Republicans and Democrats, and is co-chaired by Reps Tom Reed (R-NY) and Josh Gottheimer (D-NJ). They agree to vote for any proposal that garners the support of 75 percent of the Caucus as well as 51 percent of both the Republicans and Democrats in the Caucus. They were somewhat active during the health care reform effort. Most recently, they have created an infrastructure task force led by Congressman John Katko (R-NY)). The task force announced that it is preparing to issue a report soon with its proposals on infrastructure. According to Katko, they want to be ready to strike as soon as the tax debate concludes. “We’re going to be loud about this,” Katko was quoted as saying.

### **FY18 Appropriations Status**

The President signed a short-term spending bill, which also provides a short-term extension of a children’s health insurance program and federal surveillance powers, that will keep the government funded through Jan. 19 but an earlier White House meeting between Trump and congressional leadership produced no break-through on a two-year deal. Democrats want a DACA extension, Republicans want wall funding. Democrats want domestic spending parity for



any military spending increase. Republicans don't. To review, regarding the regular appropriations process, no change since the last report - 8 bills have been reported by both House and Senate Appropriations Committees and 4 by the House Appropriations Committee only. No bills have seen Floor action in either House.

### **FY18 House and Senate Transportation Appropriations**

To review, the Senate bill provides more money than the House bill for a number of programs including FTA's Capital Improvement Grant (CIG) program which funds transit New Start, Small Start, and Core Capacity projects. The Senate bill provides \$2.13B versus the House level of \$1.75B, although less than the current funding of \$2.4B. The Senate funding level, should it prevail in the final bill, is sufficient to fund FY18 grants to all 13 CIG projects (New Starts and Core Capacity) with existing FFGAs and well as approximately \$600M in funding for New Start and Core Capacity projects which expect to sign FFGAs during FY18. These projects potentially include the Maryland Purple Line, Santa Ana, CA Streetcar, Seattle Lynwood Link Extension, and two projects in Minneapolis. The Administration had not requested any funding for projects without an existing FFGA. \$150M is provided for existing Small Start projects and \$168.4M for new Small Starts. The Senate included language similar to that in the House report which directs the DOT Secretary to continue to advance eligible projects through the CIG rating and approval process.

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Lastly, the Senate includes language increasing the FAA's Passenger Facility Charge (PFC) cap from the current \$4.50 up to \$8.50 for originating airports. However, neither the pending House nor the Senate FAA authorization bills include such an increase. The Senate bill also increases funding for the construction-related Airport Improvement Program (AIP) from the current \$3.35B up to \$3.6B.

<b><u>Program</u></b>	<b><u>Current Funding</u></b>	<b><u>Administration FY'18 Request</u></b>	<b><u>Pending House FY'18 Bill</u></b>	<b><u>Pending Senate FY'18 Bill</u></b>
Highway Programs	\$43.26B	\$44.23B	\$44.23B	\$44.23B
TIGER	\$500M	\$0	\$0	\$550M
FTA CIG Grants	\$2.41B	\$1.23B	\$1.75B	\$2.13B
FTA Formula Grants	\$9.73B	\$9.73B	\$9.73B	\$9.73B
FAA Airport Improvement Program (AIP)	\$3.35B	\$3.35B	\$3.35B	\$3.60B
Amtrak	\$1.49B	\$760M	\$1.428B	\$1.60B

### **Earmarks**

No further developments. Will continue to advocate for return of earmarks, at least with respect to the upcoming mega infrastructure bill.

## Bill Tracking

**Note the new format per the change in format by the Congress for the listing of bills. More information on each bill will be provided when it becomes available on the official site.**

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### **National Infrastructure Development Bank of 2017**

**Sponsor:** Rep. DeLauro, Rosa L. [D-CT-3] (Introduced 01/13/2017) **Cosponsors:** (73, now 79)

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

**Latest Action:** 01/13/2017 Referred to House Ways and Means

Status Update: no change since the last report.

H.R.2479 — 115th Congress (2017-2018)

### **Leading Infrastructure for Tomorrow's America Act**

**Sponsor:** Rep. Pallone, Frank, Jr. [D-NJ-6] (Introduced 05/17/2017) **Cosponsors:** (24)

**Committees:** House - Energy and Commerce, Science, Space, and Technology, Transportation and Infrastructure, Ways and Means, Natural Resources

**Latest Action:** 05/26/2017 Referred to the Subcommittee on Indian, Insular and Alaska Native Affairs.

Status Update: no change since the last report.

H.R.100 — 115th Congress (2017-2018)

### **Support Local Transportation Act**

**Sponsor:** Rep. Brownley, Julia [D-CA-26] (Introduced 01/03/2017) **Cosponsors:** (0, now 2)

**Committees:** House - Transportation and Infrastructure

**Latest Action:** 01/03/2017 Referred to the House Committee on Transportation and Infrastructure.

This bill revises requirements for the surface transportation block grant program to increase the percentages of program funds required to be allocated to states for each of FY2018-FY2020 for surface transportation projects in: urbanized areas with a population of over 200,000, non-urban areas with a population greater than 5,000, and other areas of the state.

Status Update: no change since the last report.

H.R.481 — 115th Congress (2017-2018)

### **REBUILD Act**

**Sponsor:** Rep. Calvert, Ken [R-CA-42] (Introduced 01/12/2017) **Cosponsors:** (0)

**Committees:** House - Natural Resources

**Latest Action:** 01/12/2017 Referred to the House Committee on Natural Resources

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

Status Update: no change since the last report.

H.R.966 — 115th Congress (2017-2018)

**TIGER CUBS Act**

**Sponsor:** Rep. Larsen, Rick [D-WA-2] (Introduced 02/07/2017) **Cosponsors:** (5, now 8)

**Committees:** House - Appropriations, Budget

**Latest Action:** 02/07/2017 Referred to House Budget Committee

This bill provides \$500 million in supplemental FY2017 appropriations to the Department of Transportation for national infrastructure investments under a competitive grant program commonly known as the Transportation Investment Generating Economic Recovery (TIGER) program. At least \$100 million of the funds must be used for projects located in cities with populations between 10,000 and 50,000.

The funding provided by this bill is designated as an emergency requirement pursuant to the Balanced Budget and Emergency Deficit Control Act of 1985. The emergency funding is exempt from discretionary spending limits and is only available if the President subsequently designates the amounts as an emergency and submits the designation to Congress.

Status Update: no change since the last report.

S.846 — 115th Congress (2017-2018)

**SAFE Bridges Act of 2017**

**Sponsor:** Sen. Shaheen, Jeanne [D-NH] (Introduced 04/05/2017) **Cosponsors:** (4)

**Committees:** Senate - Environment and Public Works

**Latest Action:** 04/05/2017 Read twice and referred to the Committee on Environment and Public Work.

This bill directs the Department of Transportation to establish a program to assist states to rehabilitate or replace bridges found to be structurally deficient. States shall use apportioned program funds for projects to rehabilitate and replace such bridges.

The federal share of project costs is 100%. Prevailing rate of wage requirements for construction of federal-aid highways projects shall apply to such projects.

Status Update: no change since the last report.

H.R.1670 — 115th Congress (2017-2018)

**Infrastructure 2.0 Act**

**Sponsor:** Rep. Delaney, John K. [D-MD-6] (Introduced 03/22/2017) **Cosponsors:** (21)

**Committees:** House - Ways and Means, Transportation and Infrastructure, Rules

**Latest Action:** 03/23/2017 Referred to the Subcommittee on Water Resources and Environment

This bill amends the Internal Revenue Code, with respect to the taxation of earnings and profits of a deferred foreign income corporation, to: (1) make such earnings and profits subject to taxation in the last year that ends before the enactment of this bill; (2) reduce the tax rate on such earnings and profits by allowing an exemption of 75% (equal to a tax of 8.75% of repatriated earnings and profits); and (3) allow corporations to pay the tax in installments. The bill also: establishes and provides appropriations for a fund to assist various public and private entities in investing in public infrastructure projects, appropriates revenues from this bill to the Highway Trust Fund (HTF), establishes a commission to make recommendations to achieve long-term solvency of the HTF and requires Congress to consider the proposed legislation using expedited procedures, and directs the Department of Transportation to establish a regional infrastructure accelerator pilot program to assist public entities in developing infrastructure projects. The bill establishes a deadline of 18 months after the enactment of this bill for the enactment of legislation to reform the international tax system by eliminating the incentive to hold earnings in low-tax foreign jurisdictions. If the legislation is not enacted by the deadline, a specified reform proposal takes effect, which includes provisions relating to subpart F income and insurance income, the taxation of repatriated offshore corporate earnings, gains and losses from the sale or exchange of stock in controlled foreign corporations, limitations on the foreign tax credit, and the tax treatment of previously deferred foreign income.

Status Update: no change since the last report.

H.R.1669 — 115th Congress (2017-2018)

**Partnership to Build America Act of 2017**

**Sponsor:** Rep. Delaney, John K. [D-MD-6] (Introduced 03/22/2017) **Cosponsors:** (23, now 27)

**Committees:** House - Transportation and Infrastructure, Ways and Means

**Latest Action:** 03/23/2017 Referred to the Subcommittee on Water Resources and Environment

This bill establishes the American Infrastructure Fund (AIF) as a wholly-owned government corporation to provide bond guarantees and make loans to state and local governments, non-profit infrastructure providers, private parties, and public-private partnerships for state or local government sponsored transportation, energy, water, communications, or educational facility infrastructure projects (Qualified Infrastructure Projects [QIPs]). The AIF may also to make equity investments in QIPs. The Department of the Treasury, acting through the AIF, shall issue American Infrastructure Bonds with an aggregate face value of \$50 billion. The proceeds from the sale of the bonds shall be deposited into the AIF. The bill amends the Internal Revenue Code

to allow U.S. corporations to exclude from gross income qualified cash dividend amounts received during a taxable year from a foreign-controlled corporation equal to the face value of qualified infrastructure bonds the corporation has purchased.

The bill prohibits allowance of a foreign tax credit for the excluded portion of any dividend received by a U.S. corporation, and a deduction for expenses directly allocable to that excludable portion.

Status Update: no change since the last report.

S.1756 — 115th Congress (2017-2018)

**Rebuild America Now Act**

**Sponsor:** Sen. Sullivan, Dan [R-AK] (Introduced 08/03/2017) **Cosponsors:** (10)

**Committees:** Senate - Environment and Public Works




**Latest Action:** 08/03/2017 Read twice and referred to the Committee on Environment and Public Works.

Status Update: no change since the last report.

**Capitol Corridor  
State of CA Uniform Performance Standards  
Quarterly Report - 4Q FY 17  
Capitol Corridor Joint Powers Authority**

Performance Standard	4Q FY 17 (July - September 2017)			Comments
	Actual	Standard/Budget	% Change (a)	
<u>Usage</u>				
Train Ridership	406,017	346,976	17.0%	
Train Passenger Miles	27,453,213	23,438,150	17.1%	
Bus Passenger Miles (b)	2,143,826	2,030,598	5.6%	
Total Passenger Miles	29,597,039	25,468,748	16.2%	
<u>Efficiency</u>				
System Operating Ratio (train and feeder bus)	60%	50%	19.6%	
Total Operating Cost/Passenger-Mile	\$0.52	\$0.64	-19.4%	
<u>Service Quality</u>				
End-Point On-Time Performance	93%	90%	2.9%	
Stations On-Time Performance	95%	90%	5.9%	
Operator Delays/10K Miles	257	<325	-20.9%	
<u>Supplemental Standards</u>				
Revenue	\$8,656,989	\$8,168,675	6.0%	
Customer Satisfaction (based on monthly surveys from Amtrak)	89	88	1.6%	
Mechanical Delays (Delays/10K train-miles)	40	60	-33.3%	
Total Operating Costs (vs. Budget) (inc BART CCJPA Call Center)	\$14,466,058	\$15,666,172	-7.7%	

FY 17 TOTAL		
Actual	Standard/Budget	% Change (a)
1,607,277	1,387,770	15.8%
108,609,358	93,752,600	15.8%
8,419,906	8,377,750	0.5%
117,029,264	102,130,350	14.6%
58%	50%	15.9%
\$0.54	\$0.64	-16.2%
91.2%	90%	1.4%
94%	90%	4.6%
329	<325	1.2%
\$33,968,835	\$30,336,471	12.0%
88	88	0.0%
49	60	-18.5%
\$58,425,096	\$62,109,847	-5.9%

(a) Color Code  
 Performing +5% above standard   
 Performing at standard or up to +5% above   
 Performing at standard or up to -5% below   
 Performing -5% below standard

(b) No Standard established in FY17, thus comparison is to actual from 4Q FY16 (July-September 2016)

## Capitol Corridor

Fiscal Year 2017 October 2016 - September 2017

Ridership by Station\*

Code	Station Name	Oct-Sept FY17		
		Ons	Offs	Total
ARN	Auburn, CA	7,129	6,223	13,352
BKY	Berkeley, CA	78,671	77,555	156,226
DAV	Davis, CA	184,644	178,166	362,810
EMY	Emeryville, CA	184,322	187,909	372,231
FMT	Fremont, CA	21,619	20,132	41,751
GAC	Santa Clara, CA	84,064	83,411	167,475
HAY	Hayward, CA	25,317	25,044	50,361
MTZ	Martinez, CA	98,222	105,148	203,370
OAC	Oakland, CA	35,931	41,126	77,057
OKJ	Oakland, CA	125,877	121,684	247,561
RIC	Richmond, CA	110,901	119,168	230,069
RLN	Rocklin, CA	8,432	7,494	15,926
RSV	Roseville, CA	14,561	14,242	28,803
SAC	Sacramento, CA	434,536	424,075	858,611
SCC	Santa Clara, CA	24,057	21,078	45,135
SJC	San Jose, CA	89,224	89,883	179,107
SUI	Suisun City, CA	79,770	84,939	164,709
<b>Total</b>		<b>1,607,277</b>	<b>1,607,277</b>	

Oct-Sept FY16		
Ons	Offs	Total
8,454	7,278	15,732
75,669	74,967	150,636
187,181	178,719	365,900
183,806	187,895	371,701
21,215	19,402	40,617
75,532	76,270	151,802
23,537	23,814	47,351
104,337	110,963	215,300
33,493	37,027	70,520
116,297	113,102	229,399
102,182	109,093	211,275
8,583	7,820	16,403
13,921	14,513	28,434
413,437	405,650	819,087
22,148	20,496	42,644
88,497	88,336	176,833
82,525	85,469	167,994
<b>1,560,814</b>	<b>1,560,814</b>	

% Change
Total
-15.1
+3.7
-0.8
+0.1
+2.8
+10.3
+6.4
-5.5
+9.3
+7.9
+8.9
-2.9
+1.3
+4.8
+5.8
+1.3
-2.0
<b>+3.0</b>

\* Unknown, invalid, and deferred ridership are allocated to actual stations.

**Capitol Corridor**  
**September 2017 Report**  
**Ridership and Ticket Revenue by Station Pair (Top 25)**

September FY17 vs September FY16	Ridership			Ticket Revenue		
	FY17	FY16	% chg.	FY17	FY16	% chg.
1 Emeryville - Sacramento	16,420	14,737	+11.4	\$390,717	\$343,792	+13.6
2 Richmond - Sacramento	10,941	10,285	+6.4	\$243,174	\$227,698	+6.8
3 Oakland - Sacramento	9,050	7,906	+14.5	\$209,051	\$179,170	+16.7
4 Sacramento - San Jose	4,926	4,664	+5.6	\$171,521	\$158,484	+8.2
5 Martinez - Sacramento	8,685	9,340	-7.0	\$130,763	\$133,456	-2.0
6 Davis - Emeryville	4,769	5,263	-9.4	\$99,418	\$106,212	-6.4
7 Davis - Richmond	5,531	5,354	+3.3	\$99,862	\$99,123	+0.7
8 Berkeley - Sacramento	4,083	4,094	-0.3	\$93,435	\$90,189	+3.6
9 Santa Clara (Great Amer.) - Sacramento	2,451	2,126	+15.3	\$69,732	\$60,288	+15.7
10 Berkeley - Davis	3,848	3,512	+9.6	\$66,503	\$60,307	+10.3
11 Oakland Coliseum - Sacramento	2,819	3,054	-7.7	\$63,955	\$69,440	-7.9
12 Davis - Oakland	2,384	2,665	-10.5	\$46,619	\$49,130	-5.1
13 Sacramento - Suisun City	4,354	3,790	+14.9	\$51,255	\$45,701	+12.2
14 Davis - San Jose	1,105	1,331	-17.0	\$34,751	\$41,358	-16.0
15 Fremont - Sacrmnto	1,291	1,130	+14.2	\$37,391	\$33,115	+12.9
16 Santa Clara (Great Amer.) - Oakland	3,253	3,118	+4.3	\$33,853	\$33,675	+0.5
17 Davis - Martinez	2,645	2,943	-10.1	\$31,767	\$33,845	-6.1
18 Davis - Sacramento	4,763	4,734	+0.6	\$33,591	\$32,748	+2.6
19 Oakland - San Jose	2,637	2,404	+9.7	\$34,694	\$31,723	+9.4
20 Emeryville - Suisun City	3,287	2,636	+24.7	\$36,067	\$28,865	+25.0
21 Hayward - Sacramento	979	1,029	-4.9	\$27,387	\$27,502	-0.4
22 Sacramento - Santa Clara	752	707	+6.4	\$23,881	\$22,713	+5.1
23 Davis - Santa Clara (Great Amer.)	680	746	-8.8	\$19,195	\$20,512	-6.4
24 Emeryville - San Jose	1,537	1,602	-4.1	\$20,963	\$20,365	+2.9
25 Berkeley - Santa Clara (Great Amer.)	1,572	1,610	-2.4	\$18,622	\$18,471	+0.8
All other markets	30,520	31,142	-2.0	\$569,966	\$551,801	+3.3
<b>Total</b>	<b>135,282</b>	<b>131,922</b>	<b>+2.5</b>	<b>\$2,658,130</b>	<b>\$2,519,682</b>	<b>+5.5</b>

YTD FY17 vs YTD FY16	Ridership			Ticket Revenue		
	FY17	FY16	% chg.	FY17	FY16	% chg.
1 Emeryville - Sacramento	189,309	179,140	+5.7	\$4,464,652	\$4,123,871	+8.3
2 Richmond - Sacramento	128,667	114,933	+11.9	\$2,814,297	\$2,544,598	+10.6
3 Oakland - Sacramento	104,696	90,841	+15.3	\$2,387,844	\$2,072,894	+15.2
4 Sacramento - San Jose	59,839	57,300	+4.4	\$2,022,356	\$1,938,418	+4.3
5 Martinez - Sacramento	107,428	112,916	-4.9	\$1,531,241	\$1,571,651	-2.6
6 Davis - Emeryville	63,650	69,104	-7.9	\$1,282,023	\$1,357,362	-5.6
7 Davis - Richmond	64,094	62,350	+2.8	\$1,163,991	\$1,124,426	+3.5
8 Berkeley - Sacramento	47,095	44,436	+6.0	\$1,038,408	\$964,043	+7.7
9 Santa Clara (Great Amer.) - Sacramento	26,365	23,515	+12.1	\$738,495	\$666,079	+10.9
10 Berkeley - Davis	42,288	40,846	+3.5	\$723,451	\$683,474	+5.8
11 Oakland Coliseum - Sacramento	29,360	26,990	+8.8	\$661,672	\$606,027	+9.2
12 Davis - Oakland	30,537	30,103	+1.4	\$572,268	\$555,415	+3.0
13 Sacramento - Suisun City	46,487	48,903	-4.9	\$547,297	\$558,682	-2.0
14 Davis - San Jose	16,660	17,647	-5.6	\$513,473	\$547,310	-6.2
15 Fremont - Sacrmnto	15,188	15,123	+0.4	\$430,168	\$407,308	+5.6
16 Santa Clara (Great Amer.) - Oakland	40,217	36,940	+8.9	\$415,616	\$384,058	+8.2
17 Davis - Martinez	36,005	37,367	-3.6	\$413,615	\$420,704	-1.7
18 Davis - Sacramento	56,134	54,934	+2.2	\$401,856	\$368,651	+9.0
19 Oakland - San Jose	30,432	29,746	+2.3	\$389,944	\$372,969	+4.6
20 Emeryville - Suisun City	35,606	35,851	-0.7	\$381,416	\$379,370	+0.5
21 Hayward - Sacramento	12,410	13,127	-5.5	\$331,835	\$336,365	-1.3
22 Sacramento - Santa Clara	8,564	7,892	+8.5	\$277,970	\$248,782	+11.7
23 Davis - Santa Clara (Great Amer.)	9,319	9,313	+0.1	\$264,354	\$262,987	+0.5
24 Emeryville - San Jose	18,769	21,131	-11.2	\$251,848	\$264,720	-4.9
25 Berkeley - Santa Clara (Great Amer.)	19,178	17,896	+7.2	\$219,639	\$197,596	+11.2
All other markets	368,980	362,470	+1.8	\$7,202,277	\$6,625,811	+8.7
<b>Total</b>	<b>1,607,277</b>	<b>1,560,814</b>	<b>+3.0</b>	<b>\$31,442,005</b>	<b>\$29,583,573</b>	<b>+6.3</b>



Date: November 30, 2017  
 By: Steve Archer

# Key street project moves forward

City hires consultant for roundabout construction

BY STEVE ARCHER  
 OF THE COLFAX RECORD

Plans for improving the intersection at South Auburn Street and Interstate 80 continue to move forward and construction could begin as early as fall 2018.

A contract for designing the proposed roundabout in Colfax was awarded Nov. 8 to Omni-Means for engineering design. Interim Colfax City Manager Wes Heathcock said Monday the project officially kicks off this week.



Wes Heathcock

"We had a kickoff meeting today with city staff and the consultant," Heathcock said. "The next phase in the timeline is to have 30 percent of the design work done by February. We'll then get feedback from the council and the community. After that, we hope to be close to a

• SEE PROJECT PAGE A3

## PROJECT:

continued from A1

final design." Heathcock said the amount of time spent talking about the project "is amazing" and he still meets people who are unaware of the proposed roundabout.

"We're doing the best we can to educate the public," Heathcock said. "The funding is secure."

Money for the project is coming from several sources, according to Heathcock, including \$900,000 from the Placer County Transportation Planning Agency's Congestion, Mitigation and Air Quality fund; \$1.25 million from the California Department of Transportation's State Highway Operation and Protection Program; and \$450,000 from apartment developer Maidu Village.

"I'm hoping the council will approve the project in June and we can go

## FUTURE ROUNDABOUT LOCATION



FOR MORE INFORMATION: [www.colfax-ca.gov](http://www.colfax-ca.gov)



COURTESY TO THE COLFAX RECORD

Graphic showing location of project.

out to bid for construction in July," Heathcock said. "Depending on the timing, construction can begin in the fall of

2018, although we need to have constructibility weather." Heathcock said the center

could have a design of some sort if there is money left over. "A local architect, Dave Karleskint, has

come up with a design," Heathcock said. "It will be brought up at the next council meeting." The Colfax City

Council meets at 7 p.m. the second and fourth Wednesdays of each month at Colfax City Hall, 33 South Main St.

# Auburn Journal

Date: November 29, 2017

By: Gus Thompson

As Placer County supervisor for the Auburn area during the turn of the 21<sup>st</sup> century, Harriet White was a persistent advocate and a vigilant behind-the-scenes force in widening North Auburn's Bell Road from two to four lanes. Fourteen years after the \$8.75 million project between Highway 49 and Interstate 80 was completed, White's grit and determination is being honored by Placer County with a decision Tuesday by the current Board of Supervisors to dedicate the three-mile stretch of 55 mph roadway as the Harriet White Expressway.

White, who didn't attend Tuesday's session, said Tuesday that she will be on hand for the dedication ceremony Dec. 12.

"I feel very honored," the North Auburn resident said. "It's not just my dream. A lot of people thought something needed to be done."

The mini-bypass on Bell Road came after the idea of a Highway 49 bypass traveling around the North Auburn business district along Bell Road bogged down in controversy and logistical uncertainty.

"The Highway 49 bypass was expensive," White said. "This is a good alternative."

Ken Grehm, director of the county public works, told the Board of Supervisors on Tuesday that the Highway 49 Business Association approached the county with the idea of honoring White's work on several issues but especially for her Bell Road widening advocacy during eight years on the county board ending in 2005.

The road itself will remain Bell Road but the section between Bowman Road and the Wise Canal that was widened will be given the honorary title of "Harriet White Expressway," he said.

While supervisors approved the designation on a 5-0 vote, Roseville Supervisor Jack Duran suggested that the county establish its own policy. Grehm had said that staff looked at Caltrans highway designation procedures. Duran said that

his own opinion was that similar dedications should be done posthumously, not while honorees are still alive.

“I’m going along with it this time but I’d like to see a policy other than Caltrans’,” Duran said.

Supervisor Jim Holmes, White’s successor on the board, said that the designation was well deserved.

“Harriet took a very controversial idea and pushed it through,” Holmes said.

Like White, Holmes also credited former Public Works Director Rick Dondro with playing a key role in completion of the project. White also said Placer County Transportation Planning Agency Executive Director Celia McAdam was instrumental in the widening project’s completion.

Now retired, Dondro came to the meeting to add his support to the Harriet White Expressway.

“She was a force to be dealt with and a strong advocate for things she believed in,” Dondro said.

# THE SACRAMENTO BEE

DATE: Saturday, December 23, 2017

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BY TONY BIZJAK  
tbizjak@sacbee.com

## This major freeway interchange is a mess, and there's no money for a complete fix

Placer County recently announced it will launch a \$50 million widening project on two miles of Highway 65 near Interstate 80 to ease congestion for drivers to the Galleria area.

But county leaders admit this project is just a drop in the bucket compared to what they feel they really need to do to fix traffic there.

The I-80/Highway 65 interchange, a major freight and commuter corridor, has become a regional choke point and needs to be modernized, they say. But the county does not have the \$400 million officials say is required.

Placer will need state and federal financial help, which could include money from several major state freeway grants funded by California's controversial new Senate Bill 1 gas tax hike, said Caltrans local district director Amarjeet Benipal.

But the only way Placer can compete for those freight corridor and congested corridor funds is to come up with local money first.

"The state and feds have made it very clear that they will not help fund these kind of major infrastructure improvements without the locals putting up serious amounts of matching money," Placer County Transportation Planning Agency executive Celia McAdam said.

Placer County and its cities are expected to get a guaranteed \$200 million in SB 1 funds over the next decade, based on a formula that automatically sends funds to cities and counties, according to an analysis commissioned by city and county groups. But that pot of money is aimed at local street work rather than freeways. Placer cities plan to use that money on a backlog of pothole fixes, bridge upgrades and street resurfacing, McAdam said.

"That is as urgent a need as the state highway system," McAdam said.

McAdam said her transportation planning group is looking at the possibility of putting another transportation sales tax measure on the 2020 ballot. McAdam contends that "a local option sales tax is the only realistic option we have to generate those kind of dollars."

It would be notably different than a PCTPA-backed countywide sales tax measure that failed last year, she said.

That half-cent sales tax proposal, called Measure M, won 64 percent of the vote on the November 2016 ballot. But it failed because state law requires 67 percent for passage. Notably, voters in cities near the interchange were overwhelmingly in favor of the tax. Seventy-two percent of voters in Lincoln said yes and 69 percent in Roseville and Rocklin agreed.

While some conservative county leaders supported the measure as an economic development tool, others argued Placer shouldn't approve new housing and development unless they are willing to redirect more existing tax revenues and fees to roads.

Based on those voting results, PCTPA officials say they now are looking at focusing a new ballot measure just in the Roseville, Rocklin, Lincoln and unincorporated west Placer areas. If approved, the revenues would only go to transportation projects in that area of the county.

Placer would first need state legislation allowing it to create a voting sub-district. Auburn Mayor Bridget Powers, vice chair of the PCTPA, said her group would hold meetings to see what voters think of the idea.

Placer and Caltrans already have an interchange makeover plan in place. It includes adding lanes to all of the connector ramps at the interchange, as well as building a new flyover bridge to replace the eastbound I-80 ramp known as "the loop," and creating a special, separated lane to replace the dangerous merge area at Taylor and Eureka roads.

It would be "one of the most significant transportation projects in Roseville's history," said Roseville Councilman Scott Alvord.

For now, the county will focus this spring on the smaller Highway 65 widening. That involves adding one lane to northbound Highway 65, starting just slightly north of the I-80 interchange, where two ramps merge. The new lane would run north to Pleasant Grove Boulevard. The project includes a series of changes to the Galleria Boulevard interchange to handle traffic more smoothly.

Much of that work, including highway lane closures, will take place at night, Caltrans officials said. The project will be completed in late 2019.

Information about the interchange project is posted online at <http://8065interchange.org>.

# Gold Country Media

DATE: January 2, 2018

BY: Graham Womack

Backups near the interchange of Interstate 80 and Highway 65 might be one of Placer County's longest-running and most easily identifiable problems.

Traffic often begins to slow around Eureka Road on eastbound I-80 and Taylor Road in the other direction, becoming a gridlock for drivers as they merge onto Route 65. The problem is so bad that some drivers avoid the interchange altogether around certain times of day.

Placer County Transportation Planning Agency Executive Director Celia McAdam recently acknowledged that the first phase of a planned improvement project won't fix everything.

"It's not solving all the problems of the 80-65 interchange for the rest of time," McAdam said. "But it does buy you time."

A groundbreaking was held Dec. 13 at Destiny Christian Church in Rocklin for the \$50-million first phase of the I-80 and Route 65 interchange improvement project.

McAdam said the phase will include widening what's known as the viaduct section of the interchange. This is where drivers come to the top of the I-80 overcrossing and go from three lanes to two, merging from westbound I-80 onto northbound Route 65.

The first phase will also include adding two off-ramps at Galleria-Stanford Ranch Road, so that drivers don't have to cut across several lane of traffic to turn into a Costco near the exit.

"It's becoming challenging-slash-dangerous," McAdam said of this turn.

The construction beginning is weather-dependent, according to McAdam but preliminary work will start "right away." Work should be completed within a year, McAdam added.

A greater challenge could be finding remaining funds to finish the rest of the project, which McAdam priced at \$450 million.

Placer County voters rejected a sales tax initiative in November 2016, Measure M, that could have provided much if not all of the funding. The measure, which needed two-thirds approval from voters due to California's Prop. 13, received 63.8-percent support.

A bill introduced in the state legislature last year, Assembly Bill 1324, would allow local agencies such as Placer County Transportation Planning Agency to designate sub-districts within counties as special funding districts. This is a two-year bill, McAdam said, and "we'll see what happens in 2018."

The \$50 million for the first phase came from a hodgepodge of sources, McAdam noted, such as the California Department of Transportation, developer impact fees and leftover funds from a 2005 federal earmark and Proposition 1B, which California voters approved in 2006.

There might not be too many of these money pots left.

"We're looking in the couch cushions at this point," McAdam said.

Some kind of additional tax for voters in South Placer might be inevitable to fund this project.

“Without a local source of funding, a serious source of funding like a sales tax, another \$400 million is decades,” McAdam said.

Roseville vice mayor and former Highway 65 Joint Powers Authority board member Bonnie Gore is optimistic that the improvements will be completed “because there’s a need and it’s one of the highest needs we’ve identified in Placer County.”

# Gold Country Media

DATE: January 3, 2018

Our View

## The congested I-80/Highway 65 interchange impacts all of us

Ceila McAdam is right when she told The Lincoln News Messenger this week that we need to find funding for a long-term solution to the often-jammed I-80/Highway 65 interchange in Roseville.

At peak hours, traffic backs up for miles in either direction.

"It's a real challenge for people who are busy to get to work, to get their kids to soccer with all the cars on the highway," McAdam said.

McAdam, the Placer County Transportation Planning Agency executive director, knows first-hand about the daily traffic headaches. The agency covers Lincoln, Loomis, Rocklin, Roseville, Auburn, Colfax and other parts of the county.

As Placer County's population continues to rise, the increasing traffic jams at and near the interchange are getting worse. The interchange was constructed about 30 years when Placer County had a population of 136,000.

In 2016, according to the U.S. Census Bureau, the county's population was 380,531.

And the county's population is growing.

"Traffic at the I-80, Highway 65 overcrossing impacts all residents who use the interchange, whether they're going to work, shopping or going to medical appointments," McAdam said. "That's the crossroads for south Placer. It gets backed up in both directions."

At peak times during the workweek and other days, a Lincoln resident taking the freeway will get stuck on Highway 65, if having to travel anywhere past Blue Oaks Boulevard and then stuck again on I-80.

"During peak holiday weekends, backups can get all the way to Loomis," McAdam said. "On a day-to-day basis, there are backups that can go eastbound all the way to Rocklin and westbound, to the county line."

Unfortunately, the phase one improvements that had an official groundbreaking Dec. 13 are just a temporary fix, according to McAdam.

Phase one adds a third lane on northbound Highway 65 from I-80 to Pleasant Grove Boulevard and adds off-ramps to the Galleria Boulevard/Stanford Ranch Road interchange. These improvements are expected to be completed by next spring.

"To some extent, the first phase is a Band-Aid; the entire interchange needs to be refigured. Reconfiguring the interchange will be the answer," McAdam said. "We have the



preliminary designs, environmental clearance, the permits. By far, the bulk of the expense is the construction and we don't have the funds."

While phase one's expenses at \$50 million have been provided mostly through the California Department of Transportation, developer impact fees and Proposition 1 B, a subsequent phase totaling \$400 million has no funding yet in place.

The second phase would add one lane to the four connectors between State Route 65 and Interstate 80, maintain the current I-80 access at Taylor Road and eliminate the weaving on I-80 eastbound between Eureka Road and Highway 65.

"If this is a priority for residents and there is a transportation tax on the ballot that is passed by a two-thirds majority," McAdam said, "then we could start design and construction of the rest of the I-80/SR 65 interchange improvements almost immediately."

A transportation sales tax will be considered for placement on the November 2020 ballot and it will be at least another year before that decision is made, according to McAdam.

"We're doing the best we can with what we got. We're being as aggressive as we can and get as many grants as we can," McAdam said. "But the reality is, if you don't have serious matching funds, then state and fed (agencies) are not sending the cash."

Measure M, a sales tax increase designed to fund roads and highways, failed to get the two-thirds vote in November 2016. If we don't like being stuck in traffic, we have to pass the next transportation sales tax.