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# A G E N D A

Wednesday, January 23, 2019 – 9:00 a.m.

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

- A. Flag Salute**
- B. Roll Call**
- C. Closed Session – Conference Room A**  
Conference with Legal Counsel - Existing Litigation (Paragraph (1) of subdivision (d) of Government Code Section 54956.9):  
  
NAME OF CASE: Sierra Club v. Caltrans, PCTPA, et al. (Sacramento County Superior Court Case No. 34-2018-80002859) (CEQA Litigation – SR 65 Widening Project)
- D. Approval of Action Minutes: December 4, 2018** **Action**  
Pg. 1
- E. Agenda Review**
- F. Public Comment**
- G. 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. PCTPA Financial Audit & TDA Compliance Report *Under separate cover*

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

**CONVENE AS THE AIRPORT LAND USE COMMISSION**

- H. Continued Public Hearing: Request to Approve a Special Condition Exception to Exceed Lincoln Regional Airport Compatibility Zone C1 Intensity Requirements** **Action**  
Pg. 7

**ADJOURN THE AIRPORT LAND USE COMMISSION**

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

- |           |  |                             |
|-----------|--|-----------------------------|
| <b>I.</b> | <b>Placer-Sacramento Corridor Mobility Plan - Contract Award Authorization</b> | <b>Action</b><br>Pg. 13     |
| <b>J.</b> | <b>Transportation Funding Outreach Strategy Update</b>                         | <b>Action</b><br>Pg. 16     |
| <b>K.</b> | <b>Federal Legislative Program for 2019</b>                                    | <b>Action</b><br>Pg. 19     |
| <b>L.</b> | <b>State Legislative Program for 2019</b>                                      | <b>Action</b><br>Pg. 23     |
| <b>M.</b> | <b>Executive Director’s Report</b>   | <b>Info</b>                 |
| <b>N.</b> | <b>Board Direction to Staff</b>  |                             |
| <b>O.</b> | <b>Informational Items</b>   | <b>Info</b>                 |
|           | 1. TAC Minutes – January 8, 2019   | Pg. 28                      |
|           | 2. Status Reports  |                             |
|           | a. PCTPA   | Pg. 30                      |
|           | b. AIM Consulting – November and December 2018                                 | Pg. 33                      |
|           | c. Key Advocates – November and December 2018                                  | Pg. 36                      |
|           | d. Capitol Corridor – Monthly Performance Report                               | Pg. 40                      |
|           | 3. PCTPA Revenues and Expenditures for (separate cover)                        | <i>Under separate cover</i> |

***Next Regularly Scheduled PCTPA Board Meeting***  
***February 27, 2019***

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

Following is a list of our 2019 Placer County Transportation Planning Agency (PCTPA) and South Placer Regional Transportation Authority (SPRTA) meetings.

Board meetings are typically held the **fourth Wednesday of the month** at 9:00 a.m. except for November and December meetings which are typically combined meetings. PCTPA and SPRTA meetings are typically held at the Placer County Board of Supervisors’ Chambers, 175 Fulweiler Avenue, Auburn, California.

<b>PCTPA Board Meetings – 2019</b>	
Wednesday, January 23	Wednesday, July 24
Wednesday, February 27	Wednesday, August 28
Wednesday, March 27	Wednesday, September 25
Wednesday, April 24	Wednesday, October 23
Wednesday, May 22	Wednesday, December 4
Wednesday, June 26	



## **ACTION MINUTES of December 5, 2018**

A regular meeting of the Placer County Transportation Planning Agency Board convened on Wednesday, December 5, 2018 at 9:00 a.m. at the Placer County Board of Supervisors Chambers, 175 Fulweiler Avenue, Auburn, California.

**ROLL CALL:**

Ken Broadway	Kathleen Hanley
Jeff Duncan	Aaron Hoyt
Steve Harvey, Vice Chair	Shirley LeBlanc
Jim Holmes	Mike Luken, Executive Director
Stan Nader	Luke McNeel-Caird, Deputy Executive Director
Bridget Powers, Chair	David Melko
Susan Rohan	Solvi Sabol
Ron Treabess	
Kirk Uhler	

### **CLOSED SESSION**

No closed session was held.

### **APPROVAL OF MINUTES – OCTOBER 24, 2018**

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

### **APPROVAL OF MINUTES – NOVEMBER 14, 2018: TRANSPORTATION FUNDING STRATEGY**

Upon motion by Broadway and second by Rohan, the minutes of November 14, 2018, Transportation Funding Outreach Strategy Workshop, were approved with Harvey abstaining.

### **APPROVAL OF MINUTES – NOVEMBER 14, 2018: METROPOLITAN TRANSPORTATION PLAN/SUSTAINABLE COMMUNITIES STRATEGY AND REGIONAL TRANSPORTATION PLAN (MTP/SCS AND RTP) WORKSHOP**

Upon motion by Broadway and second by Holmes, the minutes of November 14, 2018, MTP/SCS and RTP Workshop, were approved with Harvey and Powers abstaining.

### **AGENDA REVIEW**

With a motion by Harvey and second by Rohan, the agenda was accepted as presented.

### **PUBLIC COMMENT**

There was no public comment received.

**CONSENT CALENDAR**

These items are expected to be routine and noncontroversial. They were 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. Letter of Task Agreement 18-04 between the Placer County Transportation Planning Agency and LSC Transportation Consultants, Inc. for Short-Range Transit Plan (SRTP) Sierra College Transit Pass Program Analysis: \$25,425
2. Letter of Task Agreement and Master Agreement 18-01 for Public Survey/Polling Services – FM3 Research: \$77,750
3. FY 2018/19 City of Rocklin Claim for Local Transportation Funds (LTF) - \$3,688,242
4. FY 2018/19 City of Rocklin Claim for State Transit Assistance (STA) Funds - \$443,715
5. FY 2018/19 City of Colfax Claim for Local Transportation Funds (LTF) - \$118,653
6. FY 2018/19 City of Colfax Claim for State Transit Assistance (STA) Funds - \$14,274

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

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

**CONVENE AS THE AIRPORT LAND USE COMMISSION**

**PUBLIC HEARING: SPECIAL USE DISTRICT B NORTHEAST QUADRANT SPECIFIC PLAN AND GENERAL PLAN AMENDMENT CONSISTENCY DETERMINATION.**

**ACTIONS REQUESTED:** 1) Conduct a public hearing regarding consistency of the Special Use District B Northeast Quadrant Specific Plan and General Plan Amendment with the Placer County Airport Land Use Compatibility Plan, and 2) Find that the Special Use District B Northeast Quadrant Specific Plan and General Plan Amendment is consistent with the Placer County Airport Land Use Compatibility Plan subject to the recommendations provided in staff report. *Staff presenting: David Melko, Senior Transportation Planner*

Chair Powers opened the public hearing and testimony was received from: 1) Tony Frayji, Frayji Design Group, 2) Lincoln homeowner, 3) Paul Richardson, City of Lincoln. Public Hearing closed.

Upon motion by Holmes and second by Broadway the Board unanimously found the Special Use District B Northeast Quadrant Specific Plan and General Plan Amendment to be consistent with the Placer County Airport Land Use Compatibility Plan subject to the recommendations provided in staff report.

**PUBLIC HEARING: REQUEST TO APPROVE A SPECIAL CONDITION EXCEPTION TO EXCEED LINCOLN REGIONAL AIRPORT COMPATIBILITY ZONE C1 INTENSITY REQUIREMENTS**

**ACTION REQUESTED:** Open and continue a public hearing to January 23, 2019 to consider a request to approve a Special Condition Exception to exceed the Lincoln Regional Airport Compatibility Zone C1 intensity requirements identified in the Placer County Airport Land Use Compatibility Plan for approximately 17 acres of commercially zoned land on the Northeast

Corner of SR 65/Nelson Lane within APN: 021-262-034. *Staff presenting: David Melko, Senior Transportation Planner*

Chair Powers opened the public hearing and testimony was received from: 1) Tony Frayji, Frayji Design Group

Upon motion by Holmes and second by Broadway the Board unanimously agreed to continue the public hearing until January 23, 2019 to consider a request to approve a Special Condition Exception to exceed the Lincoln Regional Airport Compatibility Zone C1 intensity requirements identified in the Placer County Airport Land Use Compatibility Plan for approximately 17 acres of commercially zoned land on the Northeast Corner of SR 65/Nelson Lane within APN: 021-262-034.

**ADJOURN AS THE AIRPORT LAND USE COMMISSION**

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

**CONSENT CALENDAR**

These items are expected to be routine and noncontroversial. They were 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. Financial Audit & TDA Compliance Report Staff recommends acceptance of Western Placer CTSA's Financial Audit & TDA Compliance Report for fiscal year 2017/18.

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

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

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

**REGIONAL TRANSPORTATION PLAN UPDATE: PRELIMINARY DRAFT REVENUE FORECASTS, PROJECT LIST, AND ENVIRONMENTAL CONSULTANT CONTRACT**

**ACTION REQUESTED:** Staff is recommending the approval of the following items related to the 2040 Regional Transportation Plan (RTP): 1) Preliminary Draft 20-year RTP Revenue Forecast, 2) Preliminary Draft 20-year RTP Transportation Project List, and 3) Authorize the Executive Director to negotiate and sign a consultant contract with De Novo Planning Group to provide environmental consulting services on the RTP for an amount not to exceed \$120,000. *Staff presenting: Aaron Hoyt, Senior Planner*

**ACTION:** Upon motion by Rohan and second by Holmes the Board unanimously approved the following items related to the 2040 Regional Transportation Plan (RTP): 1) Preliminary Draft 20-year RTP Revenue Forecast, 2) Preliminary Draft 20-year RTP Transportation Project List, and 3) Authorize the Executive Director to negotiate and sign a consultant contract with De

Novo Planning Group to provide environmental consulting services on the RTP for an amount not to exceed \$120,000.

**SELECTION OF CHAIR AND VICE CHAIR FOR 2019**

**ACTION REQUESTED:** Designate the Chair and Vice Chair for 2019.

*Staff presenting: Mike Luken, Executive Director.*

**ACTION:** Upon motion by Uhler and second by Broadway the Board unanimously designated Board Member Jim Holmes, representing Placer County, as Chair and the Board Member representing the City of Colfax as Vice Chair for 2019.

**ACKNOWLEDGEMENT OF SERVICE TO PLACER COUNTY TRANSPORTATION PLANNING AGENCY BOARD MEMBERS: STAN NADER AND SUSAN ROHAN**

**ACTION:** None. For information only.

The Board acknowledged and presented a plaque to Stan Nader for representing the City of Lincoln and serving on the Placer County Transportation Planning Agency Board.

The Board acknowledged and presented a plaque to Susan Rohan for representing the City of Roseville and serving on the Placer County Transportation Planning Agency Board.

**EXECUTIVE DIRECTORS' REPORT**

Mike Luken reported on the following:

- 1) A Request for Proposals (RFP) for consultants to help in developing the Congested Corridor Plan is out with proposals due on December 14. We are working closely with SACOG to refine the scope of work for this project. There are 14 partner agencies that have been identified in this Plan. The initial funding, Phase 1, for this project will be coming from PCTPA and the Capitol Corridor Joint Powers Authority. Caltrans District 3 and SACOG will be funding Phase II of the contract. We will be asking the Board for authorization to sign and negotiate the contract in January.
- 2) The City of Auburn is updating their Airport Master Plan which triggers the need to update the Airport Land Use Compatibility Plan (ALUCP). David Melko is participating in the selection of the consultant to update the City's Airport Master Plan. There will be several Public Hearings in the spring regarding the ALUCP update.
- 3) Caltrans and Flat Iron Construction are moving quickly on the I-80/SR 65 Interchange Project. We are putting together a video with a focus on retail for the month of December. This video will feature Assemblyman Kiley and representatives from the Galleria and Scandinavian Design.
- 4) The contract for FM3 for polling services was approved at this Board meeting. We will be asking a subcommittee of the Board to help guide polling questions. Polling is slated to be done in March of 2019.

**ADJOURN TO CLOSED SESSION**

The Board adjourned to Closed Session pursuant to Government Code 54957, Public Employee Performance Evaluation – Executive Director.

**ACTION:** The Board unanimously approved Amendment #1 to Employment Agreement between PCTPA and Executive Director Mike Luken dated April 11, 2018 and additional Goals for 2019 as contained in this report or requested by the Board.

The meeting was adjourned at approximately 9:50 a.m.

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Mike Luken, Executive Director

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Jim Holmes, Chair

A video of this meeting is available online at <http://pctpa.net/agendas2018/>.



## ***MEMORANDUM***

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**TO:** PCTPA Board of Directors

**DATE:** January 23, 2019

**FROM:** Michael Luken, Executive Director

**SUBJECT:** CONSENT CALENDAR

Below are the Consent Calendar items for the January 23, 2019 agenda for your review and action.

1. PCTPA Financial Audit & TDA Compliance Report  
Staff recommends acceptance of Placer County Transportation Planning Agency's Financial Audit & TDA Compliance Report for fiscal year 2017/18. The audits of the financial statements of PCTPA, the Transportation Development Act (TDA) Local Transportation Fund and State Transit Assistance funds have been completed by Richardson & Company. The results of the audit were a clean opinion and complied with TDA statutes. The audit reports are available for public review at the PCTPA office during normal business hours and are available online at [www.pctpa.net](http://www.pctpa.net).





## ***MEMORANDUM***

**TO:** Placer County Airport Land Use Commission   **DATE:** January 23, 2019

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

**SUBJECT:** **CONTINUED PUBLIC HEARING: REQUEST TO APPROVE A SPECIAL CONDITION EXCEPTION TO EXCEED LINCOLN REGIONAL AIRPORT COMPATIBILITY ZONE C1 INTENSITY REQUIREMENTS**

### **ACTION REQUESTED**

1. Open the continued public hearing from December 5, 2018, receive public comment, close the public hearing; and
2. Receive and file the applicants request to withdraw the request for Special Conditions Exception.

### **BACKGROUND**

The applicants, Peery-Arrillaga and Chris Gill, submitted an application on November 9<sup>th</sup> requesting ALUC consideration to approve a Special Condition Exception to exceed the Lincoln Regional Airport Land Use Compatibility Plan (ALUCP) Zone C1 intensity requirements for approximately 17 acres of commercially zoned land on the Northeast Corner of SR 65/Nelson Lane within the western half of APN: 021-262-034 of the SUD-B Specific Plan. The request for the Special Condition Exception was to increase the maximum number of people allowed on the 17 acres to a maximum of 4,800 people. A public hearing was held on December 5<sup>th</sup> and continued to January 23<sup>rd</sup> to allow the applicant time to provide additional information to PCTPA for review of the Special Conditions Exception.

### **DISCUSSION**

On December 21<sup>st</sup>, Frayji Design Group on behalf of the project applicants, Peery-Arrillaga and Chris Gill, submitted a letter requesting withdrawal of their application for a Special Conditions Exception. Attachment 1 is the letter from the applicant.

The applicant has requested the withdrawal of their application for a Special Conditions Exception based on a site capacity and parking requirements analysis prepared by the City of Lincoln Community Development Department. This analysis indicates that the big box commercial center proposed at the Northeast Corner of SR 65/Nelson Lane will not require an exception to the Lincoln Regional Airport Land Use Compatibility Plan Zone C1 intensity requirements. Rather, the big box commercial center as currently proposed in the SUD-B Specific Plan will meet Zone C1 intensity requirements and as such, will be consistent with the ALUCP. Attachment 2 is the letter from the City of Lincoln.

Staff recommends that the ALUC open the continued public hearing, receive public comment, close the public hearing and by motion, receive and file the applicants request to withdraw the request for Special Conditions Exception. The PCTPA TAC concurred with the staff recommendation.

DM:LM:MWL:ss

December 21, 2018

Mr. David Melko  
Placer County Transportation Agency  
299 Nevada Street  
Auburn, CA 95603

Subject: SUD-B NEQ: Airport Land Use Compatibility – Special Conditions Exception Withdrawal

Mr. Melko,

This letter is being written on behalf of the project applicants, Dick Peery and John Arrillaga, requesting our withdrawal of the special exception request submitted to the Placer County Airport Land Use Compatibility Plan (ALUCP) in November of 2018.

The attached letter from the City of Lincoln (December 20<sup>th</sup>, 2018) explains that the instantaneous intensity of the Big Box retail store is already being met with the existing ALUCP regulations. Based on this, a special exception is not needed at this time.

We appreciate the withdrawal and all the hard work on this issue.

If you have any questions, please contact me at (916) 782-3000.

Sincerely,



Tony Frayji, PE  
Frayji Design Group, Inc.

Cc: Matthew Wheeler, City of Lincoln  
Dick Peery, file



December 20, 2018

Frayji Design Group  
 Tony Frayji, Principal  
 1540 Eureka Road, Suite 100  
 Roseville, CA 95661

**Re: SUD B/NEQ BIG Box Retail Site Density and Lincoln Airport Land Use Compatibility Plan**

Dear Mr. Frayji:

On December 5, 2018 the Placer County Airport Land Use Commission found the proposed Special Use District B Northeast Quadrant Specific Plan consistent with the Lincoln Airport Land Use Compatibility Plan. Also on that agenda was an exception request to exceed the Compatibility Zone C1 Intensity Requirements. That request was continued to January 23, 2019 to allow the applicant additional time to consider whether the request is warranted. The purpose of this letter is to advise and assure you that a Big Box commercial center will not require and exception to the Airport Compatibility Plan and to encourage you to withdraw that request.

Apparently, the intensity confusion stems from an interpretation of population concentration on a commercial site. The question arose whether the concentration limits occurred over any hour or during any point in time. Below is the exact provision from the Airport Plan:

“Intensity criteria apply to all nonresidential uses including ones shown as “Normally Compatible” (green) and “Conditional” (yellow). Usage intensity calculations shall include all people (e.g., employees, customers/visitors) who may be on the property at any single point in time, whether indoors or outdoors (see Policy 3.4.2(e)).” (See Attached experts Lincoln Airport Land Use Compatibility Plan Chapter 6 page 6-8 and 6-9)

In reviewing the site capacity and parking requirements, it is virtually impossible to exceed the single point in time population site intensity requirements of 2550 allowed on the 17 acre site. If you assume 1 parking space for each 225 sf and an occupancy of 1.5 persons per vehicle (ppv). The maximum site density of 150,000 sf building on a 17 acre site is about 1,000 people at any point in time. This is less than 40% of the allowed site intensity levels. The persons per vehicle would have to increase to 3.8/ppv to approach the 2550 threshold making it virtually unattainable.

Moreover, I have included a similar environmental review for a Big Box in Ukiah also in the Mendocino Airport Compatibility Zone. The intensity limits are comparable and that study found maximum site intensity well below the allowable threshold. The project was a 148,000 sf warehouse shopping Big Box with 608 parking stalls. That project was consistent with the ALUCP.

The City looks forward to working with you to see this project come to fruition.

Sincerely,

Matthew J. Wheeler, P.E.  
 Community Development Director

encl: 1) Lincoln Airport compatibility excerpt  
 2) Ukiah Costco EIR excerpt

Intensity Criteria <sup>1</sup>	Compatibility Zones						Intensity Criteria Interpretation
	A	B1	B2	C1	C2	D	
<b>Max. Sitewide Average Intensity (people/acre)</b> <b>Max. Single-Acre Intensity (people/acre)</b>	0 0	60 120	100 300	150 450	300 1,200	no limit	› All nonresidential development shall satisfy both sitewide and single-acre intensity limits
<b>Open Land Requirement <sup>2</sup></b>	all remain'g	25%	no req.	15%	10%	no req.	› See Policy 3.4.10 for application
Land Use Category	Legend (see last page of table for interpretation)						Additional Criteria
› Multiple land use categories may apply to a project › Land uses not specifically listed shall be evaluated using the criteria for similar uses › Typical occupancy Load Factor [approx. # s.f./person] indicated for certain uses <sup>3</sup>	Normally Compatible		Conditional		Incompatible		› Conditions listed below apply to uses listed as "Conditional" (yellow) for a particular zone › Numbers in yellow cells are Floor Area Ratios (FARs) based on typical occupancy load factor indicated for that use and average intensity limit indicated for zone
Out-Patient Medical: health care centers, clinics [approx. 240 s.f./person]			0.55	0.83	1.65		B2, C1, C2: Ensure intensity criteria met B2: CNEL 45 dB max. interior noise level
Penal Institutions: prisons, reformatories							
Public Safety Facilities: police, fire stations							B2: Allowed only if airport serving C1: Allowed only if site outside zone would not serve intended function; ensure intensity criteria met
<i>Commercial, Office, and Service Uses</i>							
Major Retail (capacity >300 people per building): regional shopping centers, 'big box' retail, supermarket [approx. 110 s.f./person]				0.38	0.76		C1, C2: Ensure intensity criteria met
Local Retail (≤300 people per building): community/neighborhood shopping centers, grocery stores [approx. 170 s.f./person]			0.39	0.59			B2, C1: Ensure intensity criteria met
Eating/Drinking Establishments: restaurants, bars, fast-food dining [approx. 60 s.f./person]		0.08	0.14	0.21	0.41		B1, B2, C1, C2: Ensure intensity criteria met B1: Locate structure max. distance from extended runway centerline where feasible
Limited Retail/Wholesale: furniture, automobiles, heavy equipment, building materials, hardware, lumber yards, nurseries [approx. 250 s.f./person]		0.34	0.57	0.86	1.72		B1, B2, C1, C2: Ensure intensity criteria met B1: Locate structure max. distance from extended runway centerline where feasible
Offices: professional services, doctors, finance, banks, civic; radio, television and recording studios, office space associated with other listed uses [approx. 215 s.f./person]		0.30	0.49	0.74	1.48		B1, B2, C1: Ensure intensity criteria met B1: Locate structure max. distance from extended runway centerline where feasible
Personal and Miscellaneous Services: barbers, car washes, print shops [approx. 200 s.f./person]		0.28	0.46	0.69	1.38		B1, B2, C1, C2: Ensure intensity criteria met
Fueling Facilities: gas stations, trucking and other transportation fueling facilities							B1, B2, C1: Ensure intensity criteria met B1, B2: Store fuel underground or in above-ground storage tanks with combined max. capacity of 6,000 gallons B1: Locate structure max. distance from extended runway centerline where feasible

Table LIN-6A, continued



Land Use Acceptability		Interpretation/Comments
	<i>Normally Compatible</i>	Normal examples of the use are compatible with noise, safety, and airspace protection criteria. Atypical examples may require review to ensure compliance with usage intensity, lot coverage, and height limit criteria.
	<i>Conditional</i>	Use is compatible if indicated usage intensity, lot coverage, and other listed conditions are met. For the purposes of these criteria, "avoid" is intended as cautionary guidance, not a prohibition of the use.
	<i>Generally Incompatible</i>	Use should not be permitted under any circumstances.
Notes		
<p>➔ Indicates land use that is or may be highly noise sensitive. Exercise caution with regard to approval of outdoor uses—evaluate potential for aircraft noise to disrupt the activity. Indoor uses may require addition of sound attenuation to structure. See Section 3.1 for criteria.</p> <p>☛ Indicates land use that may attract birds, generate dust, produce smoke or steam plumes, create electronic interference, or otherwise pose hazards to flight. See <i>Policy 3.5.3(a)</i> for criteria.</p> <p><sup>1</sup> Intensity criteria apply to all nonresidential uses including ones shown as "Normally Compatible" (green) and "Conditional" (yellow). Usage intensity calculations shall include all people (e.g., employees, customers/visitors) who may be on the property at any single point in time, whether indoors or outdoors (see <i>Policy 3.4.2(e)</i>). Exceptions can be made for rare special events (e.g., an air show at the airport, street fair) for which a facility is not designed and normally not used and for which extra safety precautions can be taken as appropriate (see <i>Policy 3.2.5</i>). The usage intensities shall be calculated in accordance with the methodologies cited in <i>Policy 3.4.3</i> and <i>3.4.4</i>.</p> <p><sup>2</sup> Open land requirements are intended to be applied with respect to an entire zone (see <i>Policy 3.4.10</i>). This is typically accomplished as part of a local general plan or specific plan, but may also apply to large (10 acres or more) development projects.</p> <p><sup>3</sup> Occupancy Load Factors [approx. number of square feet per person] cited for many listed land use categories are based on information from various sources and are intended to represent "typical busy-period" usage (or "peak" usage) for typical examples of the land use category. These Occupancy Load Factors differ from those provided in the California Building Code (CBC), as the CBC considers the absolute maximum number of people that can be safely accommodated in a building. See <i>Policy 3.4.3(a)(2)</i>.</p> <p><sup>4</sup> The intent of this criterion is to facilitate evacuation of a building if it were to be hit by an aircraft. It is separate from the height limits set for airspace protection purposes.</p> <p><sup>5</sup> No proposed use shall be allowed that would create an increased attraction for wildlife and that is inconsistent with FAA rules and regulations including, but not limited to, FAA Advisory Circular 150/5200-33B, <i>Hazardous Wildlife Attractants On or Near Airports</i> and Advisory Circular 150/5200-34A, <i>Construction or Establishment of Landfills near Public Airports</i>. Of particular concern are landfills and certain recreational or agricultural uses that attract large flocks of birds which pose bird strike hazards to aircraft in flight. See <i>Policy 3.5.3(a)(6)</i>.</p> <p><sup>6</sup> Specific characteristics to be avoided include: sources of glare (such as from mirrored or other highly reflective structures or building features) or bright lights (including search lights and laser light displays); distracting lights that could be mistaken for airport lights; sources of dust, steam, or smoke that may impair pilots' vision; sources of steam or other emissions that cause thermal plumes or other forms of unstable air; and sources of electrical interference with aircraft communications or navigation. See <i>Policy 3.5.3(a)</i>.</p> <p><sup>7</sup> Object Free Area (OFA): Dimensions are established by FAA airport design standards for the runway. See <i>Airport</i> maps in Chapters 5 through 7.</p> <p><sup>8</sup> Clustering of residential development is permitted. However, no single acre of a project site shall exceed the indicated number of dwelling units per acre. See <i>Policy 3.4.10(d)</i>.</p> <p><sup>9</sup> Family day care home means a home that regularly provides care, protection, and supervision for 14 or fewer children, in the provider's own home, for periods of less than 24 hours per day. Small family day care homes provide care for eight or fewer children and large family day care homes provide care for 7 to 14 children (Health and Safety Code Section 1596.78).</p>		

Table LIN-6A, continued

**Impact 3.5.3: The Project site is located within an airport land use plan and would not result in a safety hazard for people residing or working in the project area.**

The Project site is located approximately 950 feet east of the Ukiah Municipal Airport runway centerline. As identified in the *Mendocino County Airport Comprehensive Land Use Plan (CLUP)*, the Project site is located within Land Use Compatibility Zone C. As shown in Table 3.5-2, Zone C is less restrictive than Zones A, B1 and B2. Construction of the Costco Wholesale warehouse would be considered an “intensive retail” use, which in Zone C is considered a “Normally Acceptable Use”. Development conditions within Zone C require dedication of an overflight easement for residential uses. However, the Project does not propose any residential uses; consequently, the Project is not subject to any development conditions related to the Ukiah Municipal Airport. Although the Project includes construction of a new Costco Wholesale warehouse on a previously undeveloped site, and would subsequently increase the number of people at the Project site, the use and intensity of the Project is consistent with uses normally considered acceptable within Zone C. The *CLUP* identifies 150 persons per acre as the maximum non-residential intensity. The Project site is 15.33 acres. Based on the 608 parking spaces provided (consistent with the applicable ordinances), a normal maximum of 912 persons would be expected on site, including employees (1.5 persons per vehicle). Therefore, the average site density would be 60 persons per acre, below the limit of 150. Therefore, the Project is considered consistent with the safety compatibility criteria set forth in the *CLUP*.

The Project is also located in Ukiah Municipal Airport’s horizontal surface, as defined by Federal Aviation Regulation (FAR) Part 77: *Objects Affecting Navigable Airspace*. The horizontal surface generally consists of areas in which aircraft operate standard traffic patterns at, or below, 1,000 feet above ground level (AGL). Objects in an airport’s horizontal surface cannot be taller than 150 feet AGL (as measured from the ground elevation of the airport’s runway). Any proposed object that may penetrate navigable airspace must be reviewed by the Federal Aviation Administration (FAA) to determine whether or not the object may pose a hazard to aircraft in flight. The Project is located at relatively the same elevation as Ukiah Municipal Airport (614 feet mean sea level). The new Costco Wholesale warehouse would be consistent with current building heights in the area; therefore, the structure would be approximately 34 feet tall (light poles approximately 37 feet) and would remain below the Airport’s horizontal surface. Overall, the Project will remain beneath Ukiah Municipal Airport’s navigable airspace, and is not considered a hazard to aircraft in flight.

Lastly, lighting associated with the Project may cause glare or other distraction for pilots operating at Ukiah Municipal Airport at night. In order to avoid this potential hazard, all planned lighting for car lots, street lighting, or parking areas shall be angled down and shielded. This requirement, which is a standard condition of approval for commercial projects, is also identified in Mitigation Measure 3.2.2. In this way, lighting associated with the Project shall not affect pilots in flight, and create a potential hazard. Due to the Project’s consistency with the *Mendocino County Airport Comprehensive Land Use Plan*, its location beneath the Airport’s navigable airspace, and project designs intended to avoid glare or distraction from lights, the potential to create a hazard to people living and working in the vicinity of Ukiah Municipal Airport as a result of the Project is considered **less than significant**.



## ***MEMORANDUM***

**TO:** PCTPA Board of Directors **DATE:** January 23, 2019

**FROM:** Luke McNeel-Caird, Deputy Executive Director

**SUBJECT:** PLACER-SACRAMENTO CORRIDOR MOBILITY PLAN – CONTRACT AWARD AUTHORIZATION

### **ACTION REQUESTED**

Authorize the Executive Director to negotiate and sign a consultant contract not to exceed \$650,000 for the Placer-Sacramento Corridor Mobility Plan (PSCMP).

### **BACKGROUND**

PCTPA, along with our partners at Caltrans, the Federal Highway Administration (FHWA) and local agencies, have been proactive in building transportation infrastructure to support Placer County existing residents, businesses, and visitors, and planned future growth. Key recent projects include the six-mile Interstate 80 Bottleneck freeway improvements in Roseville opened in 2011, the 11.7-mile Highway 65 Lincoln Bypass which opened to the traveling public in 2014, and the I-80/SR 65 Interchange Phase 1 planned to be completed in 2020.

As a smaller county in California, we are at a disadvantage in competing for funds under the Solutions for Congested Corridor Program from Senate Bill 1, which we unsuccessfully pursued in the last round for the I-80 Auxiliary Lanes project. Since that time, an opportunity has arisen to develop a Business 80/Interstate 80/Highway 65 Corridor Plan in Placer and Northeast Sacramento Counties as shown in the attached Figure 1.

We are proposing to join forces and share the cost with Caltrans, CCJPA and SACOG to develop the PSCMP to make us more competitive on a statewide basis. The plan would allow a funding application in early 2020 for a combined project including the Capitol Corridor Third Track Phase II, I-80 Auxiliary Lanes Project, and other projects. PCTPA staff would take the lead on managing the Corridor Plan consultant contract. There is a compressed timeline with 14 public agencies involved in the Project Development Team (PDT) as well as a public and user outreach component. The Corridor Plan must be completed by December 2019 to submit an application for the funding.

### **DISCUSSION**

PCTPA is working with CCJPA, SACOG, and Caltrans District 3 to fully fund the PSCMP. To date \$450,000 has been secured from SPRTA and CCJPA. PCTPA staff will continue discussions with SACOG and Caltrans District 3 to secure additional funding, which will be included in the 2019/20 Overall Work Program being presented to the Board in February.

**Board of Directors**  
**PSCMP Contract Award Authorization**  
**January 23, 2019**  
**Page 2**

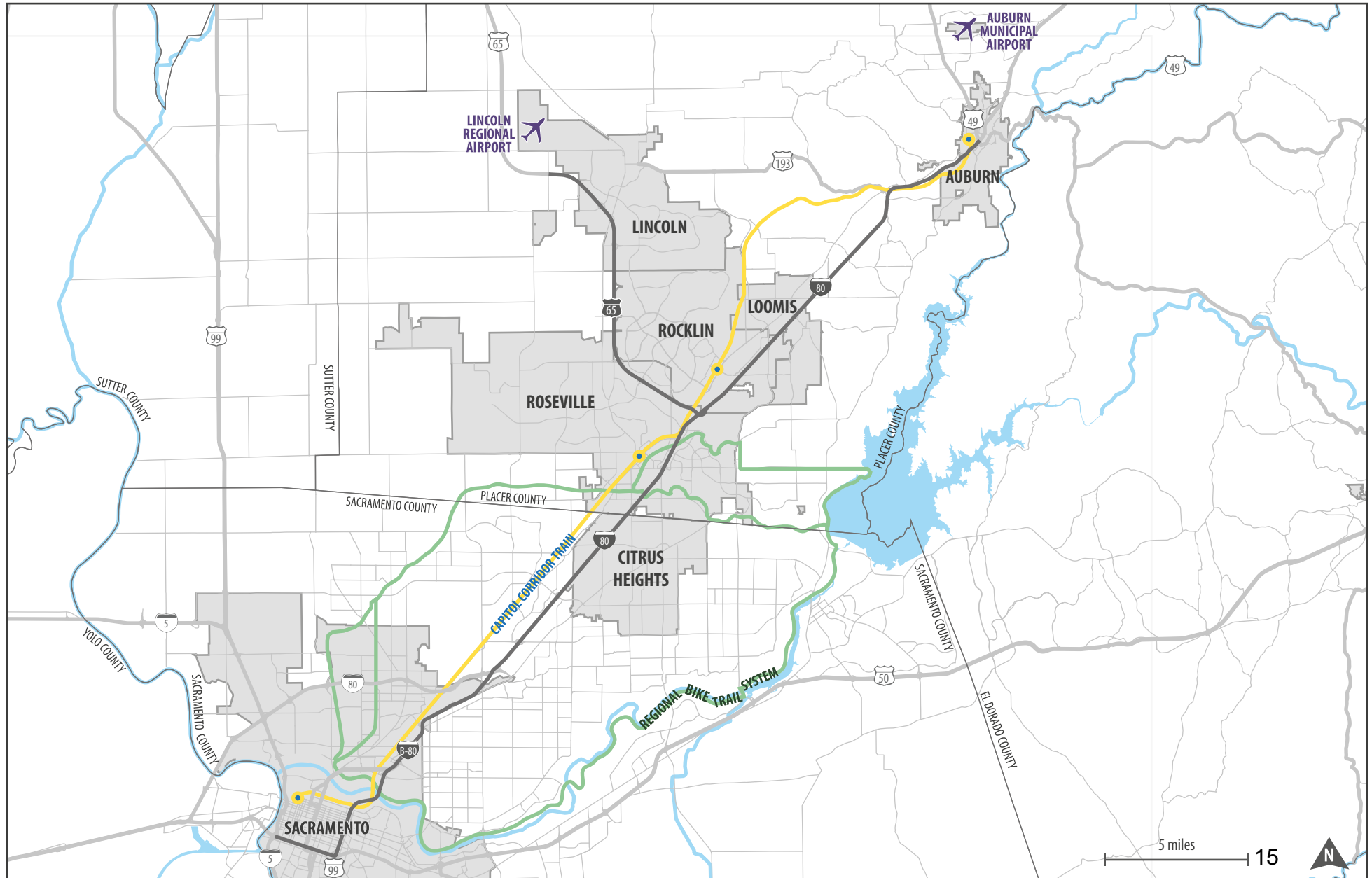
A Request for Proposals (RFP) was mailed to qualified firms on November 8, with proposals due by December 14. A total of four firms submitted proposals that were reviewed by an evaluation committee consisting of representatives from PCTPA, SACOG, CCJPA, and Caltrans, with Fehr

& Peers being identified as the top ranked firm. If a contract cannot be successfully completed with the first-place team, staff would then begin negotiations with the second-ranked team.

LM:MWL:ss



# FIGURE 1 - Placer ↔ Sacramento Corridor Mobility Plan





## ***MEMORANDUM***

**TO:** PCTPA Board of Directors **DATE:** January 23, 2019

**FROM:** Mike Luken, Executive Director

**SUBJECT:** **TRANSPORTATION FUNDING OUTREACH STRATEGY UPDATE**

### **ACTION REQUESTED**

It is recommended that the Board receive an update by staff on the funding outreach strategy and provide comments on the expenditure plan prior to February polling research.

### **BACKGROUND**

#### *Subcounty District Legislation Update*

As reported at the November workshop, bill language had been prepared and reviewed by the California Department of Tax and Fee Administration (CDTFA) and Legislative Analyst Office and is ready for submission by a bill author. Change in the state legislature and governor's office have delayed the appointment of leadership of the transportation committees of the legislature. This in turn has slightly delayed solidifying a bill author. Staff will provide further update at the Board meeting on the best pathways for bill authorship.

#### *Transportation Funding Outreach Program*

The Board conducted a workshop on November 14, 2018, on the funding strategy after the November election. Staff and the consultant team also provided an update on the legislative effort and outreach activities for 2019 at that workshop. FSB has completed an analysis of outreach activities of PCTPA and a calendar of activities for 2019 was refined by FSB, AIM and staff. The first meeting of interested persons and organizations to assist in the outreach strategy was held in early January. FSB has updated standard presentation graphics and started the preparation of the virtual reality video tools with its subconsultant. Monthly outreach breakfasts and a toolbox for local businesses is being prepared with the assistance of chambers of commerce throughout the County. Messaging activities are being teed up for use as soon as polling research is completed which will guide exact message content and focus.

#### *Proposed Expenditure Plan/Pre-Polling Research*

Staff provided the expenditure plan adopted by the Board in October 2017 to the Board at its November 14 workshop based upon the prior \$1.2B projection for sales tax revenue completed in 2017 by sales tax consulting firm HDL Companies. Staff directed HDL to update their 2017 projection which confirmed the prior \$1.2 Billion projection for a theoretical 30-year ½ cent sales tax district. The Business Department at William Jessup University has agreed to again review this analysis by HDL along with the Finance Directors of the County and Cities in the proposed district. At the workshop, the Board requested that it be given a chance to comment on the expenditure plan, shown in Attachment 1, prior to polling research to be done by FM3 Research.

**PCTPA Board of Directors**  
**TRANSPORTATION FUNDING OUTREACH STRATEGY UPDATE**  
**January 2019**  
**Page 2**

*Polling Research*

Staff has requested that four-member of the Board from the proposed south county district assist staff and FM3 with polling language. Board members Broadway, Allard, Uhler and Joiner will assist with language to be used. Polling will take place in mid-February through mid-March so that a report can be discussed at the March Board meeting. Quantifying interest in funding transportation improvements in the South County will be the main objective of the polling. Polling will include questions which probe components of the expenditure plan and the impact of local and statewide measures in the recent election. Lastly, the exact boundary of the proposed South County district will be tested by the results of the polling.

MWL:ss

**PCTPA/SOUTH PLACER DRAFT TRANSPORTATION SALES TAX DISTRICT TRANSPORTATION INVESTMENT PLAN**

Category	Project	Total Project Cost	Estimated Funding from Other Sources (in millions)	Shortage	Sales Tax Contribution (in millions)	Percentage of Sales Tax Revenue	Sources of Other Revenues/ Matching Funds	Annual Amount Sales Tax Revenues (in millions)
<b>MAJOR HIGHWAY PROJECTS</b> <i>Environmental, design, right of way, and construction</i>	<b>TOTAL MAJOR HIGHWAY PROJECTS</b>	\$ 1,460.0	\$ 799.0	\$ 661.0	\$ 661.0	48.6%	Various	
	I-80/SR 65 Interchange Phases 1-3	\$ 380.0	\$ 80.0	\$ 300.0	\$ 300.0		State/federal matching funds, developer fees	
	SR 65 Widening <i>Galleria Blvd to Lincoln Blvd</i>	\$ 105.0	\$ 70.0	\$ 35.0	\$ 35.0		Developer fees	
	Placer Parkway	\$ 595.0	\$ 560.0	\$ 35.0	\$ 35.0		Developer fees, Sutter Co fees	
	Baseline Road Widening	\$ 70.0	\$ 60.0	\$ 10.0	\$ 10.0		Developer fees	
	I-80 Auxiliary Lanes	\$ 20.0	\$ 4.0	\$ 16.0	\$ 16.0		State/federal matching funds	
	Interchange Program <i>I-80/Rocklin Road I-80/Horseshoe Bar SR 65/Nelson Lane</i>	\$ 90.0	\$ 25.0	\$ 65.0	\$ 65.0		Developer fees	
	Financing for Early Construction	\$ 200.0	\$ -	\$ -	\$ 200.0		None	
<b>SENIOR/DISABLED TRANSIT</b> <i>Environmental, design, right of way, construction, and operation</i>	Senior/Disabled Transit Enhancements	\$ 103.0	\$ 35.0		\$ 68.0	5.0%	Transit Funds	
<b>BICYCLE/PEDESTRIAN PROJECTS</b> <i>Environmental, design, right of way, and construction</i>	Various Countywide	\$ 143.2	\$ 75.2		\$ 68.0	5.0%	State/federal matching funds	
<b>COMMUTER IMPROVEMENTS (RAIL, BUS, OPERATIONS)</b> <i>Environmental, design, right of way, construction, and operation</i>	<b>TOTAL COMMUTER IMPROVEMENTS</b>	\$ 312.0	\$ 238.6		\$ 73.4	5.4%	Various	
	Commuter Bus Enhancements	\$ 75.0	\$ 40.0		\$ 35.0		Cap & Trade, transit funds	
	Capital Corridor Rail/Bus Rapid Transit	\$ 225.0	\$ 190.0		\$ 35.0		Cap & Trade, transit funds	
	Freeway Service Patrol	\$ 12.0	\$ 8.6		\$ 3.4			
<b>LOCAL PROJECTS</b> <i>Potholes, road maintenance, local congestion hot spots, matching funds for local transportation priorities</i>	<b>TOTAL DISTRICT</b>	\$ 849.4	\$ 441.4		\$ 408.0	30.0%	State and Federal funds	\$ 13.60
	City of Lincoln	\$ 151.2	\$ 72.4		\$ 78.7			\$ 2.62
	Town of Loomis	\$ 25.4	\$ 13.1		\$ 12.3			\$ 0.41
	City of Rocklin	\$ 197.3	\$ 109.2		\$ 88.1			\$ 2.94
	City of Roseville	\$ 342.1	\$ 145.5		\$ 196.6			\$ 6.55
	Placer County	\$ 133.6	\$ 101.3		\$ 32.3			\$ 1.08
<b>COMPETITIVE PROJECTS PROGRAM</b> <i>Transportation improvements</i>	Various Countywide	\$ 153.0	\$ 85.0		\$ 68.0	5.0%	State/federal matching funds, developer fees	
<b>TRANSPARENCY, OVERSIGHT, AND ADMINISTRATION</b>		\$ 13.6	\$ -		\$ 13.6	1.0%	None	\$ 0.45
<b>TOTAL PROGRAM</b>		\$ 3,034	\$ 1,674		\$ 1,360	100.00%		



## ***MEMORANDUM***

**TO:** PCTPA Board of Directors

**DATE:** January 23, 2019

**FROM:** Mike Luken, Executive Director

**SUBJECT:** FEDERAL LEGISLATIVE PROGRAM FOR 2019

### **ACTION REQUESTED**

- 1) Adopt the Federal Legislative Program for 2019 as shown in this report.
- 2) Direct staff and federal advocates to represent these positions, including travel to Washington DC.

### **BACKGROUND**

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

Everyone was hopeful in 2018 that both Congress and the Trump Administration would have turned their attention to infrastructure with lots of discussion about what may or may not be included in a specific legislative proposal. A particularly challenging aspect to the infrastructure issue is the status of the Highway Trust Fund, which is under constant threat of insolvency. It is a notable part of the discussion that the Federal gas tax is not indexed for inflation and was last raised in 1993. In February 2018, the Administration released a Statement of Principles which placed a high interest on rural infrastructure and less funding for transit capital projects. Now at the beginning of 2019, with other federal priorities, and the current attention focused on a government shutdown and immigration discussions, an infrastructure bill has been discussed but is a number of months away at best.

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

There continues to be widespread support for a mega infrastructure bill in the new Congress. Senate Majority Leader Mitch McConnell (R-KY) listed infrastructure as one of the Senate Republicans' top three priorities. His counterpart, Minority Leader Senator Chuck Schumer (D-NY), said that in the new Congress Democrats intend to "force" the infrastructure issue. Recently, the President again highlighted infrastructure as a priority saying he wanted to do it "very badly." New House Transportation and Infrastructure Chairman Congressman Peter DeFazio (D-OR-4) said that he supports a substantial investment in infrastructure. Coupled with all this is a recent poll that showed that infrastructure spending is one of the top priorities for

Americans, with 79 percent saying that it's "extremely important." In addition to a stand-alone mega infrastructure effort, the "Fostering Advancements in Shipping and Transportation for the Long-Term Achievement of National Efficiencies" (FAST Act), including the American passenger rail system (Amtrak), is up for reauthorization in 2020 with the process beginning this year.

### **DISCUSSION**

Discussion was at a high level with the Trump Administrations release of a Statement of Principles. To direct our input in the crafting of a new infrastructure program, staff recommends the Board adoption of a Federal Legislative Program as shown below.

#### ***Funding Policy***

One key policy that has recently gained traction for discussion again is the reintroduction of Congressionally-directed funding to specific critical transportation projects, much like the funding that was directed to fix the I-80 Bottleneck in 2006. As the Board is aware, that Federal funding was used to leverage State and local funds to not only fix the I-80 Bottleneck, but also for improvements to the I-80/Eureka Road Interchange and Phase 1 of the I-80/SR 65 Interchange project. Given this history, Congressionally-directed funding provides a viable opportunity for Placer priorities.

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

- Support efforts to ensure the continued solvency and integrity of the Highway Trust Fund;
- Support various congressional funding opportunities for critical infrastructure projects to enhance economic opportunity and quality of life;
- Seek relief from Federal regulations on projects to improve the highway system that do not have Federal funding support; and,
- Balance road maintenance and accessibility needs by supporting greater flexibility in the definition of structural and non-structural improvements in triggering American with Disabilities (ADA) improvements.

#### ***Priority Projects***

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

##### **Road Projects**

80/65 Interchange Phases 2-4

SR 65 Widening

I-80 Auxiliary Lanes

Placer Parkway Phase 2-4 (Foothills Blvd to Highway 99)

Rail/Transit/Other Projects

- Roseville – Sacramento Third Track Project, Phase 2
- Explore Federal grant opportunities for transit and alternative transportation

***Federal Discretionary Programs***

In the past, PCTPA has aggressively pursued discretionary funding from programs authorized in the FAST Act and the consolidated appropriations bill, including Fostering Advancements in Shipping and Transportation for the Long-term Achievement of National Efficiencies (FASTLANE) program, the Nationally Significant Freight and Highway Projects Program, the Infrastructure for Rebuilding America (INFRA) and the Better Utilizing Investments to Leverage Development (BUILD) which replaced the Transportation Investment Generating Economic Recovery (TIGER) Grant Program.

Because there is so little money available in these programs and the need is so great, only about 1-3% of the applications nationally are funded. Applications submitted in 2018 by Placer County for Placer Parkway and by the City of Roseville or Washington/Andorra were unsuccessful. Staff recommends that we continue to monitor opportunities for funding in discretionary programs for priority projects and submit applications as appropriate. A notice of availability opportunity for INFRA was announced on December 21, 2018, with applications due March 4, 2019.

***Local Projects***

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

***Advocacy***

Staff recommends these positions be forwarded to Sante Esposito of Key Advocates to represent the agency's interests in Washington DC. Staff further recommends Board Chair Jim Holmes or another Board designee represent these positions in Washington DC as part of the Sacramento Chamber of Commerce's annual Cap to Cap advocacy program. Staff also recommends that PCTPA investigate holding a small sponsored reception in Washington, DC, this year during Cap to Cap.

MWL:ss

## Draft Federal Legislative Program for 2019

### Policy

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

### Projects/Appropriations

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





## ***MEMORANDUM***

**TO:** PCTPA Board of Directors

**DATE:** January 23, 2019

**FROM:** Mike Luken, Executive Director

**SUBJECT:** STATE LEGISLATIVE PROGRAM FOR 2019

### **ACTION REQUESTED**

- 1) Adopt the State Legislative Program for 2019 as shown in this report.
- 2) Direct staff and State Advocate to represent these positions with electeds and agencies in Sacramento.

### **BACKGROUND**

In summer 2018 the Board reconfirmed its desire to pursue alternatives for generating funds for desperately needed transportation improvements. The most promising has been the expansion of legislative permissions to divide the county into transportation sales tax districts, which was first pioneered with the passage of legislation in 1994 to permit the establishment the North Lake Tahoe Transportation Authority within Placer County. Staff and the Smith, Watts & Hartmann firm developed a coalition of approximately 10 counties to support the creation of legislation to designate subdistricts for transportation sales taxes. We are currently working on obtaining a bill author to introduce a bill in in early 2019 to allow countywide transportation authorities, such as PCTPA to create these subdistricts for local funding measures.

Proposition 6 did not pass in the November election and therefore SB1 is still available for funding maintenance of roadway and transit infrastructure. A copy of the transparency report for Placer's use of Proposition 6 is shown as Attachment 1 to this report. This legislation generates approximately \$5.2 billion annually for transportation, through a number of programs with funding generated primarily by increasing and indexing the state gas tax and vehicle registration fees and also includes a few competitive programs for mostly non-vehicular programs and alternative transportation programs. SB 1 represents a complex funding system that does not fully align with the Board's priorities, as road capacity improvements are only peripherally addressed. It does, however, tick many of the most critical boxes on the transportation "to do" list, including:

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

Staff also needs to monitor potential adjustments to SB1 such as one that may be proposed to change the Alternative Transportation Program to a formula basis to determine which implementation method is best for Placer projects.

**DISCUSSION**

The draft State Legislative Program for 2019, as shown below, continues many of the longstanding directives of the Board.

Most prominent of these recommendations is the continued support for a separate bill or similar legislation that would permit PCTPA to designate sub-districts with the county for a transportation sales tax. Staff further recommends the Board continue its longstanding support for expanded use of locally controlled funding approaches, maximizing discretionary funding opportunities, and streamlining project delivery, while opposing proposals that would inequitably increase burdens on local and regional agencies as outlined in the State Legislative Program for 2019.

The City of Lincoln has also requested help for relinquishment of a portion of State Highway 193 which Caltrans wants to divest to the City. Smith, Watts and Martinez will be working with our local assembly office to submit either a separate bill or include the relinquishment in a committee bill.

Staff will also participate in the Sacramento Metro Chamber's State Legislative Day at the Capitol on March 13 to forward these priorities being considered by the Board.

MWL:ss

## **Draft State Legislative Program for 2019**

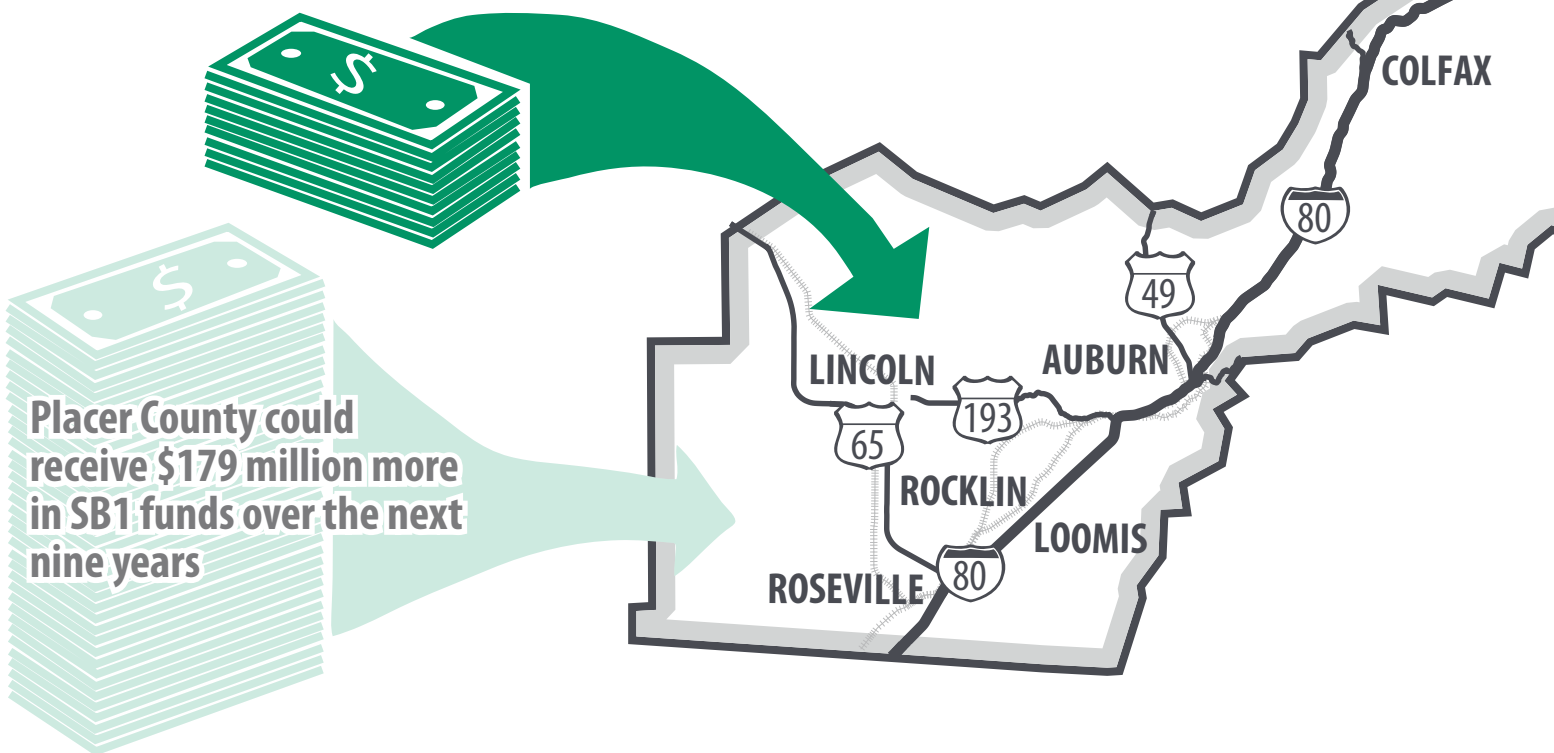
- Obtain bill sponsor and support bill and/or similar legislation to allow Placer County to divide into transportation sales tax districts;
- Support proposals to further improve Caltrans efficiencies and streamlining project delivery, including:
  - California Environmental Quality Act (CEQA) exemptions for work in existing right of way;
  - Permanently acceptance of Federal delegations of environmental review authority;
  - Early identification of project environmental mitigations; and
  - Expansion of innovative procurement methods, such as combining design and construction management in a single contract.
- Support implementation of SB 1 to fund critical transportation infrastructure and the principles it contains, including:
  - Completing the Placer-Sacramento Congested Corridor Plan to enable PCTPA and its partners to apply for the SB1 Solution for Congested Corridors Program
  - Monitor potential modification of the Alternative Transportation Program and other SB1 programs to give Placer the best potential source of funding for its projects.
  - Focus on maintaining and rehabilitating the current system;
  - Dedicated funding for high-priority goods movement projects;
  - Equal split between state and local projects;
  - Leverage for local transportation sales tax programs, including incentives for passage of new measures;
  - Strong accountability requirements to protect taxpayer investment; and  
Reliable annual funding levels.
- Assist the City of Lincoln and sponsor a bill or similar mechanism to allow the relinquishment of a portion of State Highway 193 within the City of Lincoln that would be better managed under City control and is not needed by the State.
- Oppose legislation that reduces or eliminates transportation revenues for transportation purposes.
- Support expanded use of creative funding mechanisms to expedite projects and minimize public costs;
- Promote the use of Cap and Trade funding for pavement maintenance that improves vehicle efficiency and reduce greenhouse gases;
- Support incentives and matching funds for counties to pass new transportation funding programs, such as local option transportation sales taxes;
- Support the establishment of a 55% majority threshold for the passage of a local option transportation sales tax; and
- Support efforts to increase amount, flexibility, and local control for use of transportation funds while reducing the redundancies, conflicting directives, and expansion of environmental reviews by regulatory agencies.



# SB1 - THE ROAD REPAIR AND ACCOUNTABILITY ACT

## in Placer County

Placer County has received \$21 million in new transportation funds from SB1 over the past year



## Future Projects



### Dry Creek Greenway

Roseville plans to use future SB1 funds to construct a new multi-use trail to connect Saugstad Park to the Maidu Trail



### Sierra College Boulevard Repair

Rocklin plans to use future SB1 funds to reconstruct portions of Sierra College Boulevard where the paving is falling apart



### High School Area Street Resurfacing

Lincoln plans to use future SB1 funds to resurface the neighborhood streets around Lincoln High School



# SB1 IS FUNDING...

## Public Transit

- Operating cost of Roseville Transit's, Placer County Transit's, and Auburn Transit's combined 21 bus routes
- Maintenance and repair of 49 buses across Placer County's three transit providers
- Safety improvements and expansions of the Capitol Corridor train service between Auburn and San Jose



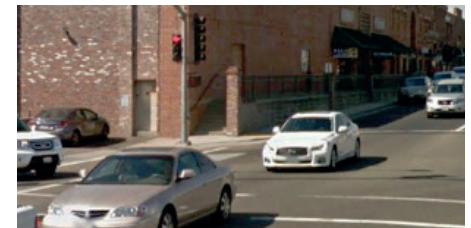
- Installation of Connect Card payment system region-wide

## Funding Transparency

Proposition 69, which 83% of Placer County residents supported, was passed in June 2018. With this constitutional amendment, all revenue from SB1 is guaranteed to be used for transportation purposes. The interactive map and project list on [rebuildingca.ca.gov/](http://rebuildingca.ca.gov/) provides residents the transparency to know where their gas tax dollars are going.

## Pedestrian Safety

- Creation of ADA-accessible curb ramps at intersections across the county
- Creation of bike lanes and pedestrian paths on Washington Blvd in Roseville
- Addition of sidewalk on Taylor Rd in Loomis
- Intersection and sidewalk improvements on Rocklin Rd



- Construction and repair of sidewalk on Lincoln Blvd

## Local Congestion Management

- Replacement of traffic signal at Rocklin Rd and Pacific St with multilane roundabout
- Widening, signal improvement, and resurfacing of Highway 49 through Auburn and North Auburn
- Creation of a roundabout in Colfax to manage traffic between Auburn St and the I-80 ramps



- Master plan to add 'smart' signal technology to intersections in Rocklin

## Road and Bridge Maintenance

- Replacement of asphalt with roller-compacted concrete to triple the life span of roadways in Roseville
- Resurfacing of more than 8,500 feet of local roads around Auburn
- Resurfacing of Rising Sun Rd in Colfax
- Rural road repair of more than \$2 million



- Resurfacing of Taylor Rd in Penryn and Loomis

# PLACER COUNTY TRANSPORTATION PLANNING AGENCY

## Technical Advisory Committee Meeting Minutes

January 9, 2019 – 3:00 p.m.

### ATTENDANCE

#### **Technical Advisory Committee (TAC)**

Mengil Deane, City of Auburn  
Chris Clardy, City of Colfax  
Wes Heathcock, City of Colfax  
Ray Leftwich, City of Lincoln  
Roland Neufeld, City of Lincoln  
Brit Snipes, Town of Loomis  
Amber Conboy, Placer County Public Works  
Will Garner, Placer County Public Works  
Rich Moorehead, Placer County Public Works  
Justin Nartker, City of Rocklin  
Mike Dour, City of Roseville  
Mark Johnson, City of Roseville  
Stefanie Kemen, City of Roseville  
David Smith, Caltrans

#### **Staff**

Kathleen Hanley  
Aaron Hoyt  
Mike Luken  
Luke McNeel-Caird  
David Melko  
Solvi Sabol

#### **Federal Legislative Program**

Mike Luken explained that because of the government shutdown, the Federal Infrastructure Bill is on hold for now.

#### **State Legislative Program**

Mike Luken said the State Legislative Program will be centered around the transportation sales tax. We are working with our state legislative advocate Mark Watts, and there are currently 12 counties involved in the coalition which advocates for a bill that would allow counties to split into designated sales tax districts. Mike said they will be watching implementation adjustments being discussed for aspects of SB 1 and SB 50 (Wiener) which is co-authored by Assemblyman Kiley. This bill promotes streamlining of development activities around transit facilities.

#### **Funding Strategy Expenditure Plan: Pre-polling review**

Mike Luken said that the Board requested a copy of the current Funding Strategy Expenditure Plan prior to polling. Polling is slated to occur mid-February/early March. Depending on what the polling shows, we may be modifying funding levels and emphasizing certain projects. We will keep the TAC updated on any future changes.

#### **Placer-Sacramento Corridor Mobility Plan (PSCMP) Consultant Contract Award**

Luke McNeel-Caird said that we released an RFP in November to develop a Placer-Sacramento Corridor Mobility Plan. Four proposals were received and reviewed by PCTPA, CCJPA, SACOG and Caltrans. Fehr & Peers was ranked as the top firm. This month, we will be asking the Board for approval to negotiate and sign a contract with Fehr & Peers. Luke explained that a Corridor Plan is a requirement by both the California Transportation Commission and Caltrans for state funding. This plan will be

multi-modal in its approach to transportation along the I-80, SR51 and SR 65 corridors and added that express/managed lanes urged by SACOG is emerging an opportunity to help fund freeway maintenance. Caltrans will be presenting the express/managed lanes approach to the Board in February. Luke explained that Fehr & Peers' draft proposal came in at \$550,000 and funding will initially be provided by PCTPA and CCJPA. We are discussing additional funding with SACOG and Caltrans. This collaboration will involve 14 agencies over 11 months and will start around February 1. Jurisdictions in Placer County and Sacramento counties will need a representative to attend meetings. We will send out an email to each jurisdiction explaining the project, so they can assign the appropriate staff person.

### **Highway 49 Sidewalk Gap Closure Project: Public Outreach Schedule**

Aaron Hoyt provided a summary sheet and public outreach schedule for the Highway 49 Sidewalk Gap Closure Project. Aaron said that presentations and an open house are slated to take place in the next two months, with the Project Open House scheduled for February 7<sup>th</sup> at Rock Creek Elementary School in Auburn.

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

#### **Continuance of Public Hearing regarding City of Lincoln Northeast Corner SR 65/ Nelson Lane Proposed Regional Shopping Center**

David Melko explained that at the last TAC meeting there was a lively discussion regarding a "big-box" application on a parcel in the City of Lincoln which would exceed intensity requirements in the Lincoln Regional Airport Compatibility Zone C1 and require a special condition exception. There was a public hearing at our December Board meeting which was continued so that the applicant and Lincoln had time to better evaluate the project. Since then, it was determined that this retail use is allowable under the City zoning requirements. David said that at this month's Board meeting he will provide the Board with a project update and explain that no special condition exception is required. It's anticipated that the hearing will be closed.

### **Other Issues/Upcoming Deadlines**

#### **a) January CTC Reception, Rocklin: January 29, 2019**

Mike Luken invited the TAC to the CTC reception on January 29<sup>th</sup> from 5 – 7 p.m. The Roseville City Manager Dominic Casey and Mike Luken will conduct a short welcome message at the reception. Prior to this, Mike Luken, James Corless (SACOG), Amajeet Benipal (Caltrans District 3 and David Kutrosky (CCJPA) will be taking the CTC Commissioners on a tour which will feature the I-80/SR 65 Interchange and Roseville's Downtown Bridges ATP Project. Luke will be conducting an expanded tour of transportation projects in Placer County with the CTC Staff. Luke McNeel-Caird said that on the afternoon of January 31<sup>st</sup>, CTC Commissioners will be participating in a listening session with Chambers of Commerce and advocacy groups. The CTC meeting takes place at the Rocklin Event Center on January 30<sup>th</sup> and 31<sup>st</sup> and Rocklin Councilman Ken Broadway, City Manager Wes Heathcox and Mike Luken will conduct a short welcome message to the CTC on January 30 to open the first day of the CTC meeting. Colfax is participating to highlight a project which matches the CTC current focus on rural and disadvantaged communities.

#### **b) Next TAC Meeting: February 12, 2019**

The meeting was adjourned at approximately 3:50 pm.



**TO: PCTPA Board of Directors**

**DATE: January 23, 2019**

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

**SUBJECT: STATUS REPORT**

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

The Highway 49 Sidewalk Gap Closure project will complete environmental, design, and right-of-way requirements to close gaps in the sidewalk network on Highway 49 between I-80 and Dry Creek Road. The project development team (PDT) consisting of PCTPA, Placer County, City of Auburn, Caltrans, and consultant staff continue to meet monthly to provide input on project design aspects and technical studies for the project approval document and environmental studies required of the project.

The project team will begin the community outreach component of the project during January and February to seek input on the preliminary sidewalk designs. The outreach schedule listed below includes stakeholder presentations and one Open House event for the public at large.

- North Auburn MAC – January 8th @ 6 PM
- Auburn Meddlers Group – January 22nd @ 7 AM
- **Project Open House at Rock Creek Elementary School – February 7th @ 5-7 PM**
- Hwy 49 Business Association – February 19th @ 6 PM
- Placer County Public Health Community Coalition – February 21st @ 10 AM

PCTPA staff also launched a project webpage that provides information about the project which can be accessed at [www.pctpa.net/highway49gapclosure/](http://www.pctpa.net/highway49gapclosure/). Questions about the project and outreach can be addressed to Aaron Hoyt, Senior Planner via email [ahoyt@pctpa.net](mailto:ahoyt@pctpa.net) or phone 530-823-4032.

PCTPA staff will continue to provide regular project updates to the Board of Directors.

**2. 2040 Regional Transportation Plan (RTP)**

PCTPA staff continues to make progress on the 2040 RTP update. Staff is currently drafting chapters of the RTP; coordinating with the consultant team to prepare and release a Notice of Preparation for the RTP environmental document; and developing a public outreach plan to reaffirm long-standing project and funding priorities. PCTPA continues to coordinate with SACOG on the integration of projects into the larger six-county Metropolitan Transportation Plan/Sustainable Communities Strategy (MTP/SCS). Below are key milestone dates of upcoming activities related to the RTP and SACOG MTP/SCS:



- January 2019 – SACOG to release Draft Preferred Land Use and Transportation Project Scenarios
- January 2019 – PCTPA to release Notice of Preparation for the 2040 RTP Programmatic Environmental Impact Report
- February to May 2019 – PCTPA to conduct public outreach
- April 2019 – SACOG Board of Directors action on MTP/SCS Draft Preferred Scenario
- August 2019 – PCTPA to release Draft RTP and Environmental Document for public review
- December 2019 – PCTPA to present Final RTP and Environmental Document for Board of Directors action

PCTPA staff will continue to provide regular project updates to the Board of Directors.

**3. Dry Creek West Planning and Feasibility Study**

PCTPA received a FY 2016/17 Caltrans Sustainable Communities Grant (FTA Section 5304) on behalf of the City of Roseville and Placer County to assess the feasibility and potential alignment of a 3-mile gap closure of the Dry Creek Greenway Trail and crossing of the Union Pacific rail yard. The proposed segment is part of the larger Dry Creek Greenway Regional Vision Plan completed in 2004 that envisions connecting western Placer County at the Sacramento County line to the City of Auburn on the north and to Folsom Lake and the American River Parkway on the east.

Over the past year the City of Roseville, Placer County, PCTPA, and the consultant team have evaluated potential bikeway alignments within the corridor; identified opportunities and constraints relating to environmental, design, and community interest. The project team conducted two public workshops on the project, released a virtual workshop, and met with property owners within the corridor.

The project team is preparing the Draft Dry Creek West Planning and Feasibility Study for public review. Presentations to the following agencies will occur during the public review period of the draft document: the City of Roseville Transportation Commission, (Tues, Feb 19th), Western Placer Municipal Advisory Council (Wed, March 13th) and the Placer County Parks Commission (Thurs, March 21st). The draft report will be presented to the Placer County Board of Supervisors, Placer County Transportation Planning Agency, and Roseville City Council in April and May (dates TBD) for their acceptance.

More information on the project is available on the City of Roseville’s webpage that can be accessed at [https://roseville.ca.us/government/departments/public\\_works/biking\\_walking/current\\_projects/west - dry\\_creek\\_greenway\\_project](https://roseville.ca.us/government/departments/public_works/biking_walking/current_projects/west_-_dry_creek_greenway_project).

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

FY 2018/19 2<sup>nd</sup> Quarter statistical summary for Placer FSP is attached. For the 2<sup>nd</sup> Quarter there were 575 total assists and 13 survey comments submitted. Motorists rated the service as “excellent.”

**PCTPA FSP 2nd Quarter ((2018/19) Statistical Summary**

**Total Assists = 575**

Vehicle Type	Percent	Count	Vehicle Origin	Percent	Count	Was the driver courteous and helpful?	Percent	Count
Car/Minivan/Wagon	57.2%	326	Found by You	59.7%	343	Yes, very	100.0%	13
Sport Utility Vehicle/Crossover	20.7%	118	Dispatched by CHP	27.5%	158			
Pickup Truck	13.3%	76	Partner Assist	11.7%	67	How did FSP know you needed help?	Percent	Count
Other	3.0%	17	Directed by CHP Officer	0.5%	3	Driver saw me	69.2%	9
Truck - Over 1 Ton	1.9%	11	Revisit	0.7%	4	Others	30.8%	4
Big Rig	1.9%	11						
Motorcycle	1.6%	9	Vehicle Action	Percent	Count	How would you rate this service?	Percent	Count
RV/Motorhome	0.2%	1	Towed to Drop Zone	19.1%	110	Excellent	100.0%	13
Truck - Under 1 Ton	0.2%	1	Traffic Control	10.4%	62			
Blank	0.9%	5	Tagged Vehicle	14.1%	81	How did you hear about FSP?	Percent	Count
			Quick Fix / Repair	15.7%	90	Other/Friend	7.7%	1
Vehicle Problem	Percent	Count	Called for Private Assistance	5.4%	31	Hadn't heard until today	76.9%	10
Accident	36.7%	211	None - Not Needed	5.9%	34	Was helped previously	7.7%	1
Mechanical	18.2%	105	None - Motorist Refused Service	0.0%	0	Have see trucks driving around	7.7%	1
Flat Tire	13.7%	79	Debris Removal	3.8%	22			
Abandoned	14.6%	84	Escort Off Freeway	6.3%	36	How long did you wait before FSP arrived?	Percent	Count
Out of Gas	9.9%	57	Towed Off Freeway	10.8%	62	Less than 5	30.8%	4
Driver Related	1.4%	8	Other	0.0%	0	5 - 10 minutes	30.8%	4
Overheated	1.4%	8	Provided Transportation	1.7%	10	10 - 15 minutes	7.7%	1
Debris	0.9%	5	Partner Assist	4.0%	23	20 - 30 minutes	30.8%	4
Other	1.4%	8				Over an hour	0.0%	0
Unsecured Load	0.2%	1	Vehicle Location	Percent	Count			
None - Not Needed	0.9%	5	Right Shoulder	66.5%	379	Total Comments		13
Electrical	0.7%	4	Left Shoulder	10.9%	62			
Car Fire	0.0%	0	In Freeway Lane(s)	11.8%	67	Other Metrics		
Partner Assist	0.0%	0	Ramp/Connector	0.0%	0	Average Duration (Minutes)		12.8
Locked Out	0.0%	0	Unable to Locate	0.0%	0	Overtime Assists		31
			Blank	0.9%	62	Overtime Blocks		47
<b>Source: <a href="http://www.sacfsp.com/admin">http://www.sacfsp.com/admin</a></b>						Multi-Vehicle Assist		130

## MEMORANDUM

**TO:** Mike Luken  
**FROM:** AIM Consulting  
**DATE:** January 2, 2018  
**RE:** November/December Monthly Report

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

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

Below are activity summaries of AIM's work:

### **Funding Strategy**

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

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

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:

- PCTPA Board Perspective Blog Post
- Placer County, Roseville and Auburn Transit Mobility Training
- Interstate 80 Auxiliary Lanes
- Veterans Day Observance Post
- Capitol Corridor Veterans Discount
- Sierra Gardens Transfer Point Re-Opening
- Placer County Road Improvements

- Placer County Air Quality
- Holiday Travel Blog Post
- Capitol Corridor Weekend and Holiday Service
- Caltrans District 3 - QuickMap
- Dry Creek Greenway West Community Open House and Virtual Workshop Summary
- Capitol Corridor Holiday Events
- Roseville Transit Game Day Express
- Caltrans District 3 Weather and Safe Travel
- Capitol Corridor Take 5 for \$5 Travel
- Interstate 80 / Highway 65 Video #3
- Interstate 80 / Highway 65 Quarterly Updates
- City of Roseville – Rube Nelson Ice House Bridge Work
- Holiday Travel Tips Blog Post
- City of Roseville Downtown Bridges and Trails Project
- Interstate 80 / Highway 65 Email Updates

Current social media page statistics include:

- Facebook – 1,320 Followers
- Twitter – 368 Followers
- Instagram – 170 Followers

Key website analytics include:

- Total page views for the PCTPA website during November and December: 5,633
  - 22% of views were on the PCTPA homepage
  - 5% of views were on the PCTPA Board of Directors Meeting Agendas
  - 5% of views were on the Request for Proposals Page
- Total page views for Interstate 80 / Highway 65 Interchange Improvements website during November and December: 2,658

## 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 were highlighted on social media.

## Newsletter #40

AIM continued promoting the 39<sup>th</sup> edition of the PCTPA newsletter through social media and the Transportation Blog.

AIM began drafting articles for the 40<sup>th</sup> edition of the PCTPA newsletter.

## Project Assistance

AIM filmed, created and launched the third Interstate 80 / Highway 65 informational video, which includes footage of construction activity and interviews with Assemblymember Kevin Kiley, Roseville General Manager of Scandinavian Designs, Dan Barnhart and Roseville Senior General Manager of the Westfield Galleria Jeff Richardson. In addition, AIM filmed construction activity in preparation for the next informational video.

AIM managed the Interstate 80 / Highway 65 website and collected community email sign-ups. AIM also managed social media and community comments regarding the project. AIM provided Caltrans with weekly email sign-up updates to include in their weekly construction email distribution list.

AIM, in coordination with PCTPA, created a public outreach plan for the Highway 49 Gap Closure Project. In addition, AIM drafted a project webpage and began coordination for the upcoming project open house.



1701 Pennsylvania Avenue  
Suite 300  
Washington, D.C. 20006  
(202) 722-0167

December 28, 2018

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

### **Infrastructure**

There is continued interest in an infrastructure bill. Key Advocates made the rounds with key committee staff this month and privately they are all saying that they expect something to happen next year. Publicly, all of the comments by various key principals support infrastructure as a priority. For example, the Department of Transportation, which has the lead on the infrastructure issue for the Administration, said that the President is prepared to spend “buckets of money” on an infrastructure plan and that there is “room for agreement with Democrats.” On Nov. 28, the Senate Environment and Public Works Committee held a hearing on surface transportation needs that Chairman Barasso said “serves as a preview of debate on the mega infrastructure bill.”

Testifying were the American Association of State Highway and Transportation Officials, the Associated General Contractors of America, and the Sacramento Area Council of Governments. Also, there has been talk about the possibility of raising the gas tax to help fund infrastructure. The soon-to-be Senate Commerce Chairman Roger Wicker said that if President Trump goes public with what he has said privately and endorses an increase, “I would listen to the President and consider his point of view.” Lastly in the Senate, we mentioned before that Majority Leader McConnell listed infrastructure as one of the Republican’s top three priorities for the new Congress. Along those lines, Senator Schumer, the Minority Leader, said that “In the next Congress, Democrats have to force the infrastructure issue. An infrastructure bill in the new Congress could be one of the first opportunities we get. We intend to take it.” On the House side, key stakeholders continue to weigh in on the issue. Most recently, the AFL-CIO came out in support of Congressman Earl Blumenauer's push to create an infrastructure subcommittee on Ways and Means. In its press release, the union wrote: “The House Transportation and Infrastructure Committee — the authorization committee for us policy geeks — has correctly focused its energies on how to spend existing resources. But expanding the pool of revenues that we know are needed will require Congressional tax writers to be focused on solving this problem as well.”

### **Earmarks**

There is also continued support for the return of earmarks. Recently, incoming T&I Chair, Congressman DeFazio, reiterated his disappointment with the Republicans’ “nonsensical” ban on earmarks. “Do we think that all of the wisdom on how to better serve your district and your state comes from the DOT in D.C. or your state DOT? No,” he said, pointing to his support to allow “congressionally directed spending in a fully transparent way.” As previously reported, the House Republicans have decided punt on the question of whether to end the ban on earmarks, instead letting Democrats take the first step next year. Congressman Mike Rogers was expected to introduce a proposal to undo the earmark moratorium at a closed-door GOP meeting last month but restoring the practice of directing spending toward specific projects never came up. It’s not clear how Democrats will approach the issue come January. Incoming Majority Leader Hoyer has drafted an earmark proposal not yet public and recently Congressman David Price, who would take the Appropriations Transportation-HUD Subcommittee gavel next Congress, said that he would back the return of earmarks.

### **FY 19 Federal Funding Generally**

Congress recessed without passing a Continuing Resolution to fund the government beyond Dec. 21, thereby causing a government shutdown. The lapse in appropriations affects 25 percent of the Federal government, including funding for the Departments of Agriculture, Commerce, Justice, Transportation, Housing and Urban Development, Interior, Treasury, State, and Homeland Security, as well as the Food and Drug Administration, the Environmental Protection Agency, the National Aeronautics and Space Administration, the federal judiciary, and other related government programs. That includes the Transportation Appropriations Bill which is currently in conference.

### **FY19 Transportation Appropriations Bills**

Even though both the House and Senate bills have not been passed, they are in conference with funding levels that are not far apart.

<b>Program</b>	<b>FY'17 Enacted</b>	<b>FY'18 Enacted</b>	<b>House Committee-Passed FY'19 Bill</b>	<b>Final Senate 19 Bill</b>
Highway Program	\$43.26B	\$47.5BB	\$50.3B	\$48.57B
BUILD/TIGER Grants	\$500M	\$1.5B	\$750M	\$1B
FTA CIG Grants - New Starts/Small Starts/Core Capacity	\$2.41B	\$2.65B	\$2.61B	\$2.6B
FTA Formula Grants	\$9.73B	\$10.5B	\$10.7B	\$10.7B
FTA WMATA	\$150M	\$150M	\$150M	\$150M
FAA Airport Improvement Program (AIP)	\$3.35B	\$4.35B	\$3.85B	\$4.1B

Amtrak NEC	\$328M	\$650M	\$650M	\$650M
Amtrak National Network	\$1.16B	\$1.29B	\$1.29B	\$1.29B
FRA CRISI Grants	\$68M	\$593M	\$300M	\$255M
FRA SOGR Grants	\$25M	\$250M	\$500M	\$300M
FRA Restoration Grants	\$5M	\$20M	\$0	\$10M

## Bill Tracking

**All legislation not passed by the end of the 115<sup>th</sup> Congress dies and must be reintroduced in the next Congress**

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 86)

**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:** (25)

**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:** (11)  
**Committees:** Senate - Environment and Public Works

Status Update: no change since the last report.

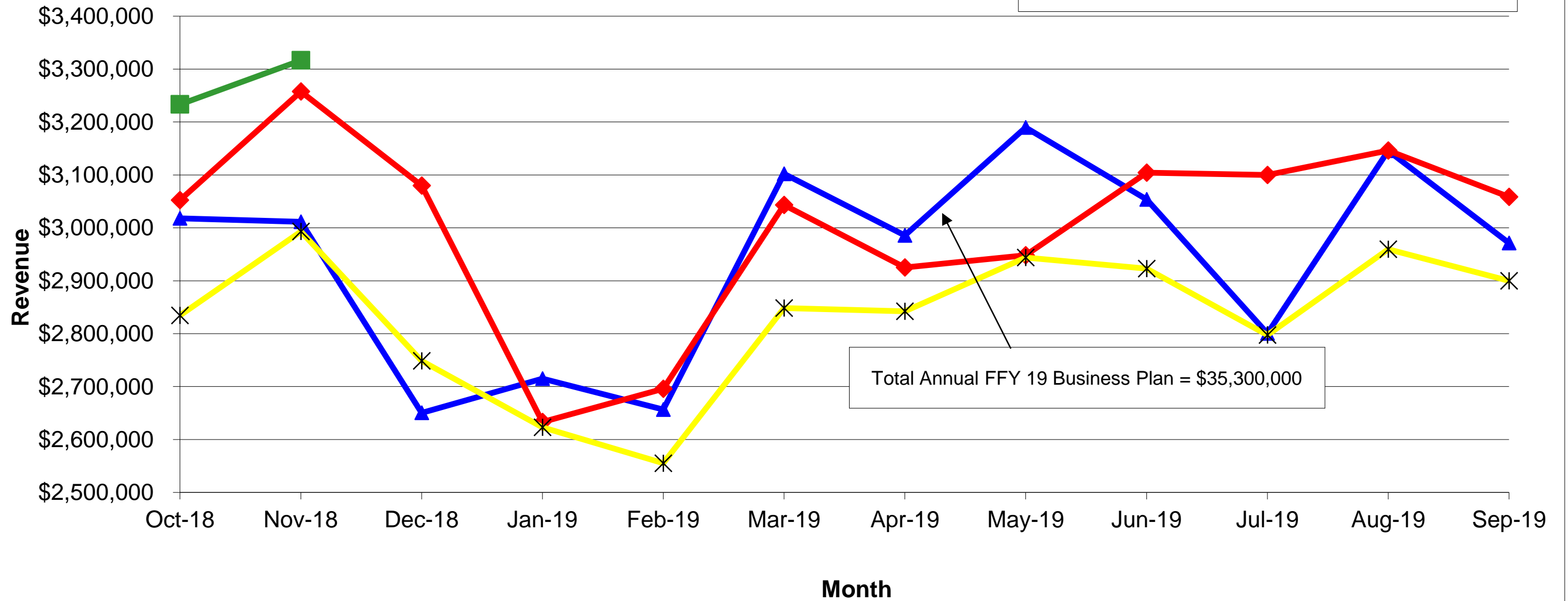
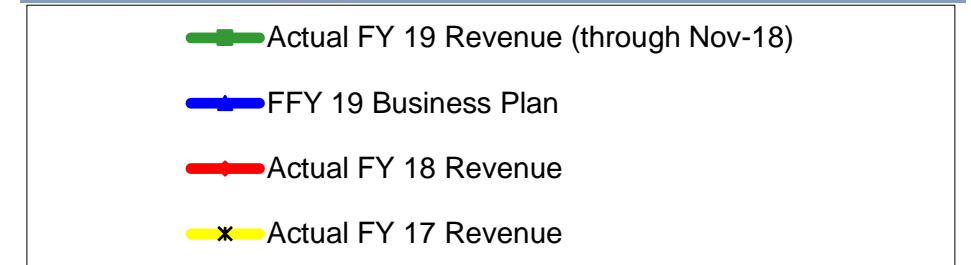
**How's Business?:  
Revenue**

8.6% vs. FFY 19 Business Plan YTD

3.8% vs. Prior FFY 18 YTD

12.4% vs. Prior FFY 17 YTD

**Capitol Corridor Performance  
FFY 2018-19  
Monthly Revenues  
Actual vs Business Plan**



# How's Business?

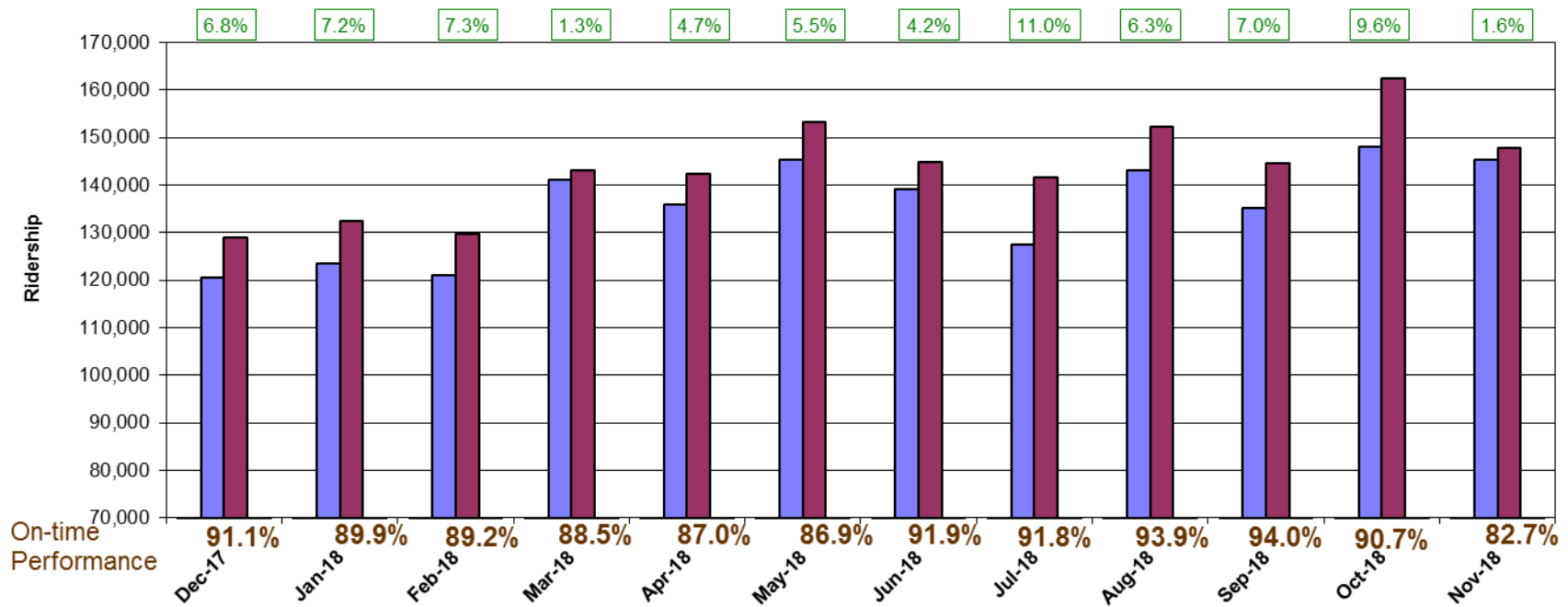
## Ridership



■ Prior 12 Months   ■ Current 12 Months

5.97% Overall 12-Month Growth  
 Ridership Last 12 Months=1,723,424  
 Ridership Prior 12 Months=1,626,395

% difference current month to prior year's month





### FY 2019 Performance Measures

Month	State Performance Standards (a)					Other Performance Measures		
	Ridership		On-time Performance		System Operating Ratio (b)	Revenues		Customer Satisfaction
	Actual	Business Plan	End-point	Passenger	Actual	Actual	Business Plan	Actual
October-18	162,458	142,810	91.3%	90.7%	64.5%	\$3,281,922	\$3,017,948	93.4
November-18	147,786	142,503	84.4%	82.7%	65.2%	\$3,411,135	\$3,011,469	89.0
December-18		125,411					\$2,650,272	
January-19		128,471					\$2,714,930	
February-19		125,713					\$2,656,641	
March-19		146,799					\$3,102,263	
April-19		141,289					\$2,985,817	
May-19		150,934					\$3,189,630	
June-19		144,508					\$3,053,835	
July-19		132,513					\$2,800,343	
August-19		148,855					\$3,145,705	
September-19		140,595					\$2,971,146	
<b>Total YTD</b>	<b>310,244</b>	<b>285,313</b>	<b>88%</b>	<b>87%</b>	<b>65%</b>	<b>\$6,693,057</b>	<b>\$6,029,418</b>	<b>91.2</b>
<b>Previous YTD</b>	<b>293,649</b>	<b>--</b>	<b>90%</b>	<b>93%</b>	<b>59%</b>	<b>\$6,309,640</b>	<b>--</b>	<b>85.5</b>
<b>YTD Change</b>	<b>5.7%</b>	<b>8.7%</b>	<b>-2.3%</b>	<b>-6.1%</b>	<b>10.5%</b>	<b>6.1%</b>	<b>11.0%</b>	<b>6.6%</b>
<b>Annual Standard/Measure</b>		<b>1,670,400</b>	<b>90%</b>	<b>90%</b>	<b>52%</b>		<b>\$35,300,000</b>	<b>89.7</b>

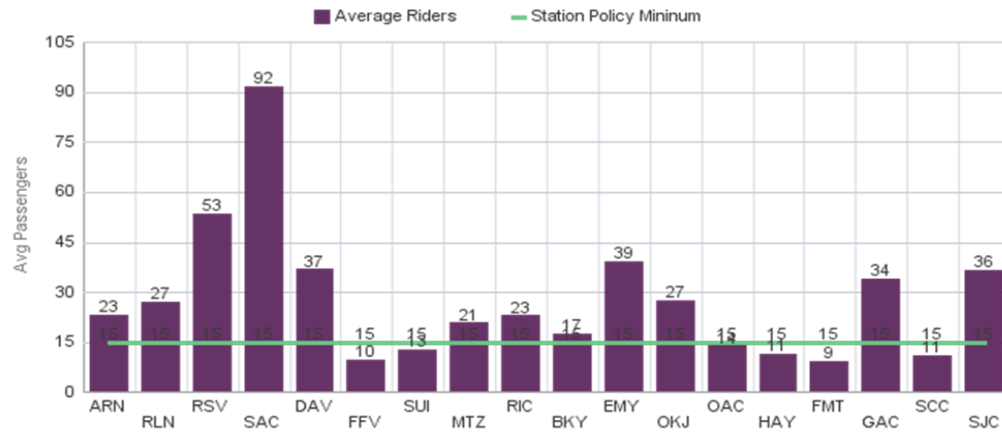
a) Standard developed by CCJPA in annual business plan update and approved by the California State Transportation Agency

b) This standard measures total revenues (farebox and other operating credits) divided by total expenses (Amtrak operations + CCJPA Call Center)

## Capitol Corridor Station Activity - Minimum Station boarding and alightings

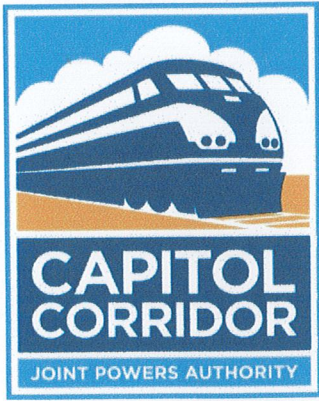
Highest Average Number of Passengers on a train by Station  
Between **10/01/2018** and **12/31/2018**

Total Number of Passengers on board by Station



Station Code	Board Count	Alight Count	Average Riders	Meet Criteria
ARN	2,399	1,818	22.9	Y
BKY	22,111	21,954	17.5	Y
DAV	47,797	44,737	36.7	Y
EMY	48,778	49,820	39.1	Y
FFV	12,169	12,504	9.8	N
FMT	5,767	6,180	9.3	N
GAC	23,316	20,451	34.0	Y
HAY	6,788	7,757	11.3	N
MTZ	25,112	26,952	20.7	Y
OAC	10,169	12,185	13.7	N
OKJ	34,935	34,187	27.4	Y
RIC	27,593	30,021	22.9	Y
RLN	2,755	2,176	26.8	Y
RSV	5,111	4,702	53.3	Y
SAC	116,846	113,989	91.6	Y
SCC	7,335	6,619	10.9	N
SJC	22,878	24,022	36.5	Y
SUI	15,399	16,537	12.7	N





Date: January 7, 2019

To: Chair Lucas Frerichs, CCJPA Board of Directors  
Chair-Elect Rebecca Saltzman, CCJPA Board of Directors

Cc: CCJPA Board of Directors  
Grace Crunican, BART General Manager/CCJPA Executive Director

From: David B. Kutrosky, Managing Director

SUBJECT: **Notice of Retirement**

After nearly 22 years of being on the CCJPA team, I am respectfully announcing my intention to retire as the Managing Director of the CCJPA in mid-2019, likely in early July. I have apprised Grace Crunican, CCJPA Executive Director, of my intention to retire to allow ample time for the recruitment of my successor and to ensure an orderly transition, as has been the practice with the recruitment of this position.

I am blessed and fortunate to have been part of the growth and success of Capitol Corridor, which has become one of the leading intercity passenger train services in the nation. Over the last two decades, the CCJPA has blazed a trail of accomplishments for the Capitol Corridor:

- Increasing service levels by 275% that led to sustained growth in ridership [+269%] and revenue [+471%];
- Implementing Positive Train Control and other safety projects to protect our passengers, employees, and the communities along the route;
- Introducing the cleanest-burning diesel-electric locomotives into revenue service;
- Establishing a gold standard for customer service with the highest ratings for On-Time Performance and friendliness of train crews;
- Setting a path forward using new funding sources to reduce travel times and increase frequencies to hourly service from Placer County to San Jose; and
- Remaining steadfast towards financial and environmental sustainability.

All these accomplishments would not have occurred without the support from the BART organization, the dedication and professionalism of CCJPA staff, the commitment from the CCJPA's service partners (Caltrans, Union Pacific Railroad, Amtrak, and Caltrain) and most importantly the leadership and direction from you, the CCJPA Board of Directors.

I am truly grateful to have worked with such a talented group of innovative people in my 22 years with the CCJPA. My deepest thanks for your support and confidence in me.