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# A G E N D A

## A M E N D E D

Wednesday, April 11, 2018 – 9:00 a.m.

Placer County Community Development Resource Agency  
Placer County Planning Hearing Room  
3091 County Center Drive  
Auburn, CA 95603

**NOTE NEW  
LOCATION!**



- A. **Flag Salute**
- B. **Roll Call**
- C. **Approval of Action Minutes: February 28, 2018** **Action**  
Pg. 1
- D. **Approval of Summary Minutes: March 21, 2018** **Action**  
Pg. 4
- E. **Approval of Summary Minutes: March 28, 2018** **Action**  
Pg. 5
- F. **Agenda Review**
- G. **Public Comment**
- H. **Consent Calendar** **Action**  
Pg. 6

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

  - 1. Reprogram Lincoln Congestion Mitigation & Air Quality (CMAQ) Funds from Lincoln Boulevard Streetscape Phase 4 to Lincoln Boulevard Streetscape Phase 3
  - 2. Conflict of Interest Code Amendment Pg. 8
  - 3. FY 2017/18 Low Carbon Transit Operations Program (LCTOP) Fund Allocation Pg. 12
  - 4. FY 2017/18 City of Roseville Claim for Local Transportation Funds (LTF) - \$7,828,422 Pg. 13
  - 5. FY 2017/18 City of Roseville Claim for State Transit Assistance (STA) Funds - \$720,886 Pg. 18
  - 6. FY 2017/18 City of Roseville Claim for State of Good Repair Funds (SGR) Funds - \$159,901 Pg. 23

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

**CONVENE AS THE  
PLACER COUNTY AIRPORT LAND USE COMMISSION**

- I. 9:00 A.M. - PUBLIC HEARING: City of Lincoln Zoning Ordinance Amendments Consistency Determination **Action**  
Pg. 28**

**ADJOURN AS THE  
PLACER COUNTY AIRPORT LAND USE COMMISSION**

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

- J. PUBLIC WORKSHOP: Transit Operator Short Range Transit Plans Alternatives **Action**  
Pg. 33**

- K. Placer County Regional Bikeway Plan Draft Network Recommendations **Info**  
Pg. 34**

- L. Adjourn to Closed Session: Pursuant to cited authority (all references are to the Government Code), the Placer County Transportation Planning Agency will hold a closed session to discuss the following listed items. A report on any action taken will be presented prior to adjournment. **Action****
1. §54957 – Public Employee Appointment  
Title: Executive Director

- ~~L.~~ M. Executive Director Reeruitment Proecess Appointment **Action**  
Pg. 36**

- ~~M.~~ N. Executive Director’s Report **Info****

- ~~N.~~ O. Board Direction to Staff**

- ~~O.~~ P. Informational Items **Info****
1. TAC Minutes – March 20, 2018 Pg. 37- 38
2. Status Reports
- a. PCTPA Pg. 39 40
- b. AIM Consulting – February and March 2018 Pg. 41 42
- c. Key Advocates – February 2018 Pg. 44 45
3. PCTPA Revenues and Expenditures for January and February (separate cover)

*Next Regularly Scheduled PCTPA Board Meeting  
May 23, 2018*

**Board of Directors Meeting Agenda**  
**PLACER COUNTY TRANSPORTATION PLANNING AGENCY**  
**April 11, 2018**  
**Page 3**

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

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

Board meetings are held the **fourth Wednesday of the month** unless otherwise specified. PCTPA and SPRTA meetings are typically held at the Placer County Board of Supervisors' Chambers, 175 Fulweiler Avenue, Auburn, California.

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

Wednesday, January 24, 2018  
Wednesday, February 28, 2018  
~~Wednesday, March 28, 2018~~  
~~Wednesday, April 25, 2018~~  
**Wednesday, April 11, 2018 – Combined March/April**  
Wednesday, May 23, 2018  
Wednesday, June 27, 2018  
Wednesday, July 25, 2018  
Wednesday, August 22, 2018  
Wednesday, September 26, 2018  
Wednesday, October 24, 2018  
Wednesday, December 5, 2018



PLACER COUNTY  
TRANSPORTATION  
PLANNING AGENCY

## **ACTION MINUTES of February 28, 2018**

A regular meeting of the Placer County Transportation Planning Agency Board convened on Wednesday, February 28, 2018 at 9:00 a.m. at the Placer County Board of Supervisors' Chambers, 175 Fulweiler Avenue, Auburn, California.

<b>ROLL CALL:</b>	Brian Baker	Celia McAdam
	Ken Broadway	Aaron Hoyt
	Steve Harvey	Shirley LeBlanc
	Jim Holmes	Luke McNeel-Caird
	Stan Nader	David Melko
	Bridget Powers, Chair	Solvi Sabol
	Susan Rohan	
	Ron Treabess	
	Kirk Uhler	

### **APPROVAL OF MINUTES**

Upon motion by Holmes and second by Broadway, the minutes of January 24, 2018 were unanimously approved.

### **AGENDA REVIEW**

No changes or comments.

### **CONSENT CALENDAR**

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

1. FY 2018/19 Preliminary Findings of Apportionment for Local Transportation Fund (LTF) and FY 2018/19 Preliminary State Transit Assistance (STA) Fund Allocation

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

### **UNMET TRANSIT NEEDS ANALYSIS AND RECOMMENDATIONS FOR FY 2018/19**

**ACTION REQUESTED:** Adopt Resolution No. 18-05 making the following findings and recommendations regarding the annual unmet transit needs analysis and recommendations as required by the Transportation Development Act (TDA):

- a. There are no new unmet transit needs in that are reasonable to meet for implementation in FY 2018/19.

- b. That the *FY 2017/18 Unmet Transit Needs Analysis and Recommendations Final Report for FY 2018/19* is accepted as complete.

Public comment was received by Tink Miller, Placer Independent Resource Services Agency

**ACTION:** Upon motion by Nader and second by Holmes the Board unanimously 1) adopted Resolution No. 18-05 as provided and 2) accepted the *FY 2017/18 Unmet Transit Needs Analysis and Recommendations Final Report for FY 2018/19* as complete.

**STATE LEGISLATIVE ISSUES UPDATE**

**ACTION REQUESTED:** 1) Receive an update on efforts to secure legislation to allow for transportation sales tax districts and 2) adopt a position of support for Proposition 69 to provide added constitutional protection of transportation funds.

Mark Watts, State Legislative Advocate, provided the Board with an update and recommended strategy on the transportation sales tax districting effort.

**ACTION:** Upon motion by Holmes and second by Rohan the Board unanimously adopted a position of support for Proposition 69 to provide added constitutional protection of transportation funds.

**FY 2017/18 OWP & BUDGET – AMENDMENT #2**

**ACTION REQUESTED:** Authorize the Executive Director to adopt the attached FY 2017/18 Overall Work Program (OWP) and Budget – Amendment #2 and submit it to Caltrans.

**ACTION:** Upon motion by Holmes and second by Nader the Board unanimously authorized the Executive Director to adopt the attached FY 2017/18 Overall Work Program (OWP) and Budget – Amendment #2 and submit it to Caltrans.

**PRELIMINARY DRAFT FY 2018/19 OWP & BUDGET**

**ACTION REQUESTED:** Authorize the Executive Director to submit the attached preliminary draft FY 2018/19 Overall Work Program (OWP) and Budget to Caltrans.

**ACTION:** Upon motion by Nader and second by Holmes the Board unanimously authorized the Executive Director to submit the attached preliminary draft FY 2018/19 Overall Work Program (OWP) and Budget to Caltrans.

**HIGHWAY 65 WIDENING PHASE 1 PROJECT AWARD**

**ACTION REQUESTED:** Authorize the Executive Director to negotiate and sign a consultant contract, not to exceed \$1,000,000, with CH2M for services to complete the final design to make the Highway 65 Phase 1 Project ready for construction.

**ACTION:** With a motion by Holmes and second by Nader the Board unanimously authorized the Executive Director to negotiate and sign a consultant contract, not to exceed \$1,000,000, with CH2M for services to complete the final design to make the Highway 65 Phase 1 Project ready for construction.

**EXECUIVE DIRECTORS REPORT**

Celia McAdam reminded the Board that they will be interviewing candidates for the Executive Director position on March 21<sup>st</sup> from 9:00 a.m. - 2:00 p.m. McAdam added that the application deadline has been extended through March 1.

Celia McAdam reminded the Board that we will have a combined March and April Board meeting that will take place on Wednesday, April 11 at the Placer County Planning Commission Hearing Room at the County Center offices.

**OTHER**

Chair Powers announced that the next Board meeting will take place on April 11, 2018 at 9:00 a.m. at the Placer County Planning Commission Hearing Room.

The meeting was adjourned at 9:35 a.m.

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Celia McAdam, Executive Director

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Bridget Powers, Chair



PLACER COUNTY  
TRANSPORTATION  
PLANNING AGENCY

## SUMMARY MINUTES of March 21, 2018

A regular meeting of the Placer County Transportation Planning Agency (PCTPA) Board convened on Wednesday, March 21 at 9:00 a.m. for a special meeting of the Board. The Board convened at the Placer County Administrative Center, Conference Room A, 175 Fulweiler Avenue, Auburn, California.

### **BOARD MEMBERS PRESENT**

John Allard  
Brian Baker  
Ken Broadway  
Steve Harvey  
Jim Holmes  
Stan Nader  
Bridget Powers, Chair  
Ron Treabess  
Kirk Uhler

### **STAFF**

Celia McAdam, Executive Director  
Solvi Sabol, Board Secretary

### **CONSULTANT**

Heather Renschler, Ralph Andersen  
and Associates

### **CLOSED SESSION**

Pursuant to cited authority (all references to Government Code), the Placer County Transportation Planning Agency held a closed session to discuss the following listed items:  
§54957 – Public Employee Employment Consideration

**ACTION:** The PCTPA Board returned from closed session. Chair Powers announced no reportable action was taken.

The meeting was adjourned at approximately 12:45 p.m.

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Celia McAdam, Executive Director

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Bridget Powers, Chair



PLACER COUNTY  
TRANSPORTATION  
PLANNING AGENCY

## SUMMARY MINUTES of March 28, 2018

A regular meeting of the Placer County Transportation Planning Agency (PCTPA) Board convened on Wednesday, March 28 at 9:00 a.m. for a special meeting of the Board. The Board convened at the Placer County Administrative Center, Conference Room A, 175 Fulweiler Avenue, Auburn, California.

### **BOARD MEMBERS PRESENT**

Ken Broadway  
Steve Harvey  
Jim Holmes  
Stan Nader  
Bridget Powers, Chair  
Susan Rohan  
Ron Treabess (via teleconference)

### **STAFF**

Celia McAdam, Executive Director  
Solvi Sabol, Board Secretary

### **CLOSED SESSION**

Pursuant to cited authority (all references to Government Code), the Placer County Transportation Planning Agency held a closed session to discuss the following listed items:  
§54957 – Public Employee Employment Consideration

**ACTION:** The PCTPA Board returned from closed session. Chair Powers announced no reportable action was taken.

The meeting was adjourned at approximately 9:35 a.m.

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Celia McAdam, Executive Director

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Bridget Powers, Chair





## ***MEMORANDUM***

**TO: PCTPA Board of Directors**

**DATE: March 27, 2018**

**FROM: Celia McAdam, Executive Director**

**SUBJECT: CONSENT CALENDAR**

Below are the Consent Calendar items for the April 11, 2018 agenda for your review and action.

1. Reprogram Lincoln Congestion Mitigation & Air Quality (CMAQ) Funds from Lincoln Boulevard Streetscape Phase 4 to Lincoln Boulevard Streetscape Phase 3  
On September 27, 2017, the PCTPA Board approved CMAQ project funding recommendations for FY 2019/20 through FY 2021/22. The City of Lincoln is requesting PCTPA approval to reprogram \$1,550,076 CMAQ funds approved for construction of the Lincoln Boulevard Streetscape Phase 4 to construction of Lincoln Boulevard Streetscape Phase 3. Staff recommends Board approval.
2. Conflict of Interest Code Amendment  
The Political Reform Act of 1974 requires every local government agency review its' Conflict of Interest (COI) code every two years. In 2016 PCTPA's COI Code was submitted to the Placer County Clerk Recorder and approved by the Board of Supervisors. An amendment to PCTPA's existing COI is now required to add the positions of 1) Deputy Executive Director and 2) Assistant Planner. Staff recommends approval of Resolution 18-06 which amends PCTPA's Conflict of Interest Code as presented.
3. FY 2017/18 Low Carbon Transit Operations Program (LCTOP) Fund Allocation  
Senate Bill 862 of 2014 created the LCTOP to provide operating and capital assistance for transit agencies to reduce greenhouse gas emission and improve mobility by implementing new or expanded transit services. According to the State Controller's Office Eligible Allocation for FY 2017/18, \$96.9 million is available statewide and \$424,036 is available countywide.

The attached fund allocation identifies the formula allocation of funds and projects proposed for funding. The Town of Loomis did not have an eligible project and elected to reallocate its share to Placer County for reimbursement in a future LCTOP funding cycle. Placer County will be the grant recipient and continue the implementation of Saturday service in the City of Lincoln and service to the Rocklin Commons and Crossings shopping centers. All applications are due to Caltrans by March 30, 2018 for a joint review with the California Air Resources Board. The approved applications will then be submitted to the State Controller's Office (SCO) by June 30, 2018.

The TOWG concurred with the allocation methodology following the March 7, 2018 meeting and the TAC concurred with the recommended funding allocation at its March 20,

2018 meeting. Staff recommends approval of the attached FY 2017/18 LCTOP Funding Allocation.

4. FY 2017/18 City of Roseville Claim for Local Transportation Funds (LTF) - \$7,828,422  
The City of Roseville submitted claims for \$7,469,295 in LTF funds for FY 2017/18 - \$6,538,485 for streets and roads purposes and \$1,289,937 for transit. The City's claims are in compliance with the approved LTF apportionment, and all transit needs that are reasonable to meet are being provided. The City has complied with the annual Fiscal and Compliance Audit for the fiscal year ending June 30, 2017. Staff recommends approval and issuance of instructions to the County Auditor to pay the claimant in full.
5. FY 2017/18 City of Roseville Claim for State Transit Assistance (STA) Funds - \$720,886  
The City of Roseville submitted a claim for \$720,886 in STA funds for FY 2017/18 for transit purposes. The City's claim is in compliance with the approved STA apportionment and with all applicable STA requirements. Staff recommends approval.
6. FY 2017/18 City of Roseville Claim for State of Good Repair Funds (SGR) Funds - \$159,901  
The City of Roseville submitted a claim for \$159,901 in Senate Bill 1 SGR funds for FY 2017/18 for transit capital and maintenance purposes. The City's claim is in compliance with the approved SGR apportionment and with all applicable requirements. Staff recommends approval.

**PLACER COUNTY TRANSPORTATION PLANNING AGENCY (PCTPA)**

**CONFLICT OF INTEREST CODE**

Revised April 11, 2018

The Political Reform Act of 1974, as amended, (Gov. Code, § 81000, et seq.) requires every state or local agency to adopt and promulgate a Conflict of Interest Code. Each and every Conflict of Interest Code is only effective after it has been approved by the code reviewing body. (Gov. Code, § 87303.) The code reviewing body for PCTPA is the Placer County Board of Supervisors. (Gov. Code, § 82011, subd. (b).)

The Placer County Board of Supervisors has adopted an ordinance (Placer County Code, § 2.84.030) containing the terms of a standard Conflict of Interest Code, which can be incorporated by reference in an agency's code. Consequently, the terms of Placer County Code, § 2.84.030, and any amendments to it duly adopted by the Placer County Board of Supervisors, are hereby incorporated by reference. This ordinance and the attached Appendices, designating positions and establishing disclosure categories, shall constitute the Conflict of Interest Code of the **Placer County Transportation Planning Agency (PCTPA)**.

Individuals holding designated positions shall file their statements of economic interest with **PCTPA**. Thereafter **PCTPA's** Executive Director shall review all statements of economic interest to ensure that no apparent conflict exists within **PCTPA**, and shall initial each statement of economic interest after his or her review is complete. Upon completion of the review process, **PCTPA** shall make and retain copies of the statements of economic interests and forward the originals to the designated Filing Officer, the Placer County Elections Division.

PLACER COUNTY TRANSPORTATION PLANNING AGENCY (PCTPA)

DESIGNATED POSITIONS

<u>CLASSIFICATION</u>	<u>DISCLOSURE CATEGORIES</u>
Members of the Board of Directors appointed by the Placer County Board of Supervisors	*
Members of the Board of Directors appointed by a City Council	1, 2
Member of the Board of Directors appointed as the Citizen Representative	1, 2
Alternate Members of the Board of Directors appointed by a City Council	1, 2
Alternate Member of the Board of Directors appointed as the Citizen Representative	1, 2
Executive Director	1, 2
Deputy Executive Director <sup>1</sup>	1, 2
Senior Planner	1, 2
Senior Transportation Planner	1, 2
Fiscal/Administrative Officer	1, 2
Planning Administrator	1, 2
Associate Planner	1, 2
Assistant Planner <sup>2</sup>	1, 2
General Counsel	1, 2
Consultants	**

\* Members of the Board of Directors appointed by the Placer County Board of Supervisors have no disclosure obligations under this code, so long as they are already required to report their financial interests pursuant to Article 2 of Chapter 7 of the Political Reform Act, Government Code Sections 87200, et seq, and the reporting obligations include the entire geographical jurisdiction of PCTPA. Such persons are covered by this code for disqualification purposes only. (Placer County Code, § 2.84.030, (C).

\*\* The PCTPA Executive Director and the Placer County Executive Officer each have the authority to determine on a case-by-case basis whether a consultant under contract with PCTPA exercises a sufficient amount of discretion to be deemed a designated employee for purposes of this code.

<sup>1</sup>Position was created out of need for professional staff support and consultation to the Executive Director and Board of Directors.

<sup>2</sup>The PCTPA Board recently adopted an updated staffing plan. This plan includes an Assistant Planner position.

PLACER COUNTY TRANSPORTATION PLANNING AGENCY (PCTPA)

DISCLOSURE CATEGORIES

The disclosure categories listed below identify the types of investments, business entities, sources of income, including gifts, loans, and travel payments, or real property, which the designated position must disclose for each disclosure category to which he or she is assigned.

**Category 1:** All investments, business positions in business entities, and sources of income, including gifts, loans, and travel payments, from, business entities of the type that contract with, or provide services, goods, machinery, equipment, or services utilized by PCTPA.

**Category 2:** All interests in real property which are located in whole or in part within or not more than two (2) miles outside the jurisdiction of PCTPA.

**Category 3:** Investments, business positions in business entities, and sources of income, including gifts, loans, and travel payments, from, business entities of the type that contract with, or provide services, goods, machinery, equipment, or services purchased or leased by the designated position's division.

# PLACER COUNTY TRANSPORTATION PLANNING AGENCY

## IN THE MATTER OF: AMENDING THE PLACER COUNTY TRANSPORTATION PLANNING AGENCY CONFLICT OF INTEREST CODE

RESOLUTION NO. 18-06

The following resolution was duly passed by the Placer County Transportation Planning Agency at a regular meeting held April 11, 2018 by the following vote on roll call:

Ayes:

Noes:

Absent:

Signed and approved by me after its passage.

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Chair  
Placer County Transportation Planning Agency

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Executive Director

**WHEREAS**, the Political Reform Act of 1974, as amended, (Gov. Code, § 81000, et seq.) requires every state or local agency to adopt and promulgate a Conflict of Interest Code. Each and every Conflict of Interest Code is only effective after it has been approved by the code reviewing body (Gov. Code, § 87303). The code reviewing body for PCTPA is the Placer County Board of Supervisors (Gov. Code, § 82011, subd. (b)); and

**WHEREAS**, the Placer County Board of Supervisors has adopted an ordinance (Placer County Code, § 2.84.030) containing the terms of a standard Conflict of Interest Code, which can be incorporated by reference in an agency's code;

**WHEREAS**, Placer County Transportation Planning Agency's Conflict of Interest Code was last updated in 2014, and requires updating to reflect current law expanding the list of positions required to file a Statement of Economic Interest.

**NOW, THEREFORE, BE IT RESOLVED** by the Placer County Transportation Planning Agency that pursuant to the provisions of Government Code § 87300 and California Code of Regulations § 18730, the Placer County Transportation Planning Agency hereby adopts the Placer County Transportation Planning Agency's Conflict of Interest Code.

**PLACER COUNTY TRANSPORTATION PLANNING AGENCY  
 FY 2017/2018 LOW CARBON TRANSIT OPERATIONS PROGRAM (LCTOP) FUND ALLOCATION (EXCLUDING TAHOE BASIN)  
 March 2018**

PUC 99313 Allocation	\$369,262
PUC 99314 Allocation	\$54,774
<b>Total LCTOP Allocation<sup>(1)</sup></b>	<b>\$424,036</b>
Allocation to WPCTSA	\$0
<b>Total PUC 99313 Allocation Available to Jur</b>	<b>\$369,262</b>

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

Jurisdiction	January 2017 Population <sup>(2)</sup>	PUC 99313 Population Percent	PUC 99313 Population Allocation	PUC 99314 Fare Revenue Allocation	PUC 99313 Fund Reallocation	Total Jurisdiction Allocation
Placer County	100,633	27.05%	\$99,886	\$41,689	\$120,525	\$262,101
Auburn <sup>3</sup>	14,096	3.79%	\$13,991	\$259	\$5,191	\$19,441
Colfax <sup>4</sup>	2,070	0.56%	\$2,055	\$0	(\$2,055)	\$0
Lincoln	48,165	12.95%	\$47,807	\$0	(\$47,807)	\$0
Loomis <sup>4</sup>	6,775	1.82%	\$6,725	\$0	(\$6,725)	\$0
Rocklin <sup>4</sup>	64,417	17.32%	\$63,939	\$0	(\$63,939)	\$0
Roseville	135,868	36.52%	\$134,859	\$12,826	(\$5,191)	\$142,494
<b>TOTAL</b>	<b>372,024</b>	<b>100.00%</b>	<b>\$369,262</b>	<b>\$54,774</b>	<b>(\$0)</b>	<b>\$424,036</b>

**Notes:** (1) 2017/2018 Low Carbon Transit Operations Program Eligible Fund Allocation, California State Controller Division of Accounting and Reporting, February 7, 2018.

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

(3) The City of Auburn is being reimbursed for \$5,191 allocated to the City of Roseville in FY 16/17 for the Loius Orlando Transfer Center Project.

(4) The Town of Loomis elected to reallocate \$6,725 in FY 17/18 funds to Placer County for reimbursement in a future LCTOP funding cycle. The City of Colfax and Rocklin elected to reallocate a portion or all of of their share to Placer County for use on regional projects.

PUC = Public Utilities Code

**FY 2017/2018 LCTOP Project Summary**

Jurisdiction	Project Title	FY 2017/18 Allocation Amount
Placer County	4th Year Funding for Year Round SR 267 Service	\$204,294
	4th Year Funding for Saturday Fixed Route Service in Lincoln <sup>5</sup>	\$47,807
	4th Year Funding for Expanded Service to Rocklin Commons and Rocklin Crossings Commercial Centers <sup>5</sup>	\$10,000
Auburn	Passenger Connect Card Installation	\$19,441
Roseville	Commuter Bus Replacement Project	\$142,494
<b>FY 2017/18 Total:</b>		<b>\$424,036</b>

**Notes:** (5) Placer County will be the grant recipient and adhere to the reporting requirements of the grant as agreed.

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

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

FROM: CLAIMANT: City of Roseville  
ADDRESS: 316 Vernon Street, Suite 150  
Roseville, CA 95678  
CONTACT PERSON: Michael Dour  
Phone: 916-746-1304 Email: mdour@roseville.ca.us

The City of Roseville hereby requests, in accordance with the State of California Public Utilities Code, commencing with Section 99200 and the California Code of Regulations commencing with Section 6600, that this claim for Local Transportation Funds be approved for Fiscal Year 2017/2018, in the following amounts for the following purposes to be drawn from the Local Transportation Fund deposited with the Placer County Treasurer:

P.U.C. 99260a, Article 4, Transit Operations/Capital:	\$ <u>1,289,937</u>
P.U.C. 99275, Article 4.5, Community Transit Services:	\$ _____
P.U.C. 99400c, Article 8c, Contracted Transit Services:	\$ _____
C.C.R. 6648, Capital Reserve:	\$ _____
P.U.C. 99400e, Article 8e, Capital for Contracted Services:	\$ _____

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

**APPROVED:**

PLACER COUNTY  
TRANSPORTATION PLANNING AGENCY  
BOARD OF DIRECTORS

APPLICANT

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

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

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

TITLE: City Manager

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

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



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

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

FROM: CLAIMANT: City of Roseville  
ADDRESS: 316 Vernon Street, Suite 150  
Roseville, CA 95678  
CONTACT PERSON: Michael Dour  
Phone: 916-746-1304 Email: mdour@roseville.ca.us

The City of Roseville hereby requests, in accordance with the State of California Public Utilities Code commencing with Section 99200 and the California Code of Regulations commencing with Section 6600, that this claim for Local Transportation Funds be approved for Fiscal Year 2017/2018, for street and road purposes (P.U.C. 99400a) in the amount of \$ 6,538,485 to be drawn from the Local Transportation Fund deposited with the Placer County Treasurer:

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

**APPROVED:**

PLACER COUNTY  
TRANSPORTATION PLANNING AGENCY  
BOARD OF DIRECTORS

APPLICANT

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

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

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

TITLE: City Manager

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

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

**TDA ANNUAL PROJECT AND FINANCIAL PLAN**

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

Claimant: \_\_\_\_\_ City of Roseville \_\_\_\_\_

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

<b><u>Brief Project Description</u></b>	<b><u>Project Cost</u></b>	<b><u>Source of Funding &amp; Amount</u></b>
TRANSIT OPERATIONS	Administration & Services      \$6,294,713 Operating Reserve                      \$1,500,000	Interest Earnings from FY2017      \$21,346 Carryover                                  \$4,325,813 Passenger Fares                         \$1,003,000 Advertising/Other                        \$273,835 LTF Article 4 FY2018                    \$1,289,937 STA FY2018                                \$720,886 SB1 State of Good Repair               \$159,896
	OPERATIONAL COSTS                  \$7,794,713	OPERATIONAL REVENUE               \$7,797,713
TRANSIT CAPITAL PROJECTS	Transit Capital Projects                \$2,921,999 Capital Reserve                          \$1,500,000	FTA Capital Assistance                 \$1,516,639 LCTOP State Grants                      \$142,494 Other                                         \$312,000 Carryover                                  \$2,450,866
	CAPITAL COSTS                          \$4,421,999	CAPITAL REVENUE                      \$4,421,999
STREETS AND ROADS	TSM & Bikeway Program                \$957,384 Maintenance-Roadway                  \$252,660 Construction                              \$3,464,966 Other                                         \$121,002	LTF Article 8A FY2018                  \$6,538,485 Interest Earnings FY2018                \$35,179 Federal, State, Other Revenue         \$563,087 Carryover                                  \$3,328,765 FY2017 Claim Held by PCTPA         \$5,034,517
	Subtotal                                    \$4,796,012 Capital Reserve                          \$1,500,000	
	STREETS & ROADS COSTS              \$6,296,012	STREET & ROAD REVENUE             \$6,296,012 EST. CARRYOVER FY18                  \$9,204,021

# PLACER COUNTY TRANSPORTATION PLANNING AGENCY

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

**RESOLUTION NO. 18-07**

The following resolution was duly passed by the Placer County Transportation Planning Agency at a regular meeting held April 11, 2018 by the following vote on roll call:

Ayes:

Noes:

Absent:

Signed and approved by me after its passage.

---

Chair  
Placer County Transportation Planning Agency

---

Executive Director

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

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

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

1. To the City of Roseville for projects conforming to Article 4 – Section 99260(a) of the Act: \$ 1,289,937
2. To the City of Roseville for projects conforming to Article 8 – Section 99400(a) of the Act \$ 6,538,485

BE IT FURTHER RESOLVED that allocation instructions are hereby approved for the County Auditor to pay the claimants. Claimant must submit a complete Fiscal and Compliance Audit for the fiscal year ending June 30, 2017, prior to issuance of said instructions to the County Auditor to pay the claimant.

RESOLUTION NO. 18-102

APPROVING AND AUTHORIZING EXECUTION OF THE 2017/18 TRANSPORTATION DEVELOPMENT ACT CLAIMS TO THE PLACER COUNTY TRANSPORTATION PLANNING AGENCY

WHEREAS, the California Public Utilities Code, commencing with Section 99200, and Title 21 of the California Code of Regulations, commencing with Section 6600, authorize local transportation funding available through the Local Transportation Fund and State Transit Assistance Fund established by the Transportation Development Act; and

WHEREAS, the Placer County Transportation Planning Agency is responsible for reviewing and approving annual transportation claims, and for making allocations from the Local Transportation Fund and State Transit Assistance Funds;

NOW, THEREFORE, BE IT RESOLVED that the City Council of the City of Roseville hereby authorizes and directs the City Manager to execute the 2017/18 Transportation Development Act Claims in the amount of \$8,709,204.00 to the Placer County Transportation Planning Agency as follows:

1. Local Transportation Funds for public transportation system purposes as authorized by Article 4, commencing with Section 99260 of the California Public Utilities Code and for streets and roads purposes authorized by Article 8, commencing with Section 99400 of the California Public Utilities Code, in an aggregate amount not to exceed \$7,828,422.00.
2. State Transit Assistance Funds for transit operations, as authorized by Section 99313 and Section 99314 of the California Public Utilities Code, Chapter 4, Article 6.5, in an aggregate amount not to exceed \$720,886.00.
3. State of Good Repair Funds for transit maintenance as provided by in Senate Bill 1, in an aggregate amount not to exceed \$159,896.

PASSED AND ADOPTED by the Council of the City of Roseville this \_\_\_ day of \_\_\_\_\_, 20\_\_, by the following vote on roll call:

AYES            COUNCILMEMBERS:

NOES            COUNCILMEMBERS:

ABSENT        COUNCILMEMBERS:

\_\_\_\_\_  
MAYOR

ATTEST:

\_\_\_\_\_  
City Clerk

**CLAIM FOR STATE TRANSIT ASSISTANCE FUNDS**

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

FROM: CLAIMANT: City of Roseville  
ADDRESS: 316 Vernon Street, Suite 150  
Roseville, CA 95678  
CONTACT PERSON: Michael Dour  
Phone: 916-746-1304 Email: mdour@roseville.ca.us

The City of Roseville hereby requests, in accordance with the State of California Public Utilities Code commencing with Section 99200 and the California Code of Regulations commencing with Section 6600, that this claim for State Transit Assistance be approved in the amount of \$ 720,886 for Fiscal Year 2017/2018, in the following amounts for the following purposes to be drawn from the State Transit Assistance fund deposited with the Placer County Treasurer.

Transit Operations (6730a):	\$ <u>720,886</u>
Transit Capital (6730a):	\$ _____
Contracted Transit Services (6731b):	\$ _____
Community Transit Services Provided by WPCTSA (6731.1):	\$ _____

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

**APPROVED:**

PLACER COUNTY  
TRANSPORTATION PLANNING AGENCY  
BOARD OF DIRECTORS

APPLICANT

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

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

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

TITLE: City Manager

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

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

**TDA ANNUAL PROJECT AND FINANCIAL PLAN**

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

Claimant: \_\_\_\_\_ City of Roseville \_\_\_\_\_

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

<b><u>Brief Project Description</u></b>	<b><u>Project Cost</u></b>	<b><u>Source of Funding &amp; Amount</u></b>
TRANSIT OPERATIONS	Administration & Services      \$6,294,713 Operating Reserve                      \$1,500,000  OPERATIONAL COSTS                      \$7,794,713	Interest Earnings from FY2017      \$21,346 Carryover                                  \$4,325,813 Passenger Fares                          \$1,003,000 Advertising/Other                        \$273,835 LTF Article 4 FY2018                      \$1,289,937 STA FY2018                                \$720,886 SB1 State of Good Repair                \$159,896  OPERATIONAL REVENUE                      \$7,797,713
TRANSIT CAPITAL PROJECTS	Transit Capital Projects                \$2,921,999 Capital Reserve                            \$1,500,000  CAPITAL COSTS                              \$4,421,999	FTA Capital Assistance                \$1,516,639 LCTOP State Grants                      \$142,494 Other                                         \$312,000 Carryover                                  \$2,450,866  CAPITAL REVENUE                              \$4,421,999
STREETS AND ROADS	TSM & Bikeway Program                \$957,384 Maintenance-Roadway                    \$252,660 Construction                                \$3,464,966 Other                                         \$121,002  Subtotal                                      \$4,796,012 Capital Reserve                            \$1,500,000  STREETS & ROADS COSTS                      \$6,296,012	LTF Article 8A FY2018                \$6,538,485 Interest Earnings FY2018                \$35,179 Federal, State, Other Revenue        \$563,087 Carryover                                  \$3,328,765 FY2017 Claim Held by PCTPA        \$5,034,517  STREET & ROAD REVENUE                      \$6,296,012 EST. CARRYOVER FY18                      \$9,204,021

# PLACER COUNTY TRANSPORTATION PLANNING AGENCY

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

**RESOLUTION NO. 18-08**

The following resolution was duly passed by the Placer County Transportation Planning Agency at a regular meeting held April 11, 2018 by the following vote on roll call:

AYES:

NOES:

ABSENT:

Signed and approved by me after its passage.

---

Chair  
Placer County Transportation Planning Agency

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Executive Director

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

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

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

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

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

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

Allocation to the City of Roseville of \$720,886 in State Transit Assistance Funds (PUC 99313 and PUC 99314) for transit purposes (section 6730a) in FY 2017/18.

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

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



RESOLUTION NO. 18-102

APPROVING AND AUTHORIZING EXECUTION OF THE 2017/18 TRANSPORTATION DEVELOPMENT ACT CLAIMS TO THE PLACER COUNTY TRANSPORTATION PLANNING AGENCY

WHEREAS, the California Public Utilities Code, commencing with Section 99200, and Title 21 of the California Code of Regulations, commencing with Section 6600, authorize local transportation funding available through the Local Transportation Fund and State Transit Assistance Fund established by the Transportation Development Act; and

WHEREAS, the Placer County Transportation Planning Agency is responsible for reviewing and approving annual transportation claims, and for making allocations from the Local Transportation Fund and State Transit Assistance Funds;

NOW, THEREFORE, BE IT RESOLVED that the City Council of the City of Roseville hereby authorizes and directs the City Manager to execute the 2017/18 Transportation Development Act Claims in the amount of \$8,709,204.00 to the Placer County Transportation Planning Agency as follows:

1. Local Transportation Funds for public transportation system purposes as authorized by Article 4, commencing with Section 99260 of the California Public Utilities Code and for streets and roads purposes authorized by Article 8, commencing with Section 99400 of the California Public Utilities Code, in an aggregate amount not to exceed \$7,828,422.00.
2. State Transit Assistance Funds for transit operations, as authorized by Section 99313 and Section 99314 of the California Public Utilities Code, Chapter 4, Article 6.5, in an aggregate amount not to exceed \$720,886.00.
3. State of Good Repair Funds for transit maintenance as provided by in Senate Bill 1, in an aggregate amount not to exceed \$159,896.

PASSED AND ADOPTED by the Council of the City of Roseville this \_\_\_ day of \_\_\_\_\_, 20\_\_, by the following vote on roll call:

AYES            COUNCILMEMBERS:

NOES            COUNCILMEMBERS:

ABSENT        COUNCILMEMBERS:

\_\_\_\_\_  
MAYOR

ATTEST:

\_\_\_\_\_  
City Clerk

**CLAIM FOR STATE OF GOOD REPAIR PROGRAM FUNDS**

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

FROM: CLAIMANT: City of Roseville  
ADDRESS: 316 Vernon Street  
Suite 150  
CONTACT PERSON: Michael Dour  
Phone: 916-746-1304 Email: mdour@roseville.ca.us

The City of Roseville hereby requests, in accordance with the State of California Public Utilities Code commencing with Section 99200 and the California Code of Regulations commencing with Section 6600, that this claim for State of Good Repair Funds be approved in the amount of \$ 159,896 for Fiscal Year 2017/2018, in the following amounts for the following purposes to be drawn from the State Transit Assistance fund deposited with the Placer County Treasurer.

Transit Capital (6730b): \$ 159,896

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

**APPROVED:**

PLACER COUNTY  
TRANSPORTATION PLANNING AGENCY  
BOARD OF DIRECTORS

APPLICANT

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

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

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

TITLE: City Manager

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

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

**TDA ANNUAL PROJECT AND FINANCIAL PLAN**

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

Claimant: \_\_\_\_\_ City of Roseville \_\_\_\_\_

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

<b><u>Brief Project Description</u></b>	<b><u>Project Cost</u></b>	<b><u>Source of Funding &amp; Amount</u></b>
TRANSIT OPERATIONS	Administration & Services \$6,294,713 Operating Reserve \$1,500,000  OPERATIONAL COSTS \$7,794,713	Interest Earnings from FY2017 \$21,346 Carryover \$4,325,813 Passenger Fares \$1,003,000 Advertising/Other \$273,835 LTF Article 4 FY2018 \$1,289,937 STA FY2018 \$720,886 SB1 State of Good Repair \$159,896  OPERATIONAL REVENUE \$7,797,713
TRANSIT CAPITAL PROJECTS	Transit Capital Projects \$2,921,999 Capital Reserve \$1,500,000  CAPITAL COSTS \$4,421,999	FTA Capital Assistance \$1,516,639 LCTOP State Grants \$142,494 Other \$312,000 Carryover \$2,450,866  CAPITAL REVENUE \$4,421,999
STREETS AND ROADS	TSM & Bikeway Program \$957,384 Maintenance-Roadway \$252,660 Construction \$3,464,966 Other \$121,002  Subtotal \$4,796,012 Capital Reserve \$1,500,000  STREETS & ROADS COSTS \$6,296,012	LTF Article 8A FY2018 \$6,538,485 Interest Earnings FY2018 \$35,179 Federal, State, Other Revenue \$563,087 Carryover \$3,328,765 FY2017 Claim Held by PCTPA \$5,034,517  STREET & ROAD REVENUE \$6,296,012 EST. CARRYOVER FY18 \$9,204,021

# PLACER COUNTY TRANSPORTATION PLANNING AGENCY

**IN THE MATTER OF: ALLOCATION OF  
STATE OF GOOD REPAIR PROGRAM  
FUNDS TO THE CITY OF ROSEVILLE**

**RESOLUTION NO. 18-09**

The following resolution was duly passed by the Placer County Transportation Planning Agency at a regular meeting held April 11, 2018 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, Senate Bill 1 (SB-1), the Road Repair and Accountability Act of 2017, established the State of Good Repair (SGR) Program to fund eligible transit maintenance, rehabilitation and capital project activities that maintain the public transit system in a state of good repair; and

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

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

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

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

1. The claimant's proposed expenditures are in conformity with the Regional Transportation Plan.
2. The level of passenger fares and charges is sufficient to enable the operator or transit service claimant to meet the fare revenue requirements of Public Utilities Code Sections 99268.2, 99268.3, 99268.4, 99268.5, and 99268.9, as they may be applicable to the claimant.
3. The claimant is making full use of federal funds available under the Urban Mass Transportation Act of 1964, as amended.
4. The sum of the claimant's allocations from the State of Good Repair Program, State Transit Assistance Fund and from the Local Transportation Fund does not exceed the amount the claimant is eligible to receive during the fiscal year.
5. The State of Good Repair Program has specific goal of keeping transit systems in a state of good repair, including the purchase of new transit vehicles, and maintenance and rehabilitation of transit facilities and vehicles.
6. The regional entity may allocate funds to an operator for the purposes specified in Section 99312.1(c) or as allowed by updates and/or clarifications to the State of Good Repair Program Guidelines issued by the California Department of Transportation.

Allocation to the City of Roseville of \$159,901 in State of Good Repair Program Funds (PUC 99313) for transit purposes (section 6731b) in FY 2017/18.

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

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

RESOLUTION NO. 18-102

APPROVING AND AUTHORIZING EXECUTION OF THE 2017/18 TRANSPORTATION DEVELOPMENT ACT CLAIMS TO THE PLACER COUNTY TRANSPORTATION PLANNING AGENCY

WHEREAS, the California Public Utilities Code, commencing with Section 99200, and Title 21 of the California Code of Regulations, commencing with Section 6600, authorize local transportation funding available through the Local Transportation Fund and State Transit Assistance Fund established by the Transportation Development Act; and

WHEREAS, the Placer County Transportation Planning Agency is responsible for reviewing and approving annual transportation claims, and for making allocations from the Local Transportation Fund and State Transit Assistance Funds;

NOW, THEREFORE, BE IT RESOLVED that the City Council of the City of Roseville hereby authorizes and directs the City Manager to execute the 2017/18 Transportation Development Act Claims in the amount of \$8,709,204.00 to the Placer County Transportation Planning Agency as follows:

1. Local Transportation Funds for public transportation system purposes as authorized by Article 4, commencing with Section 99260 of the California Public Utilities Code and for streets and roads purposes authorized by Article 8, commencing with Section 99400 of the California Public Utilities Code, in an aggregate amount not to exceed \$7,828,422.00.
2. State Transit Assistance Funds for transit operations, as authorized by Section 99313 and Section 99314 of the California Public Utilities Code, Chapter 4, Article 6.5, in an aggregate amount not to exceed \$720,886.00.
3. State of Good Repair Funds for transit maintenance as provided by in Senate Bill 1, in an aggregate amount not to exceed \$159,896.

PASSED AND ADOPTED by the Council of the City of Roseville this \_\_\_ day of \_\_\_\_\_, 20\_\_, by the following vote on roll call:

AYES            COUNCILMEMBERS:

NOES            COUNCILMEMBERS:

ABSENT        COUNCILMEMBERS:

\_\_\_\_\_  
MAYOR

ATTEST:

\_\_\_\_\_  
City Clerk



## *MEMORANDUM*

**TO:** Placer County Airport Land Use Commission                      **DATE:** April 11, 2018

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

**SUBJECT:** 9:00 A.M. - PUBLIC HEARING: CITY OF LINCOLN ZONING ORDINANCE AMENDMENTS CONSISTENCY DETERMINATION

### **ACTION REQUESTED**

1. Conduct a public hearing regarding consistency of the City of Lincoln's Zoning Ordinance Amendments with the Placer County Airport Land Use Compatibility Plan.
2. Find that the City of Lincoln's Zoning Ordinance Amendments are consistent with the Placer County Airport Land Use Compatibility Plan.

### **BACKGROUND**

#### ***Airport Land Use Commission (ALUC)***

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

#### ***Placer County Airport Land Use Compatibility Plan (ALUCP)***

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

#### ***Consistency Requirement***

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

#### ***Proposed Action***

The City of Lincoln is proposing various text amendments to Title 18, Zoning, of the Lincoln Municipal Code. The City is requesting ALUC review of the proposed Zoning Ordinance Amendments to determine whether the proposed revisions are consistent with the ALUCP. The proposed Amendments are included as Attachment 1. The Lincoln City Council conducted its first reading of the proposed amendments on February 27, 2018 and will consider the second reading of the proposed amendments, including the ALUC determination, at its April 24, 2018 meeting.

#### ***Public Notice***

ALUC review requires notice be provided to the public ten days prior to the hearing. A public hearing notice was published in the Lincoln Messenger on Thursday, March 22, 2018. Notice was also posted on PCTPA's website and in the City of Lincoln's eNewsletter.

**Placer County Airport Land Use Commission  
PUBLIC HEARING: CITY OF LINCOLN  
ZONING ORDINANCE AMENDMENTS  
CONSISTENCY DETERMINATION**

**April 2018**

**Page 2**

**DISCUSSION**

The proposed Zoning Ordinance Amendments are an effort by the City to improve clarity, provide increased flexibility, and to update the Zoning Ordinance to ensure that zoning and development standards accurately reflect the policies embodied in the City's General Plan. The City's General Plan was adopted in March 2008, which the ALUC found consistent with the 2000 ALUCP and subsequently with the 2014 ALUCP.

The Zoning Ordinance Amendments propose to address the following six issues:

- **Zoning Interpretations:** This amendment would allow the Community Development Director or designee to clarify zoning issues for an applicant without going through Planning Commission process, subject to appeal of such decision(s) to the City Council.
- **Home Occupation:** This amendment would relax existing residential development standards so that a home based business seeking to operate in a residence located on a conventional lot would have the opportunity to process a conditional use permit (CUP). Currently, residents of lots less than 10,000 square feet are prohibited from filing for a CUP.
- **Manufactured Homes:** This amendment would add manufactured homes as a permitted use in the Single-Family zone subject to development standards.
- **Commercial Standards:** Several amendments are proposed that would: expand the definition of beauty salons; allow kennels as a use; blend automobile sales and services and repair shops into one category; require a four foot barrier be erected to control the location and serving of alcohol outdoors; provide additional standards for pawnshops; and delete Highway Commercial zoning since the General Plan does not recognize this as a land use designation.
- **Recycling Facilities:** This amendment would require a CUP for reverse vending machines and small collection facilities in the Commercial district and allow all sizes of redemption facilities with a CUP within the Light Industrial and Industrial districts. Currently these facilities are only allowed via an administrative permit in the Commercial district.
- **Public Notices:** This amendment would ensure that notices are required for all development permit hearings. Currently, within the Planned Development district, the Specific Development Plan process allows for waiving the public notice requirements for commercial and industrial projects.

Although the proposed Amendments constitutes a mandatory referral to the ALUC, the proposed changes as summarized above are considered minor and have no impact on airport land use compatibility, or the policies of safety, height and noise contained within the Lincoln Regional ALUCP.

Before the City of Lincoln can take final action to approve the Zoning Ordinance Amendments the ALUC must find the proposal consistent with the ALUCP. The ALUC has three choices, finding the Zoning Ordinance Amendments: (1) consistent with the ALUCP; (2) consistent with the ALUCP subject to conditions; or (3) inconsistent with the ALUCP based on specific conflicts.

***Consistency Review***

Staff recommends the ALUC find that the proposed Zoning Ordinance Amendments consistent with the ALUCP. The TAC concurs with the staff recommendation.



## City of Lincoln Amendments to Title 18 – Zoning of the Lincoln Municipal Code

Below are the proposed amendments to Title 18 – Zoning the City of Lincoln Municipal Code. Text to be repealed is shown with strikeouts and proposed text to be added to the Code is shown as underlined.

### Interpretations

#### Section 1. Chapter 18.04 – Interpretation

Authority for Interpretations. The Community Development Director (CDD) shall have the authority to issue administrative interpretations of the provisions of this Title to resolve ambiguities.

- (1) Record – A record of Interpretations shall be filed with the Community Development Department.
- (2) Definition – Whenever the CDD determines that the applicability or meaning of any of the standards of this Title are ambiguous, the CDD may issue an official interpretation. Official interpretations shall be in writing, and shall cite the provisions being interpreted, together with an explanation of their meaning or applicability in the particular or general circumstances that caused the need for interpretation. Any provision of this Title that is determined by the CDD to be ambiguous shall be clarified by amendment as soon as is practical.
- (3) Appeal – Interpretation by the CDD may be appealed to the Planning Commission pursuant to Section 18.94.

#### Section 2. Section 18.62.060 Home occupation clearance, conditions, and limitations

(2) Notwithstanding subsection (1) of this section, home occupations located in any residential district that involve the following activities shall require the issuance of a conditional use permit pursuant to Section 18.62.020. Development Standards within Section 18.12.080, 18.14.090, and 18.16.090 shall be excluded from the following:

~~18.62.060(2) (c). Delivery of materials to the subject residence. A use permit may be issued if deliveries do not ... (Redundant – already addressed under section 18.62.060(o) - subsection no longer needed).~~

#### Section 3. Section 18.12.010 Permitted Uses – R-1

(7) Manufactured Home – In accordance with Government Code Section 65852.3 (Local Manufactured Homes Zoning).

#### Section 4. Section 18.22.020 Commercial Uses Permitted within a Building

(26) ~~Salon-Beauty shop~~

#### Section 5. Section 18.22.020 Commercial Uses Permitted within a Building

(16). Kennel (per LMC 6.28.010).

#### Section 6. Section 18.22.030 Commercial Conditional Uses

(27) Vehicle sales and service (excluding: engine replacement/overhaul, transmission repair)

## City of Lincoln Amendments to Title 18 – Zoning of the Lincoln Municipal Code

### Section 7. Section 18.22.030 Commercial Conditional Uses

(21). All uses involving the sale or consumption of alcoholic beverages. Outdoor service of alcohol requires a 4-foot tall barrier encompassing the service area with no access from a public area.

### Section 8. Section 18.22.030 Commercial Conditional Uses

(23). Pawnshops (per LMC 18.22.100)

### Section 9. ~~Chapter 18.24 (Highway Commercial District)~~

Chapter 18.24 (Highway Commercial District)

### Section 10. Section 18.22.030 Commercial Conditional Uses

(27). Reverse vending machines (Subject to the provisions set forth in Chapter 18.35).

(28). Small collection facilities (Subject to the provisions set forth in Chapter 18.35).

### Section 11. Section 18.26.030 Light Industrial Conditional Uses

(7). Recycling and redemption collection facilities, including reverse vending machine(s), small collection facilities, and recycling facilities (Subject to the provisions set forth in Chapter 18.35).

### Section 12. Section 18.28.020 Industrial Conditional Uses

(10). Recycling and redemption collection facilities, including reverse vending machine(s), small collection facilities, and recycling facilities (Subject to the provisions set forth in Chapter 18.35).

### Section 13. Section 18.35.020 Permits required

No person shall permit the placement, construction, or operation of any recycling facility without first obtaining a conditional use permit pursuant to the provisions set forth in this section and Chapter 18.56. The operation of a reverse vending machine and small collection facility as defined by this chapter shall require the issuance of an administrative conditional use permit in accordance with the standards and criteria set forth in Section 18.35.040.

### Section 14. ~~Section 18.35.030 Permits for multiple sites~~

~~A single administrative permit may be granted for more than one reverse vending machine(s) located on different sites under the following conditions:~~

- ~~(1) The operator of each of the reverse vending machines is the same;—~~
- ~~(2) The proposed facilities are determined by the director of community development to be similar in nature, size, and intensity of activity; and~~
- ~~(3) All of the applicable criteria and standards set forth in Section 18.35.040 are met for each such proposed facility.~~

Section 15. Section 18.35.040 Criteria and standards for conditional use permits  
~~administrative permits.~~

## City of Lincoln Amendments to Title 18 – Zoning of the Lincoln Municipal Code

### Section 16. Section 18.35.050 Permit Renewal

~~Administrative permits issued pursuant to the provisions of this chapter shall be valid for a period of one year and must be renewed by the operator of a recycling facility.~~

### Section 17. Section 18.32.130 Development permit hearing – Planning Commission

A public hearing on the development permit for residential development shall be held by the Planning Commission after a completed application has been received and shall be noticed in the same manner as would be done for a rezone. After the close of public hearing, the planning commission shall forward to the City Council a recommendation for approval, approval with conditions or disapproval of the residential development permit. The planning commission shall not recommend approval unless it finds that the proposed development is consistent with the general development plan. ~~In the case of a development permit for industrial or commercial development the planning commission shall review the permit without requiring a noticed public hearing.~~ A public hearing on the development permit for commercial, business and professional, and industrial development shall be held by the Planning Commission after a completed application has been received and shall be noticed in the same manner as would be done for a rezone. At the close of ~~its review~~ the public hearing, the Planning Commission may take action to approve, approve with conditions, or deny the permit. The Planning Commission shall not approve ~~the a commercial, business and professional, or industrial development permit~~ unless it finds the proposed development consistent with the general development plan. No action by the city council shall be required for development permits involving industrial, business and professional, or commercial development.



## ***MEMORANDUM***

**TO:** Board of Directors **DATE:** March 27, 2018

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

**SUBJECT:** **PUBLIC WORKSHOP: TRANSIT OPERATOR SHORT RANGE TRANSIT PLANS ALTERNATIVES**

### **ACTION REQUESTED**

Conduct a public workshop to discuss alternatives under consideration for Auburn Transit, Placer County Transit, Roseville Transit and the Western Placer Consolidated Transportation Services Agency (WPCTSA) Short Range Transit Plans, and to obtain public comments and Board direction.

### **BACKGROUND**

The Short-Range Transit Plan (SRTP) is a planning document that presents the steps each transit operator will take over the next seven years to improve services and address operational and capital infrastructure needs, and identify the revenues required to accomplish plan recommendations.

The existing SRTPs for Auburn Transit, Placer County Transit, Roseville Transit and the WPCTSA were adopted in 2011. With updates due in 2018, PCTPA contracted with LSC Transportation to prepare new plans for each of our transit operators. Each plan is being developed concurrently, which provides the opportunity to maximize coordination and efficiencies, and position the transit services for future success.

Placer County is continuing to grow and how people get around has changed since 2011. Through this update process, we will review countywide demographics, evaluate current conditions and past performance, reach out to the public, update current goals, objectives and performance standards, analyze the demand for new transit service alternatives, identify operating, maintenance and capital infrastructure needs and costs, assess the financial capacity to carry out plan recommendations, and produce an implementation plan for future services.

The SRTP also serves as a tool to assist PCTPA to evaluate and monitor performance, and to address future unmet transit needs. Likewise, the plans serve as the primary justification for receipt of federal and State funds for transit operations and capital infrastructure projects.

### **DISCUSSION**

PCTPA is conducting this workshop to provide an opportunity for both public comment and Board direction on various transit service, capital infrastructure, financial, and institutional alternatives currently under consideration in the development of the SRTPs. To set the stage for the workshop, LSC Transportation will providing the Board an overview of the SRTP effort to date.

The commentary from this workshop will be incorporated into the draft SRTPs to be presented at your May Board meeting. With the additional input on the draft plans, staff will return in June for Board action on the final SRTPs. The TAC concurs with this approach.



## ***MEMORANDUM***

**TO:** PCTPA Board of Directors **DATE:** March 26, 2018

**FROM:** Celia McAdam, Executive Director  
Aaron Hoyt, Senior Planner

**SUBJECT:** PLACER COUNTY REGIONAL BIKEWAY PLAN DRAFT NETWORK  
RECOMMENDATIONS

### **ACTION REQUESTED**

None. For information and discussion only.

### **BACKGROUND**

PCTPA is partnering with Placer County to update the Placer County Regional Bikeway Plan that was adopted in 2002. The Regional Bikeway Plan identifies the bikeway improvements proposed in the unincorporated areas of Placer County and integrates the bikeway planning efforts of the six incorporated cities to create a regional bikeway system.

The update will not only refresh the vision for the bikeway system in the unincorporated area by identifying gaps in the system and bridging connections between jurisdictional boundaries, but it will propose a network of bikeways based on current best practices tailored to the various users that span the unincorporated communities and rural roads serving as touring routes.

### **DISCUSSION**

#### ***Recommended Bikeway Network***

The recommended bikeway network is a collection of improvements stemming from the over 600 public comments received, recently updated community and specific plans, and a needs and demand analysis that considered access to schools, park and open space, regionally significant trails, transit access, and known issue areas.

Highlights of the recommended improvements include:

- implementation of the Dry Creek Greenway Trail into Sacramento County and the Folsom State Recreational Area;
- bikeway connections to Hidden Falls Regional Park;
- upgrading Auburn-Folsom Road to include bike lanes;
- consideration of connecting communities such as Newcastle and Loomis via a separated bikeway; and
- introducing bike lanes and bike routes into rural communities such as Foresthill.

PCTPA staff will present a detailed overview of the recommended bikeway network at your April Board meeting.

**PCTPA Board of Directors**  
**PLACER COUNTY REGIONAL BIKEWAY PLAN DRAFT NETWORK**  
**RECOMMENDATIONS**  
**April 2018**  
**Page 2**

***Project Schedule/Next Steps***

This Board workshop is only one part of the outreach on the recommended bikeway network. Through March and April, PCTPA and Placer County staff is meeting with and seeking input from the public, local agencies, Municipal Advisory Committees, and the Bicycle Advisory Committee. Revisions based on that feedback will be incorporated in the Draft Regional Bikeway Plan scheduled for consideration at your May Board meeting. Action on the Final Regional Bikeway Plan set for June.

CM:AH:ss



**AMENDED**  
**MEMORANDUM**

**TO:** PCTPA Board of Directors

**DATE:** ~~March 28, 2018~~

April 5, 2018

**FROM:** Celia McAdam, Executive Director

**SUBJECT:** EXECUTIVE DIRECTOR RECRUITMENT PROCESS APPOINTMENT

**ACTION REQUESTED**

Authorize the Vice Chair to sign a contract with the top candidate as the Executive Director.

**BACKGROUND**

With the upcoming retirement of the current Executive Director, staff has been actively recruiting candidates to assume this critical position. As the Board is aware, agreement could not be reached with the preferred candidate in the first round of recruitment in late 2017. A second recruitment, under the contract with Heather Renschler of Ralph Andersen and Associates, is now being completed.

**DISCUSSION**

The current round of recruitment led to the selection of three candidates for Board interviews. One candidate withdrew, and the Board interviewed two finalists. After lengthy discussion over two sessions, the Board directed staff to enter into negotiations with the top candidate.

~~Staff expects to complete those negotiations with the preferred candidate and will provide the Board with an updated memo with contract recommendation at your April Board meeting.~~

**Based on the Board direction, the Chair and current Executive Director have come to agreement on contract terms with the identified top candidate. A summary of the contract points are shown in Attachment 1, and include a salary, car allowance, administrative leave, and incentives for positive reviews. The cost of this position is reflected in the FY 2018/19 Overall Work Program and Budget. The anticipated start date is May 14, 2018.**

**Staff recommends the Board approve the terms and authorize the Vice Chair to sign the contract.**

CM:ss

### **PCTPA Executive Director Contract Terms**

In addition to the standard benefits applicable to all employees, the Executive Director would receive:

- Starting salary \$165,000/yr
- Car allowance \$450/mo
- Agency provided laptop or tablet and cell phone
- Severance allowance of three months gross pay for dismissal without cause
- Administrative leave 60 hours per fiscal year
- Contract term would be through December 31, 2020 with incentives below:
- Incentives
  - With a positive Board review in December 2018, employee would receive a \$200 per pay period contribution to the employee's deferred compensation plan commencing January 1, 2019; and
  - With a positive Board review in December 2019, employee would receive a 5% pay increase commencing January 1, 2020.
- Continuity clause would make contract continuous unless amended



# **PLACER COUNTY TRANSPORTATION PLANNING AGENCY**

## **Technical Advisory Committee Meeting Minutes**

**March 20, 2018 – 3:00 p.m.**

**ATTENDANCE:** Chris Clardy, City of Colfax  
Amber Conboy, Placer County Public Works  
Mengil Deane, City of Auburn  
Mike Dour, City of Roseville  
Wes Heathcock, City of Colfax  
Stephanie Holloway, Placer County  
Ray Leftwich, City of Lincoln  
David Smith, Caltrans  
Brit Snipes, Town of Loomis

### **PCTPA Staff**

Aaron Hoyt  
Luke McNeel-Caird  
David Melko  
Solvi Sabol

### **Short Range Transit Plan Public Workshop**

David Melko said the consultant is working on a Short Range Transit Plan (SRTP) presentation for the April 11<sup>th</sup> public workshop. This workshop has been noticed in all the local newspapers. Melko explained that the workshop will provide the PCTPA Board and the public with a preliminary overview of the SRTPs and go over the common themes generated by the over 400 public comments received in developing these plans. Melko said we have conducted a number of meetings with the transit operators and the jurisdictions that they serve to get their input on what they want to convey to the public and the Board in this initial workshop. Melko explained our next step will be to come back to the PCTPA Board in May with draft SRTPs that will lay out proposed changes to existing services as well as transit service alternatives and the costs associates with them. The schedule is to bring the final SRTP back to them for acceptance in June. The individual jurisdictions would bring the plans to their respective Councils/Board for adoption at a subsequent date.

### **Placer County Regional Bike Plan Draft Network Recommendations**

Aaron Hoyt explained that we are in the process of finalizing the Placer County Bike Plan Draft Network Recommendations with County staff. Hoyt added that we have been coordinating the development of the recommendations with the efforts of Placer County Parks and Recreation division who are developing the Parks and Trails Master Plan. Hoyt said that the draft network recommendations take into account proposed bikeways identified in the 2002 plan, the public input received, evaluation of needs in the unincorporated county, connections between incorporated town/cities, the skill level of various users, and topography across the county. Hoyt said we are working to bring together the Bicycle Advisory Committee (BAC) to go over the draft recommendations prior to bringing them to the PCTPA Board on April 11. The schedule is to bring a final plan to the PCTPA

Board for acceptance in June. Hoyt added that the updated plan is intended to support future grant funding, specifically Active Transportation Program (ATP) grants.

**ALUC Consistency Review – City of Lincoln Zoning Ordinance Amendments**

David Melko provided the TAC with an attachment that references the City of Lincoln’s proposed Zoning Ordinance Amendments. Melko explained that it’s mandatory for the Airport Land Use Commission (ALUC) to review any amendments that affect land in an airport influence area. There will be a public hearing, which has been noticed in the Lincoln News Messenger, on April 11. The staff is recommending that these amendments, as proposed, are consistent with the Airport Land Use Compatibility Plan. The TAC concurs with this recommendation.

**Senate Bill 1 Local Streets and Roads Program Guidelines**

Aaron Hoyt explained that the California Transportation Commission recently revised the SB 1 guidelines. Hoyt provided a handout to the TAC which states that jurisdictions’ project lists must be submitted to the CTC by May 1<sup>st</sup>. Additionally, the CTC will release an online tool for cities and counties to upload their projects lists. The California League of Cities and California State Association of Counties will host a webinar on April 2<sup>nd</sup> on how to use the online tool. The TAC discussed whether agencies can change projects after submitting them to the CTC. Hoyt explained that jurisdictions have the flexibility to change their project list after submittal to the CTC adding that the annual reporting in October is the time to true up planned projects and expenditures to actuals. Hoyt provided a handout with changes to the guidelines, schedule, and funding estimates for FY 18/19.

**Other Issues/Upcoming Deadlines**

- a) Luke McNeel-Caird reminded the TAC that the Local Streets and Roads assessment is due March 30th.
- b) Executive Director Recruitment Update: Luke McNeel-Caird reported that the Board is interviewing two candidates on March 21 and we expect to have an announcement at the April 11 PCTPA Board meeting.
- c) FY 17/18 Low Carbon Transit Operators Program (LCTOP) Allocation: Aaron Hoyt provided the TAC with FY 17/18 LCTOP fund allocations. A total of five projects are proposed for funding this year totaling \$424,039. Hoyt explained that it’s challenging to identify projects given the available funding and program requirements. Hoyt added that jurisdictions have elected to loan allocated LCTOP funds to one another based on funding and project needs.
- d) Luke McNeel-Caird said there is a combined March / April PCTPA Board meeting on April 11<sup>th</sup> at the County Center building.
- e) Next TAC Meeting: Luke McNeel-Caird stated that our next TAC meeting is scheduled for May 8<sup>th</sup>.

The TAC meeting adjourned at 3:46 p.m.



**TO:** PCTPA Board of Directors **DATE:** March 26, 2018

**FROM:** Luke McNeel-Caird, Deputy Executive Director  
Aaron Hoyt, Senior Planner

**SUBJECT:** STATUS REPORT

**1. I-80/SR 65 Interchange Improvements Project – Phase 1 Construction**

Great news, after a well-attended groundbreaking event in December 2017, the construction contract with Flatiron has been approved by Caltrans for Phase 1 of the I-80/SR 65 interchange improvements. Based on the schedule submitted by Flatiron, construction is planned to commence April 30<sup>th</sup>, which includes installing construction signage that shows PCTPA, SPRTA, Highway 65 JPA, and Caltrans as the source of funding for the \$50 million project. The construction contract includes 210 working days, with the project planned to be open to traffic by 2020.

The Phase 1 project includes adding a third lane on northbound Highway 65 from I-80 to Pleasant Grove Boulevard, and improvements to the Galleria Boulevard/Stanford Ranch Road interchange. The construction to widening the East Roseville Viaduct will begin on the north end near Antelope Creek and work back towards Interstate 80, while the improvements to the Galleria Boulevard/Stanford Ranch Road interchange will be done concurrently.

**2. Highway 49 Sidewalk Gap Closure Project**

A contract has been executed with Wood Rodgers, Inc. following the Board of Directors January 24, 2018 authorization to negotiate a contract for environmental, design, and right-of-way services on the Highway 49 Sidewalk Gap Closure project. A Project Development Team (PDT) of Placer County, City of Auburn, Caltrans, and PCTPA staff is being assembled and a project kick-off meeting is scheduled for mid-April. The kick-off meeting will discuss the overarching project schedule, limits, and goals for the project. The environmental and design work will close approximately 18,000 linear feet of sidewalk gaps between I-80 and Dry Creek Road.

**3. State Route 65 Capacity and Operational Improvements Project – PA&ED Phase**

We have reached a major milestone to widen Highway 65 from Galleria Boulevard/Stanford Ranch Road to Lincoln Boulevard, as Caltrans signed the final project report to approve the proposed improvements on March 6. For state environmental approval, a Notice of Determination was filed with the State Clearinghouse on March 6 for the Final Initial Study with Mitigated Negative Declaration (IS-MND), while Caltrans signed the federal environmental approval of the Categorical Exclusion (CE) on March 21.

**PCTPA Board of Directors**  
**Status Report**  
**April 2018**  
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Over the last 30 years, the population of Placer County has grown to 380,000 with traffic reaching 115,000 vehicles per day on Highway 65. The project would widen Highway 65 to six lanes between I-80 and Blue Oaks Boulevard, and provide auxiliary lanes between interchanges from Blue Oaks Boulevard to Lincoln Boulevard. In 2010, Caltrans began a preliminary study to widen Highway 65 and developed several concepts that were used to begin the environmental phase in 2014. Over the past four years, PCTPA has been working with our state and local partners through a process that involved significant public outreach and we now have environmental approval to move forward with design and construction.

## MEMORANDUM

**TO:** Celia McAdam  
**FROM:** AIM Consulting  
**DATE:** March 23, 2018  
**RE:** February & March Monthly Report

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

AIM assisted with media relations and public information. AIM maintained, drafted, published, and promoted content for PCTPA social media and the transportation blog to share current information about PCTPA projects, programs, and activities. AIM created and published the 37<sup>th</sup> edition of the PCTPA newsletter.

AIM, in coordination with CCJPA, filmed, edited and launched the Commuter on the Capitol Corridor video.

Below are activity summaries of AIM's work:

### **Funding Strategy**

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

### **PCTPA.net & Social Media**

AIM continued to update the PCTPA transportation blog with current news articles about PCTPA and additional information including PCTPA programs, transportation projects, and achievements. The transportation blog posts included the initial findings from the Unmet Transit Needs Study, and the Commuter on the Capitol Corridor video and giveaway.

AIM developed a blog about the Capitol Corridor informational video, "Join Lauren on the Capitol Corridor!" The transportation blog will continue to be updated with current information about projects, programs, and events. AIM also developed a blog post about the Unmet Transit Needs Findings.

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

Key social media posts included:

- Bikes for Bucks
- The Auburn Journal - High Street in Auburn: A Trip Back in Time
- Placer County Bike Map
- President's Day Bus Service Hours
- PCTPA – Planning for Transit Promotion
- The Press Tribune – Placer Officials Optimistic after Transportation Bill Falls Short
- Winter Storm Warning – Public Transit Promotion
- CBS 13 CBS Sacramento – Winter Storm Conditions Update
- Real-time Traffic Information on Interstate 80
- PCTPA/Capitol Corridor Joint Powers Authority Commuter Video – Join Lauren on the Capitol Corridor
- PCTPA Newsletter – 37<sup>th</sup> Edition
- Unmet Transit Needs Study Initial Findings – Newsletter #37 Article
- Short Range Transit Plan Initial Findings – Newsletter #37 Article

Current social media page statistics include:

- Facebook – 1,044 likes
- Twitter – 325 followers
- Instagram – 142 followers

Key website analytics include:

- Total page views for the PCTPA website during February and March: 1,401
  - 65.21% of views were on the PCTPA homepage
  - 9.14% of views were on the I80/Highway 65 Interchange Project Schedule
  - 5.43% of views were on the I 80/Highway 65 Interchange Project Improvements

## Media Relations

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

## Newsletter #37

AIM drafted and published articles for the 37<sup>th</sup> edition of the PCTPA newsletter. These articles focused on: Executive Director Celia McAdam's reflection of 2017, Commuter Video on the Capitol Corridor, an update on the I-80 / SR 65 Interchange Improvements Project and Funding, an update on the Short Range Transit Plan study, and findings from the Unmet Transit Needs Study. AIM distributed the email to the PCTPA database and social media platforms. More than 200 people opened the newsletter and more than 5,500 people viewed the informational posts on PCTPA's social media platforms.

## Project Assistance

AIM, in coordination with CCJPA, filmed, edited and launched the Commuter on the Capitol Corridor video.

AIM handled public notification for the Commuter on the Capitol Corridor informational video and prize pack giveaway. This included developing and distributing the video throughout the Placer County Region by reaching out to local groups on social media and through email, and by developing and distributing an email to the PCTPA database and social media platforms.



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(202) 722-0167

February 28, 2018

To: PCTPA  
From: Sante Esposito  
Subject: Feb. Monthly Report

### **Infrastructure: The Administration's Plan**

On Feb. 12, the Administration unveiled its long-awaited infrastructure plan. The 53-page document lays out its vision: to turn \$200 billion in federal money into \$1.5 trillion for fixing America's infrastructure by leveraging local and state tax dollars and private investment. However, existing funding sources — such as sales taxes that have already been levied to pay for transit projects — may count towards a local jurisdiction's contribution.

Half of the new federal money, \$100 billion, would be parceled out as incentives to local government entities. An additional \$20 billion would go toward "projects of national significance" that can "lift the American spirit." Another \$50 billion is earmarked for rural block grants, most of which will be given to states according to a formula based on the miles of rural roads and the rural population they have. States can then spend that money on transportation, broadband, water, waste and power projects. The rest of the money would support other infrastructure-related undertakings, including existing loan programs like WIFIA and RRIF, which White House officials said could leverage up to \$40 in local and private money for every \$1 in federal investment.

The Trump administration says it wants to shorten the time and expense of getting federal permits by consolidating the reviews conducted by different agencies into "one federal decision," with one agency taking the lead on evaluating a project. The plan proposes to cut federal permitting to two years, down from five to ten. The plan also calls for changes aimed at widening the pipeline of skilled construction workers, such as allowing Pell Grants to be used for short-term credentials from places like community colleges and targeting federal work-study funding toward on-the-job training. Finally, the plan proposes to allow the federal government to quickly and more easily sell assets that it says "would be better managed by state, local, or private entities." As examples of property that could be divested, the plan named the Ronald Reagan and Dulles International Airports, the Tennessee Valley Authority and Bonneville Power Authority's transmission assets, and the Washington Aqueduct, which supplies Washington, D.C. with fresh drinking water.



At the Conference of Mayors in January, the Administration explained that it would not be proposing a specific funding mechanism for the infrastructure plan, saying that will be a conversation with Congress. But that discussion just got a lot harder following the passage of a tax plan that is expected to expand the deficit by over a trillion dollars over ten years. The U.S. Chamber of Commerce has proposed hiking the federal gas tax, which hasn't gone up since 1993, to raise \$394 billion over 10 years. The White House said that it is open to that idea but hasn't ruled anything out. Over the past year, Democrats have accused Trump of seeking to create the \$200 billion infrastructure fund by proposing cuts to other infrastructure-related programs. The Administration committed to leaving major pots of money intact, such as the Highway Trust Fund, but said that some existing spending may be "repurposed."

### **Infrastructure: The House Democrats' Plan**

House Democrats came out with their infrastructure "proposal" calling for a \$1 trillion federal investment as opposed to President Trump's proposal for just \$200 billion in public funds. The proposal specifically calls for stabilizing the Highway Trust Fund, which Trump's plan doesn't appear to address. It further separates itself by trumpeting support for environmental sustainability and Davis-Bacon labor protections. In some places, the document puts dollar amounts on various infrastructure needs - \$100 billion for airports, \$30 billion for rail, \$92 billion for ports and waterways - without explicitly calling for those spending levels. House Transportation Committee ranking member Peter DeFazio (D-Ore.) and House Minority Leader Pelosi dismissed the \$20 billion for infrastructure included in this week's budget deal. The Plan is as follows:

- **Roads, Bridges & Transit:** Americans waste billions of dollars and gallons of gas each year stuck in traffic and from outdated and inefficient transportation options. Democrats will build world-class transportation systems that increase safety, lower costs for commuters and businesses and get goods to market quicker. We will achieve this by stabilizing the Highway Trust Fund and providing a major increase in federal investment to upgrade the 56,000 structurally deficient bridges across the country, improve road quality and improve access to reliable transit options.
- **High-Speed Internet:** Democrats understand that access to quality, affordable high-speed internet is no longer luxury; it is a necessity for 21st century commerce, education, telemedicine and public safety. High-speed internet can unlock communities' full economic potential, help rural areas attract new employers, improve health care outcomes and help students succeed. We will close the rural-urban divide and build out high-speed broadband in unserved and underserved areas in both rural communities and large cities.
- **Rail:** Our energy-efficient railroads move more freight than ever and Amtrak's ridership has never been higher, but our rail infrastructure, as it stands now, cannot meet this demand and match its projected growth. Democrats will work to improve our nation's inter-city passenger railroads and high-speed rail to connect more communities and implement lifesaving Positive Train Control technology. This will not only reduce service disruptions across the country, but it will also make our rail service more convenient and safer for all passengers. Amtrak has identified over \$30 billion in long-term construction

projects that would improve rail infrastructure, meet public demand and create thousands of new jobs.

- **Schools:** Safe, healthy and modern learning environments are key to all students' success. Democrats will leverage federal, state and local resources to invest \$107 billion in critical physical and digital infrastructure needs in schools while creating 1.9 million jobs.
- **Airports:** Democrats will increase public investment in our airports and aviation system so Americans arrive at their final destination safely and on time, and with more money in their pockets. Airports Council International estimates that, over the next five years, U.S. airports will require total investment of \$100 billion to address their capital needs and meet projected passenger growth and cargo activity. These investments will also improve today's difficult passenger experience.
- **Ports and Inland Waterways:** America's ports, inland waterways, locks and dams serve as economic lifelines for many communities. Allowing these assets to fall into disrepair is causing the United States to lose business to Canada and Mexico, and places our national security in jeopardy as more goods are brought over land through our borders. The American Society of Civil Engineers estimates we need to invest \$92 billion in marine dredging and inland waterways to accommodate anticipated growth in waterborne traffic. Democrats will make sure money paid by shippers into the Harbor Maintenance Trust Fund (HMTF) is used for its intended purpose. The \$9 billion already collected is currently diverted to hide the size of the budget deficit.
- **Water:** Water is the lifeblood of any community – without it, there is no farming or ranching, no jobs or economic activity. Democrats will restore our historical commitment to addressing our drinking and wastewater infrastructure so that all Americans in both urban and rural areas have reliable access to safe and clean water. We will protect public health for all communities, especially the most vulnerable populations, and ensure these essential public services remain affordable to hard working American families.
- **Energy:** Democrats will deliver cheaper energy prices for consumers and reduce the number of power failures by improving and modernizing our aging energy infrastructure so that it is secure, efficient and resilient. We will expand renewable energy infrastructure to create jobs of the future and lessen our carbon footprint. We will also strengthen our bioenergy capabilities and invest in energy efficiency retrofits and smart communities that help cut energy usage and combat climate change.

### **Infrastructure: The Senate Democrats' Plan**

The Senate Democrats' plan is as follows:

- **Revitalize America's Main Streets: \$100 billion – Creating 1.3 Million New Jobs.**
  - We will make a historic investment in our cities, towns, and rural communities, to address their unique challenges. Federal funding will enable communities to rethink their downtowns, creating places for people to live, work, and thrive.

Projects could include safety improvements, congestion reduction, grade crossings, resilient infrastructure projects, intelligent transportation systems, bicycle and pedestrian safety projects, and other locally-determined priorities. Funding could also be used to address housing challenges, remove blighted buildings, or remediate lead and other hazards in the 1.25 million homes where children are at high risk of lead poisoning. Further, funding could be used to support solutions geared toward helping the more than 11.4 million households that pay more than half of their income monthly on rent, including expanding existing tax incentives and other affordable housing federal programs.

- Expand the Successful federal TIGER Grant Program \$10 billion – Creating 130,000 New Jobs
  - We will significantly increase funding for the highly successful TIGER Grant program. This will provide States and local communities with the means to mobilize transportation projects that the traditional formula grant programs are unable to accommodate. By increasing funding to TIGER, we will enable more highly qualified multi-modal projects to be funded that will improve safety and mobility, fix freight bottlenecks, shorten commutes, expand access to jobs and schools, and generate economic development.
- Rehabilitating Water & Sewer Systems: \$110 billion – Creating 2.5 Million New Jobs
  - We will make major investments in the Clean Water and the Drinking Water state revolving funds, and USDA water programs, to address the growing backlog of water and sewer projects. We will also give States new flexibility to provide communities with more grants rather than loans. This will unlock thousands of new water and sewer infrastructure projects without burdening local ratepayers. In addition, we propose decreasing the local matching funds required of states and local governments who simply cannot afford to take on more debt. Finally, we will increase funding for the Water Infrastructure Finance and Innovation Act program that provides federal loans to support large-scale water infrastructure projects with national and regional significance.
- Modernize America’s Rail Infrastructure \$50 billion – Creating 650,000 New Jobs
  - We will invest in critically important passenger and freight rail projects. Specifically, we will provide federal funding for grant programs passed with strong bipartisan support, including: Amtrak, the Consolidated Rail Infrastructure and Safety Improvement program, the Federal-State Partnership program, and Restoration and Enhancement grants. This will improve and grow passenger rail service, enhance the movement of freight by rail, and accelerate the deployment of safety measures like Positive Train Control. More convenient and safer rail service will also help reduce congestion on our roads and airports.
- Repairing and Improving Public Transportation: \$130 billion – Creating 1.9 Million New Jobs
  - We will invest \$90 billion to reverse the national repair backlog: \$15 billion to support large, urgent repair projects that address critical safety risks, \$30 billion to

replace many of the 46,000 buses and 8,000 rail vehicles that will exceed their useful service life by 2025, and \$45 billion to increase core formula programs, which support repair projects across the country. Formula investments also support rural transit, tribal transit and specialized transit services for seniors and persons with disabilities. To address overcrowding and ridership growth, we will invest \$25 billion to advance subway, light rail, streetcar and bus rapid transit projects that are under development but lack funding and \$15 billion to expand existing public transportation facilities, like stations. An infrastructure package should also include a bipartisan plan that ensures the long-term solvency of the Federal Highway Trust Fund, including the Mass Transit Account.

- Thinking Big and Get Major Projects Moving \$200 billion – Creating 2.6 Million New Jobs
  - We propose creating the Vital Infrastructure Program (VIP) to focus major federal investments on the nation’s most critical and transformative transportation projects. The Vital Infrastructure Program will be a valuable tool in jumpstarting innovative new projects that connect communities from coast to coast. From changing the way we move goods and freight, to modernizing our highways and transit systems, the Vital Infrastructure Program will provide the federal funding needed to make big ideas a reality. This new federal funding program would be available for priority projects with broad eligibility for all modes of surface transportation and significant funding to enable immediate completion of major projects across the nation.
  
- Strengthening America’s Public Schools \$75 billion – Creating 975,000 New Jobs
  - We will invest \$75 billion to jumpstart public school modernization. The funds would be distributed on a formula basis to the public schools with the greatest and most urgent needs. Funding will ensure that school construction and modernization projects can get underway quickly without placing an undo financial burden on local taxpayers. We will also reauthorize the Qualified Zone Academy Bonds program and expand its use to help public schools located in economically- distressed and high-poverty communities invest in their school districts.
  
- Improving America’s Airports: \$30 billion – Creating 390,000 New Jobs
  - We will make a major investment in America’s airports. Specifically, we will provide a major increase in appropriations to the FAA’s annual facilities and equipment budget, the Airport Improvement Program (AIP), and additional investments to accelerate the continued implementation of the NextGen modernization program, which is deploying technology to improve aviation performance and safety. These investments will not only improve public safety and modernize our airspace, but can also help improve efficiency and productivity in the aviation industry.
  
- Addressing our Ports and Waterways \$10 billion – Creating 130,000 New Jobs
  - We will invest \$10 billion to support, dredging, maintenance of locks, dams,

harbors and other coastal and inland navigable waterway projects, including environmental infrastructure projects, shore protection, and ecosystem restoration. This funding will be available to the Army Corps Construction, Operations & Maintenance, and Investigations accounts, as well as projects supported by the Bureau of Reclamation.

- **Building More Resilient Communities \$25 billion – Creating 325,000 New Jobs.**
  - To help communities better prepare for disasters, we will invest \$25 billion to support three individual resiliency programs. The federal funding will be used to (1) support a critical infrastructure resiliency competition; (2) support a new Resilient Communities Revolving Loan Fund; and (3) to support the National Oceans and Coastal Security Fund that supports projects that raise or relocate coastal infrastructure at risk of flooding, and promotes smart coastal development. These three programs will provide high-risk communities with the tools to prepare, prevent, and recover from future disasters in order to minimize the cost of recovery from future events.
  
- **Next Generation Energy Infrastructure \$100 billion - Creating 1.3 Million New Jobs**
  - We will invest \$100 billion in much-needed power transmission and distribution upgrades, and we will consolidate and reform existing tax incentives for clean, renewable energy. These investments will improve the reliability and resiliency of our electric power grid, protect against cyber-attacks, and prepare for more locally generated renewable energy. In addition, a permanent incentive would be given for electricity generation, transportation fuels, and energy efficiency improvements. The level of incentive would be based on performance: the cleaner the technology or the more energy conserved, the larger the incentive. Technology-neutral energy tax credits would reward clean energy and promote innovation and investment in renewable energy and energy conservation. With this new certainty in the tax code, large investments to support next generation energy infrastructure will be viable, supporting new energy opportunities that will increase efficiency, protect the environment and bring down consumer costs.
  
- **Connecting America’s Communities \$20 billion – Creating 260,000 New Jobs**
  - To close the rural-urban divide, and to push toward ubiquitous access to high-speed broadband, we will invest \$20 billion to fund the build out of high-speed broadband in unserved and underserved areas. This funding will be available to projects currently eligible under programs at both the Department of Commerce and the US Department of Agriculture. We also propose expanding the programs to enable grant recipients to use grant funds to deploy various types of infrastructure capable of offering, middle-mile, last-mile wired and wireless broadband access, and adding evaluation criteria in the awards process to ensure that the funding goes to the most effective and efficient uses. Finally, we propose ensuring additional funding is available to help upgrade our nation’s aging 9-1-1 system and other critical infrastructure technology.
  
- **Investing in America’s Public Lands & Tribal Infrastructure \$20 billion – Creating**

## 260,000 New Jobs

- We will invest \$20 billion in federal funding in public lands and tribal infrastructure. This includes funding for construction, maintenance and restoration projects at the four Federal land management agencies – the National Parks Service, the US Forest Service, the Bureau of Land Management, and the US Fish and Wildlife Service. We also propose significant federal funding, above current tribal set asides in other programs, for tribal health care facilities, schools, roads, public safety maintenance and other construction needs. Investments of this type have bi-partisan support and this blueprint makes a significant down payment toward the construction backlog on federal and tribal lands.
- Modernizing VA & National Guard Facilities \$10 B – Creating 130,000 New Jobs
  - To address this backlog and ensure that our Veterans get the modern care they deserve, we will invest \$8.5 billion in funding for on-going and high priority major VA construction projects. In addition, we will invest \$500 million to help foster partnerships with States to construct high-priority extended care facilities, and \$1 billion to help address capital backlogs at domestic military installations, including National Guard and Reserve centers.
- Closing the Infrastructure Financing Gap \$10 billion - Creating 1.3 Million New Jobs
  - To leverage additional funding and help drive greater investment into our nation’s infrastructure, we will invest in a new infrastructure finance entity, like an ‘I-Bank’, that would unlock pools of capital to provide low-cost loans or loan guarantees for appropriate projects across a broad range of sectors, including transportation, energy, affordable housing, and water infrastructure. It’s estimated that the creation of such a fund with \$10 billion in seed money could leverage over \$100 billion in private investment over 10 years for infrastructure projects. In addition, we propose protecting and strengthening the existing financing programs available under USDOT and other agencies, including the Railroad Rehabilitation & Improvement Financing (RRIF) program, the Transportation Infrastructure Finance and Innovation Act (TIFIA), and EPA’s Water Infrastructure Finance and Innovation Act (WIFIA). These traditional financing programs have been critical tools in advancing a number of projects across the country. All projects must abide by federal prevailing wage requirements, environmental rules, ‘Buy America’ provisions and other requirements that would apply to a federally-assisted project within a particular infrastructure sector.

## **FY18 Appropriations Bills: Generally**

On Feb 9 the President signed into law another FY18 appropriations continuing resolution that, for FY18 and 19, lifted the statutory budget caps and increased funding for national defense, provided emergency disaster aid funding, lifted the debt ceiling, extended certain health care and tax authorizations, and maintained government operations until March 23, 2018. The law represents an agreement, reached on a bipartisan basis by House and Senate leaders, that will enable work to proceed on all 12 annual Appropriations bills each year.

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

To review, the Senate bill provides more money than the House bill for a number of programs including FTA's Capital Improvement Grant (CIG) program which funds transit New Start, Small Start, and Core Capacity projects. The Senate bill provides \$2.13B versus the House level of \$1.75B, although less than the current funding of \$2.4B. The Senate funding level, should it prevail in the final bill, is sufficient to fund FY18 grants to all 13 CIG projects (New Starts and Core Capacity) with existing FFGAs and well as approximately \$600M in funding for New Start and Core Capacity projects which expect to sign FFGAs during FY18. The Senate bill funds the TIGER program at \$550M compared with the House which zeroed out the program as did the Administration in its FY18 budget request. Current funding is \$500M. The Senate bill appropriates the full FY18 FAST Act authorized funding levels for highway and transit formula programs - as does the House bill. Also, the Senate bill funds Amtrak at the full amount authorized in the FAST Act - approximately \$1.6B which includes funding for both the Northeast Corridor and the National Network (long distance lines). The Administration had proposed to eliminate funding for the lon- distance lines.

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

## **President's FY19 Budget: Transportation**

Quoting from the Budget proposal:

“Americans’ quality of life and long-term economic prosperity depend, in part, on the condition and performance of the Nation’s transportation infrastructure. To address these challenges, the Budget requests \$57.4 billion in mandatory funds and obligation limitation to improve the Nation’s highways, bridges, and transit systems. The Budget includes \$46 billion for high- way infrastructure and safety programs, \$9.9 billion for transit infrastructure, and \$1.4 billion for NHTSA and FMCSA safety programs. These levels match the authorized amounts in the FAST Act.

While Amtrak has in recent years improved its ridership and revenue on the Northeast Corridor and State Supported Routes, Amtrak continues to rely exclusively on Federal subsidies to operate long distance train routes, which have large operating losses and serve a small number of passengers. The Budget proposes reforms to Amtrak to improve efficiencies in long distance services and reduce reliance of the Federal Government. In particular, the Budget proposes that States begin to share the operating subsidy costs of Long Distance routes with the Federal Government. This would make States more equal partners with the Federal Government, and would strengthen the responsiveness of Amtrak to the communities they serve. State contributions to long distance routes is only one tool in the menu of options for reform the Administration will be exploring to improve the current system and reduce Federal subsidies in the Long Distance network.

Consistent with the 2018 Budget, the Budget eliminates funding for the unauthorized Transportation Investment Generating Economic Recovery discretionary grant program, which awards grants to projects that are generally eligible for funding under existing surface transportation formula grant and loan programs. In addition, DOT's Infrastructure For Rebuilding America grant program, authorized by the FAST Act, supports larger highway and multimodal freight projects with demonstrable national or regional benefits. The Budget also proposes to wind down the Federal Transit Administration's Capital Investment Grant program (known as New Starts), by limiting funding to projects with existing full funding grant agreements only. The President's Infrastructure Initiative is designed to incentivize States and localities to raise new revenue and funding dedicated for infrastructure investment, via competitive Federal grant awards and other incentives. Those new State and local funds would be available for transportation projects prioritized by those communities, which are better equipped to understand their infrastructure needs. The Federal Government would continue to be a partner in advancing large, regionally or nationally significant projects via expanded Federal credit support."

## **Earmarks**

As a result of the recent hearings on earmarks, it was decided that both parties would take the issue to their respective caucus for further deliberation.

To review, on Jan. 17-18, the House Rules Committee held hearings on earmarks. The formal title of the hearings was "Article 1: Effective Oversight and the Power of the Purse." Members of Congress were the witnesses for day one of the hearings. Over 25 testified and the support was overwhelming by both Republicans and Democrats for return of some form of earmarks. Day two included "outside" witnesses who testified both for and against bringing earmarks back.

## **Bill Tracking**

**Note the format per the change in format by the Congress for the listing of bills. More information on each bill will be provided when it becomes available on the official site. Note: summary of subject matter will only appear once. Note further: "Latest Action" will only be included when substantive: hearing, markup, Floor action, etc.**

H.R.434 — 115th Congress (2017-2018) **New WATER Act Sponsor:** Rep. Denham, Jeff [R-CA-10] (Introduced 01/11/2017) **Cosponsors:** (9) **Committees:** House - Natural Resources

Status Update: no change since the last report.

H.R.23 — 115th Congress (2017-2018) **Gaining Responsibility on Water Act of 2017 Sponsor:** Rep. Valadao, David G. [R-CA-21] (Introduced 01/03/2017) **Cosponsors:** (14) **Committees:** House - Natural Resources, Agriculture **Latest Action:** Passed House on July 12.

Status Update: no change since the last report.



H.R.465 — 115th Congress (2017-2018) **To amend the Federal Water Pollution Control Act to provide for an integrated planning and permitting process, and for other purposes.** **Sponsor:** Rep. Gibbs, Bob [R-OH-7] (Introduced 01/12/2017) **Cosponsors:** (1, now 8) **Committees:** House - Transportation and Infrastructure

Status Update: no change since the last report.

H.R.547 — 115th Congress (2017-2018)  
**National Infrastructure Development Bank of 2017**  
**Sponsor:** Rep. DeLauro, Rosa L. [D-CT-3] (Introduced 01/13/2017) **Cosponsors:** (73, now 81)  
**Committees:** House - Energy and Commerce, Transportation and Infrastructure, Financial Services, Ways and Means

Status Update: no change since the last report.

H.R.2479 — 115th Congress (2017-2018)  
**Leading Infrastructure for Tomorrow's America Act**  
**Sponsor:** Rep. Pallone, Frank, Jr. [D-NJ-6] (Introduced 05/17/2017) **Cosponsors:** (24)  
**Committees:** House - Energy and Commerce, Science, Space, and Technology, Transportation and Infrastructure, Ways and Means, Natural Resources

Status Update: no change since the last report.

H.R.100 — 115th Congress (2017-2018)  
**Support Local Transportation Act**  
**Sponsor:** Rep. Brownley, Julia [D-CA-26] (Introduced 01/03/2017) **Cosponsors:** (0, now 2)  
**Committees:** House - Transportation and Infrastructure

Status Update: no change since the last report.

H.R.481 — 115th Congress (2017-2018)  
**REBUILD Act**  
**Sponsor:** Rep. Calvert, Ken [R-CA-42] (Introduced 01/12/2017) **Cosponsors:** (0)  
**Committees:** House - Natural Resources

Status Update: no change since the last report.

H.R.966 — 115th Congress (2017-2018)  
**TIGER CUBS Act**  
**Sponsor:** Rep. Larsen, Rick [D-WA-2] (Introduced 02/07/2017) **Cosponsors:** (5, now 8)  
**Committees:** House - Appropriations, Budget.

Status Update: no change since the last report.

S.846 — 115th Congress (2017-2018)

**SAFE Bridges Act of 2017**

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

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

Status Update: no change since the last report.

H.R.1670 — 115th Congress (2017-2018)

**Infrastructure 2.0 Act**

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

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

Status Update: no change since the last report.

H.R.1669 — 115th Congress (2017-2018)

**Partnership to Build America Act of 2017**

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

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

Status Update: no change since the last report.

S.1756 — 115th Congress (2017-2018)

**Rebuild America Now Act**

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

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

Status Update: no change since the last report.