



A G E N D A

Wednesday, August 26, 2015 - 9:00 AM
Board of Supervisors Chambers
175 Fulweiler Avenue, Auburn, CA 95603

- A. Flag Salute**
- B. Roll Call**
- C. Approval of Minutes: June 24, 2015** **Action**
Pg. 1
- D. Agenda Review**
- E. Public Comment**
- F. Consent Calendar** **Action**
Pg. 5

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

 - 1. FY 2015/16 Final Finding of Apportionment for Local Transportation Fund (LTF) Pg. 6
 - 2. FY 2015/15 PCTPA Claim for Local Transportation Funds (LTF) Planning - \$852,121 Pg. 8
 - 3. FY 2015/16 Western Placer CTSA Claim for Local Transportation Funds (LTF) - \$887,626 Pg. 10

ADJOURN AS THE PLACER COUNTY TRANSPORTATION PLANNING AGENCY

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

- G. Consent Calendar** **Action**
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 - 1. Authorize filing FY 2015/16 Western Placer CTSA Claim for Local Transportation Funds (LTF) - \$887,626

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

CONVENE AS THE PLACER COUNTY TRANSPORTATION PLANNING AGENCY

Board of Directors Meeting Agenda
PLACER COUNTY TRANSPORTATION PLANNING AGENCY
August 26, 2015
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H.	PUBLIC HEARING: I-80/SR 65 Interchange Improvements Project Draft Environmental Impact Report / Environmental Assessment	Action Pg. 14
I.	PRESENTATION: Transportation Funding Strategy Polling and Focus Group Results	None Pg. 16
J.	Draft Transportation Sales Tax Expenditure Plan	Action Pg. 17
K.	Fix Our Roads Coalition Principals	Action Pg. 20
L.	Executive Director's Report	
M.	Board Direction to Staff	
N.	Informational Items	Info
	1. Revenues and Expenditures for June 2015 (Under separate cover)	
	2. TAC Minutes: August 11, 2015	Pg. 27
	3. Status Reports	
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	4. Newspaper Articles	Pg. 96

Next Regularly Scheduled PCTPA Board Meeting

September 23, 2015

<p>PLACER COUNTY TRANSPORTATION PLANNING AGENCY MINUTES June 24, 2015</p>
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A regular meeting of the Placer County Transportation Planning Agency (PCTPA) met on Wednesday, June 24, 2015 at 9:00 a.m. at the Board of Supervisors Chambers, 175 Fulweiler Avenue, Auburn, California.

ROLL CALL:	Brian Baker Tony Hesch Jim Holmes Stan Nader Keith Nesbitt Susan Rohan Kirk Uhler Scott Yuill	Celia McAdam Aaron Hoyt Shirley LeBlanc Luke McNeel-Caird David Melko Solvi Sabol
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MINUTES

Upon motion by Nesbitt and second by Holmes the May 27, 2015 PCTPA minutes were approved with an abstention by Yuill.

AGENDA REVIEW

Celia McAdam referenced a recent Sacramento Bee article that was provided to the Board from regarding recent discussions at the State level regarding avoiding funding for any capacity increasing projects. To that end, McAdam stated that she had sent comments on the draft California Transportation Plan (CTP) opposing the language which references avoiding funding any capacity increases on state or local road systems.

CONSENT CALENDAR

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

ADJOURNED AS PLACER COUNTY TRANSPORTATION PLANNING AGENCY

CONVENED AS THE WESTERN PLACER CONSOLIDATED TRANSPORTATION SERVICES AGENCY

CONSENT CALENDAR

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

**WESTERN PLACER CONSOLIDATED TRANSPORTATION SERVICES AGENCY
(WPCTSA) FY 2015/16 OPERATING BUDGET**

David Melko went over the 2015/16 WPCTSA Operating Budget, referenced as Attachment 1, explaining it is consistent with the adopted Short Range Master Plan. Melko explained the reasons for the budget increases, noting that the Call Center which was previously being funded by the Local Transportation Fund (LTF) is now being funded with the WPCTSA budget as it aligns with the goals of WPCTSA. The resulting \$300,000 increase in LTF will be distributed to the local jurisdictions.

With a motion by Nesbitt and second by Uhler, the WPCTSA FY 2015/16 Operating Budget was unanimously approved.

ADJOURNED AS THE WESTERN PLACER CONSOLIDATED TRANSPORTATION SERVICES AGENCY

CONVENED AS THE PLACER COUNTY TRANSPORTATION PLANNING AGENCY

PRESENTATION: SACRAMENTO-ROSEVILLE THIRD TRACK PROJECT

Celia McAdam provided background that the Sacramento-Roseville Third Track Project supports the CCJPA Business Plan which includes ten round trips daily to Roseville, as it provides a separate track between Sacramento and Roseville. Additionally, this track allows for additional Union Pacific freight travel.

Celia McAdam introduced Jim Allison, Director of Planning for the Capitol Corridor Joint Powers Authority (CCJPA). Allison provided a presentation on the Sacramento-Roseville Third Track Project draft environmental impact report (EIR), which is slated to be adopted in November 2015. Allison reported the draft EIR is based on a 17.8 mile third track on the northern alignment with eleven overcrossings, noting that the American River overcrossing is the most environmentally sensitive.

Jim Allison stated that the project includes enhancements to the Roseville Station which include a station platform and a layover facility. Allison reported the cost for the project is estimated at \$270 million with some funding secured from various sources including local funds from PCTPA. Allison added that the construction costs at this time are largely unfunded.

Public meetings on the EIR are tentatively scheduled for the end of July (Sacramento) with another public meeting early September (Roseville). Jim Allison added that a field trip is being scheduled with the CCJPA and PCTPA Boardmembers and the Sacramento City Council in early September. The EIR is slated to be adopted by the CCJPA in November 2015. Updates to this project will be provided on the CCJPA website.

PRESENTATION: TRANSPORTATION FUNDING STRATEGY UPDATE

Celia McAdam introduced Jeff Flint of FSB Core Strategies, consultant on our funding strategy. Flint reported that a new round of polling was recently completed, noting that we are analyzing the data and a full presentation will be given to the Board in August. Flint reminded the Board

of the previous polling for the sales tax measure where 63/64% of the voters were inclined to vote for a sales tax when they understood where their money was going to through an expenditure plan.

Jeff Flint reported on outreach efforts to date. He added that we will be moving more quickly into the next phase of the work plan, which includes more mass communications such as mailers and town hall meetings in order to reach a larger portion of the population within Placer County. This type of outreach is part of the plan and within the budget. Flint concluded that in meeting with private sector and the business community, there is strong interest in Placer County's transportation infrastructure as it supports current and future economic developments.

With questions regarding transportation bills, Celia McAdam updated the Board on the status of SB 16. McAdam reported that based on the Governor's special session on transportation specifically, the safeguards to keep the funds for transportation maintenance purposes seem to be moving forward, however the issue of any change to the transportation sales tax threshold is yet to be seen.

PUBLIC HEARING: I-80/SR 65 INTERCHANGE IMPROVEMENTS

Luke McNeel-Caird updated the Board on the I-80/SR 65 Interchange Improvements reporting that a public notice for a public hearing on the Draft Environmental Impact Report/Environmental Assessment (EIR/EA) was released. McNeel-Caird said that due to a delay in obtaining concurrence from the State Historic Preservation Office, the environmental was delayed until July 2015, noting that we remain on track for environmental approvals in spring 2016. The public hearing will be scheduled for August 2015.

Celia McAdam asked for the Board's authorization to negotiate and sign a Cooperative Agreement with Caltrans to move forward on Phase 1A of the I-80/SR 65 Interchange not to exceed \$11,250,000. This phase widens the viaduct section over the top of the Interchange eliminating the merge movements and includes improvements to the Galleria Interchange for a cost of \$33 million. With limited funds available, McAdam stated that should the transportation sales tax not move forward, the backup plan would have the funds come from remaining saving from the federal earmark for the I-80 Bottleneck, along with South Placer Regional Transportation Authority (SPRTA) developer impact funds.

Susan Rohan opened up the public hearing on the environmental document. Rohan stated that we will continue public comment until August 26.

With a motion by Holmes and second by Nesbitt, the Board authorized the Executive Director to negotiate and sign a Cooperative Agreement with Caltrans for the I-80/SR 65 Interchange Phase 1A not to exceed \$11,250,000.

COALITION FOR INFRASTRUCTURE EARMARKS

Celia McAdam prefaced the discussion on earmarks by stating she understand there have been some negatives associated with the term. McAdam went on to emphasize that Placer has done some great things with earmarks, such as the I-80 Bottleneck – savings associated with that

project also helped fund the I-80 / Eureka Road Interchange and the I-80/SR 65 Interchange. Earmarks also were pivotal in the Lincoln Bypass.

Celia McAdam reported that while earmarks have been banned since 2011, it hasn't saved any money – rather it's distributed by federal agencies without transparency or the governance of a congressional vote. McAdam said that a group being organized by our federal advocate, Sante Esposito, is interested in bringing back earmarks and invited PCTPA to be inaugural member at no cost. Once established the coalition would provide guidance on reaching out to Members of Congress.

Kirk Uhler expressed concern about the use of the word “earmark” and suggested the coalition might consider a different name. With a motion by Uhler and second by Holmes the Board unanimously approved PCTPA becoming an inaugural member of the Coalition for Infrastructure Earmarks.

EXECUTIVE DIRECTOR'S REPORT

Celia McAdam pointed out the Dan Walters column in the Sacramento which was provided, reiterating the article's view that the state is not interested in increasing capacity in any way.

The meeting adjourned at 9:59 a.m.

Celia McAdam
Executive Director


Diana Ruslin, Chair



PLACER COUNTY
TRANSPORTATION
PLANNING AGENCY

MEMORANDUM

TO: PCTPA Board of Directors **DATE:** August 12, 2015

FROM: Celia McAdam, Executive Director 

SUBJECT: CONSENT CALENDAR

Below are the Consent Calendar items for the August 26, 2015 agenda for your review and action.

1. FY 2015/16 Final Finding of Apportionment for Local Transportation Fund (LTF)
As the Regional Transportation Planning Agency (RTPA) for Placer County, PCTPA is responsible for the administration of the Transportation Development Act (TDA) funds. The TDA was established in 1971 to provide transportation funding through the Local Transportation Fund (LTF) derived from ¼ cent of the general sales tax collected statewide and the State Transit Assistance (STA) fund derived from the statewide sales of diesel fuel. LTF funds are allocated for specific transportation uses as prioritized by the TDA and intended for public transportation uses prior to those for streets and road. STA funds are intended solely for public transportation purposes.

The final finding of apportionment for LTF for FY 2015/16 projects a rather robust carryover of approximately \$2.7 million from FY 2014/15 and recommends a four percent growth in revenue over the prior fiscal year. The four percent growth is in line with an average 5.1 percent growth in annual total taxable sales growth projected for Placer County through 2019. Staff recommends that the Board approve the attached final finding of LTF apportionment for FY 2015/16 totaling \$23,789,257. The PCTPA TAC concurred with this recommendation at its August 11, 2015 meeting.

2. FY 2015/16 PCTPA Claim for Local Transportation Funds (LTF) - \$852,121
Staff recommends approval of the attached PCTPA LTF claim for FY 2015/16 in the amount of \$852,121 per the FY 2015/16 Final Apportionment of Local Transportation Funds pending approval at this August 2015 Board meeting. PCTPA previously claimed the \$425,000 Administration allocation at the June 2015 Board meeting.
3. FY 2015/16 Western Placer CTSA Claim for Local Transportation Funds (LTF) - \$887,626
Western Placer CTSA is submitting a claim for \$887,626 in LTF funds for FY 2015/16 for transit purposes. The Western Placer CTSA claim is in compliance with the approved LTF apportionment, and all transit needs that are reasonable to meet are being provided. Staff recommends conditional approval, subject to the Western Placer CTSA authorization to submit said LTF claim.

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

August 2015

		FY 2014/2015 Estimated Fund Balance Subtotal ⁽¹⁾	FY 2015/2016 Revenue Subtotal	FY 2015/2016 Apportionment Total
PLACER COUNTY LTF REVENUE ESTIMATE		\$2,718,707	\$21,070,550	\$23,789,257
TRPA Revenue Estimate ⁽²⁾	2.9928%		\$630,598	\$630,598
TRPA LTF Fund Balance		\$81,398		\$81,398
TRPA TOTAL			\$630,598	\$711,996
County Auditor Administrative Costs				\$269
BALANCE AVAILABLE FOR APPORTIONMENT BY TRPA				\$711,727
PCTPA Revenue Estimate	97.0072%		\$20,439,952	\$20,439,952
PCTPA LTF Fund Balance		\$2,637,309		\$2,637,309
PCTPA TOTAL			\$20,439,952	\$23,077,261
County Auditor Administrative Costs			\$8,731	\$8,731
PCTPA Administrative and Planning Costs ⁽³⁾			\$425,000	\$425,000
Pedestrian and Bicycle Allocation ⁽⁴⁾		\$52,746	\$400,124	\$452,871
Community Transit Service Article 4.5 Allocation ⁽⁵⁾		\$103,383	\$784,244	\$887,626
BALANCE AVAILABLE FOR APPORTIONMENT BY PCTPA		\$2,481,180	\$18,821,852	\$21,303,033

Apportionment of FY 2015/2016 PCTPA LTF Revenue Estimate by Jurisdiction				
Jurisdiction	Population January 1, 2015	Percent (%)	FY 2014/15 Carryover Apportionment ⁶	Revenue Apportionment
PLACER COUNTY	101,491	28.32%	\$749,334	\$6,035,100.77
AUBURN	13,818	3.86%	\$102,506	\$822,163.45
COLFAX	1,994	0.56%	\$14,837	\$118,686.62
LINCOLN	45,837	12.79%	\$335,692	\$2,722,935.60
LOOMIS	6,623	1.85%	\$49,070	\$394,003.32
ROCKLIN	60,252	16.81%	\$443,115	\$3,581,107.39
ROSEVILLE	128,382	35.82%	\$942,755	\$7,629,035.48
TOTAL	358,397	100.00%	\$2,637,309	\$21,303,033

Apportionment of FY 2015/2016 PCTPA LTF Revenue Estimate Available to Claimant				
Jurisdiction	Revenue Apportionment	Planning Contribution ⁽⁷⁾	FY 2014/15 Adjustments ⁸	Available to Claimant
PLACER COUNTY	\$6,035,101	(\$241,404)	(\$388,424)	\$5,405,273
AUBURN	\$822,163	(\$32,887)	\$21,089	\$810,366
COLFAX	\$118,687	(\$4,747)	\$3,052	\$116,992
LINCOLN	\$2,722,936	(\$108,917)	\$69,064	\$2,683,082
LOOMIS	\$394,003	(\$15,760)	\$10,095	\$388,339
ROCKLIN	\$3,581,107	(\$143,244)	\$91,164	\$3,529,028
ROSEVILLE	\$7,629,035	(\$305,161)	\$193,958	\$7,517,832
TOTAL	\$21,303,033	(\$852,121)	\$0	\$20,450,911

NOTES:

- 1) FY 2014/2015 LTF balance based on August 4, 2015 revised fund estimate provided by Placer County Auditor.
- 2) Tahoe Regional Planning Agency receives funds proportional to its population within Placer County (see box below).
- 3) Apportioned per Section 7.1 PCTPA Rules & Bylaws for FY 2015/2016 Final Overall Work Program and Budget, May 2015.
- 4) Pedestrian and Bicycle Allocation is 2% of the remaining apportionment, per PCTPA Board direction.
- 5) Community Transit Service Article 4.5 allocation is up to 5% of the remaining apportionment, per PCTPA Board direction.
FY 2015/2016 Article 4.5 allocation is set at 4% and includes Board Adopted FY 15/16 Centralized Call Center Budget of \$300,000.
- 6) FY 2014/2015 carryover apportionment (see next page) uses May 2014 DOF population estimates and adjustments to reconcile prior year apportionment totals.
- 7) PCTPA receives 4% of apportionment for regional planning purposes and implementation of MAP-21 planning requirements.
- 8) Adjustments to reconcile FY 2014/15 over apportionment to Placer County.

January 1, 2015 DOF Population Estimates ¹		
TRPA Population ²	11,057	2.9928%
PCTPA Population	358,397	97.0072%
TOTAL	369,454	100.00%

Sources:

1. Table E-1: City/County Population Estimates January 1, 2014 to January 1, 2015, DOF, May 1, 2015.
2. Western Slope and Tahoe Basin for Placer County as of January 1, 2015, DOF, June 2015.

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

Amount of FY 2014/2015 Carryover: **\$2,637,309**

POPULATION			
JURISDICTION	01-Jan-14	PERCENT	ALLOCATION
PLACER COUNTY	100,909	28.41%	\$749,334
AUBURN	13,804	3.89%	\$102,506
COLFAX	1,998	0.56%	\$14,837
LINCOLN	45,206	12.73%	\$335,692
LOOMIS	6,608	1.86%	\$49,070
ROCKLIN	59,672	16.80%	\$443,115
ROSEVILLE	126,956	35.75%	\$942,755
TOTAL	355,153	100.00%	\$2,637,309

Sources:

1. Table E-1: City/County Population Estimates January 1, 2013 to January 1, 2014, DOF, May 1, 2014.
2. FY 2014/2015 LTF balance based on August 4, 2015 revised fund estimate provided by Placer County Auditor.

11-Aug-15

CLAIM FOR LOCAL TRANSPORTATION FUNDS
PCTPA APPORTIONMENT

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

FROM: CLAIMANT: Placer County Transportation Planning Agency
299 Nevada Street
Auburn CA 95603

CONTACT: Celia McAdam, Executive Director
Phone: (530) 823-4030 Email: cmcadam@pctpa.net

The Placer County Transportation Planning Agency 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 2015/16 in the following amounts for the following purposes to be drawn from the Local Transportation Fund deposited with the Placer County Treasurer:

PCTPA Administration	\$ 425,000
PCTPA Planning	<u>\$ 852,121</u>
TOTAL	\$ 1,277,121
PCTPA Planning	<u>\$ 425,000</u>
BALANCE	\$ 852,121

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:
PLACER COUNTY TRANSPORTATION
PLANNING AGENCY

BY: _____
(signature)

BY: 
(signature)

BY: PCTPA Chair

BY: Celia McAdam, Executive Director

BY: August 26, 2015

BY: August 13, 2015

PLACER COUNTY TRANSPORTATION PLANNING AGENCY

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

RESOLUTION NO. 15-17

The following resolution was duly passed by the Placer County Transportation Planning Agency at a regular meeting held August 26, 2015 by the following vote on roll call:

AYES:

NOES:

ABSENT:

Signed and approved by me after its passage.

Chair
Placer County Transportation Planning Agency

Executive Director

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

NOW, THEREFORE, BE IT RESOLVED that PCTPA has reviewed the claim and has made the following allocations from the 2015/16 fiscal year funds.

1.	To the Placer County Transportation Planning Agency for administrative purposes:	\$ 425,000
2.	To the Placer County Transportation Planning Agency for transportation planning purposes:	<u>\$ 852,121</u>
	Total LTF Funds Allocated	\$1,277,121
	Previous Payments	<u>(\$ 425,000)</u>
	Balance of LTF Funds Claimed	\$ 852,121

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

CLAIM FOR LOCAL TRANSPORTATION FUNDS
TRANSIT PURPOSES

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

FROM: CLAIMANT: Western Placer Consolidated Transportation Services Agency
ADDRESS: 299 Nevada Street
Auburn, CA 95603

CONTACT PERSON: Celia McAdam, Executive Director
Phone: 530-823-4030 Email: cmcadam@pctpa.net

The Western Placer Consolidated Transportation Services Agency 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 2015/16, in the following amounts for the following purposes to be drawn from the Local Transportation Fund deposited with the Placer County Treasurer:

P.U.C. 99260a, Article 4, Transit Operations/Capital:	\$ _____
P.U.C. 99275, Article 4.5, Community Transit Services:	\$ <u>887,626</u>
P.U.C. 99400c, Article 8c, Contracted Transit Services:	\$ _____
C.C.R. 6648, Capital Reserve:	\$ _____
P.U.C. 99400e, Article 8e, Capital for Contracted Services:	\$ _____

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

APPROVED:

PLACER COUNTY
TRANSPORTATION PLANNING AGENCY
BOARD OF DIRECTORS

APPLICANT

BY: _____
(signature)

BY: _____
(signature)

TITLE: PCTPA Chair

TITLE: Executive Director

DATE: Aug 26, 2015

DATE: Aug 13, 2015

PLACER COUNTY TRANSPORTATION PLANNING AGENCY

**IN THE MATTER OF: ALLOCATION OF
ARTICLE 4.5 LOCAL TRANSPORTATION
FUNDS TO THE WESTERN PLACER CONSOLIDATED
TRANSPORTATION SERVICES AGENCY**

RESOLUTION NO. 15-18

The following resolution was duly passed by the Placer County Transportation Planning Agency at a regular meeting held August 26, 2015 by the following vote on roll call:

Ayes:

Noes:

Absent:

Signed and approved by me after its passage.

Chair
Placer County Transportation Planning Agency

Executive Director

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

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

WHEREAS, the Agency has made all of the following findings:

- (1) That the proposed community transit service is responding to a transportation need currently not being met in the community of the claimant.
- (2) That the service shall be integrated with existing transit services, if appropriate.
- (3) That the claimant has prepared an estimate of revenues, operating costs, and patronage.

(4) That the claimant is in compliance with Section 99268.3, 99268.4, 99268.5, or 99268.9, whichever is applicable to it, or with regional, countywide, or county sub-area performance criteria, local match requirements, or fare recovery ratios adopted by resolution of the Agency for any or all types of community transit services.

(5) That the claimant is in compliance with Sections 99155 and 99155.5.

NOW, THEREFORE, BE IT RESOLVED that the Agency has reviewed the claims and has made the following allocations from the 2015/16 fiscal year funds.

To Western Placer CTSA for projects conforming to Article 4.5 of the Act: \$887,626

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



Consolidated
Transportation
Services Agency

MEMORANDUM

TO: WPCTSA Board of Directors

DATE: August 13, 2015

FROM: Celia McAdam, Executive Director

SUBJECT: CONSENT CALENDAR

Below are the Consent Calendar items for the August 26, 2015 agenda for your review and action.

1. Authorize filing FY 2015/16 Western Placer CTSA Claim for Local Transportation Funds (LTF) - \$887,626
Authorize Western Placer CTSA staff to submit to PCTPA a claim for \$887,626 in FY 2015/16 LTF funds for transit purposes.



MEMORANDUM

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

FROM: Luke McNeel-Caird, Senior Planner/Engineer *LM*

SUBJECT: PUBLIC HEARING: I-80/SR 65 INTERCHANGE IMPROVEMENTS
PROJECT DRAFT ENVIRONMENTAL IMPACT REPORT /
ENVIRONMENTAL ASSESSMENT

ACTION REQUESTED

Conduct a public hearing, continued from the June 24, 2015 Board meeting, to obtain public input on the Draft Environmental Impact Report/Environmental Assessment (EIR/EA) for the I-80/SR 65 Interchange Improvements Project.

BACKGROUND

PCTPA, along with Caltrans, Federal Highway Administration (FHWA), the cities of Lincoln, Rocklin, Roseville, and the County of Placer, are project partners for the I-80/SR 65 Interchange Improvements Project. The interchange sits at a major crossroads for Placer County, and the increasing congestion and backups at this facility have negative impacts for our mobility, goods movement, economic development, and quality of life. For these reasons, the improvement to this interchange is a top priority project for PCTPA.

A Notice of Preparation (NOP) was released on January 2, 2013 to inform agencies, stakeholders, and the public that an EIR/EA was being prepared for the I-80/SR 65 Interchange Improvements Project. In December 2013, the Board concurred with the following three build alternatives to be carried forward in the environmental document:

- Alternative 1 – Taylor Road Full Access Interchange
- Alternative 2 – Collector-Distributor (C-D) System Ramps
- Alternative 3 – Taylor Road Interchange Eliminated

There has been significant public outreach as part of this project, including five stakeholder meetings, three community workshops, newsletters, and an online presence. In addition, PCTPA staff presented a project update to the Rocklin City Council, Roseville City Council, and Placer County Board of Supervisors in April and May 2015.

DISCUSSION

At the June Board meeting, the public hearing was opened and continued to August. Since that time, we have received concurrence from the State Historic Preservation Office and a Notice of Availability (NOA) was released on August 3, 2015 to inform agencies, stakeholders, and the public that a Draft EIR/EA is available for review and comment. The document is available for review at PCTPA office, Caltrans office, eight libraries, and online at www.8065interchange.org. The Draft EIR/EA has a 45-day review period, with comments due by September 16, 2015.

PCTPA Board of Directors
I-80/SR 65 INTERCHANGE DRAFT EIR/EA PUBLIC HEARING
August 2015
Page 2

After comments on the Draft EIR/EA have been addressed, coordination with regulatory agencies will need to be completed. Adoption of the Final EIR/EA is anticipated in summer 2016.


PCTPA staff will provide a presentation of the I-80/SR 65 interchange project alternatives, including results from the Draft EIR/EA.

LM:CM:ss



MEMORANDUM

TO: PCTPA Board of Directors **DATE:** August 12, 2015

FROM: Celia McAdam, Executive Director 

SUBJECT: PRESENTATION: TRANSPORTATION FUNDING STRATEGY
POLLING AND FOCUS GROUP RESULTS

ACTION REQUESTED

None. For information and discussion only.

BACKGROUND

Staff continues to put laser focus on developing the financial resources necessary to provide the transportation infrastructure that is fundamental to the economic vitality of Placer County. Along with our consultants, including FSB Core Strategies and Fairbanks Maslin, we are now well into year two of implementing the Strategic Funding and Outreach Work Plan. This Plan focuses on communicating complex issues about our abilities to meet Placer's transportation needs in a way that the public can understand, and getting the feedback needed to move forward.

As our effort to bridge the gap between our most critical needs and available funding has now moved towards developing a transportation sales tax for consideration by the voting public in 2016, we are also more actively engaged in a feedback loop to gauge public concerns and sentiment.

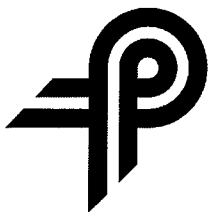
DISCUSSION

Staff and consultants will provide an update the Board on the most recent feedback on our outreach and information efforts.

- Kurt Below of Fairbank Maslin will present the results and analysis of the most recent polling.
- Jeff Flint of FSB Core Strategies will discuss the key issues brought out in the recent round of focus groups and how the information will be used to improve the effectiveness of future outreach.

Handouts with these results and analysis will be provided at the Board meeting.

CM:ss



PLACER COUNTY
TRANSPORTATION
PLANNING AGENCY

MEMORANDUM

TO: PCTPA Board of Directors **DATE:** August 12, 2015

FROM: Celia McAdam, Executive Director 

SUBJECT: DRAFT TRANSPORTATION SALES TAX EXPENDITURE PLAN

ACTION REQUESTED

Authorize staff to release the Draft Transportation Sales Tax Expenditure Plan shown in Attachment 1 for public outreach and comment.

BACKGROUND

PCTPA's transportation planning efforts have long identified the need for significant infrastructure investment to accommodate the growing needs of our population and economy. In spite of our creative and aggressive efforts to generate funds and minimize costs, the gap between our needs and our available funding is growing.

It is a commentary on the disappointing spiral of reduction in State and Federal transportation dollars in the face of increasing local and regional transportation infrastructure needs and sprinkled with the irony of the significant costs of State and Federal regulations that put Placer in such a deficit situation. While a sad and frustrating circumstance that we work to correct on a legislative level, we still have to operate under the existing situation.

Starting with the work of the Transportation Funding Strategy Steering Committees dating as far back as 1999, refined by a series of focused efforts in 2004-2007, and further honed by the most recent public outreach and polling directed by the Board, it's become clear that a transportation sales tax is the most viable approach to bridging the gap between our most critical transportation needs and foreseeably available funding.

A fundamental component of this effort is a detailed listing of those top transportation needs that would be funded by a proposed transportation sales tax.

DISCUSSION

Based on years of Board direction, technical study, jurisdiction coordination, and public input, staff developed a preliminary draft Expenditure Plan earlier this year. This has been vetted in detail with each jurisdiction's management, who join staff in recommending Board approval of the release of the draft Expenditure Plan (Attachment 1) for public discussion.

Key features of the Expenditure Plan include:

- Emphasis on leveraging other sources of funds, including State and Federal discretionary funds, and developer impact fees;
- Significant funding for the reconfiguration of the I-80/SR 65 Interchange;

PCTPA Board of Directors**DRAFT TRANSPORTATION SALES TAX EXPENDITURE PLAN****August 2015****Page 2**

- One-third of the funds being allocated to local jurisdictions, with set aside for Tahoe, to fund local road rehabilitation and maintenance backlogs, as well as address congestion hot spots, and leverage funds for local transportation priorities;
- Critical early money to jump start the Placer Parkway and SR 65 Widening;
- Significant investment in rail and transit improvements, including expansion of the Capitol Corridor rail service, bus rapid transit to future university areas, and senior and disabled transit.
- A competitive project pot to address future transportation issues that come up within the 30 year term of the transportation sales tax.
- Funding for bicycle and pedestrian projects to improve local mobility.
- Enhance economic development with leveraged funding from development for key interchange improvements on I-80 and SR 65.

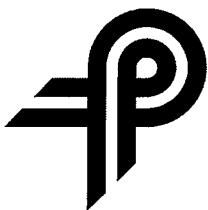
CM:ss

Attachment

PCTPA DRAFT TRANSPORTATION SALES TAX EXPENDITURE PLAN

Category	Project	Percentage	Total Amt (in millions)	Annual Amt (if applicable) in millions
MAJOR HIGHWAY PROJECTS		44%	\$ 550.0	
	I-80/SR 65 Interchange Phases 1-3		\$ 280.0	
	SR 65 Widening		\$ 20.0	
	Placer Parkway		\$ 25.0	
	SR 49 Signal Synchronization		\$ 30.0	
	Interchange Program		\$ 95.0	
	I-80/SR 174			
	I-80/Rocklin Road			
	I-80/Horseshoe Bar			
	SR 65/Nelson Lane			
	Financing for Early Construction		\$ 100.0	
TAHOE PROJECTS		3%	\$ 37.5	\$ 1.25
	<i>Potholes, transit, trails in Tahoe</i>			
RAIL/TRANSIT		12%	\$ 150.0	
	Senior/Disabled Transit Enhancements		\$ 50.0	
	Capital Corridor Rail and Bus Rapid Transit		\$ 100.0	
BICYCLE/PEDESTRIAN PROJECTS		5%	\$ 62.5	
	<i>Countywide</i>			
LOCAL PROJECTS		30%	\$ 375.0	\$ 12.50
	City of Auburn		\$ 13.5	\$ 0.45
	City of Colfax		\$ 7.5	\$ 0.25
	City of Lincoln		\$ 43.3	\$ 1.40
	Town of Loomis		\$ 7.5	\$ 0.25
	City of Rocklin		\$ 47.7	\$ 1.60
	City of Roseville		\$ 109.6	\$ 3.70
	Placer County		\$ 145.9	\$ 4.90
	<i>Potholes, road maintenance, local congestion hot spots, matching funds for local transportation priorities</i>			
COMPETITIVE PROJECTS PROGRAM		5%	\$ 62.5	
	<i>Countywide</i>			
ADMINISTRATION		1%	\$ 12.5	\$ 0.42
Total Program		100%	\$ 1,250	

Version 12.aug.15



MEMORANDUM

TO: PCTPA Board of Directors

DATE: August 12, 2015

FROM: Celia McAdam, Executive Director

SUBJECT: **FIX OUR ROADS COALITION PRINCIPLES**

ACTION REQUESTED

Endorse the principles of the Fix Our Roads Coalition as shown below.

BACKGROUND

Transportation funding is generating statewide attention this year, with the Governor citing a \$59 billion need for maintenance and repair of the state highway system in his State of the State address and the California State Association of Counties (CSAC) citing a \$79 billion backlog on maintaining the local road system.

Soon after the adoption of the State budget in June, the Governor declared the convening of a 1st Extraordinary Session on Transportation and Infrastructure Development. The purpose of this session is to deal with the crumbling transportation infrastructure resulting for the huge deficits in funding for state and local road maintenance. More specifically, this is meant to consider the multiple bills from the Assembly and Senate that deal with this issue together and come up with a comprehensive solution.

DISCUSSION

Many transportation stakeholders, most prominently the California Alliance for Jobs, California Chamber of Commerce, the California League of Cities, and California State Association of Counties, have come together to advocate for a list of principles to guide the negotiations in the 1st Extraordinary Session, as shown in Attachment 1. These are:

1. Make a significant investment in transportation infrastructure.
2. Focus on maintaining and rehabilitating the current system.
3. Invest a portion of diesel tax and/or cap & trade revenue to high-priority goods movement projects.
4. Raise revenues across a broad range of options.
5. Equal split between state and local projects.
6. Strong accountability requirements to protect the taxpayers' investment.
7. Provide consistent annual funding levels.

At your May meeting, the Board adopted support positions for the legislation that is the source of these principles. However, staff requests that the Board formally take a position of support for the Fix Our Roads Coalition principles.

Placer residents, businesses, and visitors would strongly benefit from the infusion of new money to deal with the maintenance backlogs both locally and at the state highway level. The funds would certainly help plug the gap. On average, Placer jurisdictions have funding to address

PCTPA Board of Directors
FIX OUR ROADS COALITION PRINCIPLES
August 2015
Page 2

about 1/3 of the maintenance needs - a shortfall of about \$50 million every year. Figures calculated by the League of Cities and CSAC estimate Placer jurisdictions' share of the new revenues being discussed could cut the backlog by about 60%.

This statewide effort should not be construed as an alternative to the Transportation Funding Strategy. Even if this effort to infuse more money into road maintenance is successful, it does not solve Placer's transportation problems. There is no funding for any sort of infrastructure improvements, like the I-80/SR 65 Interchange, the Third Track improvements, SR 65 Widening, local interchanges, or other project needs throughout Placer. Moreover, the road maintenance backlog will not be eliminated, as there will still be a shortfall of approximately \$20 million annually. Both local and statewide efforts are needed to provide the transportation infrastructure the Placer needs.

CM:ss
Attachment

Attachment 1



July 30, 2015



Governor Jerry Brown
 Senate President pro Tempore Kevin de León
 Assembly Speaker Toni G. Atkins
 Senate Minority Leader Bob Huff
 Assembly Minority Leader Kristin Olsen



Re: Coalition Framework to Increase Funding for Transportation in Special Session

Dear Governor Brown and California Legislative Leaders:



Our organizations representing local government, business, labor and transportation advocates believe it is imperative that a legislative solution be reached during the special session that results in a robust and meaningful dent in California's transportation funding shortfall. It is a critical issue that cannot wait to be addressed. Our roads continue to deteriorate as inadequate funding to deal with deficiencies creates safety hazards, costs motorists money and leaves Californians stuck in gridlock.



Our broad coalition has come together in support of the following priorities and funding sources inextricably linked with accountability and reform measures, which we believe should be the basis for legislation addressing this critical issue for California. We urge you to support these priorities as you debate policies and funding sources for California's streets and roads.



1. Make a significant investment in transportation infrastructure.

If we are to make a meaningful dent that demonstrates tangible benefits to taxpayers and drivers, any package should seek to raise at least \$6 billion annually and should remain in place for at least 10 years or until an alternative method of funding our transportation system is agreed upon.



2. Focus on maintaining and rehabilitating the current system.

Repairing California's streets and highways involves much more than fixing potholes. It requires major road pavement overlays, fixing unsafe bridges, providing safe access for bicyclists and pedestrians, replacing storm water culverts, as well as operational improvements that necessitate, among other things, the construction of auxiliary



(More)



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STa
Solano Transportation Authority
... working for you!



Solar Turbines
A Caterpillar Company



CATERPILLAR

**GRANITE
CONSTRUCTION
COMPANY** SINCE
1922

lanes to relieve traffic congestion choke points and fixing design deficiencies that have created unsafe merging and other traffic hazards.

Efforts to supply funding for transit in addition to funding for roads should also focus on fixing the system first.

3. Invest a portion of diesel tax and/or cap & trade revenue to high-priority goods movement projects.

While the focus of a transportation funding package should be on maintaining and rehabilitating the existing system, California has a critical need to upgrade the goods movement infrastructure that is essential to our economic well-being. Establishing a framework to make appropriate investments in major goods movement arteries can lay the groundwork for greater investments in the future that will also improve air quality and reduce greenhouse gas emissions.

4. Raise revenues across a broad range of options.

Research by the California Alliance for Jobs and Transportation California shows that voters strongly support increased funding for transportation improvements. They are much more open to a package that spreads potential tax or fee increases across a broad range of options rather than just one source. Additionally, any package should move California toward an all-users pay structure in which everyone who benefits from the system contributes to maintaining it - from traditional gasoline-fueled vehicles, to hybrids, alternative fuel and electric vehicles, to commercial vehicles. Our coalition supports:

- Reasonable increases in:
 - Gasoline and diesel excise taxes.
 - Vehicle registration and vehicle license fees.
- Dedicating a portion of the cap and trade revenue paid by motorists at the pump to transportation projects that reduce greenhouse emissions.
- Ensuring existing transportation revenues are invested in transportation-related purposes (i.e. truck weight fees and fuel taxes for off-road vehicles that are currently being diverted into the general fund).
- User charge for electric and other non-fossil fuel powered vehicles that currently do not contribute to road upkeep.

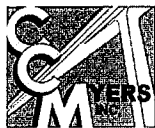
5. Equal split between state and local projects.

We support sharing revenue for roadway maintenance equally (50/50) between the state and cities and counties. Funding to local governments should be provided directly (no intermediaries) to accelerate projects and ensure maximum accountability.

6. Strong accountability requirements to protect the taxpayers' investment.

Voters and taxpayers must be assured that all transportation revenues are spent responsibly. Authorizing legislation should:

(More)



- Constitutionally protect transportation revenues for transportation infrastructure only. Time and again (Prop 42, 2002; Prop 1A, 2006; Prop 22, 2010), voters have overwhelmingly supported dedicating and constitutionally protecting transportation dollars for those purposes. We strongly support protections that prohibit using transportation dollars for other purposes.
- Repay existing transportation loans and end ongoing diversions of transportation revenues, including approximately \$850 million in loans to the general fund and the annual loss of approximately \$140 million in off-highway vehicle fuel taxes.
- Establish performance and accountability criteria to ensure efficient and effective use of all funding. All tax dollars should be spent properly, and recipients of new revenues should be held accountable to the taxpayers, whether at the state or local level. Counties and cities should adopt project lists at public hearings and report annually to the State Controller's Office regarding all transportation revenues and expenditures. Local governments should also commit to ensuring any new revenues supplement revenues currently invested in transportation projects. Both Caltrans and local governments can demonstrate and publicize the benefits associated with new transportation investments.
- Caltrans reform and oversight. To increase Caltrans effectiveness, provide stronger oversight by the state transportation commission of the programs funded by new revenues and establish an Inspector General office to provide accountability. Reduce Caltrans administrative budgets through efficiency reviews with all savings to be spent on road improvements.
- Expedite project delivery. More should be done to streamline project delivery, including but not limited to:
 - Establishing timelines for actions required by state agencies and eliminating other permit delays.
 - Increased implementation of alternative delivery systems that encourage more investment from the private sector.
 - Reforms to speed project completion.

7. Provide Consistent Annual Funding Levels.

Under current statute, the annual gas tax adjustment by the Board of Equalization is creating extreme fluctuations in funding levels -- a \$900 million drop in this budget year alone. A transportation funding package should contain legislation that will create more consistent revenue projections and allow Caltrans and transportation agencies the certainty they need for longer term planning. While this change would not provide any new revenue to transportation, it would provide greater certainty for planning and project delivery purposes.

We believe these priorities represent a solution to begin to address our transportation funding shortfalls, resulting in real projects at both the state and local level. We look forward to working with you over the coming weeks as a transportation package is finalized.

(More)

Sincerely,

Jim Earp
Executive Consultant
California Alliance for Jobs

Matt Cate
Executive Director
California State Association of Counties

Chris McKenzie
Executive Director
League of California Cities

Cesar Diaz
Legislative Director
State Building and Construction Trades Council

Bob Alvarado
Executive Officer
Northern California Carpenters Regional Council

Oscar De La Torre
Business Manager
Northern California District Council of Laborers

Russ Burns
Business Manager
Operating Engineers Local 3

Brad Diede
Executive Director
American Council of Engineering Companies - California

Mark Watts
Interim Executive Director
Transportation California

Mark Breslin
CEO
United Contractors

Allan Zaremborg
President and CEO
California Chamber of Commerce

Robert Lapsley
President
California Business Roundtable

Rex Hime
President and CEO
California Business Properties Association

Richard Lyon
Senior Vice President
California Building Industry Association

Gary W. Hambly
President and CEO
California Construction and Industrial Materials Association

Tom Holsman
CEO
Associated General Contractors of California

James Camp
President
NAIOP CA, The Commercial Real Estate Development Association

Chuck Shaw
Western Regional Director
International Council of Shopping Centers

Lucy Dunn
President and CEO
Orange County Business Council

Carl Guardino
President and CEO
Silicon Valley Leadership Group

(More)

Jerry Barton
Chair
California Rural Counties Task Force

Bill Higgins
Executive Director
California Association of Councils of Governments

Lisa Davey-Bates
Chair
North State Super Region

Paul Smith
Senior Legislative Advocate
Rural County Representatives of California

Mike Ghilotti
President
Ghilotti Bros., Inc.

James Halloran
Manager, State Government Affairs –
Western Region
Caterpillar

Daryl K. Halls
Executive Director
Solano Transportation Authority

Dan Himick
Director
C.C. Myers, Inc.

Mike Fuller
CEO
Mountain Cascade

Craig Anderson
Director
Solar Turbines

Steve Clark
Vice President, Labor Relations
Granite Construction Co.

Rich Gates
President
DeSilva Gates Construction

PLACER COUNTY TRANSPORTATION PLANNING AGENCY
Technical Advisory Committee Meeting Minutes
August 11, 2015

ATTENDANCE: Mengil Deane, City of Auburn
Rhon Herndon, City of Roseville
Stephanie Holloway, Placer County
Ray Leftwich, City of Lincoln
Edgar Medina, City of Auburn
Dave Palmer, City of Rocklin
Mike Wixon, City of Roseville
Kevin Yount, Caltrans

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

I-80/SR 65 Interchange Improvements Project Draft EIR/EA

Luke McNeel-Caird informed the TAC that after receiving concurrence from the State Historic Preservation Office on the I-80/SR 65 Interchange Improvement Project environmental document, we were able to release the Notice of Availability (NOA) on August 3. A public hearing is scheduled on August 26 at the PCTPA Board meeting with final comments due on September 16. The NOA has been made available to interested agencies and stakeholders and published in six newspapers throughout the County. The EIR/EA is available for review at PCTPA office, Caltrans office, eight libraries, and online at www.8065interchange.org.

Transportation Funding Sales Tax Update

Celia McAdam reported that public polling was conducted in May on the viability of a transportation sales tax. The results were up slightly from the last round of polling, however not at the 2/3 majority needed to pass a sales tax. McAdam said that focus groups were done in July with groups who were opposed to a transportation sales tax. Of concern to these groups were not knowing PCTPA or its track record as an agency, and having a conception that there is money out there but it's not being spent properly. A detailed analysis on the polling and an overview of the focus groups will be provided to the Board at the August 26th meeting.

Celia McAdam discussed the upcoming City/Town Managers, County Executive, Jurisdiction Public Works Directors meeting on August 13th. McAdam stated that she will be looking for a consensus at on the draft Transportation Expenditure Plan so that she can bring it to the PCTPA Board in August with a request to release the expenditure plan to the public. McAdam noted that she has met with each jurisdiction one on one and incorporating those comments have not resulted in any major changes. McAdam synopsized the meeting agenda which included starting discussions on a distribution methodology for funding pots that are not formulaic.

FY 2015/16 Final LTF Apportionment and Final STA Allocation

Aaron Hoyt distributed the FY 2015/16 Final Findings of Apportionment for Local Transportation Fund (LTF) reporting that after off the top apportionments there is \$21.3 million for apportionment to the jurisdictions. This funding is \$2.3 million higher than the preliminary allocation presented in

February as revenues were higher than anticipated. Additionally the Call Center allocation of \$300,000 which was formerly an LTF expense, is now being funded as part of the Consolidated Transportation Services Agency budget. Hoyt added that we this finding reflects a 4% growth increase in the economy as compared to 3% last year. Celia McAdam noted that the amounts for the State Transit Assistance (STA) funds have not yet been released. With no objection from the TAC, this Final Findings of Apportionment for LTF will be brought to the PCTPA Board in August.

Five Year Bicycle Pedestrian Cash Management Plan

Aaron Hoyt said that we will bringing this item to the TAC in September as part of the 2% five year collective apportionment through the Local Transportation Fund. Hoyt explained that the plan will continue to provide for a 75% release of funds, with 25% held for discretionary purposes. Celia McAdam noted that a five year plan serves to provide the money needed for a project – a 2% apportionment based on one year, would not be significant enough to fund a project.

Other Issues/Upcoming Deadlines

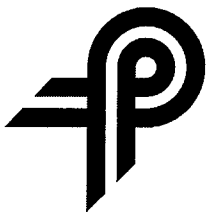
David Melko reminded the TAC that the Semiannual Performance Reports for the Public Transportation Modernization, Improvement, and Service Enhancement Account Program (PTMISEA) are due August 14.

Celia McAdam reported the Senate passed the DRIVE Act – this is a six year bill, however there is only three years of the funding. McAdam said the House has a completely different approach and that it's highly unlikely the six year bill will pass before the current bill expires.

On the state level, Celia McAdam said that there was an extraordinary session on an increase in gas tax and registration fees. This, combined with the freight vehicle weight fees collected coming back to transportation, McAdam added, may result in a chance for money coming to the jurisdictions for road rehabilitation.

Adjourn

Meeting adjourned at 3:21 p.m.



MEMORANDUM

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

FROM: Luke McNeel-Caird, Senior Planner/Engineer *LM*

SUBJECT: STATUS REPORT

1. **Stanford Ranch Road/Galleria Boulevard Northbound Ramps – PA&ED Phase**
The project development team (PDT) met in June and July, and Rocklin, Roseville, and Caltrans have agreed on refinements to the build alternative to be carried forward into the draft environmental document. The draft transportation analysis report was submitted in June and Caltrans approved the report on July 23.
2. **I-80 Auxiliary Lanes Project – PA&ED Phase**
The project includes two locations: I-80 eastbound between State Route 65 and Rocklin Road, and westbound I-80 between Douglas Boulevard and Riverside Avenue. The project development team (PDT) met in July and discussed the status of the project report and environmental document. Since that time, a draft of the environmental document and project report have been submitted to Caltrans for review. The transportation analysis report was recently approved by Caltrans on July 30.
3. **State Route 65 Capacity and Operational Improvements Project – PA&ED Phase**
The project limits extend from Galleria Boulevard/Stanford Ranch Road to Lincoln Boulevard (Lincoln Bypass), approximately seven miles. The Project Development Team (PDT) met on July 22, 2015 to discuss comments on the preliminary design plans submitted in June and the start of environmental technical studies. The revised transportation analysis report was submitted in June for Caltrans review.
4. **Quarterly Status Report on State and Federal Funded Projects**
The attached Quarterly Status Report summarizes currently programmed projects in Placer County that are regionally significant and/or funded with state and federal funds. The report provides project descriptions, project costs, and key schedule information.

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

Lead Agency	MTIP ID	Project Title	Project Description	Fund Source	Total Project Cost	Year Complete	1st Yr PA&ED	1st Yr ROW	1st Yr CON
Column 1	Column 2	Column 3	Column 4	Column 5	Column 6	Column 7	Column 8	Column 9	Column 10
Caltrans D3	CAL18828	I-80 Vertical Clearance Improvements	Placer County, I-80, in and near Loomis at various locations from Brace Road to Magra Road - Improve vertical clearance (PM 8.1/37.8) [CTIPS ID 107-0000-0757; EFIS ID 0300000473] (Toll Credits)	SHOPP Bridge AC	\$36,045,000	2016	2013	2013	2013
Caltrans D3	CAL20389	SR 193 Curve Improvement	Near Lincoln, SR 193, from 0.1 mile west to 0.9 mile east of Clark Tunnel Road - Curve improvements and widening (PM 4.4/5.4) [CTIPS ID 107-0000-0798] (Toll Credits)	SHOPP Collision AC	\$18,562,000	2018	2015	2015	2015
Caltrans D3	CAL20424	I-80 3-Mile Truck Climbing Lane	Near Colfax on Route 80, from the Long Ravine UP to east of Magra Road OC - Construct eastbound truck climbing lane and related improvements (PM 35.1/38.0) (Toll Credits for PE, ROW, CON) [EFIS ID 0300020420]	IM, SHOPP Mobility AC	\$50,637,337	2019	2010	2015	2015
Caltrans D3	CAL20459	Rattlesnake Bar Rd. Turn Pocket	Near Auburn, at the Rattlesnake Bar Road intersection - Construct left-turn channelization (PM R31.1) [CTIPS ID 107-0000-0865] (Toll Credits)	SHOPP Collision AC	\$2,020,000	2015	2014	2014	2014
Caltrans D3	CAL20486	Shoulder and Centerline Rumble Strips (Safety) at Various Locations	In Butte, Colusa, El Dorado, Nevada, Placer, Sacramento, Sutter, Yolo and Yuba counties at various locations - Install shoulder and centerline rumble strips [CTIPS ID 102-0000-0174]	SHOPP Collision AC	\$3,470,000	2015	2014	2014	2014
Caltrans D3	CAL20494	SR 267 Pavement Rehab	In Placer County, on SR 267 near Truckee, from Nevada County line to Brockway Summit - Pavement overlay (PM 0.0/6.8) [Toll Credits]	SHOPP Roadway Pres AC	\$5,101,000	2015	2014	2014	2014
Caltrans D3	CAL20497	Alpine Meadows Road Traffic Signal	Placer County, about 9.3 miles south of Truckee at Alpine Meadows Road - Construct signalized intersection at SR 89 [FCO Only] (Pla-89-12.1/12.5) [SHOPP Minor A 201.310] (Toll Credits for CON)	CT Minor SHOPP AC	\$974,000	2016			2014
Caltrans D3	CAL20511	Gold Run SRRA Water System Upgrades	On I-80 in Placer County, near Gold Run, at the Gold Run Safety Roadside Rest Area - Replace water distribution system (PM 41.4/42.2) [EFIS ID 0313000017; CTIPS ID 107-0000-0960] [Total Project Cost \$2,700,000 in 16/17 FY] (Toll credits for PE, ROW, CON)	SHOPP Collision AC	\$3,061,000	2018	2016	2017	2017
Caltrans D3	CAL20516	Upgrade Pedestrian Facilities @ Various Locations	In Yuba, Sacramento, Placer, El Dorado and Butte counties on Various Routes at Various Locations - Upgrade pedestrian facilities [EFIS ID 0312000071; CTIPS ID 107-0000-0974] [Total Project Cost \$3,482,000 in 17/18 FY] (Toll Credits for PE, ROW, CON)	SHOPP - Mandates AC	\$3,482,000	2019	2016	2018	2018
Caltrans D3	CAL20518	CCTV Cameras at Various Locations	In various counties, on various routes at various locations in the SACOG region: Upgrade closed caption televisions (CCTV) [CTIPS ID 107-0000-0966] (Toll Credits for PE, ROW, CON). Toll Credits for ENG, ROW, CON	SHOPP Mobility AC	\$4,784,000	2017	2016	2016	2016

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

Lead Agency	MTIP ID	Project Title	Project Description	Fund Source	Total Project Cost	Year Complete	1st Yr PA&ED	1st Yr ROW	1st Yr CON
Column 1	Column 2	Column 3	Column 4	Column 5	Column 6	Column 7	Column 8	Column 9	Column 10
Caltrans D3	CAL20519	Upgrade Traffic Monitoring Stations	In various counties, on various routes at various locations in the SACOG region: Upgrade Traffic Monitoring Stations (TMS) [CTIPS ID 107-0000-0967] (Toll Credits for PE, ROW, CON). Toll Credits for ENG, ROW, CON	SHOPP Mobility AC	\$7,162,000	2017	2016	2016	2016
Caltrans D3	CAL20521	I-80 Culvert Rehabilitation	In and near Colfax on Pla-80, from 0.3 mile south of Weimar overhead to 0.3 mile south of Illinoistown overcrossing - Rehabilitate culvert (PM 28.5/31.5) [EFIS ID 0300020597; CTIPS ID 107-0000-0959] (Toll Credits for PE, ROW, CON)	SHOPP Roadway Pres AC	\$1,918,000	2020	2016	2018	2018
Caltrans D3	CAL20531	SR 65 Pavement Rehab	On SR 65, in and near Roseville, from I-80 to Twelve Bridges Drive - Pavement rehabilitation (PM 4.8/12.5) [CTIPS ID 107-0000-0991] (Toll Credits for PE, ROW, CON). Toll Credits for ENG, ROW, CON	SHOPP Roadway Pres AC	\$10,668,000	2016	2015	2015	2015
Caltrans D3	CAL20538	Crispin Cider STAA Access	I-80 at Canyon Way IC, Illinoistown OC and driveway entrance to Crispin Cider warehouse - Widen ramp pavement at three locations, modify overcrossing and install signage to accommodate Surface Transportation Assistance Act (STAA) (PM 31.1/31.9) [SHOPP Minor A program 201.310] (Toll credits for CON)	CT Minor SHOPP AC	\$2,020,000	2016			2015
Caltrans D3	CAL20541	SR 49 Bridge Rehab	In Auburn, SR 49, from 0.1 mile south of Routes 49/80 separation to 0.1 mile north of Dry Creek Road - Rehabilitate Pavement (PM 3.1/7.5) [CTIPS ID 107-0000-0992] [EFIS ID 0300020616] (Toll Credits for PE, ROW, and CON)	SHOPP Roadway Pres AC	\$29,400,000	2020	2018	2018	2018
Caltrans D3	CAL20547	RWIS Upgrades - Various Counties	In Sacramento, El Dorado, Nevada, Placer and Yolo Counties, on Routes 5, 28, 50, 51, 80, 89, 99 and 267, at various locations: Repair and upgrade roadway information systems (RWIS) also known as ITS, Intelligent Transportation Systems. [CTIPS ID 107-0000-1000] (Toll credits for PE, ROW, CON)	SHOPP Mobility AC	\$2,730,000	2017	2016	2016	2016
Caltrans D3	CAL20548	HAR Upgrades - Various Counties and Routes	In Sacramento, Butte, El Dorado, Nevada, Placer and Yolo Counties, on Routes 5, 50, 70, 80, 89, 99 and 267, at various locations - Upgrade Highway Advisory Radios (HAR) [CTIPS ID 107-0000-1001] (Toll credits for PE, ROW, CON)	SHOPP Mobility AC	\$3,130,000	2017	2016	2016	2016
Caltrans D3	CAL20550	Upgrade CMS Panels - Various Counties	In Sacramento, El Dorado, Nevada, Placer, Solano and Yolo Counties, on Routes 5, 50, and 80, at various locations - Upgrade Changeable Message Sign (CMS) panels [CTIPS ID 107-0000-1003] (Toll credits for PE, ROW, CON)	SHOPP Mobility AC	\$5,320,000	2017	2016	2016	2016

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

Lead Agency Column 1	MTIP ID Column 2	Project Title Column 3	Project Description Column 4	Fund Source Column 5	Total Project Cost Column 6	Year Complete Column 7	1st Yr PA&ED Column 8	1st Yr ROW Column 9	1st Yr CON Column 10
Caltrans D3	CAL20674	I-80 Gold Run Safety Roadside Rest Area Rehab	Near Colfax, I-80, at the eastbound off-ramp to the Gold Run Safety Roadside Rest Area (PM 41.8) - Replace/repair and line culvert, and repair ramp [CTIPS ID 107-0000-1009] (Toll Credits for PE, ROW, CON). Toll Credits for ENG, ROW, CON	SHOPP - Emergency Response (SHOPP AC)	\$430,000	2015	2015	2015	2015
Caltrans HQ	CAL20562	FTA 5310 - Pride Industries Replacement Buses	Replace three existing buses that provide transportation to persons with developmental and other disabilities in Placer and Sacramento counties. Transportation Development Credits/Toll Credits are being used as match, and as allowable under FTA Section 5310 federal funds will fund 100% of this project.. Toll Credits for CON	FTA 5310	\$229,500	2018			2015
Caltrans HQ	CAL20563	FTA 5310 - City of Roseville Mobility Management Program	Transit Ambassador and Mobility Training programs. Assist new transit and paratransit/demand response transportation riders that are seniors and persons with disabilities in Placer County, as well as the South Placer County "One Stop" Call Center that distributes transit and paratransit/demand response transportation information and handles reservations/transfers for paratransit/demand response transportation users in Placer County. Transportation Development Credits/Toll Credits are being used as match, and as allowable under FTA Section 5310 federal funds will fund 100% of this project.. Toll Credits for CON	FTA 5310	\$234,000	2018			2015
Caltrans HQ	CAL20564	FTA 5310 - City of Roseville Transit Vehicle Navigation Units	Purchase 25 global positioning system (GPS) navigation units to assist demand response drivers serving seniors and people with disabilities. Transportation Development Credits/Toll Credits are being used as match, and as allowable under FTA Section 5310 federal funds will fund 100% of this project.	FTA 5310	\$6,900	2018			2015
Caltrans HQ	CAL20565	FTA 5310 - City of Roseville South Placer Call Center Equipment	Purchase training equipment (a laptop and LCD projector) for Call Center employees and Transit Ambassadors to use, as well as replacement digital recording system and TDD equipment for the South Placer Call Center. Transportation Development Credits/Toll Credits are being used as match, and as allowable under FTA Section 5310 federal funds will fund 100% of this project.. Toll Credits for CON	FTA 5310	\$28,100	2018			2015

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Capitol Corridor JPA	CAL18320	Roseville Third Track	On the UP mainline, from Elvas Tower in Sacramento County to Roseville Station in Placer County: Construct third track. Project involves: extension of freight lead track; construction of track and signal improvements; construction of satellite maintenance facility and other associated improvements; and possible relocation of the Roseville rail station to address conflicting train movements that affect capacity. Project improvements will permit service capacity increases for Capitol Corridor in Placer County, with up to ten round trips to Roseville.	IIP - Public Transportation Account, Local, Prop 1A High Speed Rail, RIP PTA, STIP RIP AC	\$250,800,000	2021	2001		2016
City of Auburn	PLA25353	Auburn Multi Modal Station - Rail Platform Extension	At the existing Auburn Multi Modal Station: Obtain right-of-way and install rail platform extension. (Emission Benefits in kg/day: 0.93 ROG, 1.18 NOx, 0.43 PM10)	CMAQ, Local	\$1,416,480	2017	2011	2015	2017
City of Auburn	PLA25471	Nevada Street Pedestrian & Bicycle Facilities	Class 2 bike lane and adjacent sidewalks along Nevada St from Placer St to Fulweiler Ave to allow for continuous pedestrian and bicycle access from Old Town Auburn to the Auburn Station and EV Cain Middle School. (Emission reductions in kg/day: ROG 0.01, NOx 0.01.)	ATP, CMAQ, Local	\$1,700,645	2016	2013		2016
City of Auburn	PLA25547	City of Auburn Non-Urbanized Transit Operations	For the ongoing operation of transit within the non-urbanized area of Auburn and a portion of non-urbanized Placer County.	FTA 5311, Local	\$1,584,934	2016			2013
City of Auburn	PLA25569	Auburn Transit Bus Replacement	Replace one bus.	FTA 5311, Local	\$408,469	2016			2015
City of Auburn	PLA25639	Marguerite Mine Road Pedestrian and Bikeway Facilities	Marguerite Mine Road, from Marguerite Mine Road/State Route 49 intersection to the north and Marguerite Mine Road/Auburn Ravine Road intersection, approximately 2,200 feet: install curb, gutter sidewalk on west side segments and install Class II Bike Lane for the entire length. (Toll Credits for CON). Toll Credits for CON	CMAQ	\$448,710	2016			2016
City of Colfax	PLA25439	Grass Valley Street Railroad Crossing Pedestrian and Bike Improvements	Construct of pedestrian improvements across UP railroad tracks to improve pedestrian safety, road rehabilitation, and bike lane/route along Grass Valley St west of South Auburn St.	Local, Prop 18 PTMISEA, RSTP, RSTP Exchange	\$537,100	2015	2014		2015
City of Colfax	PLA25577	North Main Street Bike Route	Along N. Main Street, from the Depot Transit Center to Highway 174: Construct class III bike route and associated improvements. Improvements include tree trimming, road repairs, non-capacity road widening, re-striping, drain inlet upgrade, bike rack, and barrier curb. (Requesting state-only ATP.)	ATP, Local	\$299,333	2016	2015		2016

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City of Lincoln	PLA25464	Lincoln Blvd. Streetscape - Phase 1	In Lincoln: Between 7th Street and McBean Park Drive; construct various pedestrian, bicycle, NEV, and ITS improvements along Lincoln Boulevard (old Highway 65 / G Street). Improvements will consist of gap sidewalk construction, pedestrian improvements to railroad crossings, pedestrian crossings along Lincoln Boulevard, bicycle and NEV lanes, connection to the existing trail along Auburn Ravine east of Highway 65, roadway narrowing through the construction of landscape medians and frontage improvements where appropriate, and traffic signal interconnection and coordination along the corridor. (Emission Benefits in kg/day: ROG 0.58, NOx 0.41, PM10 0.08)	CMAQ, Local	\$3,278,812	2015	2010	2014	2014
City of Lincoln	PLA25509	Nelson Ln/Markham Ravine Bridge Replacement	Nelson Ln, over Markham Ravine, 0.25 mi south of Nicolaus Rd. Replace existing functionally obsolete 2 lane bridge with a new 4 lane bridge.	HBP, Local	\$8,212,828	2015	2011		2014
City of Lincoln	PLA25515	East Ave. and East Joiner Pkwy. Sidewalks (SRTS)	East side East Ave. between SR 93 (McBean Park Dr.) and 12th St.; east side E. Joiner Pkwy. between 12 Bridges Dr. and Westview Dr.: Construct sidewalk, curb and gutter, curb ramps; install bike lanes. SRTS3-03-005	SRTS	\$519,600	2015			2012
City of Lincoln	PLA25531	Lincoln Blvd. Signal Upgrade and Lighting	Lincoln Blvd. (SR 65) between Sterling Pkwy. and 7th St.: Upgrade traffic signals; install safety lighting and bike lanes. (HSIP5-03-006)	HSIP, Local	\$1,080,000	2016			2015
City of Lincoln	PLA25540	McBean Park Bridge Rehabilitation	McBean Park Drive over Auburn Ravine: Rehabilitate and widen existing 2-lane bridge to a 4-lane bridge. McBean Park Drive, from East Avenue to Ferrari Ranch Road And widen from 2 to 4 lanes.	HBP, Local	\$11,818,131	2021	2013	2018	2019
City of Lincoln	PLA25553	Twelve Bridges Drive & Joiner Parkway rehabilitation	In Lincoln, street rehabilitation of (1) Twelve Bridges Drive from Industrial Avenue east to Sierra College Boulevard and (2) Joiner Parkway from the southern city limits to First Street. (Toll Credits for CON)	RSTP, RSTP Exchange	\$1,332,655	2016	2015		2016
City of Lincoln	PLA25554	Lincoln Blvd. Streetscape - Phase 2	Lincoln Blvd, First Street to McBean Park Drive: Provide a more pedestrian, bicycle and Neighborhood Electric Vehicle (NEV) friendly environment along the main street through the city. Pedestrian improvements include wider sidewalks, bulb-outs at intersections and crosswalks. Bicycle and NEV improvements include Class 2 lanes on each side of the street. (Emission Benefits in kg/day: ROG 0.16, NOx 0.11, PM10 0.06) (Toll Credits for PE and CON)	CMAQ	\$1,019,639	2017	2016		2017

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City of Rocklin	PLA19400	Rocklin Rd. Rehabilitation (Aguilar St. to Meyers St.)	In Rocklin, Rocklin Road: rehab. pavement from Meyers st to Aguilar St.	Local, RSTP	\$1,075,000	2018	2017		2017
City of Rocklin	PLA25025	Whitney Ranch Parkway	In Rocklin, Whitney Ranch Parkway: construct four-lane facility from SR 65 to east of Wildcat Boulevard.	Local	\$1,730,000	2016	2012		2014
City of Rocklin	PLA25345	Rocklin Road/I-80 Interchange	In Rocklin: from Rocklin Rd. onto both WB and EB I-80; construct roundabouts at ramp EB/WB ramp terminus.	Local	\$26,150,000	2019	2011	2017	2018
City of Rocklin	PLA25521	Whitney Ranch Parkway Interchange Phase 1A	At SR 65 and Whitney Ranch Parkway: Construct Phase 1A of the Whitney Ranch Interchange by constructing NB on- and off-ramps, overcrossing structure, and southbound loop on-ramp.	Local	\$3,800,000	2016	2012		2014
City of Rocklin	PLA25551	Sunset Blvd Reconstruction	Sunset Blvd from Fairway Drive to Stanford Ranch Road: Reconstruct. (Toll credits for CON.)	Local, RSTP	\$863,676	2016	2015		2015
City of Rocklin	PLA25552	Pacific Street-Bikeway/Neighborhood Electric Vehicle Expansion Project	In Rocklin: Pacific Street between Delmar Ave/Dominguez Road and Rocklin/Loomis City limits; Construct Class 1 and 2 bicycle facilities, dual left turn median lane, right turn lane, curb ramps, portland cement concrete pavement rehabilitation, hot mixed asphalt and base, installation of metal beam guard railing, traffic signal modifications, new striping and signage, landscaping, fencing, and related improvements.	CMAQ, Local, RSTP	\$1,698,542	2015	2014		2015
City of Rocklin	PLA25566	Bridge Preventive Maintenance Program	Bridge Preventive Maintenance Program, various locations in City of Rocklin. See Caltrans Local Assistance HBP web site for backup list of bridges.	HBP, Local	\$610,000	2015	2014		2016
City of Rocklin	PLA25635	Granite Drive at Rocklin Road Roundabout	At Rocklin Rd/Granite Dr., between east of Meyers St to the Caltrans WB on-ramp/right of way on Rocklin Road. : Replace the existing four lane signalized intersection with a two lane roundabout (Emission Benefits kg/day: ROG 0.41; NOx 0.29; PM2.5 0.02) (Toll Credits for PE, ROW, CON).. Toll Credits for ENG, ROW, CON	CMAQ	\$2,707,607	2018	2016	2016	2018
City of Roseville	PLA15100	Baseline Road	In Roseville, Baseline Road from Fiddymont Road to Sierra Vista Western edge west of Watt Avenue: widen from 2 to 6 lanes.	Local	\$7,852,055	2018	2013	2015	2016
City of Roseville	PLA15660	Baseline Rd. Widening	In Roseville, Baseline Rd., from Brady Lane to Fiddymont Road: widen from 3 to 4 lanes.	Local	\$6,106,889	2020	2017	2018	2019
City of Roseville	PLA15850	Roseville Road Widening	Widen Roseville Rd. from 2 to 4 lanes Between Cirby Way and southern city limit.	Local	\$2,500,000	2020	2018	2018	2019
City of Roseville	PLA19910	Dry Creek Greenway Trail	In Roseville, along Dry Creek, Cirby Creek and Linda Creek, construct class 1 bike trail. (Emission Benefits in kg/day: 0.09 ROG, 0.07 NOx, 0.03 PM2.5)	CMAQ, Local	\$3,268,629	2019	2011	2016	2019

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City of Roseville	PLA25214	Roseville Transit ITS Project	To purchase and install electronic fareboxes, software, probes, software, automatic vehicle location devices, mobile data computers, video security cameras and software, and digital readerboard equipment for transfer points. [Project replaces PCT10430 and PCT10420]	FTA 5307 *, Local	\$1,100,000	2016			2008
City of Roseville	PLA25323	Sierra Gardens Transfer Point	Improve Sierra Gardens Transfer Point. Improvements may include new bus turnouts, shelters, restrooms, landscaping, lighting, crosswalks, sidewalks, and other pedestrian improvements such as bulb-outs. (Emission benefits in kg/day: 63 ROG, 63 Nox, 25 PM10.)	FTA 5307 *, Local	\$1,012,151	2016	2007		2016
City of Roseville	PLA25377	Market St.	City of Roseville, Market St., from approx. 800 feet north of Baseline Road to Pleasant Grove: Extend 2 lanes.	Local	\$8,500,000	2017	2013	2015	2016
City of Roseville	PLA25378	Santucci Blvd. Extension	City of Roseville, Santucci Blvd. (North Watt Ave.): Extend four lanes from Vista Grande Blvd.to Blue Oaks Boulevard.	Local	\$6,500,000	2020	2017	2018	2019
City of Roseville	PLA25386	I-80 To Royer Park Bikeway Phase 2 - Segment 3	Roseville, Harding Blvd @ Dry Creek, I-80 to Royer Park: Construct class 1 bikeway in 2 phases. Phase 1 from I-80 to Harding Blvd completed in 2004 (PLA20870). Phase 2 construction is separated into 3 segments: Segment 3 is located from Folsom Road to Lincoln Street/Royer Park. (Emission benefits in kg/day: 0.25 ROG, 0.2 NOx 0.09 PM10)	CMAQ, Local	\$870,909	2016	2016	2011	2016
City of Roseville	PLA25416	South Placer Call Center	Operating cost contribution towards ADA complementary paratransit services provided for the South Placer Call Center.	FTA 5307 *, Local	\$187,500	2015			2010
City of Roseville	PLA25465	Downtown Pedestrian Bridge	In Roseville, improve access to Civic Center transit transfer facility by constructing transit/bicycle/pedestrian related improvements, including pedestrian bridge and Class I trail improvements. (Emission benefits in kg/day: ROG 0.55, NOx 0.34, PM2.5 0.11)	CMAQ, Local	\$3,217,000	2018	2011		2018

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City of Roseville	PLA25469	Oak Street Extension of Miners Ravine Trail	In Roseville, Miners Ravine Trail, from Lincoln Street to Royer Park along the Dry Creek corridor: Extend class 1 trail, including relocation and safety upgrades to existing Ice House Bridge. From transit stop at Downtown Roseville Library to existing class 1 trail in Royer Park: provide bicycle and pedestrian improvements including replacement of Taylor Street Bridge. (Emission benefits in kg/day: ROG 0.13, NOx 0.09, PM10 0.04) (FTA 5307 to be used on Taylor Street bridge and bike/ped improvements leading to transit stop at library.)	ATP, Bicycle Transportation Account, CMAQ, FTA 5307 *, Local	\$3,046,159	2016	2011		2015
City of Roseville	PLA25498	Roseville Transit Preventive Maintenance and ADA Operations 2011-2016	Maintenance of transit fleet and operating ADA transit services. 2013 Preventive Maintenance = \$0; 2013 ADA Operations = \$260,000; 2014 Operating Assistance = \$1,322,938; 2014 ADA Operations = \$20,695; 2015 Preventive Maintenance = \$333,780; 2015 Operating Assistance = \$459,916; 2016 Preventive Maintenance = \$333,778; 2016 Operating Assistance = \$459,916	FTA 5307 *, FTA 5307 - E.S., Local	\$7,210,859	2016			2011
City of Roseville	PLA25500	Pedestrian Facilities Improvement Project	In Roseville, reconstruct ADA pedestrian ramps along various arterial and collector roadways to current ADA standards. (Emission Benefits in kg/day: 0.10 ROG, 0.06 NOx, 0.02 PM2.5) (Toll Credits for CON)	CMAQ	\$904,676	2016			2015
City of Roseville	PLA25501	Washington Blvd/Andora Undercrossing Improvement Project	In Roseville, widen Washington Blvd from 2 to 4 lanes, including widening the Andora Underpass under the UPRR tracks, between Sawtell Rd and just south of Pleasant Grove Blvd. and construct bicycle and pedestrian improvements adjacent to roadway. (CMAQ funds are for bicycle and pedestrian improvements only. Emission Benefits in kg/day: 0.9 ROG, 0.51 NOx, 0.16 PM10)	Local	\$16,091,643	2018			2016
City of Roseville	PLA25507	Industrial Ave/Pleasant Grove Creek Bridge Replacement	Industrial Ave, over Pleasant Grove Creek, 0.7 mi S Placer Blvd. Replace the existing 2 lane functionally obsolete bridge with a new 2 lane bridge.	HBP, Local	\$4,960,000	2015	2011		2015
City of Roseville	PLA25508	Oak Ridge Dr/Linda Creek Bridge Replacement	Oak Ridge Dr, over Linda Creek, 0.2 mi N of Cirby Way. Replace the existing functionally obsolete 2 lane bridge with a new 2 lane bridge. 11/8/2010: (Toll Credits programmed for PE, ROW, and & CON.). Toll Credits for ENG, ROW, CON	HBP	\$3,250,000	2019	2011	2018	2019
City of Roseville	PLA25516	SRTS Toolkit Expansion	Multiple Schools in the Roseville City School District: Expand Safe Routes to School (SRTS) toolkit. SRTS3-03-006	SRTS	\$295,000	2017			2014

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Column 1	Column 2	Column 3	Column 4	Column 5	Column 6	Column 7	Column 8	Column 9	Column 10
City of Roseville	PLA25527	Pleasant Grove Blvd. Extension	In Roseville, extend 4 lanes of Pleasant Grove from 1500 feet west of Market St to Santucci Blvd (Watt Ave).	Local	\$5,300,000	2016			2014
City of Roseville	PLA25528	Blue Oaks Blvd Extension - Phase 1	In Roseville, Extend 2 lanes of Blue Oaks Blvd from Hayden Parkway to Westside Dr., Including south half of a 6-lane bridge over Kaseberg Creek.	Local	\$6,000,000	2018	2016	2016	2017
City of Roseville	PLA25534	Roseville Rd. Realignment	Roseville Rd. from Cirby Way to the city limits: Realign roadway. (HSIP5-03-017)	HSIP, Local	\$3,539,500	2017			2015
City of Roseville	PLA25538	Vista Grande Arterial	In Roseville, from Fiddymont Rd west to Westbrook Blvd, construct new 4-lane arterial.	Local	\$2,500,000	2015			2015
City of Roseville	PLA25539	Blue Oaks Blvd. Extension Phase 2	In Roseville, Blue Oaks Blvd., from Westbrook Dr. to Santucci Blvd. (formerly Watt Ave.), extend 2 lanes.	Local	\$6,350,000	2019	2016	2017	2018
City of Roseville	PLA25545	Roseville CMS Installation Project - Pleasant Grove Blvd.	In Roseville, install Changeable Message Sign (CMS) on SW/B Pleasant Grove Blvd. approaching Roseville Pkwy. to reduce traffic congestion by improving traffic information dissemination per the ITS Master Plan. (Qualitative emission benefits on file.)	CMAQ, Local	\$200,000	2015			2015
City of Roseville	PLA25570	Santucci Boulevard South	In Roseville, Santucci Boulevard South (Watt Ave.) from Baseline Road north to Vista Grande Boulevard: Construct 4-lane road.	Local	\$1,000,000	2017			2017
City of Roseville	PLA25571	Market Street South	In Roseville, Market Street South, from Baseline Road to approx. 800 feet north: construct 2-lane road.	Local	\$500,000	2015			2015
City of Roseville	PLA25572	Roseville Bridge Preventive Maintenance Program	Bridge Preventive Maintenance Program (BPMP) for various bridges in the City of Roseville. See Caltrans Local Assistance HBP website for backup list of projects.	HBP, Local	\$817,000	2018	2014		2018

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Column 1	Column 2	Column 3	Column 4	Column 5	Column 6	Column 7	Column 8	Column 9	Column 10
City of Roseville	PLA25578	2015 RSTP Arterial Microsurfacing Project	In Roseville, resurface the following arterial roadways - Pleasant Grove Blvd from Hartley Wy to Fiddymnt Rd & from Michner Dr to Foothills Blvd; Fiddymnt Rd from Pleasant Grove Blvd to Blue Oaks Blvd; Foothills Blvd from Pleasant Grove Blvd to Junction Blvd & from Baseline Rd to Atkinson St; Galilee Rd from Industrial Ave to Pleasant Grove Blvd; Vineyard Rd from Brady Ln to Atkinson St; Denio Loop from Foothills Blvd to Atkinson St; E Roseville Parkway from Douglas Blvd to Sierra College Blvd; Atlantic St from Wills Rd to I-80 WB On Ramp; Eureka Rd from Sunrise Ave to Douglas Blvd; Sunrise Ave from Smith Ln to Kensington Dr; N. Sunrise Ave from Frances Dr to Lead Hill Blvd; Sierra Gardens Dr from Santa Clara Dr to Douglas Blvd; Santa Clara Dr from Sierra gardens Dr to Douglas Blvd; and Douglas Blvd from N. Sunrise Ave to Sierra Gardens, Junction Blvd from Woodcreek oaks Blvd to Baseline Rd, Vernon St from Cirby Wy to City Limits and Melody Ln from Cirby Wy to Cresthaven Dr. (Toll credits for CON.)	RSTP	\$6,374,233	2018			2018
City of Roseville	PLA25581	2017 Pedestrian Facilities Improvement	In Roseville, upgrade ADA pedestrian ramps along various arterial and collector roadways for safety and to meet current ADA standards. (Emission Benefits in kg/day: 0.10 ROG; 0.06 NOx; 0.02 PM2.5)	CMAQ, Local	\$815,925	2018			2016
City of Roseville	PLA25582	Washington Boulevard Improvement	In Roseville, along Washington Boulevard from Kaseburg Drive to Pleasant Grove Boulevard, construct new concrete sidewalks, Class I & Class II bike facilities. Proposed facilities cross under the Union Pacific tracks (aka "Andora Underpass"). (Emission Benefits in kg/day: 0.24 ROG; 0.16 NOx; 0.05 PM2.5).	CMAQ, Local	\$1,242,517	2019			2017
City of Roseville	REG17928	Louis/Oriando Transfer Point Improvements	In Roseville, on Louis Blvd at Oriando Ave.: Develop and construct an improved transfer point and intermodal facility with a 35-space park and ride facility. (Includes previously programmed PLA16080.)	FTA 5307 *, FTA 5307 - Discr., FTA 5339 - Discr., Local, RIP PTA	\$4,738,000	2016	2011	2011	2014
PCTPA	PLA25413	Planning, Programming, Monitoring 2011-2015	PCTPA plan, program, monitor (PPM) for RTPA related activities.	RIP State Cash	\$1,455,000	2019			2011
PCTPA	PLA25440	I-80/SR 65 Interchange Improvements Phase 1	In Placer County: Between I-80 and Pleasant Grove Blvd; Rebuild I-80/SR 65 interchange to widen northbound and southbound SR 65 from 2 to 3 lanes, and widen westbound to northbound ramp from 1 to 2 lanes. (Toll Credits for PE)	Local, NCI	\$66,000,000	2022	2010	2018	2019

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PCTPA	PLA25468	Placer County Congestion Management Program	Provide educational and outreach efforts regarding alternative transportation modes to employers, residents, and the school community through the Placer County Congestion Management Program (CMP). CMP activities will be coordinated with the City of Roseville and SACOG's Regional Rideshare / TDM Program. (Emission Benefits kg/day: ROG 11.44; NOx 11.59; PM2.5 5.54)	CMAQ, Local	\$1,548,812	2020			2011
PCTPA	PLA25519	I-80 Eastbound Auxiliary Lane: SR 65 to Rocklin Rd.	In Rocklin: Between SR 65 (PM 4.5) and Rocklin Rd. (PM 5.9); Construct eastbound I-80 auxiliary lane, including two-lane off-ramp, concrete barrier/retaining walls, and shoulder improvements. (Toll credits for PE, ROW, and CON)	DEMO HPP, Local	\$4,990,000	2019	2014	2016	2019
PCTPA	PLA25529	SR 65 Capacity & Operational Improvements Phase 1	SR 65, from Galleria Blvd. to Lincoln Blvd., make capacity and operational improvements. Phase 1: From Galleria Blvd. to Pleasant Grove Blvd., construct auxiliary lanes on northbound and southbound SR 65. (Toll credits for PA&ED)(Emission Benefits in kg/day: ROG 15.80; NOx 15.88; PM10 11.66)	CMAQ, Local	\$16,520,000	2020	2013	2018	2018
PCTPA	PLA25542	I-80 Westbound Auxiliary Lane - Douglas Blvd. to Riverside Ave.	In Roseville: Between Douglas Blvd.(PM 2.0) and Riverside Ave. (PM 0.2); Construct westbound I-80 auxiliary lane and shoulder improvements. (Toll credits for PE, ROW, and CON)	Local, NCI	\$5,910,000	2019	2014	2016	2019
PCTPA	PLA25543	Placer County Freeway Service Patrol	In Placer County: provide motorist assistance and towing of disabled vehicles during am and pm commute periods on I-80 (Riverside Ave to SR 49) and SR 65 (I-80 to Twelve Bridges Dr). (Emission Benefits in kg/day: ROG 1.13; NOx 0.45; PM10 0.07 PM 2.5 0.07)	CMAQ, State Cash	\$1,556,177	2020			2014
PCTPA	PLA25576	I-80 Westbound 5th Lane	In Roseville: Between east of Douglas Blvd. off-ramp to west of Riverside Ave.; Extend I-80 westbound auxiliary lane (PLA25542) to the east and west to create continuous 5th lane on westbound I-80. The Douglas Boulevard off-ramp would be reduced from a 2 lane off-ramp to a 1 lane off-ramp.	Local, NCI	\$3,700,000	2020		2018	2019
Placer County	PLA15080	Auburn-Folsom Rd Widening	From Placer / Sacramento County line to Douglas Blvd. ; Widen to 4 lanes. Install signal at Auburn-Folsom Blvd and Fuller Dr.	Local, Other Fed - ARRA-RSTP, Prop 1B SLPP	\$28,300,000	2015	2001	2006	2007
Placer County	PLA15105	Baseline Road Widening Phase 1 (West Portion)	Baseline Rd. from Watt Avenue to future 16th street: Widen from 2 to 4 lanes.	Local	\$19,200,000	2018	2012	2013	2014
Placer County	PLA15420	Walerga Road	Walerga Rd: Widen and realign from 2 to 4 lanes from Baseline Rd. to Placer / Sacramento County line.	Local	\$13,781,700	2019	1998	1999	2014

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Placer County	PLA18490	PFE Rd. Widening	PFE Rd, from Watt Ave. to Walerga Rd: Widen from 2 to 4 lanes and realign.	Local	\$13,085,000	2018	2012	2013	2017
Placer County	PLA25044	Sunset Blvd. Widening	Widen Sunset Boulevard from State Route 65 to Cincinnati Avenue from 2 to 4 lanes. Project includes widening Industrial Blvd / UPRR overcrossing from 2 to 4 lanes.	Local	\$8,675,000	2020	2014	2014	2014
Placer County	PLA25170	Sunset Blvd Phase 2	Sunset Blvd, from Foothills Boulevard to Fiddymont Rd: Construct a 2-lane road extension [PLA15410 is Phase 1.]	Local	\$6,365,000	2018	2006	2006	2016
Placer County	PLA25299	Placer Parkway Phase 1	In Placer County: Between SR 65 and Foothills Boulevard; Construct phase 1 of Placer Parkway, including upgrading the SR 65/Whitney Ranch Parkway interchange to include a southbound slip off-ramp, southbound loop on-ramp, northbound loop on-ramp, six-lane bridge over SR 65, and four-lane roadway extension from SR 65 (Whitney Ranch Parkway) to Foothills Boulevard.	Local, RSTP	\$70,000,000	2020	2013	2016	2018
Placer County	PLA25447	Bowman Rd Bridge	Bowman Rd, over UP Railroad, BNSF RR and AMTRAK, 0.1 miles south of 19C-62: Rehabilitate the existing bridge without adding additional lanes.	HBP, Local	\$2,230,002	2017	2010		2017
Placer County	PLA25448	Bowman Rd Bridge	Bowman Rd, over UP Railroad, BNSF Railyards & AMTRAK, 0.1 miles north of 19C-61: Rehabilitate the existing bridge without adding additional lanes.	HBP, Local	\$2,230,002	2017			2010
Placer County	PLA25449	Dowd Rd Bridge Replacement at Coon Creek	Dowd Rd over Coon Creek, 0.4 miles north of Wise Rd.: Replace existing 2 lane bridge with a new 2 lane bridge. (Toll Credits programmed for ROW & CON). Toll Credits for ROW, CON	HBP, Local	\$5,675,000	2020	2008	2018	2019
Placer County	PLA25453	Dowd Rd at Yankee Slough Bridge Replacement	Dowd Rd. over Yankee Slough, just south of Dalby Rd.: Replace existing structurally deficient 1 lane bridge with new 2 lane bridge. (Toll Credits for CON). Toll Credits for CON	HBP, Local	\$4,812,511	2015	2012	2012	2014

**Status Report on Federal and State Funding for Regionally Significant Transportation Projects in Placer County
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Lead Agency Column 1	MTIP ID Column 2	Project Title Column 3	Project Description Column 4	Fund Source Column 5	Total Project Cost Column 6	Year Complete Column 7	1st Yr PA&ED Column 8	1st Yr ROW Column 9	1st Yr CON Column 10
Placer County	PLA25458	Bridge Preventive Maintenance	In various locations Placer County, perform preventive maintenance on bridges. 1. Squaw Valley Rd., over Squaw Creek, 2 mi west of SH 89, Bridge Rail Replacement, Deck Rehab. 2. Donner Pass Rd., over S. Yuba River, north of Yuba Dr., Bridge Rail Replacement, Deck Rehab. 3. Cisco Rd., over S. Yuba River, near Hampshire Rocks Rd., Replace Joint Seals, Deck Rehab. 4. Alpine Meadows Rd., over Bear Creek, 0.9 mi west of SH 89, Polyester Concrete Deck Overlay. 5. Fowler Rd., over Auburn Ravine, 0.6 mi north of SH 193, Methacrylate Deck Overlay. 6. Gold Hill Rd., over Doty Ravine, 0.3 mi south of Wise Rd., Methacrylate Deck Overlay. 7. Develop Bridge Preventive Maintenance Plan.	HBP, Local	\$1,356,000	2020	2015		2019
Placer County	PLA25463	Baseline Road Widening Phase 2 (West Portion)	Baseline Road from Sutter County Line to Future 16th Street. Widen from 2 to 4 lanes.	Local	\$29,000,000	2025	2014	2016	2019
Placer County	PLA25472	Auburn Folsom Rd Class II Bike Lane	On Auburn-Folsom Rd between Douglas Blvd and Joe Rodgers Rd, construct a Class II Bike lane on both sides of the road, including signing and striping; construct sidewalk on both sides of Auburn-Folsom Rd from Wilcox Place north to Joe Rodgers. (Emission benefits in kg/day: ROG 0.06, NOx 0.04, PM10 0.03) [Toll Credits for CON]. Toll Credits for CON	CMAQ, Local, RSTP	\$1,227,674	2015	2012	2013	2015
Placer County	PLA25474	Dowd Rd Bridge Replacement at Markham Ravine	Dowd Rd, over Markham Ravine, 0.5 miles south Nicolaus Rd: Replace existing 2 lane structurally deficient bridge with a new 2 lane bridge. (Toll credits for CON). Toll Credits for CON	HBP, Local	\$5,050,000	2019	2008	2011	2017
Placer County	PLA25475	Haines Rd Bridge Replacement	Haines Rd, over Wise Canal, 0.45 miles North of Bell Rd: Replace the existing functionally obsolete 2 lane bridge with a new 2 lane bridge. (Toll Credits for PE, ROW, & CON)	HBP	\$5,180,000	2020	2011	2018	2019
Placer County	PLA25477	Alpine Meadows Rd Bridge Rehabilitation	Alpine Meadows Rd over Truckee River, 0.1 miles west of SH 89: Replace the existing structurally deficient 2 lane bridge with a new 2 lane bridge. (Toll Credits programmed for ROW & CON)	HBP, Local	\$22,625,063	2016	2015	2014	2008
Placer County	PLA25505	Yankee Jim's Rd Bridge at North Fork American River	Bridge No. 19C0002, Yankee Jim's Rd over North Fork American River, 1.5MI W of Shirttail Cyn Rd, Replace structurally deficient 1 lane bridge with a new 2 lane bridge. (Toll credits programmed for PE, ROW & CON.). Toll Credits for ENG, ROW, CON	HBP	\$14,999,400	2020	2011	2018	2019

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Lead Agency	MTIP ID	Project Title	Project Description	Fund Source	Total Project Cost	Year Complete	1st Yr PA&ED	1st Yr ROW	1st Yr CON
Column 1	Column 2	Column 3	Column 4	Column 5	Column 6	Column 7	Column 8	Column 9	Column 10
Placer County	PLA25506	Walerga Rd/Dry Creek Bridge Replacement	Walerga Rd, over Dry Creek, 1.1 mi S Base Line Rd. Rehabilitate the existing 2 lane bridge without adding additional lanes. High Cost Project agreement required.	HBP, Local	\$23,025,007	2020	2011	2018	2019
Placer County	PLA25512	King Rd. Safety Lane Widening	King Rd. between Auburn Folsom Rd. and Sudor Ln.: Widen travel lanes; construct drainage improvements. HSIP4-03-007 [Toll Credits for CON]. Toll Credits for CON	HSIP, RSTP	\$1,200,000	2015			2011
Placer County	PLA25513	Wise Rd Bridge Replacement	Wise Rd, over Doty Creek, 0.5 miles east of Garden Bar: Replace existing 1-lane functionally obsolete bridge with a new 2-lane bridge.	HBP, Local	\$4,759,200	2020	2012	2018	2019
Placer County	PLA25518	Brewer Rd. Bridge Replacement	Brewer Rd., over Pleasant Grove Creek, 4.2 miles north of Baseline Rd.: Replace 2-lane bridge with a new 2-lane bridge. (Toll Credits for PE, ROW, & CON.). Toll Credits for ENG, ROW, CON	HBP	\$5,518,500	2020	2012	2018	2019
Placer County	PLA25532	Pavement Markings	Various locations throughout Placer County: Install pavement markings (HSIP5-03-011, HSIP5-03-012)	HSIP, Local	\$1,251,500	2015			2013
Placer County	PLA25533	Auburn Folsom Rd. Safety Improvements	Auburn Folsom Rd. from approximately 60' N of Willow Ln. to Robin Hood Ln. and Joe Rodgers Rd from 450' W of Auburn Folsom Rd to Auburn Folsom Road: Construct sidewalks, curb ramps, curb and gutter; install mid-block crosswalks; traffic feedback sign; pedestrian warning beacon; guardrail replacements; improve pavement friction. (Toll credits for CON) (HSIP5-03-013). Toll Credits for CON	HSIP, Local, RSTP	\$939,000	2016			2013
Placer County	PLA25535	Watt Ave. Bridge Replacement	Watt Ave./Center Joint Ave., over Dry Creek, 0.4 mi north of P.F.E. Rd.: Replace existing 2 lane bridge with a 4 lane bridge.	HBP, Local	\$19,892,750	2019	2013	2018	2019
Placer County	PLA25536	Crosby Harold Rd. Bridge	Crosby Harold Rd. Over Doty Creek, 0.9 mi N of Wise Rd.: Replace an existing 1 lane bridge with a new 2 lane bridge. (Toll Credits for PE, ROW, CON). Toll Credits for ENG, ROW, CON	HBP	\$2,790,000	2020	2013	2018	2019
Placer County	PLA25541	Gold Hill Rd. Bridge Replacement	Gold Hill Rd. over Auburn Ravine, 0.65 mi north of SR 193: Replace existing 2 lane bridge with a new 2 lane bridge. (Toll credits for PE, ROW, CON)	HBP	\$5,018,250	2020	2013	2018	2019
Placer County	PLA25549	Martis Valley Trail	Complete a 10' wide paved Class I multipurpose trail connecting Northstar Village roundabout to the southerly border of Army Corps property. (Emission Benefits in kg/day: ROG 0.01; NOx 0.01)	CMAQ, Local	\$4,700,000	2020	2012		2019
Placer County	PLA25559	Bridge Approach and Non-HBP Partipating Costs	In Placer County, bridge approach and non-HBP participating costs at Alpine Meadows @ Truckee River and Dowd Road @ Yankee Slough. (Toll Credits for CON). Toll Credits for CON	RSTP	\$750,000	2017			2017

**Status Report on Federal and State Funding for Regionally Significant Transportation Projects in Placer County
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Placer County	PLA25562	HMA Overlay, Various County Roads (Yr2)	In Placer County, hot mix asphalt (HMA) overlay on various County roads: (1) Douglas Boulevard from Barton to Auburn-Folsom, (2) Dry Creek Road from Joeger to HWY 49, (3) Richardson Drive from Atwood Rd to Bell Rd, (4) Nevada Street from 150' east of Nevada Way to Auburn City Limits, (5) Edgewood Road from SR49 to Edgewood Place (Toll Credits for CON). Toll Credits for CON	RSTP	\$2,809,435	2018			2018
Placer County	PLA25563	HMA Overlay, Various County Roads (Yr3)	In Placer County, hot mix asphalt (HMA) overlay on various County roads: (1) Sierra College Boulevard from Olympus Rd to Eureka Rd, (2) Old State Highway from Taylor Rd to HWY 193, (3) Fruitvale Road from Fowler Rd to Gold Hill Rd, (4) West Wise Road from HWY 65 to Lincoln-Sheridan Blvd (Toll Credits for CON)	RSTP	\$2,299,047	2016			2016
Placer County	PLA25564	Pedestrian Improvements along Hwy 49, Education Street, and Town Court	Along Hwy 49 on the westside from Bell Rd to Education St. South side of Education St. west to connect to existing sidewalk and improve ADA ramps & crosswalks along Town Court (Emissions Benefits in kg/day: ROG 0.07, NOx 0.04, PM10 0.02) (Toll Credits for PE, ROW, CON)	CMAQ	\$925,000	2017	2014	2015	2015
Placer County	PLA25565	Cook Riolo Road Pathway	Pedestrian Pathway along Cook Riolo Rd from existing sidewalk at Creekview Ranch Middle School North (Emission Benefits in kg/day: ROG 0.02, NOx 0.01) [Toll Credits for PE, ROW, CON]. Toll Credits for ENG, ROW, CON	CMAQ, Local, RSTP	\$2,190,157	2017	2014	2016	2017
Placer County	PLA25567	Safety Surface Treatment	At 18 various locations throughout Placer County: install high friction surface treatment. (HSIP6-03-010)	HSIP, Local	\$1,537,600	2017			2014
Placer County	PLA25568	Signage Upgrades	Various corridors throughout Placer County: Conduct a Roadway Safety Signing Audit and upgrade signs. (HSIP6-03-011) (Toll Credits for CON). Toll Credits for CON	HSIP, Local	\$1,658,522	2017			2014
Placer County	PLA25583	CNG Bus	Replace one CNG bus with one new cleaner CNG Bus for Placer County Transit. (Emissions Benefits in kg/day: NOx 0.75.)	CMAQ, Prop 1B PTMISEA	\$530,000	2017			2017
Placer County	PLA25584	Truckee River Trail	Along SR89, from Squaw Valley Road to the USFS Silver Creek Campground: construct 1.4 miles of multi-use trail. (Emission Benefits in kg/day; ROG 0.01; NOx 0.01)	CMAQ, Local	\$4,500,000	2020			2019
Placer County Transit	PCT10488	Purchase 2 Replacement Buses	Purchase of two (2) 35' CNG replacement buses for Placer County Transit. (Emission Benefits: 0.5 kg/day NOx)	CMAQ, CMAQ XFER, Prop 1B PTMISEA	\$1,000,000	2016			2012

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Column 1	Column 2	Column 3	Column 4	Column 5	Column 6	Column 7	Column 8	Column 9	Column 10
Placer County Transit	PCT10491	Placer County Non-Urbanized Transit Operations	Operating assistance for rural transit services within Placer County. Outside the Sacramento Urbanized Area.FFY 2015: \$303,000FFY 2016: \$291,197	FTA 5311, Local	\$7,204,917	2016			2010
Placer County Transit	PCT10493	Preventive Maintenance, ADA Operations, and Operating Assistance 2009-2016	Operating assistance, preventive maintenance, and ADA operations for transit services for urban transit services within El Dorado County as well as commuter service to / from Sacramento. Sacramento Urbanized Area.FFY 2009 preventive maintenance: \$324,890FFY 2009 ADA operations: \$281,700FFY 2010 preventive maintenance: \$300,000FFY 2010 ADA operations: \$200,000FFY 2011 preventive maintenance: \$324,890FFY 2011 ADA operations: \$206,700FFY 2012 preventive maintenance: \$32,890FFY 2012 ADA operations: \$217,000FFY 2012 Fuel: \$84,429FFY 2013 Operating assistance: \$539,341FFY 2014 Operating assistance: \$563,744FFY 2014 preventive maintenance: \$56,696FFY 2015 preventive maintenance: \$341,000FFY 2015 ADA operations: \$217,000FFY 2016 preventive maintenance: \$341,000FFY 2016 ADA operations: \$217,000	FTA 5307 *, FTA 5307 - E.S., Local	\$8,821,325	2016			2009
Placer County Transit	PCT10494	CNG Station Upgrade Phase 2	Dewitt Center in Auburn: Increase of CNG compressor capacity at Placer County CNG fueling station in Auburn. (Emissions Benefits in kg/day: 3.46 NOx, 0.12 PM10.) *Local Funds are Air District Funds*	CMAQ, Local	\$576,809	2016	2012		2012
Placer County Transit	PCT10501	Placer County CNG Replacement Buses	Replace four CNG powered buses currently in use by Placer County Transit. The new CNG buses will be used on regional transit routes connecting Rocklin, Lincoln, Loomis, Auburn and Placer County to Roseville and the Watt/I-80 Light Rail Station. (Emission Benefits in kg/day: 3.16 NOx)	CMAQ, Prop 1B PTMISEA	\$2,059,528	2016			2012
Placer County Transit	PCT10503	PCT Bus Replacements - 2015	Replace two CNG powered buses currently in use by Placer County Transit. The new CNG buses will be used on regional transit routes connecting Rocklin, Lincoln, Loomis, Auburn and Placer County to Roseville and the Watt/I-80 Light Rail Station. (Emission Benefits in kg/day: 1.49 NOx)	CMAQ, Prop 1B PTMISEA	\$1,082,000	2016			2014
Placer County Transit	PCT10504	T.A.R.T Bus Purchase	Replace one 35-foot bus for Tahoe Area Regional Transit.	FTA 5311, Prop 1B PTMISEA	\$525,000	2016			2014
Placer County Transit	PCT10507	T.A.R.T. Bus Purchase	Replace one 35-foot bus for Tahoe Area Regional Transit.	FTA 5311, Prop 1B PTMISEA	\$525,000	2017			2015

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Placer County Transit	PLA25550	Lincoln Transit (Subrecipient) Operating Assistance	Lincoln Transit (Subrecipient)- Operating assistance and preventive maintenance for transit services within the City of Lincoln. Sacramento Urbanized Area.FFY 2014 operating assistance: \$149,108FFY 2014 preventive maintenance: \$12,281	FTA 5307 *, FTA 5307 - E.S., Local	\$1,616,076	2016			2013
Pride Industries/CTSA	VAR56123	Pride Industries One, Inc. 5310 Replacement Bus and Cameras	FTA 5310 funds will be used to purchase one (1) Medium Bus that accommodates up to 14 passengers (incl. 2 wheelchair positions) & a driver and thirty-eight (38) cameras for Pride Industries. (Uses Toll Credits for local match).	FTA 5310	\$105,989	2015			2014
SACOG	VAR56096	Roseville Transit Mobility Management	The proposed mobility management services would enhance the ability of passengers to successfully ride transit in multiple areas (Placer County, Loomis, Rocklin, Lincoln, Auburn and Roseville). The goal of the program would include providing travel training from transit staff, trip planning training, and practice trips with staff.	FTA 5317, Local	\$47,500	2016			2011
SACOG	VAR56109	Roseville Transit JARC Operating Assistance	Use FY 2011 & 2012 Urbanized Area JARC funds to operate two fixed route buses to extend routes A & B from 6:30 to 9:30 PM M-F, and 1 DAR bus to extend service from 7:00 to 9:30 PM.	FTA 5316, Local	\$371,680	2015			2013
SACOG	VAR56116	WPCTSA - New Freedom Operating Assistance	Western Placer Consolidated Transportation Services Agency: Operating assistance for "Health Express," a low-to-no cost, scheduled, door-to-door, shared ride service for Placer County residents needing transportation to non-emergency medical appointments.	FTA 5317, Local, STA	\$600,000	2015			2013
Town of Loomis	PLA25530	Taylor Road Overlay Maintenance Project	Taylor Road: Asphalt overlay.	Local	\$460,000	2016	2015		2016
Town of Loomis	PLA25548	Town Center Implementation Plan Improvements Phase 2	Taylor Road, Horseshoe Bar Road to Walnut Street: streetscape improvements. (Emissions in kg/day: 0.06 ROG, 0.04 NOx, 0.02 PM10)	CMAQ, Local	\$791,000	2016	2015		2016
Town of Loomis	PLA25579	2017 CIP Road Maintenance Project	Asphalt overlay and reconstruction repair of various streets in the Loomis Downtown Core Area covered under the Capital Improvement Program Schedule for 2017.	Local, RSTP	\$500,000	2017			2017
USFS Tahoe National Forest	PLA25556	Sugar Pine OHV Staging Area	Outside of Foresthill, Sugar Pine Off Highway Vehicle (OHV) Staging Area: Renovation of an existing staging area, including parking, accessible restrooms, and picnic facilities. (RM-13-016)	Local, RTP	\$325,950	2016			2013

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Western Placer CTSA	PLA25510	Western Placer CTSA Operations	The Western Placer CTSA operates non-emergency medical transportation demand-response paratransit service; volunteer door-to-door transportation; & voucher program within western Placer County.	Local	\$4,900,000	2019			2011
Western Placer CTSA	PLA25511	New Freedom (Rural) Operating Assistance	Operating Assistance for the rural portion of the "Health Express." This service is being provided as a new transportation alternative to traditional public transit fixed route and dial-a-ride services. The service is a low-to-no-cost scheduled door-to-door transportation service to non-emergency medical appointments for rural Placer County residents. Service operates Monday through Friday, 8:00 a.m. to 5:00 p.m., and Thursdays, 10:00 a.m. to 2:00 p.m. in Sacramento.	FTA 5310, FTA 5317, Local	\$416,176	2016			2011
Total All Projects:					\$1,416,377,655				



MEMORANDUM

TO: Celia McAdam
FROM: AIM Consulting
DATE: August 7, 2015
RE: June and July 2015 Monthly Report

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

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

AIM began working with PCTPA on a plan for an informational video series that will promote PCTPA, its projects and programs, and encourage the community to participate in a survey to help inform the upcoming Regional Transportation Plan. The first installment of the video series is currently in production and scheduled to be completed by early September.

Following is a capsule summary of activities:

Funding Strategy

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

PCTPA E-News

AIM worked with PCTPA staff to draft topics and content for the next edition (#31) of the PCTPA e-newsletter, to be sent in late August/early September.

PCTPA.net

AIM continued to update the blog with current news articles about PCTPA and additional information including the Executive Director's speaking engagements, recent workshops,

newsletter articles, and news releases. The blog page will continue to be updated with current information about projects, programs, and events.

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

Key promotions included:

- I-80 / SR 65 Interchange Improvements Project Draft Environmental Impact Report/Environmental Assessment (EIR/EA)
- Rural Placer County Transit Study Community Survey
- Sacramento Region Commuter Club
- Spare the Air for Bucks
- Public Transportation Forum
- May is Bike Month Final Results
- Summer Youth Bus Pass
- Current news stories regarding PCTPA or Placer County transportation issues

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.

Informational Video Series

AIM began working with PCTPA on a plan for an informational video series to promote PCTPA, its projects and programs, and encourage the community to provide feedback to help inform the upcoming Regional Transportation Plan. The video series will feature key destinations throughout Placer County and how the community relies on PCTPA's projects and programs to access these locations. The video will highlight PCTPA's transportation investments and the areas where PCTPA needs to secure additional funding to enhance the transportation system in Placer County.

AIM created a plan for the first video installment, focused on key destinations in Roseville and Rocklin and PCTPA's completed, current, and future projects and programs within the area.



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June 30, 2015

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

MAP-21 Reauthorization

On June 24, the Senate Environment & Public Works Committee marked up its version of the MAP-21 reauthorization bill - the "Developing a Reliable and Innovative Vision for the Economy Act" (DRIVE Act). The Committee does not have jurisdiction over transit or highway safety programs. The bill provides increased funding levels for existing and new highway programs, but does not include any new revenue, leaving that up to the Senate Finance Committee.

The bill increases total annual contract authority for FHWA programs from \$37.8B under MAP-21 to \$45.5B by year 2021. Over six-years, \$257.5B is apportioned to the states. The programs are divided up as follows:

National Highway Performance Program 56.1%

Surface Transportation Program 25.0%

Congestion Mitigation/Air Quality Program 5.7%

National Freight Program 5.2%

Highway Safety Improvement Program 4.7%

Transportation Alternatives 2.0%

Metropolitan Planning .8%

Railroad Highway Grade Crossing Program .5%

The total annual budgetary cap on highway spending rises from MAP-21 levels (\$40.3B in 2014) as follows:

2015 - \$43.1B
 2016 - \$44.0B
 2017 - \$45.0B
 2018 - \$46.0B
 2019 - \$47.2B
 2020 - \$48.3B

The bill also addresses a number of important issues including additional improvements to the MAP-21 streamlining provisions, planning reforms, and funding for research. A major new initiative in the bill is the creation of a new core National Freight Program. Dedicated bridge funding is increased and states are incentivized to take a risk-based asset management approach to bridge projects. The TIFIA program is extended at \$675M for each of the fiscal years 2016 through 2021. The tolling portion of the bill does not appear to increase the number (3) of Interstates that can be converted to toll roads, but does add a "use-it-or-lose-it" provision that could shift authorization for tolling from one state to another state when the conversion stalls or fails.

Here is a summary of the bill's freight program and the new "Assistance for Major Projects Program" (AMPP) which is a mega-projects program very similar to the Projects of National and Regional Significance (PNRS).

National Freight Program

Mandates creation of State Freight Plans and State Freight Advisory Committees
 Provides between \$2B and \$2.5B annually for investment in Title 23 freight projects, distributed to states via formula program. Up to 10% of a state's freight formula dollars may be used for multimodal/intermodal freight projects
 Increases mileage on the Primary Freight Network - now named "Primary Highway Freight Network" - to 30,000 centerline miles (MAP-21 capped at 27,000 centerline miles) plus all NHS freight intermodal connectors
 Calls for US DOT to complete a study of multimodal freight projects that do not qualify for funding under Title 23

Assistance for Major Projects Program - "AMPP"

This program is a mega projects competitive grant program authorized at a total of \$2.4B over six years. Applicant eligibility has been expanded and the program adopts a joint decision making process for project selection. Other details:
 Minimum project threshold of \$350M
 Minimum project award of \$50M, except in the instance of rural projects
 Rural projects must receive 20% of available funding
 Transit projects are capped at 20% of available funds
 Any single state is capped at 20% of available funds

Money awarded through this program can be used to pay a project's TIFIA subsidy

The latest short-term extension of federal highway and transit programs expires on July 31.

Although a number of key congressional leaders, as well as the President, have said they will not support any additional short-term extensions, it is almost inevitable that Congress will have to pass at least one more extension - probably through the end of the calendar year. It does not appear likely that a consensus will be reached by the end of July on a long-term funding solution for the Highway Trust Fund (HTF). Unlike the current two-month extension, which did not require any additional funding, an extension through December will require at least \$10B in additional funding - likely in the form of yet another General Fund transfer - in order to keep the HTF solvent. US DOT has recently reinstated its Highway Trust Fund Ticker which predicts the Highway Account will fall below \$4B by the end of July and below \$2B by the end of August, with less than \$1B in the Mass Transit Account by early September. While there is some indication that the Senate Banking Committee (transit jurisdiction) and Senate Commerce Committee (highway safety, freight and R&D jurisdiction) will mark-up their titles of the MAP-21 shortly after the July recess, that timing has not been verified by the leadership of those committees. The critical issue of identifying new revenue to provide long-term, sustainable funding for the HTF is the responsibility of the House Ways & Means and Senate Finance tax writing committees. Both committees held hearings last week on this subject. Unfortunately, neither committee came to a consensus on how to proceed. House Chairman Paul Ryan (R-WI) indicated he understood the seriousness of the situation, but he strongly objected to any form of a federal gas tax increase. A number of Committee members mentioned support for greater use of P3s, tolls, TIFIA, environmental streamlining, lifting the cap on Private Activity Bonds (PABs), etc., but they did not seem to recognize that while such provisions might be a supplement to increased, dedicated HTF revenues, they would not generate revenue to serve as a substitute for direct funding. Senate Chairman Orin Hatch (R-UT) made it clear that his goal is to find a way to fund a long term bill, but no consensus on how to do so was reached at the hearing. As a follow-up, the House Ways & Means Subcommittee on Select Revenue Measures held a hearing on using tax revenue from repatriated, tax deferred overseas corporate profits to bail out the HTF. However, many Ways & Means Committee members oppose using repatriation for this purpose because they want to reserve the potential revenue to fund a reduction in the corporate tax rate or for other tax cuts as part of a comprehensive tax reform bill. The Senate Finance Committee held a follow-up hearing on "Unlocking the Private Sector: State Innovations in Financing Transportation Infrastructure." There is growing talk of trying to tie the controversial Export-Import Bank reauthorization bill to a "must-pass" MAP-21 extension in late July in an effort to garner more Republican votes for a extension that will likely require significant General Fund transfers. Lastly, in terms of a House reauthorization bill, all indications are that the House is far behind the Senate in terms of drafting; that the preference is to wait until there is more certainty as to both the funding and timing of reauthorization; and, there is reluctance to have Members vote on a bill without knowing the scope of funding and timing. Pending all that, hearings continue.

On June 1, the Senate Committee on Environment and Public Works Subcommittee on Transportation and Infrastructure is holding a field hearing entitled, "Need to Invest Federal Funding to Relieve Traffic Congestion and Improve Our Roads and Bridges at the State and Local Level." Witnesses were Roy Quezaire, Deputy Director of the Port of South Louisiana;

Sherri LeBas, Secretary of the Louisiana Department of Transportation and Development; and, Ken Perret, President of the Louisiana Good Roads and Transportation Association. On June 9, Chairman Shuster of the House Committee on Transportation and Infrastructure, Members of Congress from Georgia, GDOT, and business leaders from Coca-Cola, UPS, and the Georgia Ports Authority participated in a roundtable meeting in Atlanta to discuss the region's infrastructure, its importance to the economy, and the need for legislation that improves the nation's highways, bridges, and other transportation systems. The roundtable examined such issues as the national freight network and Atlanta's role in that network; the federal role in ensuring a cohesive, efficient, national transportation network; and how the federal government can improve and streamline infrastructure programs to help ensure the transportation network meets the needs of our economy. The Transportation Committee continues to develop legislation to fund highway, bridge, and transit improvements; a bill to modernize the U.S. aviation system; and other infrastructure initiatives for congressional action later this year. Roundtable participants: Rep. Bill Shuster; Rep. Rob Woodall (GA-07), Member of the Transportation and Infrastructure Committee; Rep. Tom Graves (GA-14); Rep. Rick Allen (GA-12); Georgia Department of Transportation Chief Engineer Meg Pirkle; Georgia Ports Authority Senior Director Jamie McCurry; Coca-Cola Vice President of Supply Chain and Transportation Michael Broaders; and, UPS Vice President of Network Operations Matthew J. Connelly.

President's Transportation Bill (MAP-21 Reauthorization)

To review, on March 30, the Administration unveiled "The Generating Renewal, Opportunity, and Work with Accelerated Mobility, Efficiency, and Rebuilding of Infrastructure and Communities throughout America Act," or GROW AMERICA Act, a \$478 billion, six year transportation reauthorization proposal that provides increased funding for the nation's highways, bridges, transit, and rail systems. The Administration's proposal is funded by supplementing current revenues from the Highway Trust Fund in combination with a 14 percent transition tax on up to \$2 trillion of untaxed foreign earnings that U.S. companies have accumulated overseas. This is intended to prevent Trust Fund insolvency for six years and increase investments to meet national economic goals. Highlights of the proposal are:

\$317 billion for the highways. The proposal increases highway funds by an average of about 29 percent above FY 2015 enacted levels.

\$115 billion for transit. The proposal increases average transit spending by 76 percent above FY 2015 enacted levels.

Tools and resources for regional coordination and local decision-making. The proposal includes policy reforms to incentivize improved regional coordination by Metropolitan Planning Organizations (MPOs).

Tools for dangerous vehicle and tire defects. The proposal gives NHTSA the authority to issue imminent hazard orders requiring vehicle manufacturers to immediately take action to alleviate harm in cases where there is an imminent risk of injury or death.

\$18 billion for a multi-modal freight program. The proposal provides \$18 billion over six years

to establish a new multimodal freight grant program.

\$28.6 billion for rail investments. The proposal includes \$28.6 billion over six years for high performance and passenger rail programs.

Competitive funding to spur innovation. The proposal provides \$7.5 billion over six years for the TIGER competitive grant program and \$6 billion for a new competitive grant program called Fixing and Accelerating Surface Transportation (or "FAST").

Project delivery and the Federal permitting and regulatory review process. The proposal builds on recent efforts to expedite project approval timelines.

Cost effective investments. The proposal provides performance incentives to maintain safety and conditions of good repair and expand research and technology activities.

\$6 billion to attract private investment in transportation infrastructure. The proposal provides \$6 billion in TIFIA funding over six years

FY16 House Transportation Appropriations Bill

On June 6, the House passed its version of the FY16 Transportation Appropriations bill. In a letter from OMB to the House Appropriations Committee Chairman serious concerns were raised about locking in FY16 sequestration funding levels for DOT programs. OMB opposes the proposed House cuts in funding for TIGER, FTA Capital Investment Grants, and FAA's Facilities & Equipment program. The letter does not mention the cuts to Amtrak. The letter also opposes a number of policy riders including strongly objecting to the House language that would prohibit the Surface Transportation Board (STB) from taking any action to approve subsequent phases of the California High-Speed Rail project. The letter does not mention whether OMB would recommend that the President veto the bill. Highlights of the House bill are as follows:

Highways – The bill provides over \$40.25 billion from the Highway Trust Fund to be spent on the Federal-aid Highways Program. This is equal to the fiscal year 2015 level. This funding is contingent on the enactment of new transportation authorization legislation, as the current authorization expires this year.

Air – Included in the legislation is \$15.9 billion in total budgetary resources for the Federal Aviation Administration (FAA) – \$159 million above the fiscal year 2015 enacted level and \$40 million above the request. This will provide full funding for all air traffic control personnel, including 14,500 air traffic controllers, 7,400 safety inspectors, and operational support personnel. The bill also funds FAA's Next Generation Air Transportation Systems (NextGen) at \$931 million, and funds Contract Towers at \$154 million. These investments will help ease future congestion and help reduce delays for travelers in U.S. airspace. In addition, the bill rejects the Administration's proposals for new passenger facility and general aviation fees.

Rail – The Federal Railroad Administration is funded at \$1.4 billion, a reduction of \$262 million below the fiscal year 2015 enacted level. This includes \$289 million for Amtrak operations –

continuing service for all current routes – and \$850 million for capital grants. The bill also continues reforms to ensure the best use of tax dollars, such as requiring overtime limits for Amtrak employees to reduce unnecessary costs, and prohibiting federal funding for routes where Amtrak offers a discount of 50% or more off normal, peak fares. No funding is provided for High-Speed Rail. In addition, rail safety and research programs are funded at \$226 million, equal to the fiscal year 2015 enacted level. This will fund inspectors and training to help ensure the safety of passengers and local communities. The bill also allows \$6.5 million in funding for a highway rail-grade crossing safety initiative.

Transit – The bill provides \$10.7 billion for the Federal Transit Administration (FTA) – \$161 million below the fiscal year 2015 enacted level. Transit formula grants total \$8.6 billion, which is consistent with the MAP-21 authorization legislation, to help local communities build, maintain, and ensure the safety of their mass transit systems. This funding is contingent on the enactment of new transportation authorization legislation, as the current authorization expires this year. Within this amount, the legislation provides a total of \$1.9 billion for Capital Investment Grants (“New Starts”), full funding for all current “Full Funding Grant Agreement” (FFGA) transit projects, and an additional \$250 million for projects that will enter a FFGA by the end of fiscal year 2016. Also included is \$40 million for core capacity projects, and full funding for all state and local “Small Starts” projects that will begin in fiscal year 2016. These programs provide competitive grant funding for major transit capital investments – including rapid rail, light rail, bus rapid transit, and commuter rail – that are planned and operated by local communities.

Maritime – The legislation includes \$361 million for the Maritime Administration, \$19.8 million above the fiscal year 2015 enacted level, to increase the productivity, efficiency and safety of the nation’s ports and intermodal water and land transportation. The Maritime Security Program is funded at the fully authorized level of \$186 million.

Safety – The legislation contains funding for the various transportation safety programs and agencies within the Department of Transportation. This includes \$837 million in total budgetary resources for the National Highway Traffic Safety Administration (NHTSA) – an increase of \$6.5 million over the fiscal year 2015 enacted level – and \$572 million for the Federal Motor Carrier Safety Administration. Also included is \$227 million for the Pipeline and Hazardous Materials Safety Administration, an increase of \$6.9 million over the fiscal year 2015 enacted level, to help address safety concerns including the transport of energy products.

Grants – The legislation funds National Infrastructure Investment grants (also known as TIGER grants) at \$100 million, \$400 million below the fiscal year 2015 enacted level and \$1.15 billion below the request.

FY16 Senate Transportation Appropriations Bill

On June 25, the Senate Appropriations Committee approved its version of the FY16 Transportation Appropriations Bill. The bill includes \$17.78 billion in FY2016 discretionary appropriations for the Department of Transportation, \$17 million below the FY2015 enacted

level and \$3.9 billion below the President's request (disregarding the administration request to shift certain programs from discretionary to mandatory spending).

TIGER Grants – \$500 million, equal to the FY2015 enacted level, for TIGER grants.

Highway Trust Fund – \$40.26 billion, equal to the FY2015 enacted level, from the Highway Trust Fund to be spent on the Federal-aid Highways Program, contingent on the enactment of new transportation authorization legislation. The bill also frees up to \$2.4 billion in old, unused earmarks for infrastructure projects that can be spent on other important transportation projects.

Federal Aviation Administration (FAA) – \$16 billion in total budgetary resources for the FAA, \$294 million above the FY2015 enacted level and \$175 million above the request. This will provide full funding for all air traffic control personnel, including 14,500 air traffic controllers, and more than 25,000 engineers, maintenance technicians, safety inspectors, and operational support personnel. The bill also makes investments in the FAA Next Generation Air Transportation Systems (NextGen) and the Contract Towers program to help ease future congestion and to help reduce delays for travelers in U.S. airspace. In addition, the bill rejects the administration's proposals for new passenger facility charge fees and transfer authority.

Federal Railroad Administration – \$1.68 billion, an increase of \$53 million above the FY2015 enacted level. This includes \$289 million for Amtrak operations and continued service for all current routes, and \$1.1 billion for capital grants. The bill also provides an additional \$17 million for the Northeast Corridor and promotes necessary reforms to Amtrak.

Rail Safety and Research Programs – \$288 million, \$12 million above the FY2015 enacted level for rail safety and research programs, including inspectors and training to help ensure the safety of passengers and local communities. The bill also allows \$50 million for rail safety grants, to support implementation of Positive Train Control (PTC), enhance passenger rail safety, and reduce highway-rail grade crossings incidents.

Federal Transit Administration (FTA) – \$10.5 billion, \$424 million below the FY2015 enacted level, for the FTA. Transit formula grants total \$8.6 billion, which is contingent on the enactment of new transportation authorization legislation, as the current authorization expires this year. This funding level is consistent with the MAP-21 authorization legislation. The bill provides a total of \$1.6 billion for Capital Investment Grants ("New Starts"), fully funding all current "Full Funding Grant Agreement" (FFGA) transit projects as well as new projects. Also \$75 million is provided for core capacity projects and \$30 million for Small Starts projects-- competitive grant funding for major transit capital investments – including rapid rail, light rail, bus rapid transit, and commuter rail – that are planned and operated by local communities.

Maritime Administration – \$373 million, \$32 million above the FY2015 enacted level, for the Maritime Administration to increase the productivity, efficiency and safety of the nation's ports and intermodal water and land transportation. The Maritime Security Program is funded at the authorized level of \$186 million. The bill includes \$33 million for State Maritime Academies, including \$5 million to develop a replacement vessel for the six SMA training ships. These training ships are essential to continuing a strong merchant marine workforce.

National Highway Traffic Safety Administration – \$825 million in total budgetary resources for the National Highway Traffic Safety Administration, including an increase in funding for the Office of Defects Investigation to address concerns with vehicle recalls.

Federal Motor Carrier Safety Administration – \$572 million for the Federal Motor Carrier Safety Administration. The report includes several key safety provisions, including a requirement that the Department complete its final rule on Electronic Logging Devices and its proposed rule on Speed Limiters.

Pipeline and Hazardous Materials Safety Administration – \$246 million for the Pipeline and Hazardous Materials Safety Administration to address safety concerns related to recent pipeline and crude oil by rail accidents. The bill includes language that will help develop web-based curriculum for local emergency responders.

Bill Tracking

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

H.R.2716, Transportation Empowerment Act

Introduced on June 10 by Congressman Ron DeSantis (R-FL-6) with 9 (now 12) cosponsors. The bill was referred to the Committees on Transportation and Infrastructure, Ways and Means, Budget and Rules.

Status Update: three additional cosponsors added since the last report.

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

Introduced on June 10 by Senator Jeff Flake (R-AZ) with no (now 1) cosponsors. The bill was referred to the Committee on Appropriations.

Status Update: one additional cosponsor added since the last report.

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

Introduced on January 7 by Congressman Albio Sires (D-NJ-8) with no (now 4) cosponsors. The bill was referred to the House Committee on Transportation and Infrastructure. The Multimodal Opportunities Via Enhanced Freight Act of 2015 or “MOVE Freight Act of 2015” defines the “national freight network” as a network composed of highways, railways, navigable waterways, seaports, airports, freight intermodal connectors, and aerotropolis transportation systems most critical to the multimodal movement of freight; revises requirements for establishment and

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

Status Update: no change since the last report.

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

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

Prescribes an obligation ceiling of \$33,528,284,932 for federal-aid highway and highway safety construction programs for the same period. Authorizes appropriations from the HTF (other than the Mass Transit Account) for administrative expenses of the federal-aid highway program for the same period. Extends for the same period the authorization of appropriations for National Highway Traffic Safety Administration (NHTSA) safety programs, including: highway safety research and development, national priority safety programs, the National Driver Register, the High Visibility Enforcement Program, and NHTSA administrative expenses. Amends SAFETEA-LU to extend for the same period high-visibility traffic safety law enforcement campaigns under the High Visibility Enforcement Program. Sets aside a specified amount of the

total apportionment to states for highway safety programs for a cooperative program to research and evaluate priority highway safety countermeasures for the same period. Extends for the same period the authorization of appropriations for Federal Motor Carrier Safety Administration (FMCSA) programs, including: motor carrier safety grants, FMCSA administrative expenses, commercial driver's license program improvement grants, border enforcement grants, performance and registration information system management grants, commercial vehicle information systems and networks deployment grants, safety data improvement grants, a set-aside for high priority activities that improve commercial motor vehicle safety and compliance with commercial motor vehicle safety regulations, a set-aside for new entrant motor carrier audit grants, FMCSA outreach and education, and the commercial motor vehicle operators grant program. Amends the Dingell-Johnson Sport Fish Restoration Act to continue, for the same period, the authorized distribution of funds for coastal wetlands, recreational boating safety, projects under the Clean Vessel Act of 1992, boating infrastructure projects, and the National Outreach and Communications Program. Extends for the same period the apportionment of nonurbanized (rural) area formula grants for competitive grants and formula grants for public transportation on Indian reservations. Extends the apportionment of urbanized area formula grants for passenger ferry projects for the same period. Extends for the same period the authorization of appropriations from the HTF Mass Transit Account for: formula grants for public transportation, including allocations for specified projects; research, development demonstration, and deployment projects; the transit cooperative research program; technical assistance and standards development grants; human resources and training grants; capital investment grants; and administrative expenses. Allocates, for the same period, certain amounts to states and territories for formula bus and bus facilities grants. Authorizes appropriations for the same period for hazardous materials (hazmat) transportation safety projects. Authorizes the Secretary to make certain expenditures, including an amount for hazmat training grants, from the Hazardous Materials Emergency Preparedness Fund for the same period. Amends the Internal Revenue Code to extend through July 31, 2015, the authority for expenditures from: (1) the HTF Highway and Mass Transit Accounts, (2) the Sport Fish Restoration and Boating Trust Fund, and (3) the Leaking Underground Storage Tank Trust Fund.

Status Update: bill became law (PL 114-21) since the last report.

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

Introduced on May 19 by Congressman Peter DeFazio (D-OR-4) with 23 (now 35) cosponsors. The bill was referred to the Committees on Transportation and Infrastructure, Energy and Commerce, Ways and Means, Science, Space, and Technology, Natural Resources, Oversight and Government Reform, the Budget, and Rules. Prescribes requirements for environmental reviews with respect to state and federal agency engagement, obstruction of navigation, historic sites, categorical exclusion of multimodal projects from environmental review, and creation in the Department of Transportation (DOT) of an Interagency Infrastructure Permitting Improvement Center.

Directs DOT to establish a multimodal freight incentive grant program and a National Freight Infrastructure Program. Redesignates the Dwight D. Eisenhower System of Interstate and

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

and a financial assistance program for commercial driver's license program implementation. Directs DOT to maintain for the Federal Motor Carrier Safety Administration a motor carrier safety advisory committee. Revises requirements for the Unified Carrier Registration System plan. Repeals the authorization for self-insurance by motor carriers. Prescribes notice requirements relating to decisions that electronic logging devices fail to comply with standards. Authorizes DOT to issue regulations: governing contractors that exercise control over motor carrier operations; and requiring motor vehicle employers to track and compensate employees for on-duty, not-driving time. Authorizes DOT, with respect to unsafe conditions or practices in the transportation of hazardous materials (hazmat transportation), to order necessary: operational controls, restrictions, and prohibitions without prior notice or an opportunity for a hearing; and removal, remediation, or disposal of hazardous materials causing unreasonable risk of death, personal injury, or significant harm to the property or the environment. Authorizes DOT to collect reasonable fees for the administration of the special permits and approvals for deposit into a Hazardous Materials Approvals and Permits Fund.

Revises requirements for planning and training grants under the Emergency Planning and Community Right-To-Know Act of 1986. Reauthorizes the program for regulating hazmat transportation through FY2021. Amends the Internal Revenue Code to extend through FY2023 specified highway-related taxes as well as requirements for expenditures from the Sport Fish Restoration and Boating Trust Fund. Replaces the Highway Trust Fund with a Transportation Trust Fund, and authorizes appropriations to it through FY2021. Directs DOT to establish and support a National Cooperative Freight Transportation Research Program and a Priority Multimodal Research Program. Revises the competitive selection process for the university transportation centers consortia program. Requires the Director of the Bureau of Transportation Statistics (BTS) to create data sets and data analysis tools for intermodal transportation data. Establishes in the BTS a National Transportation Library. Authorizes the BTS Director to establish a Port Performance Statistics Program to provide nationally consistent measures of performance of the nation's maritime ports. Revises requirements for the intelligent transportation system (ITS) program. Includes as an ITS program goal the development and deployment of automated vehicles in all modes of surface transportation. Prescribes requirements for the use of funds to develop ITS infrastructure, equipment, and *systems*. *Rail for America Act* Directs DOT to facilitate by financial assistance the establishment of a National High-Performance Rail System of integrated passenger and freight rail services, including a Current Passenger Rail Service Program and a Rail Service Improvement Program. Authorizes appropriations through FY2021 for the System and for the planning, development, construction, and implementation of rail corridors and related infrastructure improvements. Requires Amtrak to submit to the Secretary draft 5-year business line plans and draft 5-year capital asset plans. Authorizes DOT to establish Regional Rail Development Authorities, including a Regional Committee, to facilitate the development of multi-state high-performance rail services, and to coordinate these investments with other rail, transit, highway, and aviation system services. Prescribes requirements for the standardization of passenger equipment and level-entry boarding platforms. Directs DOT to evaluate the shared-use of right-of-way by passenger and freight rail systems and the operational, institutional, and legal structures that would best support improvements to both of these systems; and conduct a nationwide disparity and availability study to establish the availability and utilization of small business concerns owned and controlled by socially and economically disadvantaged individuals in publicly funded railroad projects.

Requires DOT to complete a National Rail Development Plan meeting certain criteria, and facilitate development of Regional Rail Development Plans. Authorizes DOT to prescribe regulations or issue orders to require host railroads for joint operations that occur within a small geographic area to develop unified rules governing all operations within that area. Revises or prescribes requirements relating to positive train control, hours of service, maximum employee duty hours, safety appliances, locomotive inspections, noise emission standards, and damaged track inspection equipment. Authorizes federal agency heads to construct, install, operate, and maintain electric charging infrastructure for official agency vehicles.

Status Update: twelve additional cosponsors added since the last report.

S.206, Local Transportation Infrastructure Act

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

Status Update: no change since the last report.

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

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

Status Update: no change since the last report.

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

Introduced on January 21 by Congressman John Delaney (D-MD-6) with 34 (now 41) cosponsors. The bill was referred to the Committees on Ways and Means and Transportation and Infrastructure. The bill establishes the American Infrastructure Fund (AIF) as a wholly-owned government corporation to provide bond guarantees and make loans to state and local governments, non-profit infrastructure providers, private parties, and public-private partnerships for state or local government sponsored transportation, energy, water, communications, or educational facility infrastructure projects (Qualified Infrastructure Projects [QIPs]). Authorizes AIF also to make equity investments in QIPs. Directs the Secretary of the Treasury, acting through the AIF, to issue American Infrastructure Bonds with an aggregate face value of \$50 billion. Requires proceeds from the sale of the bonds to be deposited into the AIF. Amends the Internal Revenue Code to allow U.S. corporations to exclude from gross income qualified cash dividend amounts received during a taxable year from a foreign-controlled corporation equal to the face value of qualified infrastructure bonds the corporation has purchased. Prohibits allowance of a foreign tax credit to the excluded portion of any dividend received by a U.S. corporation. Prohibits also the allowance of a deduction for expenses related to that excludable portion.

Status Update: two additional cosponsors added since the last report.

H.R.625, Infrastructure 2.0 Act

Introduced on January 30 by Congressman John Delaney (D-MD-6) with 4 (now 20) cosponsors. The bill was referred to the Committees on Rules, Ways and Means and Transportation and Infrastructure. Amends the Internal Revenue Code, with respect to the taxation of earnings and profits of a deferred foreign income corporation, to: (1) make such earnings and profit subject to taxation in the last taxable year that ends before the enactment of this Act; (2) reduce the rate of tax on such earnings and profits by allowing an exemption of 75% (equal to a tax of 8.75% of repatriated earnings and profits); and (3) allow such corporations to elect to pay such tax in eight installments. Establishes the American Infrastructure Fund to provide assistance to states, local governments, and other public and private entities for investment in public infrastructure projects. Appropriates tax revenues from this Act to the Highway Trust Fund. Establishes the Highway Trust Fund Solvency Commission to submit recommendations and proposed legislation for achieving long-term solvency of the Highway Trust Fund. Sets forth congressional procedures for the expedited consideration of a bill containing such legislation. Directs the Secretary of Transportation to establish a regional infrastructure accelerator pilot program to assist public entities in developing infrastructure projects. Establishes a deadline of 18 months after the enactment of this Act for the enactment of legislation that reforms the international tax system by eliminating the incentive to hold earnings in low-tax jurisdictions. Imposes a tax on repatriated offshore corporate earnings upon the expiration of the deadline. Sets forth provisions for the reform of the international tax system (to be effective if reform legislation is not enacted by the 18-month deadline established by this Act), including provisions relating to subpart F income and insurance income, gains and losses from the sale or exchange of stock in controlled foreign corporations, limitations on the foreign tax credit, and the tax treatment of previously deferred foreign income.

Status Update: two additional cosponsors added since the last report.

H.R.211, REBUILD Act

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

Status Update: no change since the last report.

S.268, Rebuild America Act of 2015

Introduced on January 27 by Senator Bernard Sanders (I-VT) with one cosponsor. The bill was referred to the Committee on Banking, Housing, and Urban Affairs. Reduces the non-federal share of the cost of any activity funded by this Act by 50% of what is was before enactment of this Act. Appropriates funds for FY2015-FY2022 to the Highway Trust Fund to improve roads, bridges, and other U.S. transportation infrastructure. Appropriates funds for FY2015-FY2019: (1) for intercity high-speed rail service, (2) to provide credit assistance for surface transportation

projects of national and regional significance, (3) to implement airport improvement and noise compatibility projects at public-use airports, (4) to the Federal Aviation Administration to accelerate deployment of satellite technology to improve airport safety and capacity, and (5) for the TIGER Discretionary Grant Program. Appropriates funds for FY2015-FY2019 for water infrastructure, including to: (1) the Environmental Protection Agency for capitalization grants to states to establish water pollution control revolving funds and drinking water treatment revolving loan funds and for loans for large water infrastructure projects that are ineligible for funding from a state revolving loan fund; (2) the Federal Emergency Management Agency to carry out the predisaster hazard mitigation program for minor localized flood reduction projects and major flood risk reduction projects; and (3) the Army Corps of Engineers for inland waterways projects, coastal harbors and channels, inland harbors, and dams and levees. Appropriates funds for FY2015-FY2019 for the National Park Service. Appropriates funds for FY2015-FY2019 for the Broadband Initiatives Program, the Broadband Technology Opportunities Program, and the Department of Energy to modernize the electric grid. Establishes the National Infrastructure Development Bank as a wholly owned government corporation. Makes the Bank's Board of Directors responsible for monitoring and overseeing energy, environmental, telecommunications, data, or transportation infrastructure projects. Authorizes the Board to: make senior and subordinated loans and purchase senior and subordinated debt securities; issue and sell debt securities of the Bank; issue public benefit bonds and provide direct subsidies to infrastructure projects from the proceeds; make loan guarantees; borrow on the global capital market and lend to regional, state, and local entities, and commercial banks, to fund infrastructure projects; and purchase, pool, and sell infrastructure-related loans and securities on the global capital market. Requires the Board to establish: (1) an Executive Committee, a Risk Management Committee, and an Audit Committee; and (2) criteria for determining eligibility for financial assistance from the Bank and disclosure and application procedures for entities to nominate projects for such assistance. Requires the Bank to conduct an analysis that considers the economic, environmental, and social benefits and costs of each project under consideration, prioritizing projects that contribute to economic growth, lead to job creation, and are of regional or national significance. Sets forth criteria to be considered by the Board in determining the eligibility of transportation, environmental, energy, and telecommunications infrastructure projects for assistance. Exempts all bonds issued by the Bank from state or local government taxation. Deems all debt securities and other obligations issued by the Bank to be exempt securities within the meaning of laws administered by the Securities and Exchange Commission. Sets forth requirements regarding compliance of financed infrastructure projects with prevailing wage rate, domestic content, and buy American statutes. Authorizes appropriations for the capitalization of the Bank.

Status Update: no change since the last report.

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

Introduced on March 4 by Congressman Alan Lowenthal (D-CA-47) with 3 (now 15) cosponsors. The bill was referred to the Committees on Transportation and Infrastructure and Ways and Means. The bill directs the Secretary of Transportation to: (1) establish a Multimodal Freight Funding Formula Program to distribute funds to states, and a National Freight Infrastructure Competitive Grant Program to make grants to entities for projects, to improve the

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

Status Update: three additional cosponsors added since the last report.

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

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

Status Update: no change since the last report.

H.R.278, Transportation Investment Generating Economic Recovery for Cities Underfunded Because of Size Act of 2015 or TIGER CUBS Act

Introduced on January 12 by Congressman Rick Larsen (D-WA-2) with one cosponsor. The bill was referred to the Committees on Appropriations and Budget. The bill provides \$500 million in supplemental FY2015 appropriations to the Department of Transportation for national infrastructure investments under a competitive grant program commonly known as the

Transportation Investment Generating Economic Recovery (TIGER) program. At least \$100 million of the funds must be used for projects located in cities with populations between 10,000 and 50,000. The funding provided by this bill is designated as an emergency requirement pursuant to the Balanced Budget and Emergency Deficit Control Act of 1985. This funding is only available if the President designates the amounts as an emergency and submits the designation to Congress.

Status Update: no change since the last report.

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

Introduced on February 3 by Congressman Earl Blumenauer (D-OR-3) with 25 (now 34) cosponsors. The bill was referred to the House Committee on Ways and Means. The bill expresses the sense of Congress that by 2024 the gas tax should be repealed and replaced with a more sustainable, stable funding source. Amends the Internal Revenue Code, with respect to the excise tax on motor fuels, to increase the rate of tax on: (1) gasoline other than aviation gasoline to 26.3 cents per gallon in 2016, 30.3 cents per gallon in 2017, and 33.3 cents per gallon after 2017 and before 2028; (2) diesel fuel or kerosene to 32.3 cents per gallon in 2016, 36.3 cents per gallon in 2017, and 39.3 cents per gallon after 2017 and before 2027; and (3) diesel-water fuel emulsion. Delays the termination of such increased rates from the end of FY2016 to December 31, 2026. Requires an adjustment for inflation to such increased rates beginning after 2017. Increases allocations in the Mass Transit Account of the Highway Trust Fund in 2016 and 2017 and after 2017. Imposes a floor stocks tax on rate increases for gasoline, diesel fuel, and kerosene (other than aviation-grade kerosene), subject to specified exemptions for exempt uses and low-volume producers.

Status Update: six additional cosponsors added since the last report.

S.762, Innovation in Surface Transportation Act of 2015

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

Status Update: no change since the last report.

H.R.1620, 414 Plan Act of 2015

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

Status Update: no change since the last report.



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July 31, 2015
 To: Celia McAdam
 From: Sante and Michael Esposito
 Subject: July Monthly Report

MAP-21 Reauthorization

In the past twenty-four hours, two significant things occurred that impact passage of a long-term surface transportation reauthorization bill.

The first addresses the immediate problem of the nation's surface transportation program expiring today, July 31. That was addressed and resolved by passage of legislation that extends highway and mass transit funding through Oct. 29. The short-term funding bill would give lawmakers breathing space to hammer out a more lasting solution for America's crumbling infrastructure.

The House had initially passed legislation extending the program until December 18. While the Senate had taken no action on an extension, its position was that the House duration was too long and would take the pressure off doing a multi-year bill. There was talk of a Senate-supported two month extension until September 30. However, as that would conflict with the anticipated flurry of activity surrounding the FY16 appropriations process, effective October 1, Oct. 29 was settled on as a compromise. Given that, the goal of the House Committee on Transportation and Infrastructure is to have a House-passed multi-year bill by October, leaving the month of October to conference with the Senate. How that would coincide with the tax reform effort that is theoretically to fund the bill is not yet clear.

The second addresses the Senate's passage of a multi-year transportation bill - DRIVE Act - that would authorize \$350 billion in spending on transportation projects over six years, but provide actual funding for only three years. The bill went from six-years of funding to three years when Senate leaders were forced to drop a plan to raise revenue through changes in the federal employees' retirement fund which faced strong opposition. The following outlines the original bill:

THE DRIVE ACT (Developing a Reliable and Innovative Vision for the Economy Act)

Highways:

Core formula programs: reauthorizes the federal aid highway program, maintains formula program structure and increases the amounts each state will receive each fiscal year.

Bridges and large facilities of national importance: increases funding to maintain bridges of national importance and shifts additional revenue towards the Interstate System and the National Highway System.

Freight programs: establishes a formula-based freight program and expands flexibility for both rural and urban areas to designate key freight corridors that match regional goods movement on roads beyond the Primary Highway Freight System.

Major projects: provides funds for major projects of high importance to a community, region, or the nation through a competitive grant program.

User fee for electric vehicles: ensures all users of roads and bridges pay their fair share with a new federal share program initializing new state controlled user fees.

Federal lands and tribal projects program: empowers states to work with the Department of Transportation to develop ways to effectively utilize flexibilities for small projects, with new options to bundle rural road and bridge projects to increase efficiencies and better respond to community needs. The bill also authorizes funds for nationally significant federal lands and tribal transportation projects.

Environmental review process: cuts NEPA red tape and streamlines project delivery while improving collaboration between federal agencies.

Research:

Transportation research: advances education and innovation by requiring at least half of the grants in the Technology and Innovation Development Program to be distributed to outside entities.

Transparency: includes new provisions to improve the transparency of how and where transportation projects are selected and funded.

Transportation Infrastructure Finance and Innovation Act of 1938 Amendments (TIFIA):

TIFIA: updates the TIFIA program and provides state and local governments new options for stretching transportation dollars and increasing efficiency and utilization, and also improves the process whereby a TIFIA loan can be used to capitalize a State Infrastructure Bank, providing increased leverage for small, rural projects that was previously unavailable.

Safety/Regulatory:

Safety and regulatory: makes enhancements for safer highways as well as freight and passenger

rail service through implementation of new technologies, new tools for federal safety watchdog agencies, reforming grant programs for states, and transparency that promotes accountability. Railroad Safety – increases safety, improves infrastructure, facilitates the implementation of new technology, and cuts red tape.

Auto Safety – requires the Secretary of Transportation to certify that fundamental auto safety reforms have occurred before any additional funding is authorized and provides new targeted authorities to protect the traveling public, increase consumer awareness, and holds the auto industry accountable for safety violations.

Grants and Project Permitting – provides additional authority to streamline the delivery of infrastructure projects, consolidates state trucking enforcement grants to provide additional flexibility to states, and helps each state address unique safety and multimodal challenges for highways, railroads, ports, airports, and pipelines.

Public Transit:

Public transportation funding: \$2 billion over MAP-21 levels.

Buses: restores more than \$387 million to the Bus and Bus Facilities Program to bring the total program level back up to \$815 million by fiscal year 2021.

Urbanized Area Formula Grants: provides \$862 million.

Rail fixed guideway systems: includes a 7.5 percent increase, or \$162 million, in fiscal year 2016 to allow public transportation agencies with rail fixed guideway systems to continue to address their most pressing state of good repair needs.

Capital Investment Grant program: creates a new, expedited project delivery program for projects seeking minimal federal funding.

Rural areas: \$105 million, including additional funding for Public Transportation on Indian Reservations.

Training: \$4 million annually to address training deficiencies and workforce shortages impacting the public transportation industry.

Procurement methods: encourages innovative procurement methods for the purchase of public transportation vehicles by enabling state purchasing schedules, non-profit cooperative procurement programs, and new leasing options.

Minimum safety standards: grants the Federal Transit Administration the authority to set minimum safety standards to ensure the safe operation of public transportation systems. Value capture financing: permits revenue generated from value capture financing to be counted towards the local share of a project cost.

Federal Permitting:

Federal permits: addresses the permitting process for major capital projects in three ways: better coordination and deadline-setting for permitting decisions; enhanced transparency; and reduced litigation delays.

Via a McConnell substitute amendment, changes (see outline below) were made to the original bill. The changes include the transfer of \$100M in annual funding from the highway program (\$50M from TIFIA and \$50M from the new AMPP program) to the transit program in order to maintain an 80/20 funding split between the two modes.

CHANGES: MCCONNELL #2266 (EDW15730) TO MODIFICATION #1 (EDW15748)

FINANCE DIVISION

1. Technical changes suggested by JCT to Sec. 52101 related to "Consistent basis reporting between estate and person acquiring property from decedent", Sec. 52105 related to "Return due date modifications", and Sec. 52104 related to "Additional information on returns relating to mortgage interest."
2. Redrafted HHF rescission.
3. General Fund transfer provision (Sec. 51201) modified the highway/transit split – highways \$35,800,000,000 and transit 11,315,000,000.
4. Removed fugitive felons, Section 52303.

COMMERCE DIVISION

1. Removed Section 32201 related to minimum insurance standards.
2. Added back line about "prohibition of use of CSA data in court case"
3. Codified the freight savings provision
4. Fixed an incorrect CBO reference that should have been OMB

BANKING DIVISION

1. Recalculated the state minimum allocation under the formula which was included in Section 5338 but was omitted from 5339.
2. \$100 million increase per year in the High Intensity/Fixed Guideway State of Good Repair formula program (see offset under EPW).

EPW DIVISION

1. Conforming changes related to the authorization levels for TIFIA and the freight program. On Page 13, Line 25 and Page 14, Lines 1 and 2, of the original amendment (EDW15730) the numbers are changed as follows: \$40,079,500,000 for FY16, \$41,071,300,000 for FY17, \$42,127,100,000 for FY18, FY19-FY21 stay the same.
2. Split the set-aside for bridges off of the National Highway System and directed 50% of those funds onto bridges that are off the Federal-aid system entirely (i.e., small bridges that would be difficult to fund using only local dollars).
3. Reduced TIFIA by \$50 million and AMP by \$50 million each year (offset for Transit changes)

CHANGES FROM MODIFICATION #1 (EDW15748) TO MOD #2 (EDW15759)

FINANCE DIVISION

1. Removes Section 52301 (Hardest Hit Fund termination).
2. Adjusts General Fund transfer provision.
3. Transfers \$100m per year in 2015, 2016, and 2017 of surplus funds from the LUST trust fund to the Highway Trust Fund.

COMMERCE DIVISION

1. Section 32302: Modifies underlying provision to stipulate that DOT can proceed with non-statutory rulemaking upon a finding of "significant need" vs previous language that stipulated "an imminent and significant safety need"
2. Section 32003: Strikes "analysis of violation information" to ensure U.S. DoT can use the analysis in a safety fitness determination rulemaking
3. Section 31206: Clarifies compliance with FITARA and was requested by HSGAC. Ensures DoT's Chief Information Officer consults with the Director of the Bureau of Transportation Statistics on the protection of the confidentiality of information.
4. Section 35431: Modifies Real-Time Emergency Response Information as passed by the Senate Commerce Committee to allow local first responders the ability to request advance notice of information regarding the movement of High Hazard Flammable Trains via existing Fusion Centers.
5. New Section in Rail Title (Title 5): To require the Federal Railroad Administration to maintain bridge inspection reports and provide such reports to state and local officials upon request.
6. Clarifies the substitute's underlying thermal blanket standard to ensure greater protections in the event of a pool fire of retrofitted or new rail tank cars.
7. Strikes an extraneous paragraph no longer needed because of previous edits that were already incorporated in earlier McConnell amendment

EPW DIVISION

1. Reduces the authorization level for the freight program in FY16 from \$1.5B to \$1.0B and in FY17 from \$1.75B to \$1.45B.
2. Reduces the annual authorization level for TIFIA from \$450M to \$300M;
3. Removes the \$26M/year authorization out of the HTF for the Bureau of Transportation Statistics.

BANKING DIVISION

1. Slows the growth of major formula programs in the transit title to an average of 2% in the first year and at CPI annually thereafter with the exception of the Urbanized Area Formula Grants and the Bus and Bus Facilities program, which each receive an additional \$50 million in 2018. Retains significant growth in both the Bus and Bus Facilities Program and the State of Good Repair Program for fixed guideway systems at 43% and 12% respectively.

MISCELLANEOUS DIVISION

1. Incorporates the provisions of the House-passed version of HR 22, Hire More Heroes (passed the House 412-0 on January 6, 2015) since those provisions would be eliminated by the substitute amendment

More information on the Senate bill will be forthcoming as it becomes available.

President's Transportation Bill (MAP-21 Reauthorization)

To review, on March 30, the Administration unveiled "The Generating Renewal, Opportunity, and Work with Accelerated Mobility, Efficiency, and Rebuilding of Infrastructure and Communities throughout America Act," or GROW AMERICA Act, a \$478 billion, six year transportation reauthorization proposal that provides increased funding for the nation's highways, bridges, transit, and rail systems. The Administration's proposal is funded by supplementing current revenues from the Highway Trust Fund in combination with a 14 percent transition tax on up to \$2 trillion of untaxed foreign earnings that U.S. companies have accumulated overseas. This is intended to prevent Trust Fund insolvency for six years and increase investments to meet national economic goals. Highlights of the proposal are:

\$317 billion for the highways. The proposal increases highway funds by an average of about 29 percent above FY 2015 enacted levels.

\$115 billion for transit. The proposal increases average transit spending by 76 percent above FY 2015 enacted levels.

Tools and resources for regional coordination and local decision-making. The proposal includes policy reforms to incentivize improved regional coordination by Metropolitan Planning Organizations (MPOs).

Tools for dangerous vehicle and tire defects. The proposal gives NHTSA the authority to issue imminent hazard orders requiring vehicle manufacturers to immediately take action to alleviate harm in cases where there is an imminent risk of injury or death.

\$18 billion for a multi-modal freight program. The proposal provides \$18 billion over six years to establish a new multimodal freight grant program.

\$28.6 billion for rail investments. The proposal includes \$28.6 billion over six years for high performance and passenger rail programs.

Competitive funding to spur innovation. The proposal provides \$7.5 billion over six years for the TIGER competitive grant program and \$6 billion for a new competitive grant program called Fixing and Accelerating Surface Transportation (or "FAST").

Project delivery and the Federal permitting and regulatory review process. The proposal builds on recent efforts to expedite project approval timelines.

Cost effective investments. The proposal provides performance incentives to maintain safety and conditions of good repair and expand research and technology activities.

\$6 billion to attract private investment in transportation infrastructure. The proposal provides \$6 billion in TIFIA funding over six years

FY16 House Transportation Appropriations Bill

On June 6, the House passed its version of the FY16 Transportation Appropriations bill. In a letter from OMB to the House Appropriations Committee Chairman serious concerns were raised about locking in FY16 sequestration funding levels for DOT programs. OMB opposes the proposed House cuts in funding for TIGER, FTA Capital Investment Grants, and FAA's Facilities & Equipment program. The letter does not mention the cuts to Amtrak. The letter also opposes a number of policy riders including strongly objecting to the House language that would prohibit the Surface Transportation Board (STB) from taking any action to approve subsequent phases of the California High-Speed Rail project. The letter does not mention whether OMB would recommend that the President veto the bill. Highlights of the House bill are as follows:

Highways – The bill provides over \$40.25 billion from the Highway Trust Fund to be spent on the Federal-aid Highways Program. This is equal to the fiscal year 2015 level. This funding is contingent on the enactment of new transportation authorization legislation, as the current authorization expires this year.

Air – Included in the legislation is \$15.9 billion in total budgetary resources for the Federal Aviation Administration (FAA) – \$159 million above the fiscal year 2015 enacted level and \$40 million above the request. This will provide full funding for all air traffic control personnel, including 14,500 air traffic controllers, 7,400 safety inspectors, and operational support personnel. The bill also funds FAA's Next Generation Air Transportation Systems (NextGen) at \$931 million, and funds Contract Towers at \$154 million. These investments will help ease future congestion and help reduce delays for travelers in U.S. airspace. In addition, the bill rejects the Administration's proposals for new passenger facility and general aviation fees.

Rail – The Federal Railroad Administration is funded at \$1.4 billion, a reduction of \$262 million below the fiscal year 2015 enacted level. This includes \$289 million for Amtrak operations – continuing service for all current routes – and \$850 million for capital grants. The bill also continues reforms to ensure the best use of tax dollars, such as requiring overtime limits for Amtrak employees to reduce unnecessary costs, and prohibiting federal funding for routes where Amtrak offers a discount of 50% or more off normal, peak fares. No funding is provided for High-Speed Rail. In addition, rail safety and research programs are funded at \$226 million, equal to the fiscal year 2015 enacted level. This will fund inspectors and training to help ensure the safety of passengers and local communities. The bill also allows \$6.5 million in funding for a highway rail-grade crossing safety initiative.

Transit – The bill provides \$10.7 billion for the Federal Transit Administration (FTA) – \$161 million below the fiscal year 2015 enacted level. Transit formula grants total \$8.6 billion, which is consistent with the MAP-21 authorization legislation, to help local communities build, maintain, and ensure the safety of their mass transit systems. This funding is contingent on the enactment of new transportation authorization legislation, as the current authorization expires this year. Within this amount, the legislation provides a total of \$1.9 billion for Capital Investment Grants (“New Starts”), full funding for all current “Full Funding Grant Agreement” (FFGA) transit projects, and an additional \$250 million for projects that will enter a FFGA by the end of fiscal year 2016. Also included is \$40 million for core capacity projects, and full funding for all state and local “Small Starts” projects that will begin in fiscal year 2016. These programs provide competitive grant funding for major transit capital investments – including rapid rail, light rail, bus rapid transit, and commuter rail – that are planned and operated by local

communities.

Maritime – The legislation includes \$361 million for the Maritime Administration, \$19.8 million above the fiscal year 2015 enacted level, to increase the productivity, efficiency and safety of the nation’s ports and intermodal water and land transportation. The Maritime Security Program is funded at the fully authorized level of \$186 million.

Safety – The legislation contains funding for the various transportation safety programs and agencies within the Department of Transportation. This includes \$837 million in total budgetary resources for the National Highway Traffic Safety Administration (NHTSA) – an increase of \$6.5 million over the fiscal year 2015 enacted level – and \$572 million for the Federal Motor Carrier Safety Administration. Also included is \$227 million for the Pipeline and Hazardous Materials Safety Administration, an increase of \$6.9 million over the fiscal year 2015 enacted level, to help address safety concerns including the transport of energy products.

Grants – The legislation funds National Infrastructure Investment grants (also known as TIGER grants) at \$100 million, \$400 million below the fiscal year 2015 enacted level and \$1.15 billion below the request.

FY16 Senate Transportation Appropriations Bill

On June 25, the Senate Appropriations Committee approved its version of the FY16 Transportation Appropriations Bill. The bill includes \$17.78 billion in FY2016 discretionary appropriations for the Department of Transportation, \$17 million below the FY2015 enacted level and \$3.9 billion below the President’s request (disregarding the administration request to shift certain programs from discretionary to mandatory spending).

TIGER Grants – \$500 million, equal to the FY2015 enacted level, for TIGER grants.

Highway Trust Fund – \$40.26 billion, equal to the FY2015 enacted level, from the Highway Trust Fund to be spent on the Federal-aid Highways Program, contingent on the enactment of new transportation authorization legislation. The bill also frees up to \$2.4 billion in old, unused earmarks for infrastructure projects that can be spent on other important transportation projects.

Federal Aviation Administration (FAA) – \$16 billion in total budgetary resources for the FAA, \$294 million above the FY2015 enacted level and \$175 million above the request. This will provide full funding for all air traffic control personnel, including 14,500 air traffic controllers, and more than 25,000 engineers, maintenance technicians, safety inspectors, and operational support personnel. The bill also makes investments in the FAA Next Generation Air Transportation Systems (NextGen) and the Contract Towers program to help ease future congestion and to help reduce delays for travelers in U.S. airspace. In addition, the bill rejects the administration’s proposals for new passenger facility charge fees and transfer authority.

Federal Railroad Administration – \$1.68 billion, an increase of \$53 million above the FY2015 enacted level. This includes \$289 million for Amtrak operations and continued service for all current routes, and \$1.1 billion for capital grants. The bill also provides an additional \$17 million for the Northeast Corridor and promotes necessary reforms to Amtrak.

Rail Safety and Research Programs – \$288 million, \$12 million above the FY2015 enacted level for rail safety and research programs, including inspectors and training to help ensure the safety of passengers and local communities. The bill also allows \$50 million for rail safety grants, to support implementation of Positive Train Control (PTC), enhance passenger rail safety, and reduce highway-rail grade crossings incidents.

Federal Transit Administration (FTA) – \$10.5 billion, \$424 million below the FY2015 enacted level, for the FTA. Transit formula grants total \$8.6 billion, which is contingent on the enactment of new transportation authorization legislation, as the current authorization expires this year. This funding level is consistent with the MAP-21 authorization legislation. The bill provides a total of \$1.6 billion for Capital Investment Grants (“New Starts”), fully funding all current “Full Funding Grant Agreement” (FFGA) transit projects as well as new projects. Also \$75 million is provided for core capacity projects and \$30 million for Small Starts projects-- competitive grant funding for major transit capital investments – including rapid rail, light rail, bus rapid transit, and commuter rail – that are planned and operated by local communities.

Maritime Administration – \$373 million, \$32 million above the FY2015 enacted level, for the Maritime Administration to increase the productivity, efficiency and safety of the nation’s ports and intermodal water and land transportation. The Maritime Security Program is funded at the authorized level of \$186 million. The bill includes \$33 million for State Maritime Academies, including \$5 million to develop a replacement vessel for the six SMA training ships. These training ships are essential to continuing a strong merchant marine workforce.

National Highway Traffic Safety Administration – \$825 million in total budgetary resources for the National Highway Traffic Safety Administration, including an increase in funding for the Office of Defects Investigation to address concerns with vehicle recalls.

Federal Motor Carrier Safety Administration – \$572 million for the Federal Motor Carrier Safety Administration. The report includes several key safety provisions, including a requirement that the Department complete its final rule on Electronic Logging Devices and its proposed rule on Speed Limiters.

Pipeline and Hazardous Materials Safety Administration – \$246 million for the Pipeline and Hazardous Materials Safety Administration to address safety concerns related to recent pipeline

and crude oil by rail accidents. The bill includes language that will help develop web-based curriculum for local emergency responders.

Bill Tracking

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

H.R.935, To establish a National Freight Network Trust Fund to improve the performance

of the national freight network, and for other purposes.

Introduced on Feb. 12 by Congresswoman Janice Hahn (D-CA-44) with 11 (now 18) cosponsors. The bill was referred to the Committees on Transportation and Infrastructure and Ways and Means. Last Congress: On July 14, Congresswoman Janice Hahn (D-CA), Co-Chair of the Congressional Ports Caucus, introduced H.R. 5101, the "National Freight Network Trust Fund Act of 2014". The legislation (with 39 cosponsors) calls for transferring five percent of all import duties collected by U.S. Customs and Border Protection (calculated to be about \$1.9B annually) into a new freight trust fund. Her goal is to use this bill to continue the freight funding discussion as the House Transportation and Infrastructure Committee starts to draft its MAP-21 reauthorization bill. Hahn's bill: operates as a competitive grant program in which the U.S. Secretary of Transportation makes the selections; requires a federal project cost share of 90 percent; names ports, states, and local and regional transportation bodies as eligible entities; names state freight plan projects and state transportation plan projects as eligible; specifies that funds can be used for connectors, regional freight projects, cross-border projects, on dock rail, and intermodal freight facility projects; and, requires state freight plans be updated every five years.

Status Update: no change since the last report.

H.R.2716, Transportation Empowerment Act

Introduced on June 10 by Congressman Ron DeSantis (R-FL-6) with 9 (now 33) cosponsors. The bill was referred to the Committees on Transportation and Infrastructure, Ways and Means, Budget and Rules.

Status Update: twenty-one additional cosponsors added since the last report.

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

Introduced on June 10 by Senator Jeff Flake (R-AZ) with no (now 2) cosponsors. The bill was referred to the Committee on Appropriations.

Status Update: one additional cosponsor added since the last report.

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

Introduced on January 7 by Congressman Albio Sires (D-NJ-8) with no (now 4) cosponsors. The bill was referred to the House Committee on Transportation and Infrastructure. The Multimodal Opportunities Via Enhanced Freight Act of 2015 or "MOVE Freight Act of 2015" defines the "national freight network" as a network composed of highways, railways, navigable waterways, seaports, airports, freight intermodal connectors, and aerotropolis transportation systems most critical to the multimodal movement of freight; revises requirements for establishment and designation of a national freight network; directs the Secretary of Transportation (DOT) to establish a national freight network for efficient movement of freight on highways (as currently), railways, and navigable waterways, as well as into and out of inland ports, seaports, and airports;

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

Status Update: no change since the last report.

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

Introduced on July 9 by Senator John Thune (R-SD) with two cosponsors. The bill was referred to the Committee on Commerce, Science, and Transportation and was ordered to be reported.

Status Update: bill added since the last report.

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

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

Prescribes an obligation ceiling of \$33,528,284,932 for federal-aid highway and highway safety construction programs for the same period. Authorizes appropriations from the HTF (other than the Mass Transit Account) for administrative expenses of the federal-aid highway program for the same period. Extends for the same period the authorization of appropriations for National Highway Traffic Safety Administration (NHTSA) safety programs, including: highway safety

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

Status Update: bill became law (PL 114-21) since the last report.

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

Introduced on May 19 by Congressman Peter DeFazio (D-OR-4) with 23 (now 53) cosponsors. The bill was referred to the Committees on Transportation and Infrastructure, Energy and Commerce, Ways and Means, Science, Space, and Technology, Natural Resources, Oversight and Government Reform, the Budget, and Rules. Prescribes requirements for environmental reviews with respect to state and federal agency engagement, obstruction of navigation, historic sites, categorical exclusion of multimodal projects from environmental review, and creation in the Department of Transportation (DOT) of an Interagency Infrastructure Permitting Improvement Center.

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

program, and a Commercial Motor Vehicle Operators Grant Program. Authorizes DOT to establish:

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

Requires DOT to complete a National Rail Development Plan meeting certain criteria, and facilitate development of Regional Rail Development Plans. Authorizes DOT to prescribe regulations or issue orders to require host railroads for joint operations that occur within a small geographic area to develop unified rules governing all operations within that area. Revises or prescribes requirements relating to positive train control, hours of service, maximum employee duty hours, safety appliances, locomotive inspections, noise emission standards, and damaged track inspection equipment. Authorizes federal agency heads to construct, install, operate, and maintain electric charging infrastructure for official agency vehicles.

Status Update: eighteen additional cosponsors added since the last report.

S.206, Local Transportation Infrastructure Act

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

Status Update: no change since the last report.

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

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

Status Update: no change since the last report.

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

Introduced on January 21 by Congressman John Delaney (D-MD-6) with 34 (now 41) cosponsors. The bill was referred to the Committees on Ways and Means and Transportation and Infrastructure. The bill establishes the American Infrastructure Fund (AIF) as a wholly-owned government corporation to provide bond guarantees and make loans to state and local governments, non-profit infrastructure providers, private parties, and public-private partnerships for state or local government sponsored transportation, energy, water, communications, or educational facility infrastructure projects (Qualified Infrastructure Projects [QIPs]). Authorizes AIF also to make equity investments in QIPs. Directs the Secretary of the Treasury, acting through the AIF, to issue American Infrastructure Bonds with an aggregate face value of \$50 billion. Requires proceeds from the sale of the bonds to be deposited into the AIF. Amends the Internal Revenue Code to allow U.S. corporations to exclude from gross income qualified cash dividend amounts received during a taxable year from a foreign-controlled corporation equal to the face value of qualified infrastructure bonds the corporation has purchased. Prohibits allowance of a foreign tax credit to the excluded portion of any dividend received by a U.S. corporation. Prohibits also the allowance of a deduction for expenses related to that excludable portion.

Status Update: no change since the last report.

H.R.625, Infrastructure 2.0 Act

Introduced on January 30 by Congressman John Delaney (D-MD-6) with 4 (now 21) cosponsors. The bill was referred to the Committees on Rules, Ways and Means and Transportation and Infrastructure. Amends the Internal Revenue Code, with respect to the taxation of earnings and profits of a deferred foreign income corporation, to: (1) make such earnings and profit subject to taxation in the last taxable year that ends before the enactment of this Act; (2) reduce the rate of tax on such earnings and profits by allowing an exemption of 75% (equal to a tax of 8.75% of repatriated earnings and profits); and (3) allow such corporations to elect to pay such tax in eight installments. Establishes the American Infrastructure Fund to provide assistance to states, local governments, and other public and private entities for investment in public infrastructure projects. Appropriates tax revenues from this Act to the Highway Trust Fund. Establishes the Highway Trust Fund Solvency Commission to submit recommendations and proposed legislation for achieving long-term solvency of the Highway Trust Fund. Sets forth congressional procedures for the expedited consideration of a bill containing such legislation. Directs the Secretary of Transportation to establish a regional infrastructure accelerator pilot program to assist public entities in developing infrastructure projects. Establishes a deadline of 18 months after the enactment of this Act for the enactment of legislation that reforms the international tax system by eliminating the incentive to hold earnings in low-tax jurisdictions. Imposes a tax on repatriated offshore corporate earnings upon the expiration of the deadline. Sets forth provisions for the reform of the international tax system (to be effective if reform legislation is not enacted by the 18-month deadline established by this Act), including provisions relating to subpart F income and insurance income, gains and losses from the sale or exchange of stock in controlled foreign corporations, limitations on the foreign tax credit, and the tax treatment of previously deferred foreign income.

Status Update: one additional cosponsor added since the last report.

H.R.211, REBUILD Act

Introduced on January 8 by Congressman Ken Calvert (R-CA-42) with no cosponsors. The bill was referred to the House Committee on Natural Resources. This bill amends the National Environmental Policy Act of 1969 (NEPA) to authorize: (1) the assignment to states of federal environmental review responsibilities under NEPA and other relevant federal environmental laws for covered federal projects, and (2) states to assume all or part of those responsibilities. Each responsible federal official who is authorized to assign such responsibility must promulgate regulations that establish requirements relating to information required to be contained in state applications to assume those responsibilities. An official may approve an application only if: (1) public notice requirements have been met, (2) the state has the capability to assume the responsibilities, and (3) the head of the state agency having primary jurisdiction over covered projects enters into a written agreement with an official to assume the responsibilities and to maintain the financial resources necessary to carry them out. The officials must audit state compliance with federal laws for which responsibilities are assumed. The officials may terminate the responsibilities assigned to states after providing notice to states of any noncompliance and an opportunity to take corrective action.

Status Update: no change since the last report.

S.268, Rebuild America Act of 2015

Introduced on January 27 by Senator Bernard Sanders (I-VT) with one cosponsor. The bill was referred to the Committee on Banking, Housing, and Urban Affairs. Reduces the non-federal share of the cost of any activity funded by this Act by 50% of what is was before enactment of this Act. Appropriates funds for FY2015-FY2022 to the Highway Trust Fund to improve roads, bridges, and other U.S. transportation infrastructure. Appropriates funds for FY2015-FY2019: (1) for intercity high-speed rail service, (2) to provide credit assistance for surface transportation projects of national and regional significance, (3) to implement airport improvement and noise compatibility projects at public-use airports, (4) to the Federal Aviation Administration to accelerate deployment of satellite technology to improve airport safety and capacity, and (5) for the TIGER Discretionary Grant Program. Appropriates funds for FY2015-FY2019 for water infrastructure, including to: (1) the Environmental Protection Agency for capitalization grants to states to establish water pollution control revolving funds and drinking water treatment revolving loan funds and for loans for large water infrastructure projects that are ineligible for funding from a state revolving loan fund; (2) the Federal Emergency Management Agency to carry out the predisaster hazard mitigation program for minor localized flood reduction projects and major flood risk reduction projects; and (3) the Army Corps of Engineers for inland waterways projects, coastal harbors and channels, inland harbors, and dams and levees. Appropriates funds for FY2015-FY2019 for the National Park Service. Appropriates funds for FY2015-FY2019 for the Broadband Initiatives Program, the Broadband Technology Opportunities Program, and the Department of Energy to modernize the electric grid. Establishes the National Infrastructure Development Bank as a wholly owned government corporation. Makes the Bank's Board of Directors responsible for monitoring and overseeing energy, environmental, telecommunications, data, or transportation infrastructure projects. Authorizes the Board to: make senior and

subordinated loans and purchase senior and subordinated debt securities; issue and sell debt securities of the Bank; issue public benefit bonds and provide direct subsidies to infrastructure projects from the proceeds; make loan guarantees; borrow on the global capital market and lend to regional, state, and local entities, and commercial banks, to fund infrastructure projects; and purchase, pool, and sell infrastructure-related loans and securities on the global capital market. Requires the Board to establish: (1) an Executive Committee, a Risk Management Committee, and an Audit Committee; and (2) criteria for determining eligibility for financial assistance from the Bank and disclosure and application procedures for entities to nominate projects for such assistance. Requires the Bank to conduct an analysis that considers the economic, environmental, and social benefits and costs of each project under consideration, prioritizing projects that contribute to economic growth, lead to job creation, and are of regional or national significance. Sets forth criteria to be considered by the Board in determining the eligibility of transportation, environmental, energy, and telecommunications infrastructure projects for assistance. Exempts all bonds issued by the Bank from state or local government taxation. Deems all debt securities and other obligations issued by the Bank to be exempt securities within the meaning of laws administered by the Securities and Exchange Commission. Sets forth requirements regarding compliance of financed infrastructure projects with prevailing wage rate, domestic content, and buy American statutes. Authorizes appropriations for the capitalization of the Bank.

Status Update: no change since the last report.

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

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

semitrailer with a gross vehicle weight of 26,000 pounds or more), and (2) deposit such tax revenues into a Freight Trust Fund (established by this Act) to finance the Multimodal Freight Program.

Status Update: three additional cosponsors added since the last report.

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

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

Status Update: no change since the last report.

H.R.278, Transportation Investment Generating Economic Recovery for Cities Underfunded Because of Size Act of 2015 or TIGER CUBS Act

Introduced on January 12 by Congressman Rick Larsen (D-WA-2) with one cosponsor. The bill was referred to the Committees on Appropriations and Budget. The bill provides \$500 million in supplemental FY2015 appropriations to the Department of Transportation for national infrastructure investments under a competitive grant program commonly known as the Transportation Investment Generating Economic Recovery (TIGER) program. At least \$100 million of the funds must be used for projects located in cities with populations between 10,000 and 50,000. The funding provided by this bill is designated as an emergency requirement pursuant to the Balanced Budget and Emergency Deficit Control Act of 1985. This funding is only available if the President designates the amounts as an emergency and submits the designation to Congress.

Status Update: no change since the last report.

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

Introduced on February 3 by Congressman Earl Blumenauer (D-OR-3) with 25 (now 37) cosponsors. The bill was referred to the House Committee on Ways and Means. The bill expresses the sense of Congress that by 2024 the gas tax should be repealed and replaced with a more sustainable, stable funding source. Amends the Internal Revenue Code, with respect to the excise tax on motor fuels, to increase the rate of tax on: (1) gasoline other than aviation gasoline to 26.3 cents per gallon in 2016, 30.3 cents per gallon in 2017, and 33.3 cents per gallon after 2017 and before 2028; (2) diesel fuel or kerosene to 32.3 cents per gallon in 2016, 36.3 cents per

gallon in 2017, and 39.3 cents per gallon after 2017 and before 2027; and (3) diesel-water fuel emulsion. Delays the termination of such increased rates from the end of FY2016 to December 31, 2026. Requires an adjustment for inflation to such increased rates beginning after 2017. Increases allocations in the Mass Transit Account of the Highway Trust Fund in 2016 and 2017 and after 2017. Imposes a floor stocks tax on rate increases for gasoline, diesel fuel, and kerosene (other than aviation-grade kerosene), subject to specified exemptions for exempt uses and low-volume producers.

Status Update: three additional cosponsors added since the last report.

S.762, Innovation in Surface Transportation Act of 2015

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

Status Update: no change since the last report.

H.R.1620, 414 Plan Act of 2015

Introduced on March 25 by Congressman Randy Forbes (R-VA-4) with no cosponsors. The bill was referred to the House Committee on Transportation and Infrastructure. Declares that federal laws and regulations (including prevailing rate of wage requirements under the Davis-Bacon Act) shall not apply to any federal-aid highway or highway safety construction project, except those relating to: (1) the safety or durability of a highway facility, or (2) public or workplace safety. Repeals the prohibition against approval of federal-aid highway projects or regulatory actions that will result in the severance of an existing major route or have significant adverse impact on the safety for nonmotorized transportation traffic and light motorcycles, unless the project or action provides for a reasonable alternative route or such a route exists. Defines "transportation alternatives" as any of the following activities when carried out as part of an authorized or funded federal-aid highway program or project, or as an independent program or project related to surface transportation for the construction, planning, and design of: (1) transportation projects to achieve compliance with the Americans with Disabilities Act of 1990; or (2) infrastructure-related projects and systems that will provide safe routes for nondrivers,

including children, older adults, and individuals with disabilities to access daily needs. Repeals the authorization for states to use certain funds for construction of pedestrian walkways and bicycle transportation facilities. Eliminates the requirement that statewide transportation plans and statewide transportation improvement programs provide for the development of accessible pedestrian walkways and bicycle transportation facilities. Expresses the sense of Congress that states, federal agencies, localities, and private stakeholders should take steps toward increased cooperation to further expedite surface transportation projects.

Status Update: no change since the last report.

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

Introduced on July 13 by Congressman Paul Ryan (R-WI-1) with one cosponsor. The bill passed the House and was placed on Senate Legislative Calendar.

Status Update: bill added since the last report.

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

Introduced on July 6 by Congressman Chris Van Hollen (D-MD-8) with eight cosponsors and referred to the Committees on Transportation and Infrastructure, Energy and Commerce, Ways and Means, Science, Space, and Technology, Natural Resources, Oversight and Government Reform, Budget, and Rules.

Status Update: bill added since the last report.

H.R.3104, To amend the Internal Revenue Code of 1986 to reduce carbon pollution in the United States, invest in the Nation's infrastructure, and cut taxes for working Americans.

Introduced on July 16 by Congressman John B. Larson (D-CT-1) with no cosponsors and referred to the Committee on Ways and Means and Foreign Affairs.

Status Update: bill added since the last report.

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

Introduced on June 16 by Senator Mark Warner (D-VA) with ten cosponsors and referred to the Committee on Finance. Establishes the Infrastructure Financing Authority (IFA) as a wholly-owned government corporation, headed by a Chief Executive Officer and managed by a Board of Directors, which shall provide direct loans and loan guarantees to facilitate the construction, consolidation, alteration, or repair of transportation, water, and energy infrastructure projects. Requires infrastructure projects assisted under this Act to have costs reasonably anticipated to equal or exceed \$50 million (\$10 million for rural infrastructure projects). Sets forth special requirements for infrastructure projects in rural areas. Establishes an Office of Technical and Rural Assistance to: provide technical assistance to state and local governments and parties in

public-private partnerships in the development and financing of eligible, including rural, infrastructure projects; and establish a regional infrastructure accelerator demonstration program. Establishes an Office of Special Inspector General to conduct, supervise, and coordinate audits and investigations of the business activities of IFA. Prohibits IFA financing of a project if: it is private or does not create a public benefit, or the loan applicant is unable to demonstrate a sufficient revenue stream. Sets forth terms for loans or loan guarantees for eligible infrastructure projects and for the repayment of such loans. Requires an annual independent audit of IFA finances. Requires the President, immediately after IFA approves financing for a proposed project, to convene a meeting of representatives of all permitting agencies to: establish a permitting timetable for the environmental review of a project, and coordinate with relevant state agencies and regional infrastructure development agencies in the review of such projects. Requires the Chief Executive Officer of IFA to: establish fees with respect to loans and loan guarantees that are sufficient to cover IFA's administrative costs; and take actions to make IFA a self-sustaining entity, with administrative and federal credit subsidy costs fully funded by fees and risk premiums on loans and loan guarantees. Amends the Internal Revenue Code to increase from \$15 billion to \$16 billion the aggregate amount of proceeds from tax-exempt facility bonds the Department of Transportation shall allocate among qualified highway or surface freight transfer facilities.

Status Update: no change since the last report.

S.1701, Infrastructure Rehabilitation Act of 2015

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

Status Update: bill added since the last report.

S.1748, A bill to provide for improved investment in national transportation infrastructure.

Introduced on July 9 by Senator Patty Murray (D-WA) with four cosponsors and referred to the Committee on Commerce, Science, and Transportation.

Status Update: bill added since the last report.

S.1680, National Multimodal Freight Policy and Investment Act

Introduced on June 25 by Senator Maria Cantwell with three cosponsors. The bill was referred to the Committee on Commerce, Science, and Transportation.

Status Update: bill added since the last report.

Capitol Corridor Monthly Performance Report - June 2015

Service Performance Overview

The Capitol Corridor is once again experiencing positive performance results. In June 2015, Capitol Corridor trains carried 124,420 passengers, a solid 7% increase over June 2014. This ridership increase is attributed in part to the extra weekday in June 2015 which helped boost ridership by approximately 2,000 trips. June 2015 revenues were even with those of June 2014.

Year-to-date (YTD) ridership and revenues are now 4% above FY2014 YTD results. Expenses continue to remain below budget due to lower fuel prices, leading to a System Operating Ratio of 52% compared to the FY2015 standard of 47%. Service reliability for June 2015 maintained its stellar upward trend, with overall On-Time Performance (OTP) at 94% and FY2015 YTD OTP at 93%. This keeps the Capitol Corridor as the most reliable service in the Amtrak system.

Standard	June 2015	vs. June 2014	YTD	vs. Prior YTD	vs. FY15 Plan
Ridership	124,420	6.7%	1,099,296	3.7%	3.4%
Revenue	\$2,474,684	0.2%	\$22,528,111	3.9%	4.9%
Operating Ratio	50%	48%	52%	1.2%	10.9%
OTP	94%	94%	93%	-2.6%	3.2%

Notes: With the June 2015 performance results, the Capitol Corridor is back again into positive territory. Ridership for Capitol Corridor trains in June 2015 was 124,420 passengers, representing a solid increase of 7% over June 2014. June 2015 revenues were even with June 2014. This ridership increase was experienced on both weekend and weekday trains with an extra upwards bump due to an extra weekday in June 2015 versus June 2014. Year to-date (YTD) ridership and revenues are 4% above FYTD 14 results. Expenses continue to remain below budget due to lower fuel prices, leading to a System Operating Ratio to 52% vs. FY15 standard 47%. Service reliability for June 2015 continued its stellar trend with overall On-time Performance (OTP) at 94% and FYTD 15 OTP at 93%, maintaining the Capitol Corridor as #1 for OTP in the Amtrak system.

Although June 2015 had one more weekday than June 2014, ridership for both weekday and weekend trains increased by 4% over June 2014. Once again, weekday and weekend trains to/from Silicon Valley/San Jose continue to show impressive growth, and there have been slight, sustained increases on the weekday trains to/from Auburn. Advertising campaigns continue for the Take 5 on Weekends and Senior Midweek discounted fare offers, as well as promotions for the Friends and Family small group discount.

Using the most recent monthly detailed reports provided by Amtrak (May 2015), the following data is available for train and station segments:

- The table above shows the drop in OTP for May 2015 [93%], which represents a continued rebound from the substandard 88% in March 2015 (primarily due to three trespasser fatalities).
- See the attached tables below for station city-pairs and station activity in May 2015, which shows strong growth for nearly all stations.

Cap and Trade Auction Revenues to Transportation/CIPR Services

On June 30, the California State Transportation Agency (CalSTA) released a list of 14 projects selected to receive the first round of TIRCP Cap and Trade revenues. The CCJPA's Travel Time

Capitol Corridor Monthly Performance Report - June 2015

Reduction Project was one of the projects selected to receive the first release of these TCRP funds. Funded at \$4.62 million (which will be matched by \$0.8 million in CCJPA funds), the project will reduce travel times for Capitol Corridor trains by 10 minutes between Sacramento and San Jose. (Note: ACE trains would receive a five-minute travel time reduction between Fremont and San Jose on the shared section of the Capitol Corridor route.)

Customer Service Program Upgrades

Bicycle Access Program

To supplement the current program (initiated by CCJPA and Amtrak) that provides two cars with extra bicycle capacity on select train sets, the CCJPA is moving forward with contracts to install bicycle eLockers at 12 of the 17 Capitol Corridor stations. Staff has begun the process of securing access to select station areas for the location of these lockers with an estimated completion date in mid-2016. Once eLockers gain momentum, the CCJPA will begin to introduce a folding bicycle lease program to further reduce on-train bicycle crowding and encourage more convenient and safer bicycle travel on Capitol Corridor as a first/last-mile solution.

Improvements to CCJPA Train Status Feature on Website

The CCJPA recently activated the new "Check Train Status" form on the capitolcorridor.org site. Train ETA status updates from this form are now synchronized with our PIDS station signs and train status info on amtrak.com. Staff is currently reviewing and testing the real-time train status map, which is expected to launch later this summer. Announcements to passengers will be put out when the map portion launches.

New Passenger Fare Discounts

Capitol Corridor is currently offering three fare discounts aimed at increasing off-peak ridership. The fare discounts are: Take 5 for weekend and holiday weekend travel, Friends and Family small group discount available every day, and a return of the popular Senior Midweek discount available Tuesday through Thursday. Marketing and advertising for these discounts began in April 2015 and will conclude on August 27 for the Senior Midweek and Labor Day for Take 5.

Safety Initiatives

Security Cameras at Capitol Corridor Stations Funding has been secured to install cameras and surveillance equipment at the Rocklin, Roseville, Suisun, and Fremont stations. Funding has been identified in a future funding year for security cameras at the Martinez, Emeryville, and Oakland Jack London Square stations. When complete, all Capitol Corridor stations will be equipped with security cameras and surveillance equipment.

Positive Train Control Update

Installation of the PTC equipment on the state-owned equipment (locomotives and cab cars) is complete for the Northern California intercity rail fleet (supporting the Capitol Corridor and San Joaquin trains) with internal testing so the trains can be ready when Caltrain and/or UPRR indicate that their respective PTC systems are ready for testing by external partners. Note that Caltrain is performing its internal testing of its PTC system.

Capitol Corridor Monthly Performance Report - June 2015

The UPRR has yet to finalize a schedule for testing of the system on the Capitol Corridor route, though they have stated that testing in the Northern California area will follow implementation of the system in the Los Angeles area. The PTC system is currently being tested in Southern California.

Station and Platform Safety Upgrades

A safety enhancement team, including members from CCJPA, UPRR and Amtrak, has been formed to study ways to improve passenger safety at boarding platforms throughout the Capitol Corridor route. This team will perform an inventory of all Capitol Corridor stations, identify alternatives to improve access at the train platforms, set a prioritized list of improvements for each station, and develop a phased, prioritized program of projects.

Project Updates

CCJPA Oakland-San Jose Phase 2 Project

The engineering and environmental consultants working for CCJPA on this project have completed initial survey data gathering and are in the process of assembling the base maps for use in the design process. There is ongoing negotiation with UPRR regarding the set of sub-projects that will best achieve the desired service frequency increases.

Sacramento to Roseville 3rd Track Environmental Review/Preliminary Engineering

The CCJPA is on target for a November 2015 adoption of the required California Environmental Quality Act (CEQA) Environmental Impact Report (EIR) for this project to add capacity to allow up to 10 round trips per day to/from Roseville. The parallel National Environmental Policy Act (NEPA) environmental documentation is required to be completed by the Federal Railroad Administration (FRA). Starting in mid-June 2015, the draft version of these two environmental documents will be circulated for public review and comment per the requirements. In addition, there will be at least two public sessions to receive comments on the draft documents.

Outlook

With three quarters of FY2015 complete, the Capitol Corridor continues to achieve results above and beyond performance standards. Ridership and revenues to date are 3% and 5% respectively above last year, and service reliability remains consistently the best in the Amtrak system with an On-Time Performance of 93% through FY2015 to date. Delays that are significant enough to delay trains tend to be related to third-party incidents (such as trespassers, fire, police, and bridge openings) that are beyond the control of UPRR and Amtrak. With the receipt of Cap and Trade revenues for the Travel Time Reduction Project, the CCJPA will be able to advance the first of its transformative projects to enhance the attractiveness of the Capitol Corridor service.

Other key projects are continuing through the pre-construction phases, namely the Oakland-San Jose Phase 2 Project and the Sacramento-Roseville 3rd Track Project. Once the planning/design/environmental documents for these projects are complete, the CCJPA will be seeking available Cap and Trade funds, as well as other state and federal funds. In the meantime, the CCJPA will complete initiatives and projects that enhance the safety of passengers, employees, and members of the communities along the Capitol Corridor route.

Capitol Corridor**May 2015 Report****Ridership by Station**

Station Name	May '15	May '14	% Diff
Auburn, CA	668	723	-5.8
Berkeley, CA	5,907	5,684	+1.7
Davis, CA	16,198	16,638	-1.6
Emeryville, CA	16,006	15,957	-0.9
Fremont, CA	1,588	1,729	-6.8
Santa Clara, CA	5,120	4,818	+7.1
Hayward, CA	1,716	1,555	+10.8
Martinez, CA	8,677	9,177	-6.3
Oakland, CA	2,374	2,278	+4.5
Oakland, CA	9,078	9,127	+1.3
Richmond, CA	7,815	8,001	-2.1
Rocklin, CA	652	632	+3.9
Roseville, CA	1,035	1,011	-1.5
Sacramento, CA	34,885	35,320	-2.4
Santa Clara, CA	1,363	1,045	+31.3
San Jose, CA	7,402	7,099	+5.9
Suisun City, CA	6,745	7,451	-5.6
	127,229	128,245	-0.8

Station Name	FYTD 15	FYTD 14	Total
Auburn, CA	5,041	6,049	-14.7
Berkeley, CA	46,458	45,250	+1.9
Davis, CA	124,899	120,361	+3.9
Emeryville, CA	120,528	116,652	+3.5
Fremont, CA	11,096	11,560	-3.8
Santa Clara, CA	42,558	36,017	+18.6
Hayward, CA	13,194	11,809	+9.7
Martinez, CA	67,816	67,170	+0.4
Oakland, CA	16,445	14,852	+11.1
Oakland, CA	67,835	65,680	+3.7
Richmond, CA	62,852	60,851	+3.6
Rocklin, CA	5,125	5,464	-6.0
Roseville, CA	7,967	7,419	+6.9
Sacramento, CA	263,943	258,537	+1.5
Santa Clara, CA	9,660	7,238	+34.9
San Jose, CA	56,500	56,119	+1.8
Suisun City, CA	52,959	52,492	+1.6
	974,876	943,520	+3.3

Capitol Corridor

May 2015 Report

Ridership by Station City-Pair (Top 25)

	Station City-Pair	May '15	May '14	% chg.	FY15	FY14	% chg.
1	Emeryville - Sacramento	16,514	16,851	-2.0	\$366,436	\$368,769	-0.6
2	Martinez - Sacramento	9,476	10,301	-8.0	\$130,353	\$137,707	-5.3
3	Richmond - Sacramento	9,051	9,057	-0.1	\$196,142	\$197,725	-0.8
4	Oakland - Sacramento	7,538	7,670	-1.7	\$163,798	\$164,708	-0.6
5	Davis - Emeryville	5,889	6,154	-4.3	\$119,678	\$122,890	-2.6
6	Sacramento - San Jose	5,047	4,932	+2.3	\$169,371	\$163,300	+3.7
7	Davis - Sacramento	4,902	4,659	+5.2	\$33,361	\$32,072	+4.0
8	Davis - Richmond	4,635	4,418	+4.9	\$85,498	\$82,457	+3.7
9	Sacramento - Suisun City	4,241	4,810	-11.8	\$47,045	\$51,001	-7.8
10	Berkeley - Davis	3,642	3,925	-7.2	\$62,870	\$65,152	-3.5
11	Berkeley - Sacramento	3,611	3,302	+9.4	\$75,047	\$70,337	+6.7
12	Davis - Martinez	3,490	4,047	-13.8	\$40,973	\$45,139	-9.2
13	Emeryville - Suisun City	3,078	2,949	+4.4	\$33,123	\$32,135	+3.1
14	Davis - Oakland	2,656	2,450	+8.4	\$47,513	\$44,118	+7.7
15	Oakland - San Jose	2,393	2,337	+2.4	\$29,201	\$27,964	+4.4
16	Santa Clara (Great Amer.) - Oakland	2,226	1,900	+17.2	\$23,231	\$18,589	+25.0
17	Oakland Coliseum - Sacramento	2,064	1,929	+7.0	\$46,386	\$45,092	+2.9
18	Davis - San Jose	1,844	1,825	+1.0	\$57,216	\$56,926	+0.5
19	Santa Clara (Great Amer.) - Sacramento	1,692	1,625	+4.1	\$45,553	\$44,819	+1.6
20	Emeryville - San Jose	1,633	1,451	+12.5	\$20,867	\$18,124	+15.1
21	Emeryville - Santa Clara (Great Amer.)	1,420	1,228	+15.6	\$15,122	\$13,059	+15.8
22	Fremont - Sacramento	1,255	1,663	-24.5	\$32,968	\$37,424	-11.9
23	Hayward - Sacramento	1,095	1,140	-3.9	\$26,210	\$28,157	-6.9
24	Davis - Santa Clara (Great Amer.)	896	950	-5.7	\$24,926	\$26,525	-6.0
25	Sacramento - Santa Clara	670	577	+16.1	\$20,112	\$16,518	+21.8
	All other markets	26,271	26,095	+0.7	\$493,763	\$494,514	-0.2
	Total	127,229	128,245	-0.8	\$2,406,764	\$2,405,223	+0.1

	Station City-Pair	FYTD15	FYTD14	% chg.	FY15	FY14	% chg.
1	Emeryville - Sacramento	120,027	118,568	+1.2	\$2,741,035	\$2,661,349	+3.0
2	Martinez - Sacramento	71,938	75,333	-4.5	\$1,011,088	\$1,045,874	-3.3
3	Richmond - Sacramento	70,857	68,541	+3.4	\$1,549,412	\$1,493,588	+3.7
4	Oakland - Sacramento	53,405	52,555	+1.6	\$1,219,229	\$1,172,467	+4.0
5	Davis - Emeryville	47,047	48,173	-2.3	\$950,215	\$933,247	+1.8
6	Sacramento - San Jose	38,838	39,764	-2.3	\$1,294,592	\$1,315,343	-1.6
7	Davis - Sacramento	38,144	32,810	+16.3	\$258,601	\$221,400	+16.8
8	Davis - Richmond	36,409	33,690	+8.1	\$664,497	\$622,788	+6.7
9	Sacramento - Suisun City	31,932	32,750	-2.5	\$366,581	\$369,027	-0.7
10	Berkeley - Davis	30,017	30,475	-1.5	\$500,057	\$488,880	+2.3
11	Berkeley - Sacramento	27,033	25,962	+4.1	\$584,609	\$552,359	+5.8
12	Davis - Martinez	26,586	26,370	+0.8	\$305,130	\$299,169	+2.0
13	Emeryville - Suisun City	24,396	21,537	+13.3	\$259,266	\$228,214	+13.6
14	Oakland - San Jose	19,345	18,023	+7.3	\$231,160	\$212,779	+8.6
15	Davis - Oakland	18,884	18,102	+4.3	\$342,976	\$324,771	+5.6
16	Santa Clara (Great Amer.) - Oakland	17,552	15,375	+14.2	\$184,229	\$147,569	+24.8
17	Santa Clara (Great Amer.) - Sacramento	15,306	12,525	+22.2	\$418,119	\$329,579	+26.9
18	Davis - San Jose	13,175	12,486	+5.5	\$408,053	\$382,775	+6.6
19	Emeryville - San Jose	13,160	12,425	+5.9	\$164,369	\$153,241	+7.3
20	Oakland Coliseum - Sacramento	13,012	12,862	+1.2	\$301,131	\$296,266	+1.6
21	Berkeley - San Jose	8,743	8,596	+1.7	\$119,467	\$106,651	+12.0
22	Fremont - Sacramento	8,724	9,554	-8.7	\$244,654	\$256,664	-4.7
23	Hayward - Sacramento	7,438	7,989	-6.9	\$191,201	\$202,193	-5.4
24	Davis - Santa Clara (Great Amer.)	6,313	6,065	+4.1	\$182,279	\$170,950	+6.6
25	Sacramento - Santa Clara	4,549	3,970	+14.6	\$140,482	\$120,676	+16.4
	All other markets	212,046	199,020	+6.5	\$4,039,746	\$3,807,417	+6.1
	Total	974,876	943,520	+3.3	\$18,672,178	\$17,915,236	+4.2

**Capitol Corridor
On Time Performance - May 2015**

Direction	Train	May 2015	May 2014	Diff	FY2015TD	FY2014TD	Diff
Westbound	521	90.00%	100.00%	-10.00%	94.6%	99.4%	-4.83%
	523	100.0%	100.0%	0.00%	94.6%	97.0%	-2.47%
	525	100.0%	100.0%	0.00%	93.3%	98.2%	-4.99%
	527	100.0%	100.0%	0.00%	95.2%	97.0%	-1.86%
	529	100.0%	100.0%	0.00%	95.2%	96.5%	-1.35%
	531	90.0%	100.0%	-10.00%	90.4%	95.3%	-5.14%
	533	95.0%	100.0%	-5.00%	90.9%	95.8%	-5.11%
	535	90.0%	95.2%	-5.46%	91.6%	93.5%	-2.03%
	537	95.0%	100.0%	-5.00%	89.2%	98.2%	-9.16%
	541	100.0%	95.2%	5.04%	97.6%	96.5%	1.14%
	543	85.0%	81.0%	4.94%	89.8%	93.5%	-3.96%
	545	85.0%	100.0%	-15.00%	94.0%	97.6%	-3.69%
	547	95.0%	95.2%	-0.21%	93.4%	97.6%	-4.30%
	549	95.0%	100.0%	-5.00%	94.0%	94.1%	-0.11%
	551	85.0%	95.0%	-10.53%	94.0%	98.0%	-4.08%
	723	90.9%	100.0%	-9.10%	97.4%	97.3%	0.10%
	727	81.8%	90.0%	-9.11%	92.2%	93.2%	-1.07%
	729	90.9%	100.0%	-9.10%	83.1%	94.4%	-11.97%
	733	90.9%	100.0%	-9.10%	88.3%	94.6%	-6.66%
	737	100.0%	90.0%	11.11%	93.5%	93.2%	0.32%
	741	90.9%	90.0%	1.00%	84.4%	97.3%	-13.26%
	743	81.8%	90.0%	-9.11%	83.1%	91.9%	-9.58%
	745	100.0%	100.0%	0.00%	94.8%	97.3%	-2.57%
	747	81.8%	80.0%	2.25%	88.3%	90.5%	-2.43%
	749	90.9%	100.0%	-9.10%	90.9%	91.9%	-1.09%
751	100.0%	90.0%	11.11%	93.5%	85.1%	9.87%	
Eastbound	520	100.0%	100.0%	0.00%	97.0%	98.8%	-1.82%
	522	90.0%	100.0%	-10.00%	95.2%	97.6%	-2.46%
	524	95.0%	100.0%	-5.00%	93.4%	98.2%	-4.89%
	526	95.0%	100.0%	-5.00%	93.9%	95.8%	-1.98%
	528	95.0%	85.7%	10.85%	94.0%	94.7%	-0.74%
	530	100.0%	95.2%	5.04%	93.4%	96.5%	-3.21%
	532	95.0%	100.0%	-5.00%	94.6%	97.0%	-2.47%
	534	100.0%	100.0%	0.00%	97.0%	99.4%	-2.41%
	536	100.0%	90.5%	10.50%	94.6%	94.1%	0.53%
	538	100.0%	100.0%	0.00%	97.0%	98.8%	-1.82%
	540	90.0%	100.0%	-10.00%	94.0%	96.5%	-2.59%
	542	90.0%	95.2%	-5.46%	94.0%	96.5%	-2.59%
	544	95.0%	85.7%	10.85%	94.6%	93.5%	1.18%
	546	80.0%	95.2%	-15.97%	83.7%	95.3%	-12.17%
	548	85.0%	95.2%	-10.71%	88.0%	95.5%	-7.85%
	720	90.9%	90.0%	1.00%	93.5%	94.6%	-1.16%
	724	90.9%	100.0%	-9.10%	93.5%	93.2%	0.32%
	728	100.0%	100.0%	0.00%	90.9%	94.6%	-3.91%
	732	90.9%	100.0%	-9.10%	89.6%	100.0%	-10.40%
	734	90.9%	90.0%	1.00%	93.5%	96.0%	-2.60%
	736	100.0%	90.0%	11.11%	93.5%	93.2%	0.32%
	738	72.7%	90.0%	-19.22%	89.6%	91.9%	-2.50%
	742	90.9%	100.0%	-9.10%	79.2%	94.6%	-16.28%
	744	100.0%	90.0%	11.11%	93.5%	90.5%	3.31%
	746	100.0%	100.0%	0.00%	90.9%	94.6%	-3.91%
748	90.9%	100.0%	-9.10%	93.5%	83.8%	11.58%	
TOTAL		93.2%	96.2%	-3.12%	92.65%	95.8%	-3.29%

THE SACRAMENTO BEE

July 20, 2015

BY BRIAN KELLY

Special to The Bee

California can't wait any longer to fix roads, bridges

Nothing worth doing is easy.

Were it politically easy to invest sufficiently in transportation infrastructure, Congress would have already enacted a multi-year funding plan to make the Highway Trust Fund solvent, and to repair the nation's crumbling streets, highways, transit systems and bridges.

Instead, Congress has passed numerous continuing resolutions to maintain the status quo. Meanwhile, California's gas tax has not increased since the passage of Proposition 111 in 1990 – 25 years ago. This inaction has left our transportation system in a state of disrepair. Without stable, user-based funding dedicated to transportation, the backlog of needed repairs to highways, bridges and other vital transportation assets grows ever greater.

With \$8 billion in annual highway repair needs and current gas tax revenue of \$2.3 billion, the state has a shortfall of \$5.7 billion annually. Some 564 bridges are in distressed condition and many others do not meet modern standards for weight, clearance or seismic safety; nearly 40 percent of culverts must be repaired or replaced. In addition, 41 percent of California's pavement is distressed or needs serious maintenance, ranking among the worst in the nation. Pothole repair, tree trimming, and litter and graffiti removal all get failing grades. None of this is acceptable.

Doing nothing further jeopardizes the reliability of the state's trillion-dollar transportation system, the safety of the traveling public and the state's continued economic expansion. We cannot afford to wait for Congress to act any longer.

California can join 11 other states that since 2013 have enacted new, user-based funding to fix transportation problems. That users help pay for highway upkeep is the premise of transportation infrastructure funding. Returning to that fundamental concept would help eliminate the deferred maintenance backlog and allow for smart, strategic investments in vital transportation assets – including the state's trade corridors – that help secure our economic future.

The Sacramento Bee
July 20, 2015
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In 2006, the state dedicated public funds to improving trade corridors. The one-time investment of \$2 billion was leveraged with local and private funds for an \$8 billion program consisting of 87 projects across California. The program untangled the freight railroad knot known as the Colton Crossing in the Inland Empire, improved San Diego highways to strengthen commerce between California and Mexico and is building a new Gerald Desmond Bridge in Los Angeles.

Imagine how an ongoing commitment to improving trade corridors – including better efficiency and more sustainable practices – would pay even more economic and environmental dividends to California for years to come.

New, dedicated investment can restore our roadway pavement, fill thousands of potholes, upgrade hundreds of bridges and avoid spending far greater sums on bigger problems in the future. The Legislature is considering raising the vehicle fee, indexing the gas tax to inflation and increasing the diesel tax among several options to improve our transportation system. Lawmakers are right to develop an investment package including new, sustainable, user-based funding so California can preserve its vital infrastructure.

Of course, any new transportation investment must include enhanced monitoring and reporting requirements to make sure the projects are completed on time and efficiently. To start, Caltrans should report its progress to the California Transportation Commission, the Legislature and the public. Accountability matters.

Now that Gov. Jerry Brown has called a special session of the Legislature, Democrats and Republicans have an opportunity to join together and invest in California's transportation infrastructure – something all sides agree is necessary. This won't be easy, but it is well worth doing.

LINCOLN NEWS MESSENGER

THURSDAY, JULY 23, 2015
By: Steve Archer, Reporter

Placer County takes over Lincoln transit service

Bus service is still available in Lincoln, but as of July 1, the provider is Placer County Transportation (PCT).

The transition has gone smoothly, according to the city of Lincoln's senior administrative analyst Angela Frost. "Placer County Transportation has been great to work with and has been very responsive throughout the process," Frost said. "We have had several meetings over the past four months to ensure a smooth transition of service for our customers."

Lincoln City Councilman Gabriel Hydrick said the turnover of transit service is saving the city "quite a bit of money," which could be used for needed infrastructure.

"This has freed up funds that can now be released to Lincoln," said Hydrick, adding that the city will now receive a full share of local transit funding. "Those funds can be used for street improvements."

Frost said Lincoln was not bringing in enough money from bus-riders. "The city was not meeting the required 'fare box revenue' ratio as a stand-alone service provider and was therefore penalized by not receiving the entire portion of Lincoln's local transit funds," Frost said. "By merging operations with the county, we can now meet the required fare box revenue ratio and receive the full share of local transit funds."

Frost added that a "system-wide coordination of transit services within the county" would allow for improved service and a better economy of scale for transit operations. And Lincoln riders will benefit from less expensive fares. The general public fare has been reduced by 25 cents; youth and senior fares reduced by 15 cents; a general public monthly pass has been reduced by \$7.50 and the senior/youth pass has been reduced by \$3.75.

In addition, the 10-ride pass and 14-day pass will now be available to Lincoln riders. Free transfers will be provided between Lincoln Transit buses and between Lincoln Transit and PCT buses.

Frost said the city will also benefit from the implementation of new technologies; capital acquisition, and support of administrative assistance with grant reporting, regulations and other administrative projects.

Lincoln News Messenger

July 23, 2015

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The Lincoln Loop and Lincoln Circulator have been replaced with a single route. For more information on routes and bus stops, call 784-6177 or (530) 885-BUSS or visit placer.ca.gov.

The two full-time bus drivers for the Lincoln routes kept their jobs.

“Lincoln continues to maintain two full-time bus drivers that now drive the Lincoln fixed route for Placer County Transportation,” Frost said. “Part of the agreement between Lincoln and PCT is that the city will continue to pay the salaries and benefits of the two full-time employees and deduct those costs from the total contract cost of transit operations owed to PCT.”

She added that some of the city’s former part-time drivers went to work for Placer County Transportation. The idea to allow Placer County Transportation to take over Lincoln’s transit service originated with former city manager Jim Estrep in June of 2013. Agreement was approved unanimously this past Feb. 24 by the current City Council.

THE SACRAMENTO BEE

July 27, 2015

BY DAN WALTERS

dwalters@sacbee.com

Dan Walters: Anti-carbon crusade clouded with uncertainties

Declaring it a moral imperative, California's leading figures have embarked on a crusade to "decarbonize" the state, sharply reducing emissions of gases they say threaten to wreak havoc, even extinction, on the globe's human population.

"We don't even know how far we've gone, or if we've gone over the edge," Gov. Jerry Brown said last week at a Vatican conference on climate change, tied to an encyclical by Pope Francis. "We are talking about extinction. We are talking about climate regimes that have not been seen for tens of millions of years. We're not there yet, but we're on our way."

A first-stage decarbonization program is underway. But Brown and other political figures, such as Kevin de León, the president pro tem of the state Senate, want California to set a global example over the next 15 years by reducing petroleum consumption in cars and trucks by 50 percent, making buildings more energy-efficient and increasing electrical production from renewable sources – solar, wind and geothermal – from 33 percent, the current goal, to 50 percent. De León is carrying Senate Bill 350 that would implement those goals.

Their crusade, however, raises multiple questions:

- How will those ambitious goals be met, and at what cost?
- Will decarbonization be the economic boon that Brown and others envision, or will it make California less attractive for job-creating investment?
- Will it have a trend-setting effect on global carbon policy, or be ignored by the rest of the world?
- Does it even go far enough?

The last question is, in some ways, the most intriguing. Brown told the Vatican conference that to truly control climate change, humankind must limit carbon dioxide emissions annually to 2 metric tons per person, pegging current U.S. emissions at 20 tons and California's at 12 tons.

Federal agencies put California at about 9 tons per capita, equal to Germany and Japan. With 12 percent of the nation's population but just 6 percent of its carbon emissions, California already has one of the nation's smallest carbon footprints, and its 350 million metric tons each year are just 1 percent of global emissions.

Thus, whatever happens here – even slashing California's emissions by three-fourths to 2 tons per capita – won't have a major, or perhaps even measurable, physical impact. Its effect, if any, would be metaphysical, as the governor clearly hopes.

That gets us back to the first questions about methodologies and costs.

Californians have more than 30 million cars and light trucks and drive them more than 300 billion miles a year, consuming about 15 billion gallons of fuel costing roughly \$50 billion.

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The Air Resources Board, California's chief implementer of carbon reductions, says policies already in place would reduce automotive petroleum use by more than 20 percent by 2030 and that we could achieve the 50 percent goal by improving fuel economy of new cars, increasing the number of zero-emission (electric) vehicles, shifting to low-carbon fuels, building the state's bullet train and "supporting community planning to reduce vehicle-miles traveled."

The bullet train, often touted as an alternative to carbon-burning cars and airplanes, would, by the High-Speed Rail Authority's own data, reduce automotive travel by scarcely 1 percent. Meanwhile, according to the Legislature's budget analyst, construction will actually increase carbon emissions.

The state's petroleum industry says reducing use of fuel by 50 percent could have a massive negative impact on tens of thousands of jobs in refineries and other industries, but decarbonization advocates reject its assertions.

"We are demonstrating it's possible to reduce our greenhouse gas emissions and grow our economy at the same time," de León insists. However, the first stage of decarbonization under Assembly Bill 32, signed in 2006, has only recently begun. Thus, decarbonization has had minimal impact, positive or negative, so far.

The more ambitious second stage would have major impacts, propelling Californians to drive less, use transit more, and live in denser, high-rise housing complexes rather than single-family homes.

Brown's Department of Transportation has drafted a new state transportation plan that emphasizes non-automotive transit, seeks to cut vehicle-miles of travel and specifically rejects projects to ease congestion, implying it will encourage motorists to reduce driving.

The "Sustainable Communities and Climate Protection Act of 2008," Senate Bill 375, not only orders the ARB to set regional automotive carbon emission targets but directs each regional planning agency to adopt a "sustainable community strategy" to achieve those targets by limiting urban sprawl and encouraging, or mandating, "transit-friendly" residential development.

It codified, in effect, a policy that Brown had adopted as attorney general, threatening to sue counties he deemed to be insufficiently committed to denser development.

For the past half-decade, regional planning agencies have been writing SB 375's mandated plans, and they are generating local squabbling, with some of the most heated conflict in the liberal, economically booming San Francisco Bay Area. Its housing costs have soared, driving many middle- and working-class families out. Advocates for the poor say encouraging more high-rise development in the name of carbon reduction will displace even more nonaffluent families and force them into long commutes.

The Bay Area's soaring housing costs hint that the decarbonized state Brown and others advocate also could be a more stratified society, with only the affluent able to live in spacious homes and enjoy other amenities that once were the aspirations of all Californians.

Finally, what would be the effect of shifting California's electrical power to 50 percent renewable sources?

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California's electric power rates are already among the nation's highest. But as Brown and other decarbonization advocates quickly point out, Californians' actual home power bills are among the nation's lowest.

They credit the state's tough energy conservation standards for buildings, appliances and other power users and contend that shifting to non-carbon generation will not be an economic burden. But it's not that simple.

The U.S. Energy Information Administration reports that in 2013, the average residential power customer in California consumed 557 kilowatt-hours (KWHs) of power per month, scarcely half the national average, and paid an average of 16.19 cents per KWH for an average bill of \$90.19. Overall, Californians are now paying about \$15 billion a year for residential power.

California's residential consumption is the third lowest of any state, but its 16.19-cent rate is third highest of any state outside of Hawaii or Alaska, and the average bill is seventh lowest.

Conservation no doubt plays a role, although recent research indicates that insulation and other conservation tactics don't pay for themselves. The ARB claims that energy efficiency decrees have saved consumers \$74 billion over the last 40 years, but that's perhaps 10 percent of what they shelled out for power during that period and doesn't count costs of conservation measures.

Mostly, analysts say, our low consumption reflects high power rates, a relatively mild climate and scant use of electricity for heating.

A bigger shift to renewable sources will push rates even higher, all authorities agree, but how high is uncertain. Last year, the state's Little Hoover Commission criticized politicians for enacting carbon emission policies that "lack ... an overall cost estimate."

It's a reminder that Brown and others are prodding the state into a somewhat mysterious realm, with policies whose impact on 39 million Californians is uncertain, while leaving nitty-gritty details to an unelected agency, and hoping to influence hundreds of other governments to follow suit.

They see a moral imperative to set an example, but could it be merely hubris and symbolism taken to an nth – and very costly – degree?

Read more here: <http://www.sacbee.com/news/politics-government/dan-walters/article28766335.html#storylink=cpy>

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Sacramento, California cities score poorly on bumpy road index

Sacramento and other California urban areas have some of the nation's worst-maintained roads, a new analysis finds.

The Sacramento area ranked 24th worst in the nation for road pavement quality, just behind Seattle and Omaha, and ahead of New Orleans. Forty-two percent of the metropolitan area's road surfaces were rated as poor in 2013, according to a study by TRIP, a Washington, D.C.-based research group funded by the construction industry, labor unions, insurance companies, and equipment manufacturers among others.

Sacramento roads are ranked considerably better than those in the two largest urban areas in the state. Three-quarters of the pavement on major San Francisco-Oakland area roads is in poor condition, the highest level in the country. Los Angeles ranked second, and San Jose fifth. Other major urban areas with problems include Detroit, Cleveland and New York.

SAN FRANCISCO, LOS ANGELES, SAN JOSE AND SAN DIEGO AMONG 10 WORST URBAN AREAS FOR ROAD QUALITY. SACRAMENTO RANKED 24TH WORST.

California officials acknowledge the state has struggled, so far unsuccessfully, to find the financing to put a dent in an estimated \$60 billion backlog in roadway repairs. The TRIP report measurement data came prior to a recent push by Caltrans in the Sacramento area to replace pavement on Highway 50 and Interstate 5 downtown, as well as on the Pioneer Bridge and on Interstate 80 in north Sacramento and Natomas.

The report – based on 2013 information submitted by each state to the federal government – found 28 percent of urban roads overall nationally are substandard. The report release came Thursday, a week before a deadline for Congress to pass a national transportation funding bill for the next few years.

Federal and state transportation officials say the moment is critical. The federal Highway Trust Fund, which supplies billions of dollars annually to states and municipalities for transportation purposes, is underfunded, and has been subsidized annually in recent years by the federal Treasury. Congress has not raised the federal gas tax since 1993,

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nor has it come up with alternative funding mechanisms to augment or replace the gas tax.

TRIP and other transportation related groups are calling on Congress to come up with long-term, stable transportation funding. With roadway use on the rise, including by larger trucks, pavement maintenance and repair continues to be a critical issue facing most states, the TRIP report says.

“The additional travel will increase the amount of road, highway and bridge investment which will be needed to improve conditions and meet the nation’s transportation needs,” the report authors write.

California faces similar funding issues. Gov. Jerry Brown has called this year for the Legislature to find a way past its own transportation funding stalemate to look for new sources of funds. The state gasoline tax has held steady since 1990 with diminishing returns, as newer higher-mileage cars take less gas, and as state highways reach middle age and need more repair.

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California's gas tax drops to fourth highest in U.S.

Both Congress and the California Legislature are noodling over whether to raise fuel taxes to pour more money into highway projects.

Just in time, the Tax Foundation has published a state-by-state compilation of fuel taxes, revealing that Californians are paying the nation's fourth highest, 42.35 cents a gallon, into state and local coffers. The data don't include the 18.4-cent per gallon federal gas tax.

California would have been No. 2 had the state Board of Equalization not reduced the state's gas tax by 6 cents a gallon effective July 1.

The board periodically adjusts the gallonage tax to make it the equivalent in terms of revenue with what it would have been if sales taxes were still applied to fuel. The state's share of the sales tax was eliminated in favor of an equivalent gallonage tax several years ago, although the sales tax that goes to local governments is still levied.

The 6-cent reduction in California reflected a decline in the retail price.

Pennsylvania has the nation's highest gas tax as of July 1 at 61.6 cents a gallon, followed by No. 2 New York, 45.99 cents, and Hawaii, 45.10 cents.

Alaska has the lowest gas tax, 12.25 cents, followed by New Jersey, 14.50 cents, and South Carolina, 16.75 cents.

The Tax Foundation's gas tax map is based on data from the American Petroleum Institute, which include a detailed breakdown for each state. It notes that California's gas tax does not include the recently imposed fees on refiners for the state's cap-and-trade program of carbon dioxide reduction. That amounts, the Air Resources Board says, to about 10 cents a gallon, which may or may not be passed on to motorists.

Raising the gas tax has been proposed in a special legislative session called by Gov. Jerry Brown to bolster maintenance of the state highway system, along with proposals for boosting truck weight fees, driver's license fees, car registration fees and the auto property tax called the "vehicle license fee."

All are on the table when the Legislature reconvenes in August.