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# A G E N D A

**PLACER COUNTY TRANSPORTATION PLANNING AGENCY  
PLACER COUNTY AIRPORT LAND USE COMMISSION  
WESTERN PLACER CONSOLIDATED TRANSPORTATION SERVICES AGENCY**

**Wednesday, April 24, 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** **Action**  
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: March 27, 2019** **Action**  
Pg. 1
- E. Agenda Review**
- F. Public Comment**
- G. Consent Calendar: Placer County Transportation Planning Agency** **Action**  
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. 2018 Highway Infrastructure Program (HIP) Apportionments
  2. FY 2017/2018 TDA Financial Audits (under separate cover)
  3. FY 2018/19 City of Lincoln Claim for Local Transportation Funds (LTF) - \$2,682,645 **Pg. 6**
  4. FY 2018/19 City of Lincoln Claim for State Transit Assistance (STA) Funds - \$322,843 **Pg. 11**

**Board of Directors Meeting Agenda**  
**PLACER COUNTY TRANSPORTATION PLANNING AGENCY**  
**AIRPORT LAND USE COMMISSION**  
**WESTERN PLACER CONSOLIDATED TRANSPORTATION SERVICE AGENCY**  
**April 24, 2019**  
**Page 2**

- 5. Reprogram PCTPA Congestion Mitigation & Air Quality (CMAQ) Funds from Highway 49 Sidewalk Gap Closure to City of Auburn Nevada Street Pedestrian and Bicycle Facilities Pg. 16
- 6. FY 2018/19 Town of Loomis Claim for Local Transportation Funds (LTF) - \$376,752 Pg. 18
- 7. FY 2018/19 Town of Loomis Claim for State Transit Assistance (STA) Funds - \$45,341 Pg. 22
- 8. FY 2018/19 City of Lincoln Claim for Transportation Development Act (TDA) Bicycle and Pedestrian Funds - \$171,548 Pg. 27

**H. Consent Calendar: Western Placer Consolidated Transportation Services Agency Action Pg. 31**

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

- 1. FY 2019/20 South Placer County Transportation Call Center Budget - \$567,710 Pg. 32

**I. 9:00 A.M. PUBLIC HEARING: Consideration of an Appeal of the Consistency Determination for the Verizon Cell Tower Minor Use Permit Modification Action Pg. 33**

*Staff presentation by David Melko*

**J. Transportation Funding Outreach-Expenditure Plan Action Pg. 57**

Recommend approval in concept of the attached expenditure plan for the funding outreach program.

*Staff presentation by Mike Luken*

**K. Highway 65 Widening Phase 1 Consultant Contract and Project Update Action Pg. 60**

Authorize the Executive Director to negotiate and sign a budget adjustment, not to exceed \$795,000, with CH2M/Jacobs for services to complete the final design to make the Highway 65 Phase 1 Project ready for construction.

*Staff presentation by Luke McNeel-Caird*

**L. Executive Director's Report Info**

**M. Board Direction to Staff**

**Board of Directors Meeting Agenda  
 PLACER COUNTY TRANSPORTATION PLANNING AGENCY  
 AIRPORT LAND USE COMMISSION  
 WESTERN PLACER CONSOLIDATED TRANSPORTATION SERVICE AGENCY  
 April 24, 2019  
 Page 3**

<b>N.</b>	<b>Informational Items</b>	<b>Info</b>
1.	TAC Minutes – April 9, 2019	Pg. 61
2.	Status Reports	
	a. AIM Consulting – March 2019	Pg. 64
	b. Key Advocates – March 2019	Pg. 67
	c. FSB – March 2019	Pg. 72
	d. Smith, Watts & Hartman – March 2019	Pg. 74
	e. Capitol Corridor Monthly Performance Report – March 2019	Pg. 75
	f. Newspaper Articles	Pg. 79
3.	PCTPA Receipts and Expenditures – March 2019	<i>Under separate cover</i>

***Next Regularly Scheduled PCTPA Board Meeting  
 May 22, 2019 – 3:00 PM***

*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) 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 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 – 3:00 PM	Wednesday, December 4
Wednesday, June 26	



# MINUTES

**REGULAR MEETING OF THE  
Placer County Transportation Planning Agency  
Western Placer Consolidated Transportation Services Agency  
Airport Land Use Commission**

**March 27, 2019 at 9:00 AM  
Placer County Board of Supervisors Chambers  
175 Fulweiler Avenue  
Auburn, CA 95603**

## **ROLL CALL**

John Allard  
Ken Broadway  
Trinity Burruss, Vice Chair  
Clark-Crets  
Gore  
Jim Holmes, Chair  
Paul Joiner  
Cheryl Maki  
Jaime Wright

## **STAFF**

Kathleen Hanley  
Aaron Hoyt  
Shirley LeBlanc  
Mike Luken, Executive Director  
Luke McNeel-Caird, Deputy Executive Director  
David Melko  
Solvi Sabol

## **CLOSED SESSION**

After the PCTPA Board returned from Closed Session, Chair Holmes announced that a conference was held with legal counsel and staff on the closed session item identified on the agenda and that the PCTPA Board gave direction to staff.

## **APPROVAL OF ACTION MINUTES – FEBRUARY 27, 2019**

Upon motion by Joiner and second by Broadway, the minutes of February 27, 2019 minutes were unanimously approved.

## **PUBLIC COMMENT**

There was no public comment received.

## **CONSENT CALENDAR: PLACER COUNTY TRANSPORTATION PLANNING AGENCY**

It was moved, seconded (Broadway/Gore) and passed by unanimous vote that the following PCTPA Consent items be approved:

1. FY 2018/19 Low Carbon Transit Operations Program (LCTOP) Fund Allocation Estimate
2. FY 2019/20 Preliminary State of Good Repair (SGR) Fund Allocation Estimate
3. FY 2018/19 City of Rocklin Claim for Transportation Development Act (TDA) Bicycle and Pedestrian Funds - \$132,262

**CONSENT CALENDAR: WESTERN LACER COUNTY TRANSPORTATION PLANNING AGENCY**

It was moved, seconded (Broadway/Gore) and passed by unanimous vote that the following Consent items be approved:

1. FY 2018/19 Budget Amendment #2

**PUBLIC HEARING: AIRPORT LAND USE COMMISSION – PLACER COUNTY GOVERNMENT CENTER MASTER PLAN UPDATE CONSISTENCY REVIEW**

**DETERMINATION:** David Melko, Senior Transportation Planner, presented the staff report and gave an overview of the of the Placer County Government Center as it relates to the Airport Land Use Commission.

It was moved, seconded (Joiner/Allard) to find that the Placer County Government Center Master Plan Update, including General Plan Amendment, Auburn/Bowman Community Plan Amendment, Rezone and Zoning Text Amendment is consistent with the Placer County Airport Land Use Compatibility Plan subject to the recommendations shown on Attachment 1 as provided in the agenda packet.

**SACOG METROPOLITAN TRANSPORTATION PLAN/SUSTAINABLE COMMUNITIES STRATEGY ELECTED OFFICIALS PRESENTATION**

Mike Luken, Executive Director, introduced James Corless, SACOG Executive Director, who provided a presentation on the Metropolitan Transportation Plan/Sustainable Communities Strategy.

**FY 2018/19 OVERALL WORK PROGRAM (OWP) AND BUDGET – AMENDMENT #2**

Luke McNeel-Caird, Deputy Executive Director, presented the staff report. It was moved/seconded (Gore/Broadway) and passed by unanimous vote that the Board adopt Resolution No. 19-02, approving the FY 2018/19 Overall Work Program and Budget (OWP) – Amendment #2; and authorize the Executive Director to submit the OWP to Caltrans.

**APPOINTMENT OF CAPITOL CORRIDOR JOINT POWERS AUTHORITY REPRESENTATIVES FROM THE PCTPA BOARD**

Mike Luken, Executive Director, presented the staff report. It was moved/seconded (Joiner/Broadway) to appoint John Allard as a regular member and Cheryl Maki as an Alternate (with Chair Holmes continuing as a regular member) to served on the Capitol Corridor Joint Powers Authority Board of Directors.

**TRANSPORTATION FUNDING OUTREACH – POLLING UPDATE**

Mike Luken, Executive Director, introduced Curt Below, FM3 who presented on the February 2019 transportation-funding polling of south Placer County. Mike Luken provided information on the next steps of the funding strategy process.

## **EXECUTIVE DIRECTOR'S REPORT**

Mike Luken, Executive Director, explained that the Executive Director's report was provided in the agenda. Mr. Luken reported that Caltrans will start turning on the ramp meters on from Monday through Friday 6 am to 6 pm, and Saturday and Sunday from 10 am to 7 pm on Highway 65 in the next few weeks.

## **ADOURN**

Chair Holmes adjourned the meeting at approximately 11:00 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/agendas2019/>.

**TO: PCTPA Board of Directors**

**DATE: April 24, 2019**

**FROM: Michael Luken, Executive Director**

**SUBJECT: CONSENT CALENDAR**

Below are the Consent Calendar items for the April 24, 2019 agenda for your review and action.

1. 2018 Highway Infrastructure Program (HIP) Apportionments  
The 2018 Federal Appropriations Act included additional funding under the Highway Infrastructure Program. The total apportionment to California was approximately \$185 million, with \$886,297 distributed to PCTPA based on Caltrans distribution formula. The HIP funding has specific deadlines on expenditures and no deadline extensions are allowed. The PCTPA Board approved allocating \$300,000 of HIP funding to the Highway 49 Sidewalk Gap Closure project in August 2018. PCTPA Board approval is requested to allocate the remaining \$586,297 of HIP funding to the design and right-of-way phase of the I-80 Auxiliary Lanes project, which will provide regional improvements to reduce congestion and improve safety along I-80. The PCTPA TAC has concurred with this request and staff recommends Board approval.
2. FY 2017/2018 TDA Financial Audits (under separate cover)  
Staff recommends acceptance of the Transportation Development Act (TDA) Financial Audits for fiscal year 2017/2018 for the Cities of Auburn, Colfax, Lincoln, Rocklin, Roseville, the Town of Loomis, and Placer County. The TDA requires an annual financial and compliance audit of agencies receiving TDA funds as well as those agencies receiving Proposition 1B Public Transportation Modernization, Improvement, and Service Enhancement Account (PTMISEA) and Low Carbon Transit Operations Program (LCTOP) funds. All audits have been submitted to the State Controller's Office as required.
3. FY 2018/19 City of Lincoln Claim for Local Transportation Funds (LTF) - \$2,682,645  
The City of Lincoln submitted claims for \$2,682,645 in LTF funds for FY 2018/19 - \$2,589,240 for streets and roads purposes and \$93,405 for transit. The City's claims are in compliance with the approved LTF apportionment, and all transit needs that are reasonable to meet are being provided. The City has complied with the annual Fiscal and Compliance Audit for the fiscal year ending June 30, 2018. Staff recommends approval and issuance of instructions to the County Auditor to pay the claimant in full.
4. FY 2018/19 City of Lincoln Claim for State Transit Assistance (STA) Funds - \$322,843  
The City of Lincoln submitted a claim for \$322,843 in STA funds for FY 2018/19 for transit purposes. The City's claim is in compliance with the approved STA apportionment and with all applicable STA requirements. Staff recommends approval.

5. Reprogram PCTPA Congestion Mitigation & Air Quality (CMAQ) Funds from Highway 49 Sidewalk Gap Closure to City of Auburn Nevada Street Pedestrian and Bicycle Facilities  
On September 27, 2017, the PCTPA Board approved CMAQ project funding recommendations for FY 2019/20 through FY 2021/22. The City of Auburn is currently moving forward with construction of the Nevada Street Pedestrian and Bicycle Facilities; however, additional funding is needed to award the construction contract. The City of Auburn has an Active Transportation Program (ATP) grant in the amount of \$799,000 that will be lost if the project is not constructed, which would negatively affect other Placer County jurisdictions ability to compete for ATP grants. To ensure the project is delivered, the City of Auburn is dedicating \$500,000 from their general fund. To close the funding gap needed for construction, PCTPA Board approval is requested to reprogram \$500,000 CMAQ funds approved for the PCTPA Highway 49 Sidewalk Gap Closure to construction funding for the City of Auburn Nevada Street Pedestrian and Bicycle Facilities. The City of Auburn will reimburse the \$500,000 as part of future CMAQ call for projects through the attached funding agreement with PCTPA. The PCTPA TAC has concurred with this request on April 9, 2019, and staff recommends Board approval.
6. FY 2018/19 Town of Loomis Claim for Local Transportation Funds (LTF) - \$376,752  
The Town of Loomis submitted claims for \$376,752 in LTF funds for FY 2018/19 for streets and roads purposes. The Town's claims are in compliance with the approved LTF apportionment, and all transit needs that are reasonable to meet are being provided. The City has complied with the annual Fiscal and Compliance Audit for the fiscal year ending June 30, 2018. Staff recommends approval and issuance of instructions to the County Auditor to pay the claimant in full.
7. FY 2018/19 Town of Loomis Claim for State Transit Assistance (STA) Funds - \$45,341  
The Town of Loomis submitted a claim for \$45,341 in STA funds for FY 2018/19 for transit purposes. The Town's claim is in compliance with the approved STA apportionment and with all applicable STA requirements. Staff recommends approval.
8. FY 2018/19 City of Lincoln Claim for Transportation Development Act (TDA) Bicycle and Pedestrian Funds - \$171,548  
The City of Lincoln submitted a TDA Bicycle and Pedestrian claim for \$171,548 in FY 2018/19. The City is requesting \$96,552 for the Bike Facilities on 3<sup>rd</sup> and O project and \$74,996 for the Bikeways Master Plan update. The City is also requesting to rescind the FY 16/17 pedestrian and bicycle claim (resolution #16-31) for \$43,175 and reallocate the funds to the Bike Facilities on 3<sup>rd</sup> and O Project. Staff recommends approval.

MWL:ss



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

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

FROM: CLAIMANT: City of Lincoln  
ADDRESS: 600 Sixth Street  
Lincoln CA 95648  
CONTACT PERSON: Ruthann Codina  
Phone: 916-434-2437 Email: ruthann.codina@lincolnca.gov

The City of Lincoln hereby requests, in accordance with the State of California Public Utilities Code, commencing with Section 99200 and the California Code of Regulations commencing with Section 6600, that this claim for Local Transportation Funds be approved for Fiscal Year 2018/2019, in the following amounts for the following purposes to be drawn from the Local Transportation Fund deposited with the Placer County Treasurer:

P.U.C. 99260a, Article 4, Transit Operations/Capital:	\$ _____
P.U.C. 99275, Article 4.5, Community Transit Services:	\$ _____
P.U.C. 99400c, Article 8c, Contracted Transit Services:	\$ <u>93,405</u>
C.C.R. 6648, Capital Reserve:	\$ _____
P.U.C. 99400e, Article 8e, Capital for Contracted Services:	\$ _____

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

**APPROVED:**

PLACER COUNTY  
TRANSPORTATION PLANNING AGENCY  
BOARD OF DIRECTORS

APPLICANT

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

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

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

TITLE: Interim City Manager

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

DATE: 3/1/2019

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

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

FROM: CLAIMANT: City of Lincoln  
ADDRESS: 600 Sixth Street  
Lincoln CA 95648  
CONTACT PERSON: Ruthann Codina  
Phone: 916-434-2437 Email: ruthann.codina@lincolnca.gov

The City of Lincoln hereby requests, in accordance with the State of California Public Utilities Code commencing with Section 99200 and the California Code of Regulations commencing with Section 6600, that this claim for Local Transportation Funds be approved for Fiscal Year 2018/2019, for street and road purposes (P.U.C. 99400a) in the amount of \$ 2,589,240 to be drawn from the Local Transportation Fund deposited with the Placer County Treasurer:

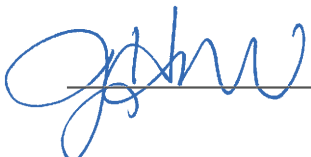
When approved, this claim will be transmitted to the Placer County Auditor for payment. Approval of the claim and payment by the County Auditor to the applicant is subject to such monies being available for distribution, and to the provisions that such monies will be used only in accordance with the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

**APPROVED:**

PLACER COUNTY  
TRANSPORTATION PLANNING AGENCY  
BOARD OF DIRECTORS

APPLICANT

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

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

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

TITLE: Interim City Manager

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

DATE: 3/1/2019

**TDA ANNUAL PROJECT AND FINANCIAL PLAN**

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

Claimant: \_\_\_\_\_ City of Lincoln \_\_\_\_\_

Fiscal Year: \_\_\_\_\_ *2018/2019* \_\_\_\_\_

<b><u>Brief Project Description</u></b>	<b><u>Project Cost</u></b>	<b><u>Source of Funding &amp; Amount</u></b>
Transit Operations	\$1,318,509	Carryover \$731,261 FTA Oper Assist cr from PCT \$171,000 18/19 STA Transit \$322,843 18/19 LTF Transit \$93,405
Streets and Roads Operations	\$3,667,796	Carryover \$1,076,256 Interest \$2,300 18/19 LTF Streets & Roads \$2,589,240

# PLACER COUNTY TRANSPORTATION PLANNING AGENCY

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

**RESOLUTION NO. 19-05**

The following resolution was duly passed by the Placer County Transportation Planning Agency at a regular meeting held April 24, 2019 by the following vote on roll call:

Ayes:

Noes:

Absent:

Signed and approved by me after its passage.

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Chair  
Placer County Transportation Planning Agency

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Executive Director

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

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

NOW, THEREFORE, BE IT RESOLVED that the Agency has reviewed the claim and has made the following allocations from the 2018/2019 fiscal year funds.

1. To the City of Lincoln for Contracted Transit Services  
Conforming to Article 8 – Section 99260(c) of the Act: \$ 93,405
2. To the City of Lincoln for Streets and Roads purposes  
conforming to Article 8 – Section 99400(a) of the Act \$ 2,589,240

BE IT FURTHER RESOLVED that allocation instructions are hereby approved for the County

**RESOLUTION 2019 - 041**

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF LINCOLN APPROVING AND AUTHORIZING THE EXECUTION OF THE 2018/19 LOCAL TRANSPORTATION FUNDS AND 2018/19 STATE TRANSIT ASSISTANCE CLAIMS TO THE PLACER COUNTY TRANSPORTATION PLANNING AGENCY.

**WHEREAS**, the California Public Utilities Code commencing with Section 99200 and the California Code of Regulations commencing with Section 6600 authorizes local transportation funding available through the Local Transportation Fund established by the Transportation Development Act; and

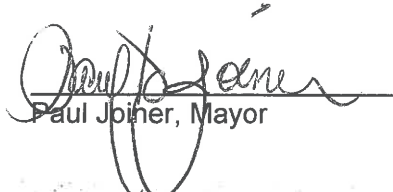
**WHEREAS**, the Placer County Transportation Planning Agency is authorized to receive and approve all claims for Local Transportation Funds and State Transit Assistance funds.

**NOW, THEREFORE BE IT RESOLVED**, that the City Council of the City of Lincoln does hereby approve the 2018/2019 Transportation Development Act Claim(s) to the Placer County Transportation Planning Agency as follows:

\$93,405 of Local Transportation Funds for Transit purposes; \$322,843 of State Transit Assistance for Transit Operations; \$2,589,240 of Local Transportation Funds for Streets and Roads; and \$171,548 of Local Transportation assistance for Bicycle/Pedestrian purposes for the fiscal year 2018/19.

PASSED AND ADOPTED this 26th day of February, 2019.

AYES: COUNCILMEMBERS: Gilbert, Karleskint, Andreatta, Silhi, Joiner  
NOES: COUNCILMEMBERS:  
ABSENT: COUNCILMEMBERS:

  
Paul Joiner, Mayor


ATTEST:

  
Gwen Scanlon, City Clerk

I hereby certify that this is a true and correct copy of

Resolution 2019-041

adopted by the City of Lincoln City Council on the following date February 26, 2019.

  
City Clerk

**CLAIM FOR STATE TRANSIT ASSISTANCE FUNDS**

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

FROM: CLAIMANT: City of Lincoln  
ADDRESS: 600 Sixth Street  
Lincoln CA 95648  
CONTACT PERSON: Ruthann Codina  
Phone: 916-434-2437 Email: ruthann.codina@lincolnca.gov

The City of Lincoln hereby requests, in accordance with the State of California Public Utilities Code commencing with Section 99200 and the California Code of Regulations commencing with Section 6600, that this claim for State Transit Assistance be approved in the amount of \$ 322,843 for Fiscal Year 2018/2019, in the following amounts for the following purposes to be drawn from the State Transit Assistance fund deposited with the Placer County Treasurer.

Transit Operations (6730a):	\$ _____
Transit Capital (6730a):	\$ _____
Contracted Transit Services (6731b):	\$ <u>322,843</u>
Community Transit Services Provided by WPCTSA (6731.1):	\$ _____

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

**APPROVED:**

PLACER COUNTY  
TRANSPORTATION PLANNING AGENCY  
BOARD OF DIRECTORS

APPLICANT

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

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

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

TITLE: Interim City Manager

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

DATE: 3/1/2019

**TDA ANNUAL PROJECT AND FINANCIAL PLAN**

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

Claimant: \_\_\_\_\_ City of Lincoln \_\_\_\_\_

Fiscal Year: \_\_\_\_\_ *2018/2019* \_\_\_\_\_

<b><u>Brief Project Description</u></b>	<b><u>Project Cost</u></b>	<b><u>Source of Funding &amp; Amount</u></b>
Transit Operations	\$1,318,509	Carryover \$731,261 FTA Oper Assist cr from PCT \$171,000 18/19 STA Transit \$322,843 18/19 LTF Transit \$93,405
Streets and Roads Operations	\$3,667,796	Carryover \$1,076,256 Interest \$2,300 18/19 LTF Streets & Roads \$2,589,240

# PLACER COUNTY TRANSPORTATION PLANNING AGENCY

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

**RESOLUTION NO. 19-06**

The following resolution was duly passed by the Placer County Transportation Planning Agency at a regular meeting held April 24, 2019 by the following vote on roll call:

AYES:

NOES:

ABSENT:

Signed and approved by me after its passage.

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Chair  
Placer County Transportation Planning Agency

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Executive Director

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

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

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

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



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

Allocation to the City of Lincoln of \$322,843 in State Transit Assistance Funds (PUC 99313) for contracted transit services (section 6731b) in FY 2018/19.

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

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

**RESOLUTION 2019 - 041**

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF LINCOLN APPROVING AND AUTHORIZING THE EXECUTION OF THE 2018/19 LOCAL TRANSPORTATION FUNDS AND 2018/19 STATE TRANSIT ASSISTANCE CLAIMS TO THE PLACER COUNTY TRANSPORTATION PLANNING AGENCY.

**WHEREAS**, the California Public Utilities Code commencing with Section 99200 and the California Code of Regulations commencing with Section 6600 authorizes local transportation funding available through the Local Transportation Fund established by the Transportation Development Act; and

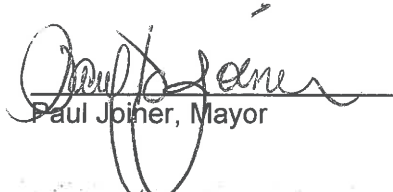
**WHEREAS**, the Placer County Transportation Planning Agency is authorized to receive and approve all claims for Local Transportation Funds and State Transit Assistance funds.

**NOW, THEREFORE BE IT RESOLVED**, that the City Council of the City of Lincoln does hereby approve the 2018/2019 Transportation Development Act Claim(s) to the Placer County Transportation Planning Agency as follows:


\$93,405 of Local Transportation Funds for Transit purposes; \$322,843 of State Transit Assistance for Transit Operations; \$2,589,240 of Local Transportation Funds for Streets and Roads; and \$171,548 of Local Transportation assistance for Bicycle/Pedestrian purposes for the fiscal year 2018/19.

PASSED AND ADOPTED this 26th day of February, 2019.

AYES: COUNCILMEMBERS: Gilbert, Karleskint, Andreatta, Silhi, Joiner  
NOES: COUNCILMEMBERS:  
ABSENT: COUNCILMEMBERS:

  
Paul Joiner, Mayor


ATTEST:

  
Gwen Scanlon, City Clerk

I hereby certify that this is a true and correct copy of

Resolution 2019-041

adopted by the City of Lincoln City Council on the following date February 26, 2019.

  
City Clerk

April 24, 2019

Robert Richardson, City Manager  
City of Auburn  
1225 Lincoln Way  
Auburn, CA 95603

**SUBJECT: FUNDING AGREEMENT BETWEEN THE CITY OF AUBURN AND THE PLACER COUNTY TRANSPORTATION PLANNING AGENCY FOR THE NEVADA STREET PEDESTRIAN AND BICYCLE FACILITIES PROJECT**

Dear Mr. Richardson:

This agreement, when countersigned, establishes the terms of a federal Congestion Mitigation & Air Quality (CMAQ) funding agreement between the Placer County Transportation Planning Agency (“PCTPA”) and the City of Auburn (the “City”) for the Nevada Street Pedestrian and Bicycle Facilities Project.

- 1. Funding Agreement:** The City is currently moving forward with construction of the Nevada Street Pedestrian and Bicycle Facilities, which has already received CMAQ funding. However, additional funding is needed to award the construction contract. This Funding Agreement establishes a loan of \$500,000 from PCTPA to the City. Upon PCTPA Board approval, the funding will be loaned from CMAQ funds currently awarded to the PCTPA Highway 49 Sidewalk Gap Closure project. The funds will be used for the City’s Nevada Street Pedestrian and Bicycle Facilities project.
- 2. Term:** This loan is needed to ensure the City delivers the state Active Transportation Program (ATP) grant of \$799,000 received from the California Transportation Commission for the Nevada Street Pedestrian and Bicycle Facilities project. The City agrees to use the CMAQ funds for the construction of the Nevada Street Pedestrian and Bicycle Facilities project by the ATP deadline of August 2020.
- 3. Loan Repayment:** The City will reimburse PCTPA \$500,000 in federal CMAQ funds awarded to the City during the next CMAQ call for projects, anticipated in early 2020. If the City is awarded less than \$500,000 in CMAQ funds during the call for projects anticipated in 2020, it shall reimburse PCTPA for the remaining amount owed through CMAQ funds awarded in the following call for projects.

**City of Auburn Funding Agreement**

**April 24, 2019**

**Page 2**

If this Funding Agreement meets your approval, please sign and return one copy. You may retain a copy for your own records. Questions concerning this Funding Agreement should be directed to Luke McNeel-Caird of my staff at (530) 823-4033.

---

Michael W. Luken, Executive Director      Date  
Placer County Transportation Planning Agency

---

Robert Richardson, City Manager      Date  
City of Auburn

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

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

FROM: CLAIMANT: Town of Loomis  
ADDRESS: PO Box 1330  
Loomis, CA 95650  
CONTACT PERSON: Roger Carroll  
Phone: 916-652-1840 Email: rcarroll@loomis.ca.gov

The Town of Loomis hereby requests, in accordance with the State of California Public Utilities Code commencing with Section 99200 and the California Code of Regulations commencing with Section 6600, that this claim for Local Transportation Funds be approved for Fiscal Year 2018/2019, for street and road purposes (P.U.C. 99400a) in the amount of \$ 376,752 to be drawn from the Local Transportation Fund deposited with the Placer County Treasurer:

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

APPROVED:

PLACER COUNTY  
TRANSPORTATION PLANNING AGENCY  
BOARD OF DIRECTORS

APPLICANT

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

BY:   
(signature)

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

TITLE: Town Manager

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

DATE: 3/25/19

**TDA ANNUAL PROJECT AND FINANCIAL PLAN**

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

Claimant: Town of Loomis

Fiscal Year: 2018/2019

<b><u>Brief Project Description</u></b>	<b><u>Project Cost</u></b>	<b><u>Source of Funding &amp; Amount</u></b>
Transit Operation	\$ 50,665	STA \$45,341 Fund Reserves \$ 5,324
Streets and Roads Maintenance	\$ 2,151,075	LTF \$ 376,752 Interest \$ 200 Other Grants \$1,778,664 General Fund \$ 4,459

# PLACER COUNTY TRANSPORTATION PLANNING AGENCY

**IN THE MATTER OF: ALLOCATION OF  
LOCAL TRANSPORTATION FUNDS TO  
THE TOWN OF LOOMIS**

**RESOLUTION NO. 19-07**

The following resolution was duly passed by the Placer County Transportation Planning Agency at a regular meeting held April 24, 2019 by the following vote on roll call:

Ayes:

Noes:

Absent:

Signed and approved by me after its passage.

---

Chair  
Placer County Transportation Planning Agency

---

Executive Director

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

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

NOW, THEREFORE, BE IT RESOLVED that the Agency has reviewed the claim and has made the following allocations from the 2018/19 fiscal year funds.

1. To the Town of Loomis for Streets and Roads purposes  
conforming to Article 8 – Section 99400(a) of the Act: \$ 376,752

BE IT FURTHER RESOLVED that allocation instructions are hereby approved for the County Auditor to pay the claimants. Claimant must submit a complete Fiscal and Compliance Audit for the fiscal year ending June 30, 2018, prior to issuance of said instructions to the County Auditor to pay the claimant.

**TOWN OF LOOMIS**

**RESOLUTION NO. 19 - 12**

**A RESOLUTION OF THE TOWN COUNCIL OF THE TOWN OF LOOMIS  
AUTHORIZING SUBMITTAL OF CLAIMS FOR LOCAL TRANSPORTATION  
AND AUTHORIZING  
THE TOWN MANAGER TO EXECUTE**

WHEREAS, funds are available through Local Transportation Funds and State Transit Assistance funds for street and road purposes and transit purposes are available; and

WHEREAS, it is necessary to file appropriate claim forms to receive these funds; and

WHEREAS, the Town of Loomis desires to utilize these funds;

NOW, THEREFORE, IT IS HEREBY RESOLVED that the Town Council of the Town of Loomis does hereby declare as follows:

The Town Manager is hereby authorized and directed to execute the claim forms for:

\$ 376,752 TDA Article 8a (streets and roads)  
\$ 45,341 STA 6731b

PASSED AND ADOPTED this 12<sup>th</sup> day of March 2019 by the following vote:

AYES: Baker, Clark-Crets, Duncan, Morillas, Onderko  
NOES: None  
ABSENT: None  
ABSTAIN: None

ATTEST:

  
\_\_\_\_\_  
Mayor Tim Onderko

  
\_\_\_\_\_  
Town Clerk



**CLAIM FOR STATE TRANSIT ASSISTANCE FUNDS**

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

FROM: CLAIMANT: Town of Loomis  
ADDRESS: PO Box 1330  
Loomis, CA 95650  
CONTACT PERSON: Roger Carroll  
Phone: 916-652-1840 Email: rcarroll@loomis.ca.gov

The Town of Loomis hereby requests, in accordance with the State of California Public Utilities Code commencing with Section 99200 and the California Code of Regulations commencing with Section 6600, that this claim for State Transit Assistance be approved in the amount of \$ 45,341 for Fiscal Year 2018/2019, in the following amounts for the following purposes to be drawn from the State Transit Assistance fund deposited with the Placer County Treasurer.

Transit Operations (6730a):	\$ _____
Transit Capital (6730a):	\$ _____
Contracted Transit Services (6731b):	\$ <u>45,341</u>
Community Transit Services Provided by WPCTSA (6731.1):	\$ _____

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

**APPROVED:**

PLACER COUNTY  
TRANSPORTATION PLANNING AGENCY  
BOARD OF DIRECTORS

APPLICANT

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

BY:   
(signature)

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

TITLE: Town Manager

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

DATE: 3/25/19

**TDA ANNUAL PROJECT AND FINANCIAL PLAN**

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

Claimant: Town of Loomis

Fiscal Year: 2018/2019

<b><u>Brief Project Description</u></b>	<b><u>Project Cost</u></b>	<b><u>Source of Funding &amp; Amount</u></b>
Transit Operation	\$ 50,665	STA \$45,341 Fund Reserves \$ 5,324
Streets and Roads Maintenance	\$ 2,151,075	LTF \$ 376,752 Interest \$ 200 Other Grants \$1,778,664 General Fund \$ 4,459

# PLACER COUNTY TRANSPORTATION PLANNING AGENCY

**IN THE MATTER OF: ALLOCATION OF  
STATE TRANSIT ASSISTANCE FUNDS TO  
THE TOWN OF LOOMIS**

**RESOLUTION NO. 19-08**

The following resolution was duly passed by the Placer County Transportation Planning Agency at a regular meeting held April 24, 2019 by the following vote on roll call:

AYES:

NOES:

ABSENT:

Signed and approved by me after its passage.

---

Chair  
Placer County Transportation Planning Agency

---

Executive Director

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

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

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

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

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

Plan.

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

Allocation to the Town of Loomis of \$45,341 in State Transit Assistance Funds (PUC 99313) for contracted transit services (section 6731b) in FY 2018/19.

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

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

**TOWN OF LOOMIS**

**RESOLUTION NO. 19 - 12**

**A RESOLUTION OF THE TOWN COUNCIL OF THE TOWN OF LOOMIS  
AUTHORIZING SUBMITTAL OF CLAIMS FOR LOCAL TRANSPORTATION  
AND AUTHORIZING  
THE TOWN MANAGER TO EXECUTE**

WHEREAS, funds are available through Local Transportation Funds and State Transit Assistance funds for street and road purposes and transit purposes are available; and

WHEREAS, it is necessary to file appropriate claim forms to receive these funds; and

WHEREAS, the Town of Loomis desires to utilize these funds;

NOW, THEREFORE, IT IS HEREBY RESOLVED that the Town Council of the Town of Loomis does hereby declare as follows:

The Town Manager is hereby authorized and directed to execute the claim forms for:

\$ 376,752 TDA Article 8a (streets and roads)  
\$ 45,341 STA 6731b

PASSED AND ADOPTED this 12<sup>th</sup> day of March 2019 by the following vote:

AYES: Baker, Clark-Crets, Duncan, Morillas, Onderko  
NOES: None  
ABSENT: None  
ABSTAIN: None

ATTEST:

  
\_\_\_\_\_  
Mayor Tim Onderko

  
\_\_\_\_\_  
Town Clerk

**CLAIM FOR BICYCLE AND PEDESTRIAN FUNDS**

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

FROM: CLAIMANT: City of Lincoln  
ADDRESS: 600 Sixth Street  
Lincoln CA 95648  
CONTACT PERSON: Ruthann Codina  
Phone: 916-434-2437 Email: ruthann.codina@lincolnca.gov

The City of Lincoln hereby requests, in accordance with the State of California Public Utilities Code, AS AMENDED (Chapter 3, Section 99234), that this claim for Bicycle and Pedestrian funds in the amount of \$ 171,548 be approved for Fiscal Year 2018/2019, to be drawn from the Bicycle and Pedestrian Trust Fund.

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

**APPROVED:**

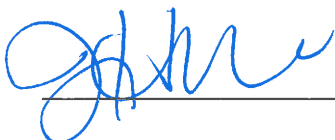
PLACER COUNTY  
TRANSPORTATION PLANNING AGENCY  
BOARD OF DIRECTORS

APPLICANT

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

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

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

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

TITLE: Interim City Manager

DATE: 3/1/2019

## BICYCLE AND PEDESTRIAN PROJECT DESCRIPTION AND FINANCIAL PLAN

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

Include a location map for the project as appropriate.

Claimant: \_\_\_\_\_ City of Lincoln \_\_\_\_\_

Fiscal Year: \_\_\_\_\_ 2018/2019 \_\_\_\_\_

<b><u>Brief Project Description</u></b>	<b><u>Project Cost</u></b>	<b><u>Source of Funding &amp; Amount</u></b>
Bike Facilities 3rd & O	\$96,552	15/16 LTF Claim \$43,175 16/17 LTF Claim \$44,470 17/18 LTF Claim \$8,907
Bikeways Master Plan	\$74,996	17/18 LTF Claim \$36,897 18/19 LTF Claim \$38,099

**PLACER COUNTY TRANSPORTATION PLANNING AGENCY**

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

**RESOLUTION NO. 19-09**

The following resolution was duly passed by the Placer County Transportation Planning Agency at a regular meeting held April 24, 2019 by the following vote on roll call:

AYES:

NOES:

ABSENT:

Signed and approved by me after its passage

\_\_\_\_\_  
Chair  
Placer County Transportation Planning Agency

\_\_\_\_\_  
Executive Director

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

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

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

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

**THEREFORE, BE IT RESOLVED THAT** the PCTPA has reviewed the claim and makes funds available for the 2018/19 fiscal year.

To the City of Lincoln for the 3 <sup>rd</sup> & O Bike Lanes project	\$ 96,552
To the City of Lincoln for Bikeways Master Plan update	\$ 74,996
<u>Total</u>	<u>\$171,548</u>

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



**RESOLUTION 2019 - 041**

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF LINCOLN APPROVING AND AUTHORIZING THE EXECUTION OF THE 2018/19 LOCAL TRANSPORTATION FUNDS AND 2018/19 STATE TRANSIT ASSISTANCE CLAIMS TO THE PLACER COUNTY TRANSPORTATION PLANNING AGENCY.

**WHEREAS**, the California Public Utilities Code commencing with Section 99200 and the California Code of Regulations commencing with Section 6600 authorizes local transportation funding available through the Local Transportation Fund established by the Transportation Development Act; and


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

**NOW, THEREFORE BE IT RESOLVED**, that the City Council of the City of Lincoln does hereby approve the 2018/2019 Transportation Development Act Claim(s) to the Placer County Transportation Planning Agency as follows:

\$93,405 of Local Transportation Funds for Transit purposes; \$322,843 of State Transit Assistance for Transit Operations; \$2,589,240 of Local Transportation Funds for Streets and Roads; and \$171,548 of Local Transportation assistance for Bicycle/Pedestrian purposes for the fiscal year 2018/19.

PASSED AND ADOPTED this 26th day of February, 2019.

AYES: COUNCILMEMBERS: Gilbert, Karleskint, Andreatta, Silhi, Joiner  
NOES: COUNCILMEMBERS:  
ABSENT: COUNCILMEMBERS:

  
Paul Joiner, Mayor

ATTEST:

  
Gwen Scanlon, City Clerk

I hereby certify that this is a true and correct copy of

Resolution 2019-041

adopted by the City of Lincoln City Council on the following date February 26, 2019.



City Clerk



**TO:** WPCTSA Board of Directors  
**FROM:** Michael Luken, Executive Director  
**SUBJECT:** CONSENT CALENDAR

**DATE:** April 24, 2019

Below are the Consent Calendar items for the April 24, 2019 agenda for your review and action.

1. FY 2019/20 South Placer County Transportation Call Center and Transit Ambassador Program Budget - \$567,710

The City of Roseville submitted a proposed FY 2019/20 budget of \$567,710 for the South Placer County Transportation Call Center. WPCTSA contributes \$330,000 of Local Transportation Fund (LTF) as agreed upon by the Transit Operating Working Group (TOWG) and as outlined in the terms of the Memorandum of Understanding(MOU) approved by the Board in June 2017. The \$330,000 contribution will be included in WPCTSA’s proposed FY 2019/20 Budget, which will be brought to the Board in May.

The TOWG recommends approval of the FY 2019/20 Call Center budget. In addition, the TOWG is recommending further study of peer call centers to better understand increasing costs and prepare for the end of the current MOU at the close of fiscal year 2020/21. The PCTPA TAC concurred with the TOWG and staff recommendation at its April 9<sup>th</sup> meeting.

MWL

City of Roseville  
 FY2019/2020 Expenditure Plan  
 Alternative Transportation Division  
 CTSA Fund 443

	FY 2017/18 Actuals	FY 2018/19 Projected	FY 2019/20 Budget
<b>Fund 443 AVAILABLE RESOURCES</b>			
Prior Year Carryover - Restricted for Local Transportation	706,367	579,214	326,387
Prior Year Interest	889	1,182	1,000
<b>Carryover &amp; Non-TDA Resources</b>	<b>707,256</b>	<b>580,396</b>	<b>327,387</b>
<b>Fund 443 EXPENSES</b>			
<b>South Placer Transit Information Center</b>			
Contract Services (MV)	(304,102)	(330,645)	(326,450)
Telecommunications	(3,006)	(4,050)	(4,050)
Advertising Materials, Supplies, Postage	(2,229.00)	(2,400)	(3,000)
<b>Mobility Management</b>			
Contract Services (Paratransit)	(22,684)	(40,032)	(75,000)
Advertising Materials, Supplies, Postage, Travel	(1,767)	(6,000)	(2,000)
<b>Transit Ambassador</b>			
Advertising Materials, Supplies, Postage, Travel	(1,046)	(1,350)	(7,450)
Admin Support (labor or general supplies)	(71,539)	(150,048)	(100,555)
Indirects, Utilities & Service Funds	(20,000)	(51,484)	(49,205)
<b>Total 443 Operating Expense</b>	<b>(426,373)</b>	<b>(586,009)</b>	<b>(567,710)</b>
<b>Capital Expense</b>			
South Placer Transit Information Center			
Transit Ambassador			
Mobility Management			
<b>Total 443 Capital Expense</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>Total Expenses</b>	<b>(426,373)</b>	<b>(586,009)</b>	<b>(567,710)</b>
<b>Other Uses</b>			
Operating Reserve	(50,000)	(50,000)	(50,000)
Capital Reserve	(10,000)	(10,000)	(10,000)
<b>Total Reserve</b>	<b>(60,000)</b>	<b>(60,000)</b>	<b>(60,000)</b>
<b>Fund 443 TOTAL EXPENSES &amp; USES</b>	<b>(486,373)</b>	<b>(646,009)</b>	<b>(627,710)</b>
<i>Balance (available funds less total expenses)</i>	<i>220,883</i>	<i>(65,613)</i>	<i>(300,323)</i>
Federal Grants & Reimbursements (FTA 5310)	28,332	62,000	70,000
<b>TDA Transit Claims</b>			
CTSA Allocation	330,000	330,000	330,000
<b>Balance</b>	<b>579,214</b>	<b>326,387</b>	<b>99,677</b>



## ***MEMORANDUM***

**TO:** Placer County Airport Land Use Commission      **DATE:** April 24, 2019

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

**SUBJECT:** **9:00 A.M. PUBLIC HEARING: CONSIDERATION OF AN APPEAL OF  
CONSISTENCY DETERMINATION FOR THE VERIZON CELL  
TOWER MINOR USE PERMIT MODIFICATION**

### **ACTION REQUESTED**

1. Conduct a public hearing to obtain input on the proposed Verizon Cell Tower consistency with the Placer Airport Land Use Compatibility Plan (ALUCP).
2. Confirm the Airport Land Use Commission (ALUC) Executive Secretary's determination that the proposed Verizon Cell Tower is not consistent with the ALUCP after considering the applicant's appeal request.

### **BACKGROUND**

Beacon Development LLC (applicant) proposes modifications to an existing cell tower located at the end of 12393 Shale Ridge Road, Auburn, to extend its height from 41 feet to a new height of 63 feet 2 inches, and to add antennas, a generator, and additional equipment at the tower's base. The existing tower is in Compatibility Zone B2 of the 2014 Auburn Municipal ALUCP. This tower was originally approved as conditionally compatible in Zone B2 under the 2000 ALUCP. The Placer County Planning Services Division referred the item to the ALUC for review, which requires approval of a Minor Use Permit Modification from Placer County.

A project staff review (also known as the Executive Secretary's determination) was completed on January 15, 2019, which found that, as proposed, the project is incompatible with ALUCP safety and airspace protection provisions for Compatibility Zone B2 (refer to Attachment 1). This recommendation was communicated to the County Planning Services Division and the applicant. The applicant subsequently filed an appeal of the Executive Secretary's determination on March 11, 2019 (refer to Attachment 2). The appeal request includes the Federal Aviation Administration (FAA) "Determination of No Hazard to Air Navigation" aeronautical study dated February 14, 2019, which revealed that while the proposed cell tower height would exceed obstruction standards, it would not be considered a hazard to air navigation subject to FAA conditions.

### **DISCUSSION**

#### ***ALUC Appeal Process***

An appeal of a staff review is automatically forwarded to the ALUC for a final consistency determination and subject to a public hearing. A public hearing notice was published in the Auburn Journal ten days prior to the meeting and distributed to all property owners within 300 feet of the parcel's boundary lines. Notice was also provided to the applicant and relevant area stakeholders.

As part of making a final consistency determination with the ALUCP, the ALUC is required to review the proposed project, the Executive Secretary determination, and information submitted by the applicant supporting the appeal request.

**Airport Land Use Commission**  
**APPEAL OF CONSISTENCY DETERMINATION**  
**FOR THE VERIZON CELL TOWER**  
**April 2019**  
**Page 2**

The ALUC has three choices in making a final determination regarding the project's consistency with the ALUCP – find the proposal:

- Consistent with the ALUCP;
- Consistent with the ALUCP -- subject to special conditions, or
- Inconsistent with the ALUCP -- based on specific conflicts.

If the ALUC decides to grant a special condition for a consistency determination, it is required to make specific findings as to why an exception is being made. These findings must:

- State the nature of the extraordinary circumstance;
- Specify the proposal will not in this case create a safety hazard to people on the ground; and
- Specify that special measures would be taken to minimize hazards to the facility and its occupants.

***Federal Aviation Regulation***

The FAA, through Federal Aviation Regulations Part 77 “Safe, Efficient Use, and Preservation of the Navigable Airspace,” identifies the maximum height at which a structure would be considered an obstacle at any given point around an airport. The FAA will prepare an aeronautical study of a project and issue a determination as to whether the proposal is an obstruction, and if so, whether it is a hazard. The FAA determination does not relieve the proponent of its responsibility to comply with any local law, ordinances or regulation, or state or other federal regulations.

***ALUC Consistency Determination***

New communication facilities, including cell towers, or expansion of existing sites or facilities are prohibited in Compatibility Zone B2 (ALUCP Policy 3.4.9(c)(2)). The proposed project was therefore considered inconsistent with ALUCP's safety and airspace protection provisions for Zone B2. A Height Review Overlay Zone also overlays the project site, which requires a FAA aeronautical study and an aviation easement dedicated to airport owner, the City of Auburn. A separate Mead & Hunt analysis confirms and supports the ALUC staff conclusions that the proposed project is inconsistent with the ALUCP (refer to Attachment 3).

The applicant's appeal request references the FAA's aeronautical study as grounds to reverse the ALUC's Executive Secretary's determination. To enhance Auburn Municipal Airport's safety, it is important to maintain obstruction-free airport airspace to allow for a wider flight safety path for airplanes using this airport. Notwithstanding the FAA aeronautical study conclusion, staff recommends that the ALUC deny the appeal by confirming the ALUC Executive Secretary's determination that the proposed Verizon Cell Tower Minor Use Permit Modification is inconsistent with the ALUCP after considering the applicant's appeal request. The PCTPA TAC concurs with the staff recommendation. In addition, the ALUC received a letter from the City of Auburn supporting the staff recommendation (refer to Attachment 4).

The applicant may appeal the decision of the ALUC to the Placer County Board of Supervisors within ten (10) days of the ALUC's decision to uphold the Executive Secretary's determination.

**PLACER COUNTY  
AIRPORT LAND USE COMMISSION**

---

**REQUEST FOR STAFF REVIEW**

**PLACER COUNTY AIRPORT LAND  
USE COMMISSION (ALUC)**

299 Nevada Street  
Auburn, CA 95603  
Phone: 530.823.4030  
Fax: 530.823.4036

**Date Received: December 6, 2018**

**Received From:** Placer County  
Planning Services Division

**Airport Name:** Auburn Municipal  
Airport

**ALUC Case No.:** 2018/2019 -- 5

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**Project Title: Verizon Cell Tower at Auburn Airport Minor Use Permit Modification**

**Project Description:**

Applicant is proposing a 14-foot extension, 12 antennas, a generator, three remote radio units, six power lines, three fiber lines and three squids to an existing Verizon Cell Tower located at 12393 Shale Ridge Road on a 2,310 sq. ft. site (APN: 076-470-024-000) located in the North Auburn community. The project requires a Minor Use Permit Modification.

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**Application for:**  Rezone  General/Community Plan Amendment  Other

**Background**

On December 6, 2018 PCTPA received an initial project application for a Minor Use Permit Modification for an existing Verizon telecommunications facility located at the end of Shale Ridge Lane in the North Auburn community.

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**ALUC Staff Comments**

The Placer County Airport Land Use Compatibility Plan (ALUCP) illustrates that parcel APN: 076-470-024-000 is in the Auburn Municipal Airport's influence area boundary (see attached map)<sup>1</sup>. Two Compatibility Zones (Map AUB-4A – page 4-12) potentially lie over the site.

- Compatibility Zone B2 – Adjacent to Runway – covers the area along each side of the runway. Noise is the key factor; however, risk is also a factor. Height restrictions may be required.
- Compatibility Zone C1 – The Extended Approach/Departure Corridor – covers locations beneath the predominately-used south-side traffic pattern. The zone is affected by moderate degrees of both noise and risk.

In addition, the site appears to be fall within a Height Review Overlay Zone for Auburn Municipal Airport. Airspace review by the Federal Aviation Administration (FAA) is required for any site greater than 35 feet tall in Zone B2 and 70 feet in Zone C1. Acceptability of a project with respect to height is based on this review.

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<sup>1</sup> See PCTPA's web site ([www.pctpa.net](http://www.pctpa.net)) for more on the Airport Compatibility Plan.

Primary Compatibility Criteria (Table AUB-4A – pages 4-5 and 4-10 respectively) summarizes development conditions, including the following requirements for the project site:

- Communication facilities, including cell towers, are prohibited in Compatibility Zone B2; and
- Communication facilities, including cell towers, are conditionally compatible in Compatibility Zone C1 only if a site outside this zone would not serve the intended public function. All such facilities would need to meet airspace protection criteria, including height, lighting, and distance from the runway centerline.

The PCALUCP has no authority over approved development or existing buildings regardless of whether the uses are compatible with airport activities. This limitation over existing land uses applies only to the extent that the use remains constant. Proposals requiring Placer County discretionary review (such as expanding a use, converting to a different use, variances, or redevelopment) triggers PCALUCP consistency determination by the ALUC.

The PCALUCP requires that an ALUC consistency determination be completed on a proposed project *before* local agency approval.

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### ALUC Staff Evaluation

**1. Noise.** The project site is bisected by the airport's 60 CNEL noise contour. The project is not considered a sensitive land use impacted by aircraft noise.

***The proposal is consistent with Airport Compatibility Plan noise provisions.***

**2. Safety.** The project site is in Compatibility Zones B2 and C1. New communication facilities, including cell towers, or expansion of existing sites or facilities are prohibited in Compatibility Zone B2. Refer to ALUCP Policy 3.4.9(c)(2) and PUC Section 21658.

The project description identifies an emergency 20KW diesel generator along with propane fuel stored on-site. Within Compatibility Zones B2 and C1, there are restrictions on the storage of fuel and other hazardous materials. Generally, up to 6,000 gallons of nonaviation flammable materials can be stored above ground in Zone B2. In Zone C1 storage of similar amounts for near-term on-site use is considered acceptable. The project description, however, does not indicate whether and where diesel fuel may be stored on-site nor indicate the size of the propane fuel tank.

***The proposal is inconsistent with Airport Compatibility Plan safety provisions if located within Compatibility Zone B2.***

***The proposal is consistent with Airport Compatibility Plan safety provisions if located within Compatibility Zone C1 provided the applicant restricts the size of any fuel tank storage on-site to less than 6,000 gallons.***

**3. Airspace Protection.** The project site is in Compatibility Zones B2 and C1. The project consists of an existing tower and antennas at an overall height of 41 feet. The proposed tower extension with antennas will bring the overall height to over 63 feet. A Height Review Overlay Zone coincides within part of Zones B2 and C1.

Certain uses in Zone B2, the Height Overlay Zone and Zone C1 are prohibited because they are considered hazards to flight. Hazards to flight would include physical (i.e. tall objects), visual (glare), as well as electrical interference with aircraft communications or aviation navigation aids from non-aviation related sources. Refer to ALUCP Policy 3.5 for details. In addition, new communication facilities, including cell towers, or expansion of existing sites or facilities are prohibited in Compatibility Zone B2. Refer to ALUCP Policy 3.4.9(c)(2) and PUC Section 21658.

The Height Review Overlay Zone and Zone B2 require an airspace review by the Federal Aviation Administration (FAA) for any object over 35 feet tall. Likewise, Zone C1 requires an airspace review for any object over 70 feet tall. FAA review may also be necessary for proposed objects that do not exceed the height limits that are adjacent to the runway edges or the object is located on high ground or it is a solitary object. FAA review may require marking and lighting of certain objects. Placer County having jurisdiction over the project site should inform the project proponent of the requirements for notification to the FAA. The project proponent must initiate the FAA airspace review and submit copies to the County and ALUC. Refer to Federal Aviation Regulations (FAR) Part 77, Subpart B. FAA notification can be filed online.

***The proposal is inconsistent with Airport Compatibility Plan airspace protection provisions if located within Compatibility Zone B2.***

***The proposal is consistent with Airport Compatibility Plan airspace protection provisions for the Height Overlay Review Zone and Compatibility Zone C1 provided the applicant initiates the mandatory FAA airspace review and complies with FAA requirements; and coordinates with the City of Auburn regarding potential electrical interference with airport navigation aids.***

**4. Overflights.** Overflight compatibility concerns encompass a combination of noise and safety issues. Overflight policies have the purpose of informing property owners about airport proximity. In Compatibility Zone B2 and the Height Review Overlay Zone an aviation easement dedication is required. In Zone C1 a deed notice shall be recorded for each parcel associated with any discretionary land use action reviewed by the ALUC.

***The proposal is inconsistent with Airport Compatibility Plan safety and airspace protection provisions if located within Compatibility Zone B2. Should Placer County approve the proposal within Zone B2, the Airport Compatibility Plan overflight provisions require the applicant dedicate an aviation easement to the City of Auburn (the airport owner).***

***The proposal is consistent with Airport Compatibility Plan overflight provisions for the Height Overlay Review Zone and Compatibility Zone C1 provided the applicant dedicates an aviation easement to the City of Auburn (the airport owner). If approved outside the Height Overlay Review Zone but within Compatibility Zone C1 the applicant must record a deed notice for the parcel.***

*General Note: the ALUC staff recommends that anyone intending to offer land for sale or lease within the airport's influence area to disclose this fact. California's Business and Professions Code (Section 11010) and Civil Code (Sections 1102.6, 1103.4, and 1353) specify required disclosure for certain actions. See [www.leginfo.ca.gov/calaw](http://www.leginfo.ca.gov/calaw) (Find California Law).*

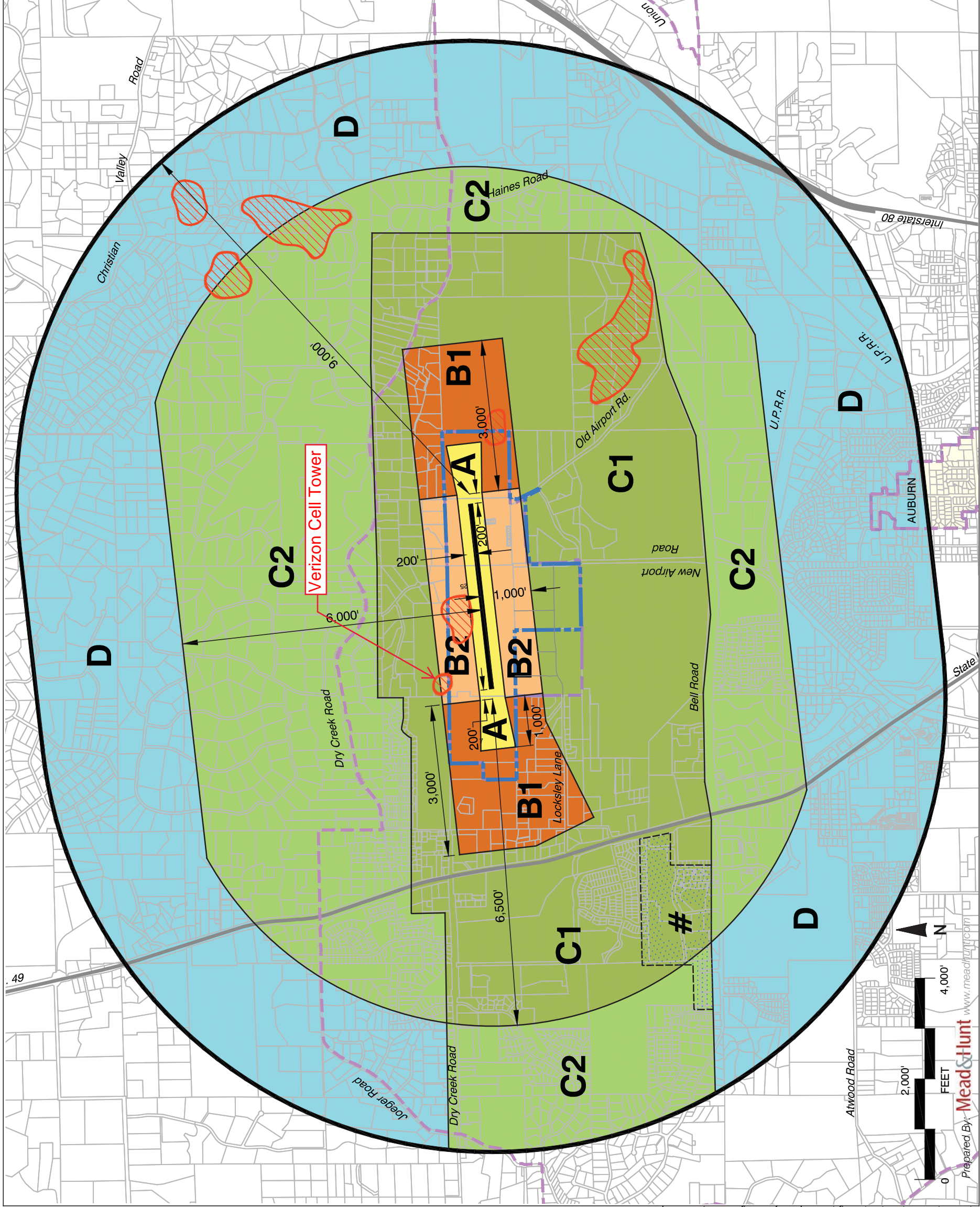


**Applicable ALUC Plan:** Placer County Airport Land Use Compatibility Plan – February 26, 2014

**Applicable ALUC Policy:**     Noise  Safety  Airspace Protection  Overflight  
 Compatible  
 Compatible subject to Conditions (see ALUC staff comments)  
 Incompatible because of –  
     Safety – if project is in Compatibility Zone B2.  
     Noise  
     Height – if project is in Compatibility Zone B2.  
     Density/Intensity

**Reviewed by:** David Melko, Sr. Planner -- TEL: 530.823.4090      **Date:** January 15, 2019

**Copies:** City of Auburn, Bernie Schroeder  
City of Auburn Tonya Ward, AICP  
County of Placer, Bennett Smithhart



**Legend**

**Boundary Lines**

- Placer County Limits (outside map view)
- Auburn City Limits
- Auburn Sphere of Influence
- Airport Property Line
- Existing Runway 7-25 (3,700 ft.)

**Compatibility Zones (Adopted 2014)**<sup>1</sup>

- Airport Influence Area
- Zone A
- Zone B1
- Zone B2
- Zone C1
- Zone C2
- Zone D
- Height Review Overlay Zone<sup>2</sup>

**#** See Special Conditions Policy 4.2.3.

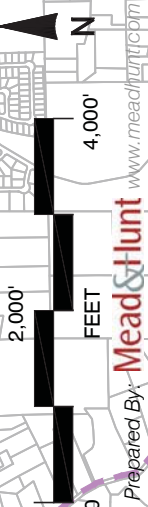
**Notes:**

1. This ALUCP utilizes composite compatibility zones addressing four compatibility concerns: noise, safety, overflight and airspace protection.
2. Height Review Overlay Zone encompasses locations where the ground elevation exceeds or is within 35 feet beneath the Airspace Protection Surfaces defined by FAR Part 77.
3. Longitudinal dimensions measure from end of primary surface, 200' from ends of runway.

**Auburn Municipal Airport  
Land Use Compatibility Plan**  
(Adopted February 26, 2014)

Map AUB-4A

**Compatibility Policy Map**  
Auburn Municipal Airport



Prepared By: Mead & Hunt  
www.meadandhunt.com



PC ALUC

Placer County

Lincoln Compatibility Zones

Lincoln Compatibility Zone Blank

Lincoln Special Conditions

Auburn Compatibility Zones

COMPAT-2014-POLICY-A

COMPAT-2014-POLICY-B1

COMPAT-2014-POLICY-B2

COMPAT-2014-POLICY-C1

COMPAT-2014-POLICY-C2

COMPAT-2014-POLICY-C2

COMPAT-2014-POLICY-D

Auburn Compatibility Zone Blank

Zone A

Zone B1

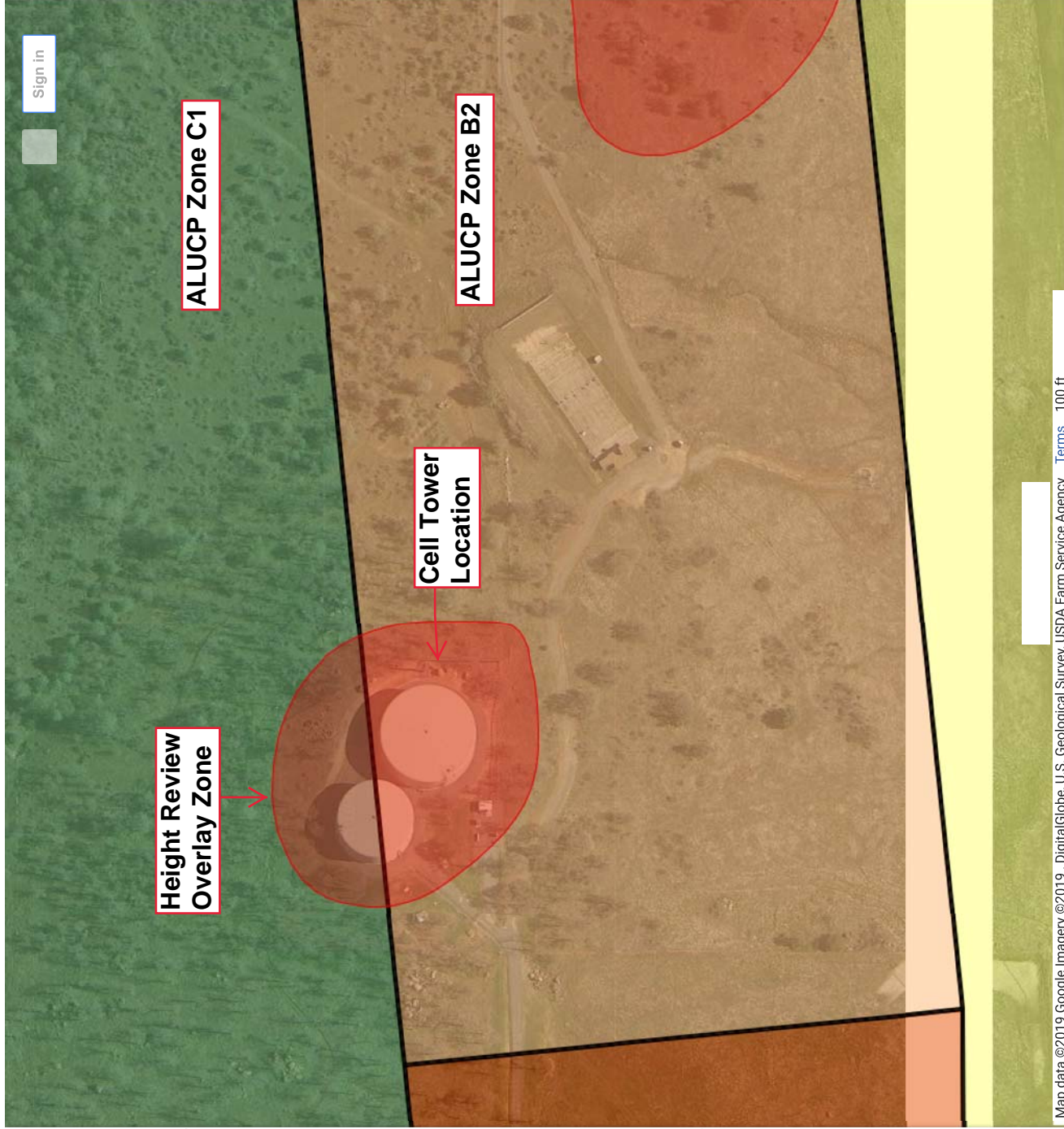
Zone B2

Zone C1

Zone C2

Zone C2

Zone D



Map data ©2019 Google Imagery ©2019, DigitalGlobe, U.S. Geological Survey, USDA Farm Service Agency Terms 100 ft

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	40	70	100	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	30%	no req.	20%	10%	no req.	› See <i>Policy 3.4.10</i> 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
<i>General Characteristics</i>							
Any use having more than 1 habitable floor <sup>4</sup>							B1, B2: Limited to no more than 2 habitable floors C1: Limited to no more than 3 habitable floors
Any use having structures (including poles or antennas) or trees 35 to 150 feet in height							B1, B2, C1: Ensure airspace obstruction does not occur B1, B2, Height Review Overlay Zone: Airspace review required for objects >35 feet C1: Airspace review required for objects >70 feet
Any use having structures (including poles, antennas, or cranes) or trees more than 150 feet in height							C2, D: Ensure airspace obstruction does not occur; airspace review required for objects >150 feet
Any use having the potential to cause an increase in the attraction of birds or other wildlife							C1, C2, D: Avoid use or provide mitigation consistent with FAA rules and regulations <sup>5</sup>
Any use creating visual or electronic hazards to flight <sup>6</sup>							
<i>Outdoor Uses (no or limited indoor activities)</i>							
Natural Land Areas: woods, brush lands, desert							A: Objects above runway elevation not allowed in OFA <sup>7</sup> A, B1, B2: Vegetation must be clear of airspace surfaces
Water: flood plains, wetlands, lakes, reservoirs, rivers, detention/retention ponds							A: Objects above runway elevation not allowed in OFA <sup>7</sup> All: Avoid new features that attract birds or provide mitigation consistent with FAA regulations <sup>5</sup>
Agriculture (except residences and livestock): field crops, orchards, vineyards, pasture, range land							A: Not allowed in OFA <sup>7</sup> All: Avoid new features that attract birds or provide mitigation consistent with FAA regulations <sup>5</sup>
Livestock Uses: feed lots, stockyards, breeding, fish hatcheries, horse/riding stables, poultry and dairy farms →							B1, B2, C1, C2, D: Avoid new features that attract birds or provide mitigation consistent with FAA regulations <sup>5</sup> ; exercise caution with uses involving noise-sensitive animals

Table AUB-4A

**Basic Compatibility Criteria**  
Auburn Municipal Airport

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	40	70	100	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	30%	no req.	20%	10%	no req.	› See <i>Policy 3.4.10</i> 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
Auto Parking: surface lots, structures							B1: Ensure airspace obstruction does not occur
<b>Communications Facilities: broadcast and cell towers, emergency communications</b> *							C1, C2: Allowed only if site outside zone would not serve intended public function; locate structures max. distance from extended runway centerline; ensure all facilities and associated power lines meet airspace protection criteria (height, thermal plumes, glare, etc.)
Power Plants: primary, peaker, renewable energy, bio-energy *							C1, C2: Peaker and renewable energy plants allowed if structures located max. distance from extended runway centerline D: Primary plants allowed only if site outside zone would not serve intended public function; locate structures max. distance from extended runway centerline All: Ensure all facilities and associated power lines meet airspace protection criteria (height, thermal plumes, glare, etc.)
Electrical Substations *							C1, C2: Locate structure max. distance from extended runway centerline; ensure all facilities and associated power lines meet airspace protection criteria (height, thermal plumes, glare, etc.)
Wastewater Facilities: treatment, disposal *							C1, C2: Allowed only if site outside zone would not serve intended public function; avoid new features that attract birds or provide mitigation consistent with FAA regulations <sup>5</sup>
Solid Waste Disposal Facilities: landfill, incineration *							D: Allowed only if site outside zone would not serve intended public function; avoid new features that attract birds or provide mitigation consistent with FAA regulations <sup>5</sup>
Solid Waste Transfer Facilities, Recycle Centers *							D: Allowed only if site outside zone would not serve intended public function; avoid new features that attract birds or provide mitigation consistent with FAA regulations <sup>5</sup>

Table AUB-4A, continued

**PLACER COUNTY AIRPORT LAND USE COMMISSION  
(ALUC)**

<b>REQUEST FOR APPEAL</b>	
<b>PLACER COUNTY AIRPORT LAND USE COMMISSION</b> 299 Nevada Street Auburn, CA 95603 Phone: 530-823-4030 Fax: 530-823-4036 Web: www.pctpa.net	<b>Date Received:</b> March 11, 2019
	<b>Received From:</b> Jason F. Osborne / Beacon Development, LLC on behalf of Crown Castle.
	<b>Airport Name:</b> Auburn Municipal Airport
	<b>ALUC Case No.</b> 2018/2019 -- 5
<b>Project Applicant:</b> Jason Osborne / Beacon Development, LLC	
<b>Project Title:</b> Verizon Cell Tower at Auburn Airport Minor Use Permit Modification	
<b>Project Description:</b> See attached	
<b>Application for:</b> <input type="checkbox"/> Rezone <input type="checkbox"/> General/Community Plan/Specific Plan Amendment <input checked="" type="checkbox"/> Other	
<b>Reasons for Appeal:</b> FAA issued "DETERMINATION OF NO HAZARD TO AIR NAVIGATION". Please find the attached FAA Determination dated 2/14/19 wherein the letter provides a "DETERMINATION OF NO HAZARD TO AIR NAVIGATION". I have attached the letter for reference.	
<b>Applicable ALUC Policy:</b> <input checked="" type="checkbox"/> Safety <input type="checkbox"/> Noise <input checked="" type="checkbox"/> Height <input type="checkbox"/> Density	
<b>Applicable ALUC Plan:</b> Auburn Municipal Airport	<b>Project was initially determined to be:</b> <input checked="" type="checkbox"/> Compatible, subject to conditions <input checked="" type="checkbox"/> Incompatible, due to: <input checked="" type="checkbox"/> Safety <input type="checkbox"/> Noise <input checked="" type="checkbox"/> Height <input type="checkbox"/> Density
<b>Appeal Reviewed By:</b> Click or tap here to enter text.	<b>Date:</b> Click or tap to enter a date.

**PLACER COUNTY AIRPORT LAND USE COMMISSION  
(ALUC)**

<b>Appellant must be present at the ALUC meeting to explain their reasons for appeal. The burden of proof shall be on the appellant. The ALUC shall determine whether or not the appeal has merit.</b>
--

August 27, 2014



Mail Processing Center  
 Federal Aviation Administration  
 Southwest Regional Office  
 Obstruction Evaluation Group  
 10101 Hillwood Parkway  
 Fort Worth, TX 76177

Aeronautical Study No.  
 2018-AWP-16761-OE  
 Prior Study No.  
 2013-AWP-4773-OE

Issued Date: 02/14/2019

DeeDee Stout  
 Crown Castle - West Area - DeeDee Stout  
 9830 S. 51st Street A-136  
 Phoenix, AZ 85044

**\*\* DETERMINATION OF NO HAZARD TO AIR NAVIGATION \*\***

The Federal Aviation Administration has conducted an aeronautical study under the provisions of 49 U.S.C., Section 44718 and if applicable Title 14 of the Code of Federal Regulations, part 77, concerning:

Structure: Antenna - Top Mount 810920 Auburn Airport  
 Location: Auburn, CA  
 Latitude: 38-57-24.82N NAD 83  
 Longitude: 121-05-14.64W  
 Heights: 1543 feet site elevation (SE)  
 65 feet above ground level (AGL)  
 1608 feet above mean sea level (AMSL)

This aeronautical study revealed that the structure does exceed obstruction standards but would not be a hazard to air navigation provided the following condition(s), if any, is(are) met:

It is required that FAA Form 7460-2, Notice of Actual Construction or Alteration, be e-filed any time the project is abandoned or:

- At least 10 days prior to start of construction (7460-2, Part 1)
- Within 5 days after the construction reaches its greatest height (7460-2, Part 2)

See attachment for additional condition(s) or information.

Based on this evaluation, marking and lighting are not necessary for aviation safety. However, if marking/lighting are accomplished on a voluntary basis, we recommend it be installed in accordance with FAA Advisory circular 70/7460-1 L Change 2.

This determination expires on 08/14/2020 unless:

- (a) the construction is started (not necessarily completed) and FAA Form 7460-2, Notice of Actual Construction or Alteration, is received by this office.
- (b) extended, revised, or terminated by the issuing office.
- (c) the construction is subject to the licensing authority of the Federal Communications Commission (FCC) and an application for a construction permit has been filed, as required by the FCC, within



6 months of the date of this determination. In such case, the determination expires on the date prescribed by the FCC for completion of construction, or the date the FCC denies the application.

NOTE: REQUEST FOR EXTENSION OF THE EFFECTIVE PERIOD OF THIS DETERMINATION MUST BE E-FILED AT LEAST 15 DAYS PRIOR TO THE EXPIRATION DATE. AFTER RE-EVALUATION OF CURRENT OPERATIONS IN THE AREA OF THE STRUCTURE TO DETERMINE THAT NO SIGNIFICANT AERONAUTICAL CHANGES HAVE OCCURRED, YOUR DETERMINATION MAY BE ELIGIBLE FOR ONE EXTENSION OF THE EFFECTIVE PERIOD.

This determination is based, in part, on the foregoing description which includes specific coordinates, heights, frequency(ies) and power. Any changes in coordinates, heights, and frequencies or use of greater power except those frequencies specified in the Colo Void Clause Coalition; Antenna System Co-Location; Voluntary Best Practices, effective 21 Nov 2007, will void this determination. Any future construction or alteration including increase to heights, power, or the addition of other transmitters, requires separate notice to the FAA. This determination includes all previously filed frequencies and power for this structure.

If construction or alteration is dismantled or destroyed, you must submit notice to the FAA within 5 days after the construction or alteration is dismantled or destroyed.

This determination does include temporary construction equipment such as cranes, derricks, etc., which may be used during actual construction of the structure. However, this equipment shall not exceed the overall heights as indicated above. Equipment which has a height greater than the studied structure requires separate notice to the FAA.

This determination concerns the effect of this structure on the safe and efficient use of navigable airspace by aircraft and does not relieve the sponsor of compliance responsibilities relating to any law, ordinance, or regulation of any Federal, State, or local government body.

A copy of this determination will be forwarded to the Federal Communications Commission (FCC) because the structure is subject to their licensing authority.

If we can be of further assistance, please contact our office at (424) 405-7643, or karen.mcdonald@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2018-AWP-16761-OE.

**Signature Control No: 389157101-396759248**

( EBO )

Karen McDonald  
Specialist

Attachment(s)  
Additional Information  
Frequency Data  
Map(s)

cc: FCC

## **Additional information for ASN 2018-AWP-16761-OE**

At a distance of 1300 feet from transmitter site spurious emissions signal levels from proposed transmitters must be less than -104 dBm in the 108-137, 225-400 MHz frequency bands.

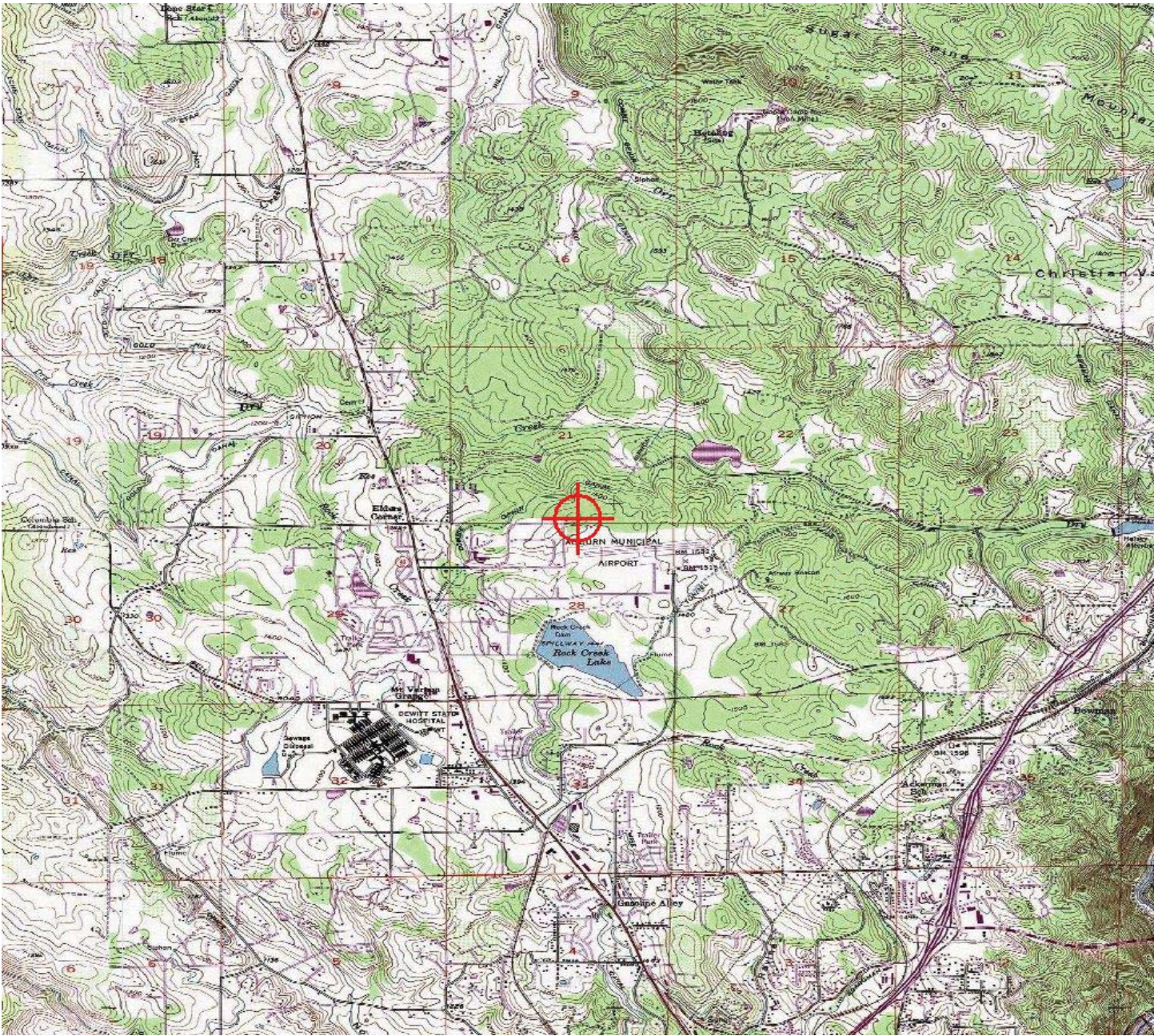
At a distance of 18.2 nautical miles from the site emissions from the 2496-2690 MHz transmitters must be less than -155 dBm in the 2700-3100 MHz Surveillance Radar frequency band.

Frequency Data for ASN 2018-AWP-16761-OE

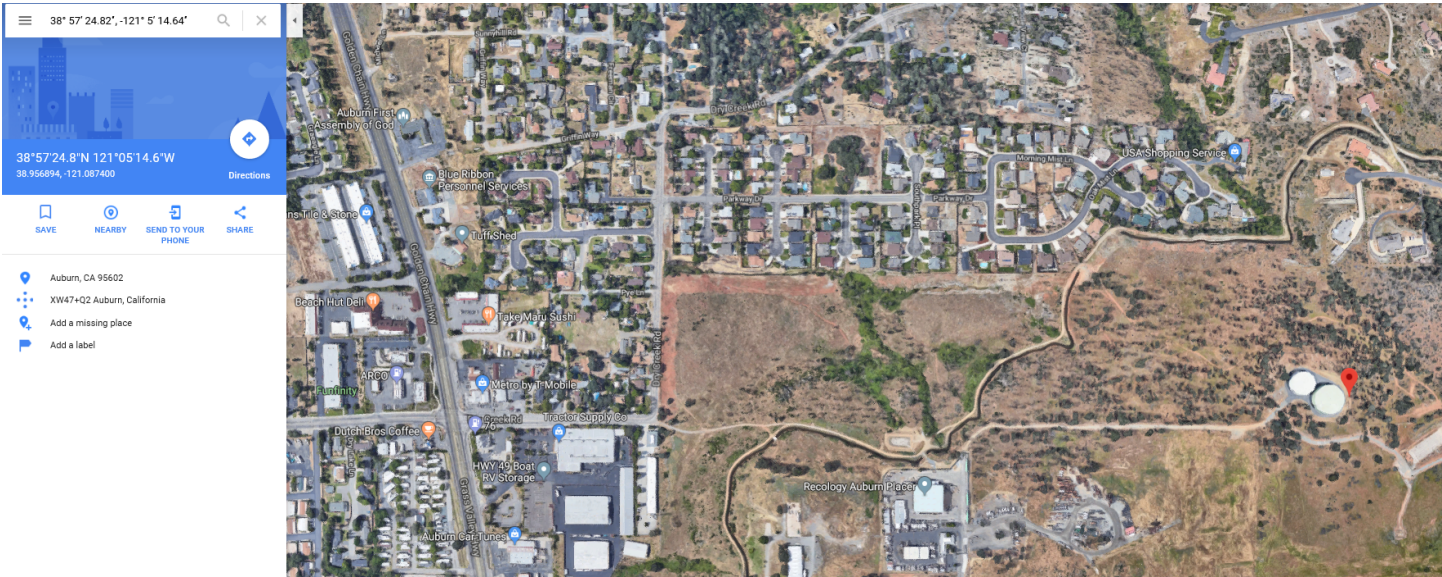
LOW FREQUENCY	HIGH FREQUENCY	FREQUENCY UNIT	ERP	ERP UNIT
6	7	GHz	55	dBW
6	7	GHz	42	dBW
10	11.7	GHz	55	dBW
10	11.7	GHz	42	dBW
17.7	19.7	GHz	55	dBW
17.7	19.7	GHz	42	dBW
21.2	23.6	GHz	55	dBW
21.2	23.6	GHz	42	dBW
614	698	MHz	1000	W
614	698	MHz	2000	W
698	806	MHz	1000	W
806	901	MHz	500	W
806	824	MHz	500	W
824	849	MHz	500	W
851	866	MHz	500	W
869	894	MHz	500	W
896	901	MHz	500	W
901	902	MHz	7	W
929	932	MHz	3500	W
930	931	MHz	3500	W
931	932	MHz	3500	W
932	932.5	MHz	17	dBW
935	940	MHz	1000	W
940	941	MHz	3500	W
1670	1675	MHz	500	W
1710	1755	MHz	500	W
1850	1910	MHz	1640	W
1850	1990	MHz	1640	W
1930	1990	MHz	1640	W
1990	2025	MHz	500	W
2110	2200	MHz	500	W
2305	2360	MHz	2000	W
2305	2310	MHz	2000	W
2345	2360	MHz	2000	W
2496	2690	MHz	500	W



TOPO Map for ASN 2018-AWP-16761-OE









## Technical Memorandum

To: David Melko  
Placer County ALUC

From: Ken Brody, Senior Project Manager

Date: April 2, 2019

Subject: Proposed Modification of Cell Tower Adjacent to Auburn Municipal Airport

\* \* \* \* \*

### *Overview*

On December 6, 2018, Placer County Planning Services Division submitted for Placer County Airport Land Use Commission (ALUC) review a proposal by Verizon Wireless to increase the height of an existing cell tower situated on property adjoining the Auburn Municipal Airport. ALUC staff completed its review of the proposal on January 15, 2019, and concluded that it is inconsistent with the *Auburn Municipal Airport Land Use Compatibility Plan (ALUCP)* safety criteria for Compatibility Zone B2 and height limitation criteria for airspace protection purposes. On March 11, 2019, the applicant, represented by Jason Osborne of Beacon Development, LLC, submitted a request to appeal the staff findings to the ALUC for a final consistency determination in accordance with ALUCP Policy 2.10.4.

ALUC staff asked Mead & Hunt, as consultants for the ALUC including for preparation of the ALUCP, to provide a technical analysis of the proposed project and the applicant's appeal. This Memorandum responds to that request. Our analysis presented here expands upon, confirms and supports the original ALUC staff conclusions that the proposed project is inconsistent with the ALUCP.

### *Airspace Protection Criteria*

ALUCP criteria limiting the heights of objects near Auburn Municipal Airport are established by Policy 3.5.2. Paragraph (c) states as follows:

... a proposed object having a height that exceeds any of the airport's Airspace Protection Surfaces shall be allowed only if all of the following apply:

- (1) As the result of an aeronautical study, the FAA determines that the object would not be a hazard to air navigation.
- (2) FAA or other expert analysis conducted under the auspices of the ALUC or the airport operator concludes that, despite being an airspace obstruction (not necessarily a hazard), the object that would not cause any of the following:
  - An increase in the ceiling or visibility minimums of the Airport for an existing or planned instrument procedure (a planned procedure is one that is formally on file with the FAA);
  - A reduction of the established operational efficiency and capacity of the Airport, such as by causing the usable length of the runway to be reduced; or

## Technical Memorandum

David Melko

April 2, 2019

Page 2

- Conflict with the visual flight rules (VFR), airspace used for the airport traffic pattern or en route navigation to and from the Airport.
- (3) Marking and lighting of the object will be installed as directed by the FAA aeronautical study or the California Division of Aeronautics and in a manner consistent with FAA standards in effect at the time the construction is proposed.
- (4) An Avigation Easement is dedicated to the jurisdiction owning the Airport in accordance with Policy 3.7.1.
- (5) The proposed project/plan complies with all other policies of this ALUCP.

Based upon the tower location shown in the 11/14/18 plan set provided to us, the tall point of the tower closest to the airport runway is approximately 917 feet from the runway centerline. The runway elevation at this point is approximately 1,491 feet MSL. The plan set shows the top of the tower will have an elevation of 1,606.2 feet. The airspace protection surface for Auburn Municipal Airport (as defined by Part 77 of the Federal Aviation Regulations) extends horizontally from the elevation of the runway centerline for a distance of 250 feet, then rises 1 foot per 7 feet horizontally. Thus, at a distance of 917 feet from the centerline, the surface would be 95.3 feet above the centerline elevation or approximately 1,586.3 feet MSL. The tower therefore will penetrate the airspace protection surface by about 20 feet.

In its aeronautical study of the proposed tower, the Federal Aviation Administration confirmed that the tower will exceed obstruction standards but concluded that it would not be a hazard to air navigation. The test under ALUCP Policy 3.5.2(c) is therefore met. Presumably, the tests under the first two bullets of Sub-paragraph (2) are also satisfied. Although the FAA study does not speak to this question, it no doubt would have if it had any concerns. The FAA study also does not address possible effects on visual flight procedures. Airport management should weigh in on this factor as it may have concerns that the FAA did not consider. Further, it is important to recognize that the FAA study does not consider other compatibility factors for which the ALUCP establishes criteria.

The California Division of Aeronautics, which has inspection and permitting responsibilities for airports in the state, has in the past noted that trees along the north side of the runway constitute airspace surface penetrations and should be topped or removed. Caltrans has not commented on the proposed tower and is not expected to do so at this time. They would likely do so only if the ALUC disapproves the project and Placer County, as the entity having land use jurisdiction over the project area, considers overruling the ALUC decision.

The avigation easement dedication requirement under Sub-paragraph (4) is not relevant because, as noted in the following discussion of safety criteria, the project is not consistent with the ALUCP. However, if the project does move forward through either of the options described below under Next Steps, dedication of an avigation easement should be pursued.

Finally, compliance with other compatibility criteria—in this case, only safety, not noise is a concern—is addressed in the next section of this memo.

## Technical Memorandum

David Melko

April 2, 2019

Page 3

### *Safety Criteria*

While the focus of the safety compatibility criteria in the ALUCP is on limiting the number of people who could be in harm's way in the event of an aircraft accident, this is not the only concern. Also addressed is the potential for damage to critical community infrastructure. These facilities are defined as ones "damage or destruction of which would cause significant adverse effects to public health and welfare well beyond the immediate vicinity of the facility." When these critical facilities are destroyed or severely damaged, the lives of people who rely upon them can be disrupted or endangered for an extended period of time until the facility can be replaced or repaired. For this reason, the Caltrans Handbook advises and the ALUCP supports avoiding these uses near runways. Communications facilities, including cell phone towers, are among these types of facilities.

The more critical the facility and the more harm its absence could cause, the more important it is to avoid its placement close to an airport runway. With regard to communications facilities, the second bullet under ALUCP Policy 3.4.9(c)(2) states: "Communications facilities are incompatible in Compatibility Zones A, B1, and B2. No new sites or facilities or expansion of existing sites or facilities shall be allowed." The cell tower is situated within Compatibility Zone B2 only 917 feet lateral to the runway centerline. This is a location where an aircraft that loses directional control early in the takeoff could crash.

Because the existing cell tower predates the 2014 adoption of the ALUCP, it is exempt from this criterion. However, expansion of the facility is an explicit conflict with the ALUCP policy. This incompatibility status is reflected in Table AUN-4A.

### *Next Steps*

Mead & Hunt recommends that the ALUC determine the proposed cell tower project to be inconsistent with the ALUCP criteria, specifically with regard to Policy 3.4.9(c)(2). If the ALUC wishes to find the project consistent with the ALUCP, it would need to make an exception based on special conditions in accordance with Policy 3.2.4. As indicated in Paragraph (c) of this policy, to reach this decision, the ALUC would need to make specific findings as to why the exception is being made and document that a safety hazard would not result. Paragraph (d) states that the burden for demonstrating that special conditions should apply rests with the project proponent and/or the referring local agency, Placer County. In its appeal of the ALUC staff determination, the applicant cited the FAA finding of no hazard but, as noted in our analysis here, this finding does not address the safety compatibility concern.

If the ALUC confirms the staff conclusion by making a final determination that the proposed project is inconsistent with the ALUCP, an option remaining for the applicant is to request that the Placer County Board of Supervisors overrule the ALUC determination of inconsistency. The steps required for overruling of an ALUC inconsistency determination are spelled out in Section 21676.5(a) of the California Public Utilities Code and summarized in ALUCP Section 2.1.2.



## Technical Memorandum

David Melko

April 2, 2019

Page 4

In either of the above instances—a special conditions determination by the ALUC or an overrule by the County Board of Supervisors—Mead & Hunt recommends that the following conditions be applied to the project:

1. Obstruction light the cell tower; and
2. Provide an aviation easement to the City of Auburn, as the airport proprietor.



## CITY OF AUBURN

Planning and Public Works Department

1225 LINCOLN WAY • AUBURN, CA 95603 • PHONE (530) 823-4211 • FAX (530) 885-5508

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April 9, 2019

David Melko, Senior Transportation Planner  
Placer County Transportation Planning Agency  
299 Nevada Street, Auburn, CA 95603

Subject: Proposed Modification of Verizon Cell Tower Adjacent to Auburn Municipal Airport

Dear Mr. Melko:

City staff has reviewed the Placer County Airport Land Use Commission (ALUC) review, dated January 15, 2019, for the proposed Verizon Cell Tower Extension adjacent to the Auburn Municipal Airport. The City does not support the proposed cell tower extension. Staff is in concurrence with the ALUC staff evaluation and would like to reiterate the following ALUC staff findings:

- 1) The proposed cell tower extension as located in Compatibility Zone B2 is inconsistent with Airport Compatibility Plan safety provisions.
- 2) The proposed cell tower extension as located in Compatibility Zone B2 is inconsistent with Airport Compatibility Plan airspace protection provisions.
- 3) Should Placer County approve, despite both safety and airspace protects provisions inconsistencies, the proposed cell tower extension as located in Compatibility Zone B2, the applicant shall dedicate an avigation easement to the City of Auburn.

City staff has also reviewed the Mead & Hunt technical analysis, dated April 2, 2019, of the proposed Verizon Cell Tower Extension adjacent to the Auburn Municipal Airport. The City is in concurrence with the Mead & Hunt Technical Memorandum and would like to reiterate the following Mead & Hunt findings:

- 1) The proposed cell tower extension will penetrate the airspace protection surface.
- 2) The City of Auburn is concerned regarding impacts imposed by a cell tower extension on visual flight procedures.

- 3) The Auburn Municipal Airport undergoes yearly safety inspections from the Caltrans Division of Aeronautics that includes identification of any airspace obstructions. Trees along the north side of the runway are often identified by Caltrans Aeronautics as airspace surface penetrations during these yearly inspections and City staff has trimmed or removed these trees to remain in compliance. The proposed cell tower extension located along the north side of the runway will be a significant height above this tree line and likely become an item identified in a future Caltrans Division of Aeronautics safety inspection.
- 4) The proposed cell tower extension is a communications facility in close proximity to the runway and could disrupt or endanger the lives of the public (through loss of communications) in the event that an aircraft crash damages or destroys the tower. The existing cell tower predates the 2014 ALUCP, but the proposed extension is in explicit conflict with and incompatible with the 2014 ALUCP.
- 5) The City of Auburn recommends that the proposed cell tower extension be found inconsistent with the ALUC and be denied. However, if the proposed cell tower extension is found consistent with the ALUC or a ALUC inconsistency determination, overruled by the Placer County Board of Supervisors, the City of Auburn would like the following two conditions included in any approvals:
  - a. Obstruction lights on the cell tower.
  - b. An Avigation easement is dedicated to the City of Auburn.

Please contact me if you have any questions or would like to discuss the comments further. I may be contacted at (530) 823-4211 ext. 144 and by email at [bschroeder@auburn.ca.gov](mailto:bschroeder@auburn.ca.gov).

Sincerely,



Bernie Schroeder  
Director of Planning & Public Works  
City of Auburn

**TO: PCTPA Board of Directors**

**DATE: April 24, 2019**

**FROM: Mike Luken, Executive Director**

**SUBJECT: TRANSPORTATION FUNDING OUTREACH-EXPENDITURE PLAN**

**ACTION REQUESTED**

Recommend approval in concept of the attached expenditure plan for the funding outreach program.

**DISCUSSION**

Staff has adjusted the attached expenditure plan to reflect the February 2019 polling for the proposed South Placer County Transportation Sales Tax District.

**BACKGROUND**

*Subcounty District Legislation – AB 1413*

Assembly Bill 1413 is scheduled to be heard by the Assembly Local Government Committee on May 1, 2019. Two people can testify in support of the proposed legislation. Former CTC Commissioner Jim Earp will speak in favor of the proposed legislation from a statewide perspective. Former Roseville Mayor Susan Rohan may also speak in support of the proposed legislation representing the local stakeholder group for the hearing. A vote on the Assembly floor will follow the Local Government Committee and then the bill will move to the Senate this summer and to the Governor in the fall.

*Transportation Funding Outreach Program*

Staff and FSB Core Strategies are continuing outreach with key stakeholders in the South County. With the completion of polling and presentation of the material to the Board last month, FSB Core Strategies is targeting the end of April to complete several educational tools to inform South Placer residents on the impacts of traffic congestion. These items include the business toolkit, update of the Keep Placer Moving website, the virtual reality video and social media informational materials. Staff is also pursuing a scope of work to prepare an emergency service provider traffic impact analysis for potential Board consideration or Executive Director authorization depending on the size of the proposed scope of work. Outreach at several medium and large events has been conducted recently and is being targeted for further outreach in the near future including the Loomis State of the Town, Rocklin State of the City, Roseville 2019, Rocklin Hot Chili-Cool Cars, Lighthouse, 4<sup>th</sup> of July Events, Splash, Lincoln Showcase, Eggplant Festival and other key events throughout the South Placer Region. Staff and stakeholder group representatives are also scheduled to speak to many groups in South Placer in the coming months.

**PCTPA Board of Directors**  
**TRANSPORTATION FUNDING OUTREACH STRATEGY WORKSHOP**  
**April 2019**  
**Page 2**

*Proposed Expenditure Plan/Pre-Polling Research*

As reported in the last few Board meetings, approximately \$1.28 billion is projected for a theoretical 30-year, half cent sales tax district in the South County. This very conservative revenue analysis was performed by HdL Companies as an update to their 2017 projection which came in at approximately \$1.4 billion. Finance Directors of the County and Cities in the proposed district have reviewed and approved this updated analysis. A review of the sales tax analysis by William Jessup university is in progress.

An updated expenditure plan is shown as Attachment 1 for review and conceptual approval by the Board. Costs of projects were updated from 2017. Approval has been recommended by the TAC. Please note the following proposed changes to the expenditure plan:

- 1) The large regional projects have had to be increased in cost due to refinement being done as we complete final design for initial stages of those projects.
- 2) Transit/Bike Ped has remained the same at a 15% set aside in response to our recent polling.
- 3) Local project funding was decreased from 30% to 25% to offset the increased cost of large regional projects and to reflect that SB1 will be paying for a sizable amount of road rehabilitation.
- 4) Competitive project funding remains unchanged at 5%.
- 5) Administrative costs remain unchanged at 1%

We are proposing to change the way we feature local roadway projects in our outreach material. In 2016, we featured road rehabilitation projects as the primary under Local Project Funding. At that time, there was no SB1 formula program to fund these “fix it first” road maintenance and transit vehicle replacement projects. One of our challenges this time will be to provide educational material that demonstrates that we need both the SB1 gas tax revenue for maintenance and a proposed Placer Transportation Sales Tax Measure for planned expansion. Along these lines, we have asked jurisdictions to look at their next 5 years in jurisdiction capital improvement plans and begin to plan on using this Local Project Funding for planned expansion projects or roadway projects that in their functionality would improve traffic congestion in each community.

Final approval of the expenditure plan will be conducted in spring 2020 when the matter is considered for placement on the ballot.

MWL:ss

**PCTPA/SOUTH PLACER DRAFT TRANSPORTATION SALES TAX DISTRICT TRANSPORTATION INVESTMENT PLAN (Revised Draft-March 2019)**

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>	\$ 1,514.0	\$ 831.0	\$ 683.0	\$ 683.0	53.4%	Various	
	I-80/SR 65 Interchange Phases 2-4	\$ 395.0	\$ 100.0	\$ 295.0	\$ 295.0		State/federal matching funds, developer fees	
	SR 65 Widening <i>Galleria Blvd to Lincoln Blvd</i>	\$ 115.0	\$ 70.0	\$ 45.0	\$ 45.0		Developer fees	
	Placer Parkway	\$ 595.0	\$ 570.0	\$ 25.0	\$ 25.0		Developer fees, Sutter Co fees	
	Baseline Road Widening	\$ 70.0	\$ 60.0	\$ 10.0	\$ 10.0		Developer fees	
	I-80 Auxiliary Lanes	\$ 29.0	\$ 6.0	\$ 23.0	\$ 23.0		State/federal matching funds	
	Interchange Program <i>I-80/Rocklin Road I-80/Horseshoe Bar SR 65/Nelson Lane</i>	\$ 110.0	\$ 25.0	\$ 85.0	\$ 85.0		Developer fees	
	Financing for Early Construction	\$ 200.0	\$ -	\$ -	\$ 200.0		None	
<b>ALTERNATIVE TRANSPORTATION PROJECTS</b>	<b>TOTAL SENIOR/DISABLED TRANSIT, BICYCLE/PEDESTRIAN AND COMMUTER IMPROVEMENTS</b>	\$ 538.1	\$ 346.2		\$ 191.9	15.0%	All Transit, Bicycle/Ped and Commuter Improvements	
<b>Senior/Disabled/Other Transit</b> <i>Environmental, design, right of way, construction, capital projects and operation</i>	Senior/Disabled Transit Enhancements	\$ 99.0	\$ 35.0		\$ 64.0	5.0%	Transit Funds	
<b>Bicycle/Pedestrian Projects</b> <i>Environmental, design, right of way, capital projects and construction</i>	Various Countywide	\$ 139.2	\$ 75.2		\$ 64.0	5.0%	State/federal matching funds	
<b>Commuter Improvements</b> <i>(Rail, Bus, Operations) Environmental, design, right of way, capital projects, operations</i>	<b>TOTAL COMMUTER IMPROVEMENTS</b>	\$ 300.0	\$ 236.0		\$ 64.0	5.0%	Various	
	Commuter Bus Enhancements	\$ 75.0	\$ 43.0		\$ 32.0		Cap & Trade, transit funds	
	Capital Corridor Rail/Bus Rapid Transit	\$ 225.0	\$ 193.0		\$ 32.0		Cap & Trade, transit funds	
<b>LOCAL PROJECTS</b> <i>Local traffic congestion hot spots and matching funds for local transportation priorities</i>	<b>TOTAL DISTRICT</b>	\$ 768.9	\$ 441.4		\$ 327.4	25.6%	State and Federal funds (Reduced due to SB1)	\$ 10.9
	City of Lincoln	\$ 135.6	\$ 72.4		\$ 63.2			\$ 2.1
	Town of Loomis	\$ 23.0	\$ 13.1		\$ 9.9			\$ 0.3
	City of Rocklin	\$ 179.9	\$ 109.2		\$ 70.7			\$ 2.4
	City of Roseville	\$ 303.2	\$ 145.5		\$ 157.8			\$ 5.3
	Placer County	\$ 127.2	\$ 101.3		\$ 25.9			\$ 0.9
<b>COMPETITIVE PROJECTS PROGRAM</b> <i>Transportation improvements</i>	Various Countywide	\$ 143.9	\$ 79.9		\$ 64.0	5.0%	State/federal matching funds, developer fees	
<b>TRANSPARENCY, OVERSIGHT, AND ADMINISTRATION</b>		\$ 12.8	\$ -		\$ 12.8	1.0%	None	\$ 0.4
<b>TOTAL PROGRAM</b>		\$ 2,978	\$ 1,699		\$ 1,279	100.00%		

Item J - Attachment 1



**TO:** PCTPA Board of Directors **DATE:** April 24, 2019

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

**SUBJECT:** HIGHWAY 65 WIDENING PHASE 1 CONSULTANT CONTRACT AND PROJECT UPDATE

**ACTION REQUESTED**

Authorize the Executive Director to negotiate and sign a budget adjustment, not to exceed \$795,000, with CH2M/Jacobs for services to complete the final design to make the Highway 65 Phase 1 Project ready for construction.

**BACKGROUND**

As authorized by the Board in February 2018, a consultant contract was signed with CH2M/Jacobs to complete the design for Phase 1 of the Highway 65 Widening with a budget of \$823,000. The initial approach was to pursue state grant funding by creating a shovel-ready Phase 1 project that included a southbound third lane from Blue Oaks Boulevard to Galleria Boulevard that avoided regulatory agency permitting and modifications to interchange ramps.

**DISCUSSION**

Since the Phase 1 design was authorized in February 2018, two things have occurred 1) the state grant application was not successful and 2) the proposed design would require significant drainage improvements, a concrete median barrier, and unused pavement to be constructed. Therefore, the Project Development Team, including local agency representatives, recommended moving forward with a modified Phase 1 design that accomplishes the following:

- Construct a third southbound lane from Blue Oaks Boulevard to Galleria Boulevard to reduce traffic congestion and improve safety on Highway 65
- Addition of an auxiliary lane on southbound Highway 65 from Pleasant Grove Boulevard to Galleria Boulevard
- Construct ultimate improvements at Blue Oaks Boulevard, Pleasant Grove Boulevard, and Galleria Boulevard southbound on- and off-ramps

The modified Phase 1 design will require additional design work for the added improvements and regulatory agency coordination on environmental mitigation. Staff is requesting Board authorization to negotiate and sign a budget adjustment up to \$795,000 with CH2M/Jacobs to complete the modified Phase 1 final design. Funding will be from regional transportation impact fees to be considered by the SPRTA Board. Phase 1 design will accommodate future phases of the project, including HOV or Express Lanes.

PCTPA staff will provide a presentation of the latest proposed Highway 65 Widening Phase 1 design at your Board meeting.

LM/MWL:ss

**PLACER COUNTY TRANSPORTATION PLANNING AGENCY  
AIRPORT LAND USE COMMISSION  
WESTERN PLACER CONSOLIDATED TRANSPORTATION  
SERVICES AGENCY**

**Technical Advisory Committee Meeting Minutes**

**April 9, 2019 – 3:00 p.m.**

**ATTENDANCE**

**Technical Advisory Committee (TAC)**

Chris Ciardella, City of Auburn  
Bernie Schroeder, City of Auburn  
Wes Heathcock, City of Colfax  
Araceli Cazarez, City of Lincoln  
Ray Leftwich, City of Lincoln  
Brit Snipes, Town of Loomis  
Dave Palmer, City of Rocklin  
Mike Dour, City of Roseville  
Jake Hanson, City of Roseville  
Mark Johnson, City of Roseville  
Jason Shykowski, City of Roseville  
Amber Conboy, Placer County  
David Smith, Caltrans

**Staff**

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

**Public Hearing: ALUC – Verizon Cell Tower Height Extension Appeal**

David Melko provided attachments to explain the location of the applicant’s project in relation to the Auburn Airport. David explained that the proposed project is requesting an increase in the height of an existing cell tower located in Zone B2 of the Airport Land Use Compatibility Plan (ALUCP). The project as proposed was found by the Executive Secretary of the ALUC to be inconsistent with the ALUCP based safety and airspace protection provisions for this zone. The finding of inconsistency was provided to the County Planning Services Division and the applicant. The applicant filed an appeal of the determination of the Executive Secretary and will be brought before the Airport Land Use Commission (ALUC) at a public hearing to be held at the April 24<sup>th</sup> meeting. The staff recommendation will be to confirm the Executive Secretary’s determination. The TAC concurred with staff’s recommendation to deny the appeal.

**Funding Strategy Expenditure Plan**

Mike Luken provided the adopted 2017 and updated 2019 Funding Strategy Expenditure Plans. Mike presented a summary of the 2016 Measure M results and 2017 polling results explaining that the 2017 polling in South Placer County had overwhelming support for a transportation sales tax measure. The February 2019 polling indicates that due to SB 1/Prop 6 gas tax election and other local revenue measures which recently passed, the support is down to 66%. To reflect current revenue estimates, updated cost projections for regional projects and to provide clear definition of what is funded and what cannot be funded by SB1, the expenditure plan has been updated. Notable changes include, 1) an increase in line item costs for large regional projects due to refined design costs 2) a decrease in local



project funding from 30% to 25% to offset the increased cost of large regional projects and to reflect revenue for road maintenance generated by SB1. Mike added that we retained the competitive project program of 5% and the administrative costs remain at 1%. Additionally, should a measure be placed on the ballot and potentially pass in 2020, we will recommend the Board reaffirm shifting \$2,000,000 of TDA funds annually to those jurisdictions outside of the proposed South Placer district. Staff requested that jurisdictions examine their 5-year CIP to convert near term projects that could be funded from their Local Project Program from road rehabilitation projects to expansion/roadway functional improvement projects. The TAC concurred with the updated expenditure plan.

### **Highway 65 Widening Phase 1 Design Update**

Luke McNeel-Caird provided a Phase 1 Project Fact Sheet explaining that this month we will be updating the Board on the project. Luke said the original design was for a third lane from Blue Oaks Blvd to Galleria Blvd on the inside lane however through the design process this strategy would result in the need for significant drainage improvements, a median barrier, and unused pavement. The Project Development Team recommended constructing a third southbound lane from Blue Oaks Blvd to Galleria Blvd, adding an auxiliary lane on SB Highway 65 from Pleasant Grove to the Galleria and constructing the ultimate improvements at the on- and off-ramps. In order to make this project shelf ready for construction, this modification of Phase 1 design and mitigation will require a budget adjustment of up to \$795,000 with CH2M/Jacobs. This will be funded through SPRTA. The TAC concurred with this budget adjustment.

### **Highway Infrastructure Program (HIP) Funds**

Luke McNeel-Caird said that in August 2018, Placer County was allocated approximately \$900,000,00 in HIP funds. The Board approved an allocation \$300,000 to the Highway 49 Gap Closure Project. Staff is requesting the remaining funding be allocated to the I-80 Auxiliary Lanes project. Luke added that in 2019 Placer County's apportionment will be approximately \$1.25 million and asked the TAC to be thinking about projects that may be eligible. Luke provided a fact sheet, noting that HIP funds have similar requirements as RSTBGP funds. The TAC concurred with allocating the remainder of 2018 HIP funds to the I-80 Auxiliary Lanes project.

### **Nevada Street Pedestrian and Bicycle Facilities CMAQ Funding Agreement**

Luke McNeel-Caird reported that the City of Auburn was in jeopardy of losing \$800,000 of ATP funding if they were not able to deliver construction of the Nevada Street Pedestrian and Bicycles Facilities project. After rebidding, the City was able to secure a contractor within acceptable bounds of the engineers estimate. To close the funding gap needed to construct the project, we will be asking the Board to reprogram \$500,000 in funding for the Highway 49 Sidewalk Gap Closure project which the city will reimburse with future CMAQ funding. The TAC concurred with this approach.

### **Caltrans Report from Local Assistance Staff**

David Smith updated the TAC on District 3 staff changes adding that Jon Pray has left and Sam Vandell will be taking over as lead on projects that he was involved in. David said that he has no update on SCS grants but will report back next month on any developments.

### **Other Issues/Upcoming Deadline**

- a) Kathleen Hanley reported that we will be taking the FY 2019/20 Call Center and Transit Ambassador Budget to the Board this month, which is funded through WPCTSA. Kathleen added costs are increasing for this service and the Transit Operators Working Group (TOWG) recommended further study of peer call centers. She noted that we will bringing the WPCTSA to the Board for approval in May.

- b) Kathleen said that ATP Progress reports are due April 15.
- c) Aaron Hoyt said that the FY 19/20 SB1 Local Streets and Roads funding program requires annual project lists, cost estimates, and council/board resolution to be submitted via the CalSMART website by May 1.
- d) Mike Luken explained that we are working with the City of Lincoln on legislation to relinquish a portion of SR 193 associate with the construction of the Village 1 project.
- e) Mike said AB 1413, the bill which would allow sub-county sales tax districts, is scheduled to be heard by the Assembly Local Government Committee on May 1.
- f) Mike reported that we are monitoring SB 152. This bill would transfer most of the ATP funding from the statewide pot to MPOs and would allow them to create their own process for deciding which projects to fund. Staff will be requesting flexibility also be added to the legislation for jurisdictions to adjust projects which are challenged after project award due to local conditions.
- g) Mike said we are continuing to present to groups and various County leaders on the funding strategy. He noted there has been more interest in bringing the Transit Ambassador Program to other areas of the County.
- h) Next TAC Meeting: May 7, 2019:

The TAC meeting concluded at approximately 4:00 pm.

## MEMORANDUM

**TO:** Mike Luken  
**FROM:** AIM Consulting  
**DATE:** April 8, 2019  
**RE:** March Monthly Report

---

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

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 to update the PCTPA transportation blog with current news articles about PCTPA and additional information including PCTPA programs, transportation projects, and achievements. This month, AIM posted an update about Sierra College improvements to the transportation blog.

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:

- Placer County Roadway Warning Signage Update
- Caltrans Interstate 80 Reversible Lanes – Auburn Journal Article
- Interstate 80 Truck Lane

- City of Lincoln Roads Update
- Sierra College Improvements Blog Post
- Short Range and Long Range Transit Plan – Roseville Transit
- Placer County Parks and Trails Master Plan
- Bell Road Interchange Roundabouts
- CHP Traffic Lesson
- Caltrans Southbound Highway 65 Meter Changes
- Caltrans Southbound Highway 65 Meter Changes – Sacramento Bee Article
- Caltrans Southbound Highway 65 Meter Changes – Roseville Today Article
- Caltrans Northbound Highway 65 Extended Closure in April

Current social media page statistics include:

- Facebook – 1,434 Followers
- Twitter – 379 Followers
- Instagram – 173 Followers

Key website analytics include:

- Total page views for the PCTPA website during March: 3,327
  - 20% of views were on the PCTPA homepage
  - 4% of views were on the PCTPA 2019 Agendas Page
  - 4% of views were on the Real Time Traffic Information Page
- Total page views for Interstate 80 / Highway 65 Interchange Improvements website during March: 723

## 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.

AIM handled media relations for the announcement of the new metering times on southbound Highway 65. This included developing and distributing a news release and developing and distributing content for the PCTPA social media platforms.

## Project Assistance

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 their weekly construction email distribution list.

AIM, in coordination with PCTPA, planned and coordinated logistics for the Interstate 80 / Highway 65 informational video including writing talking points and scheduling dates for interviews with key stakeholders.

AIM, in coordination with PCTPA and CCJPA, planned and coordinated logistics for an informational video about the Capitol Corridor.

AIM made preparations for the first Placer-Sacramento Gateway Plan stakeholder meeting. Preparations included developing a stakeholder database and writing the invitation.



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

March 29, 2019

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

### **Infrastructure**

House Transportation Chairman DeFazio is pushing forward a proposal to raise the gas tax as a short-term fix for the Highway Trust Fund. At a Ways and Means Committee hearing this month he laid out why he thinks that plan makes the most sense and could even be bipartisan. Some Senate Democrats are on board, too (although notable gas-tax-hike opponent Senator Schumer has yet to weigh in.). Rep. Graves, House Transportation Ranking Member, wants to focus on a vehicle miles traveled fee as a long-term solution. Others want to push more of the financial burden onto states. And some, like Senate Environment and Public Works Chairman Barrasso (R-Wyo.), aren't talking about revenue much at all, but would rather focus on permitting reforms. According to the House Democratic leadership, Floor time for an infrastructure bill has been reserved for May or "late spring." The bill number will be H.R. 2, reflecting the fact that infrastructure is one of ten priority pieces of House Speaker Pelosi.

According to T&I staff (March 12 meeting with Key Advocates), the Committee is focusing on the next few months as the key window for putting together an infrastructure package and bringing it to the House Floor. Majority Leader Hoyer wants appropriations to happen in the summer, so the Committee believes they need to complete infrastructure before then. They have targeted this month and April for legislative development, and May/June for the House Floor. They say that the biggest hurdles are identifying pay-fors and advancing a package through the Senate. Chairman DeFazio strongly seeks to have a paid-for package. Areas for pay-fors may include (but not limited to) the Harbor Maintenance Trust Fund; indexing the gas tax (technically outside T&I's jurisdiction); airport infrastructure; and, Clean Water State Revolving Fund. The Committee has yet to determine whether they will advance one big bill or multiple bills to be later packaged together. The Committee started hearings this month and will continue next month focusing on key issues and markups. The Chairman is seeking bipartisan support on the infrastructure package but the majority believes they will gain clarity over the next few weeks on whether that is possible. Discussions remain very fluid regarding the scope and size (e.g., \$1 trillion) of a potential infrastructure package. The Committee is interested not just in repairing infrastructure, but building new long-term infrastructure that is environmentally safe, expands capacity, and facilitates innovation (e.g., driverless cars). Key areas for investment mentioned

include highways (shoring up the highway trust fund), transit rail investments including the NE corridor; airports (at least \$120 billion in airport infrastructure needs identified); port infrastructure; water infrastructure and safety/contamination; emergency/extreme weather resilience protections in infrastructure; and, broadband infrastructure (including rural areas). The Committee believes there is a limited role for P3, in contrast to the Administration's Infrastructure Blueprint.

According to Senate Environment and Public Works Committee staff (Feb. 13 meeting with Key Advocates), the Committee has asked all Senators to submit their "infrastructure asks" by May 1. Pending that, the plan is to let the House go first on a bill to see what, if anything, it does. Staff is considering "flexible" funding options, such as more authority for states and locals to decide project funding, as part of their process.

## **Hearings**

On March 6, the Senate Committee on Environment and Public Works held a hearing entitled, "*The Economic Benefits of Highway Infrastructure Investment and Accelerated Project Delivery.*" Witnesses were Patrick McKenna, Vice President, American Association of State Highway and Transportation Officials; Steven Demetriou, Business Roundtable Infrastructure Committee; and, Michael Replogle, Deputy Commissioner for Policy, New York City Department of Transportation.

On March 13, the Subcommittee on Highways and Transit held a hearing titled, "Aligning Federal Surface Transportation Policy to Meet 21st Century Needs." The hearing focused on whether and how Federal-aid highway and Federal transit policies need to change to ensure that our surface transportation network can meet current and future challenges. Witnesses were Ron Nirenberg, Mayor, City of San Antonio, on behalf of the National League of Cities; Roger Millar, Secretary, Washington State Department of Transportation, on behalf of the American Association of State Highway and Transportation Officials; Darran Anderson, Director of Strategy and Innovation, Texas Department of Transportation, on behalf of the Texas Innovation Alliance; Jack Clark, Executive Director, Transportation Learning Center; Therese W. McMillan, Executive Director, Metropolitan Transportation Commission, on behalf of the Association of Metropolitan Planning Organizations; Al Stanley, Vice President, Stanley Construction Company, Inc., on behalf of the Associated General Contractors of America; and, Michael Terry, President and CEO, IndyGo - Indianapolis Public Transportation Corporation, on behalf of the American Public Transportation Association.

## **FY20 President's DOT Budget**

FHWA - \$2B for INFRA grants - double the FAST Act authorized level, and \$300M in competitive highway bridge grants (versus \$225M in FY19 funding).

FTA - \$1.5B (versus \$2.55B in FY'19 funding) for the Capital Investment Grant (CIG) program (New Starts, Small Starts, Core Capacity) and \$10.65B for the transit formula program, the same as FY19.

FRA - \$936M for Amtrak - \$325M for the NEC and \$611M for the National Network (versus \$650M for the NEC and \$1.29B for the National Network in FY19 funding).

FAA - \$3.3B (versus \$3.85B in FY'19 funding) for the Airport Improvement Program (AIP) for airport capital construction programs.

Other - \$1B for the BUILD grant program (formerly called the TIGER program) versus the \$950M appropriated in FY19.

## **FY20 Congressional Budget Resolution**

Congress has an April 15 deadline to pass a Congressional Budget Resolution. Given the slippage in the submission of the President's Budget, this deadline may slip as well. A budget resolution is in the form of a concurrent resolution – passed by both House and Senate – but does not have the force of law. It does not go to the President for signature (in contrast to appropriation bills which must be signed into law). A budget resolution sets upper limits for spending under major functions, which serves as the basis for allocating funding levels to the appropriations subcommittees

## **FY19 Federal Funding Generally**

To review, the omnibus appropriations bill to fund the remaining Federal agencies was signed into law on Feb. 15.

## **FY19 “Transportation” Funding**

- TIGER—\$900 million, a decrease of \$600 million below the 2018 enacted level and \$900 million above the President's budget request. The funding will be allocated 50 percent to urban areas and 50 percent to rural areas.
- FAA—\$17.5 billion, \$549 million below the 2018 enacted level and \$1.3 billion above the President's budget request. Airport Improvement Program grants receive an additional \$500 million to accelerate infrastructure investments at airports.
- FHWA—\$49.3 billion, an increase of \$1.8 billion above the 2018 enacted level and \$3.5 billion above the President's budget request. Highway Infrastructure Programs are funded at \$3.3 billion for highway and bridge rehabilitation and construction as well as safety improvements at railroad grade crossings.
- FMCSA—\$667 million, \$178 million below the 2018 enacted level and \$1 million above the President's budget request.
- NHTSA—\$966 million, an increase of \$19 million above the 2018 enacted level and \$52 million above the President's budget request.
- FRA—\$2.9 billion, \$218 million below the 2018 enacted level and \$1.9 billion above the President's budget request. Amtrak is funded at \$1.9 billion, equal to the 2018 enacted level, and \$670 million is provided for rail infrastructure improvements. MagLev is funded at \$10 million.
- FTA—\$13.4 billion, a reduction of \$67 million below the 2018 enacted level and \$2.3 billion above the President's budget request. Capital Investment Grants are funded at



\$2.6 billion to fund all signed Full Funding Grant Agreements and continue work on projects in the development pipeline. Transit Infrastructure Grants are funded at \$700 million to improve and modernize transit infrastructure.

## Bill Tracking

S.352 — 116th Congress (2019-2020)

**A bill to amend the Internal Revenue Code of 1986 to increase the national limitation amount for qualified highway or surface freight transfer facility bonds.**

Sponsor: Sen. Cornyn, John [R-TX] (Introduced 02/06/2019) Cosponsors: (1)

Committees: Senate - Finance

Latest Action: Senate - 02/06/2019 Read twice and referred to the Committee on Finance.

H.R.180 — 116th Congress (2019-2020)

**Build America Act of 2019**

Sponsor: Rep. Hastings, Alcee L. [D-FL-20] (Introduced 01/03/2019) Cosponsors: (7)

Committees: House - Transportation and Infrastructure, Ways and Means

Latest Action: House - 02/07/2019 Referred to the Subcommittee on Railroads, Pipelines, and Hazardous Materials.

S.146 — 116th Congress (2019-2020)

**Move America Act of 2019**

Sponsor: Sen. Hoeven, John [R-ND] (Introduced 01/16/2019) Cosponsors: (1)

Committees: Senate - Finance

Latest Action: Senate - 01/16/2019 Read twice and referred to the Committee on Finance.

H.R.658 — 116th Congress (2019-2020)

**National Infrastructure Development Bank Act of 2019**

Sponsor: Rep. DeLauro, Rosa L. [D-CT-3] (Introduced 01/17/2019) Cosponsors: (60)

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

Latest Action: House - 01/17/2019 Referred to the Committee on Energy and Commerce, and in addition to the Committees on Transportation and Infrastructure, Financial Services, and Ways and Means, for a period to be subsequently determined by the Speaker, in each case for consideration of such.

S.353 — 116th Congress (2019-2020)

**A bill to amend title 23, United States Code, to improve the transportation infrastructure finance and innovation (TIFIA) program, and for other purposes.**

Sponsor: Sen. Cornyn, John [R-TX] (Introduced 02/06/2019) Cosponsors: (1)

Committees: Senate - Environment and Public Works

Latest Action: Senate - 02/06/2019 Read twice and referred to the Committee on Environment and Public Works.

S.403 — 116th Congress (2019-2020)

**A bill to encourage the research and use of innovative materials and associated techniques**

**in the construction and preservation of the domestic transportation and water infrastructure system, and for other purposes.**

Sponsor: [Sen. Whitehouse, Sheldon \[D-RI\]](#) (Introduced 02/07/2019) Cosponsors: (5)

Committees: Senate - Environment and Public Works

Latest Action: Senate - 02/07/2019 Read twice and referred to the Committee on Environment and Public Works.

[H.R.680](#) — 116th Congress (2019-2020)

**Securing Energy Infrastructure Act**

Sponsor: [Rep. Ruppertsberger, C. A. Dutch \[D-MD-2\]](#) (Introduced 01/17/2019) Cosponsors: (1)

Committees: House - Science, Space, and Technology

Latest Action: House - 01/17/2019 Referred to the House Committee on Science, Space, and Technology

[H.R.228](#) — 116th Congress (2019-2020) **To authorize programs and activities to support transportation options in areas that are undergoing extensive repair or reconstruction of transportation infrastructure, and for other purposes.** Sponsor: [Rep. Velazquez, Nydia M. \[D-NY-7\]](#) (Introduced 01/03/2019) Cosponsors: (2)

Committees: House - Transportation and Infrastructure Latest Action: House - 01/03/2019 Referred to the Committee on Transportation and Infrastructure.

[H.R.880](#) — 116th Congress (2019-2020)

**Surface Transportation Investment Act of 2019**

Sponsor: [Rep. Brownley, Julia \[D-CA-26\]](#) (Introduced 01/30/2019) Cosponsors: (1)

Committees: House - Ways and Means, Transportation and Infrastructure

Latest Action: House - 02/07/2019 Referred to the Subcommittee on Highways and Transit.

**April 7, 2019**

**TO:** Mike Luken, Executive Director, Placer County Transportation Planning Agency

**FROM:** Cherri Spriggs-Hernandez, Principal, FSB Core Strategies

**RE:** March Report of Activities for Funding Strategy Outreach Effort

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Areas of focus this month were as follows:

**Legislation – In Progress**

- Drafted sample support letters
- Attended lobbyist meetings
- Assisted lining up testifiers for the hearing

**Research – In Progress**

- Prepared for, assisted with and attended various research presentations

**Stakeholder Outreach – In Progress**

- Updated stakeholder universe
- Continued to meet individually with key stakeholders
- Began to prepare for next stakeholder meeting scheduled for April

**Partner Collaboration – In Progress**

- Connected with key partners as we begin the funding strategy outreach
- Prepared for various sponsorships including Roseville 2019, State of the City Rocklin, Tommy Apostolos Dinner and others
- Continued speakers bureau/community engagement scheduling
- Lined up participants for General Outreach 80/65 Interchange Update video
- Continued planning Cap to Cap PCTPA reception

**Earned Media/Collateral Development – In Progress**

- Continued developing virtual reality videos
- Continued developing pieces for the Toolkit (Infographics, newsletter stories, presentations, etc.)
- Continued working on website refresh

**Account Management – In Progress**

- Met/Spoke with PCTPA Leadership regarding a variety of strategic developments
- Met with AIM Consulting regarding general outreach/project coordination
- Prepared monthly report

Funding Strategy Outreach Timeline FY 18/19									
Tactical Elements	Phase One Oct. – Dec. 2018			Phase Two Jan.- Mar. 2019			Phase Three Apr. – June 2019		
Election Postmortem		X							
Research				X	X				
Comms Audit	X	X	X						
Stakeholder Outreach	X	X	X	X	X	X	X	X	X
Influencer Toolkit			X	X			X		
Materials Development				X	X	X	X	X	X
Influencer Breakfasts				X	X	X	X	X	X
Speakers' Bureau					X	X	X	X	X
Earned Media Program		X			X	X	X	X	X
Partner Collaboration	X	X	X	X	X	X	X	X	X
Website Refresh				X					
Website Maintenance					X	X	X	X	X
Organic Social Media Program			X	X	X	X	X	X	X
Paid Digital Program				X	X	X	X	X	X
Blogging		X	X	X	X	X	X	X	X
Video Production/ Virtual Reality/ Gamification				X	X	X	X	X	X

# Smith, Watts & Hartmann, LLC.

Consulting and Governmental Relations

## MEMORANDUM

TO: Mike Luken

FROM: Mark Watts

DATE: April 2, 2019

SUBJECT: Monthly Activity Report – March 2019

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Smith, Watts & Hartmann was engaged to seek the introduction and enactment of authority for a county to develop a tax area for seeking voter approval of a Self-Help Transportation sales tax. Additionally, PCTPA is partnering with the City of Lincoln to aid them in seeking relinquishment of SR 193 within the city limits.

Below is a listing of general activities in support of PCTPA legislative and advocacy program during March 2019:

- ✓ PCTPA's assistance to Lincoln involved providing guidance with respect to the need for legislation necessary for the relinquishment of SR 193. I reviewed proposed language and coordinated on PCTPA's behalf with Asm. Kiley's staff, who introduced AB 1456 and later amended it in March with the proper relinquishment language.
- ✓ Provided PCTPA with appropriate updates on the introduction and coalition building in support of Asm. Gloria' AB 1413, which would authorize RTPAs to pursue sub-county tax jurisdictions.
- ✓ Helped coordinate Placer Coalition Lobby meeting relative to AB 1413.
- ✓ Coordinated outreach to prospective counties to support AB 1413.
- ✓ Coordinated outreach for designated Placer testier in support of the bill with coalition staff and author's office.

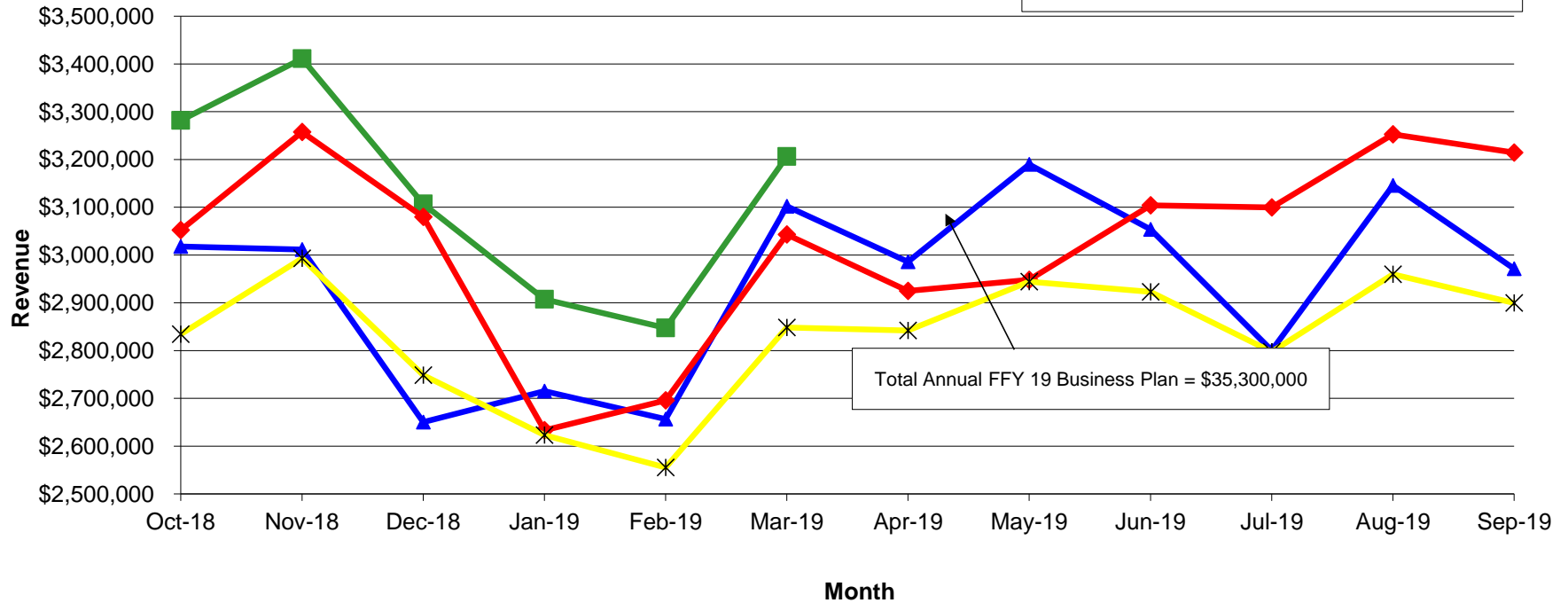
**How's Business?:  
Revenue**

9.4% vs. FFY 19 Business Plan YTD  
 5.6% vs. Prior FFY 18 YTD  
 13.3% vs. Prior FFY 17 YTD

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



- Actual FY 19 Revenue (through Mar-19)
- ▲— FFY 19 Business Plan
- ◆— Actual FY 18 Revenue
- ×— Actual FY 17 Revenue



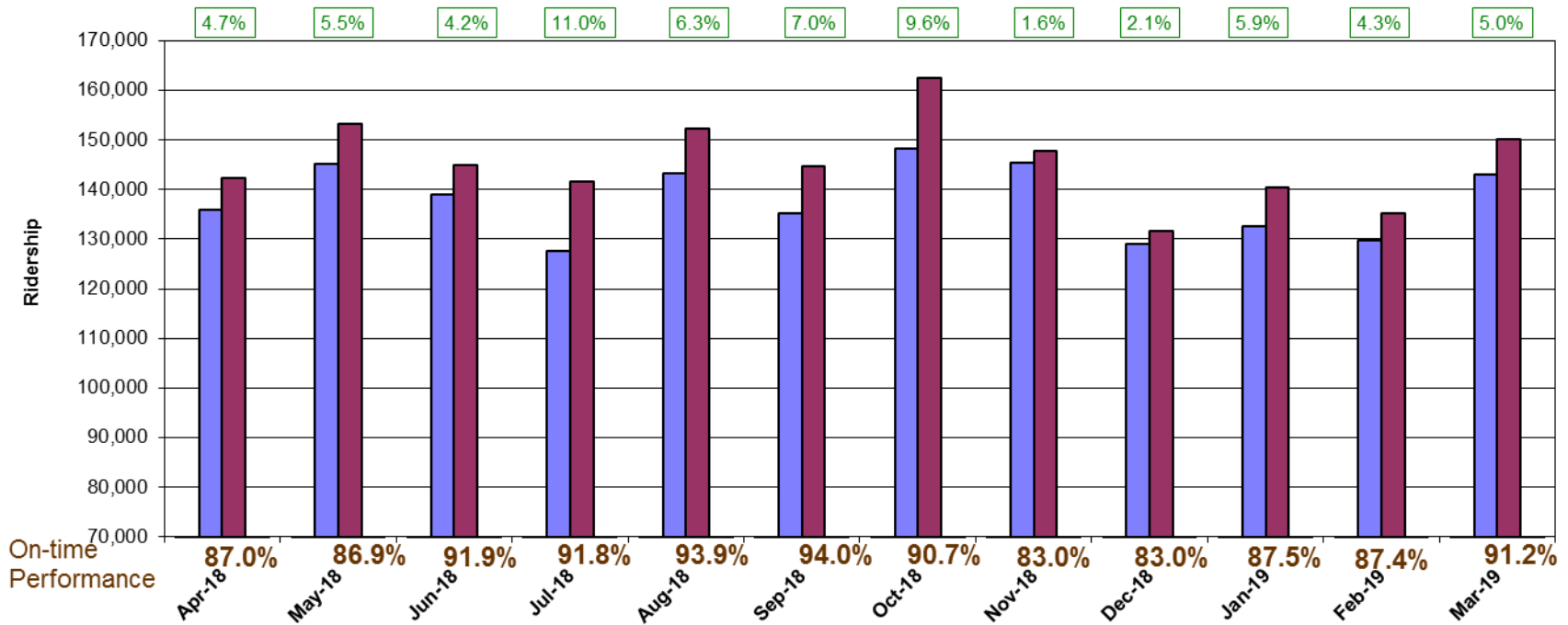
# How's Business? Ridership



■ Prior 12 Months    ■ Current 12 Months

5.59% Overall 12-Month Growth  
 Ridership Last 12 Months=1,746,619  
 Ridership Prior 12 Months=1,654,094

% difference current month to prior year's month



Capitol Corridor FY19 Performance Measures (thru March 2019)

	<u>Ridership</u>	<u>Revenues</u>	<u>OTP Endpoint</u>	<u>OTP Passenger</u>	<u>System Operating Ratio</u>	<u>Customer Satisfaction</u>
Actual	867,620	\$ 18,761,003	88%	87%	62%	90.6
Business Plan	811,707	\$ 17,153,524	90%	90%	52%	92.5
Actual vs Businss Plan % Diff	6.9%	9.4%	-2.2%	-3.7%	19.2%	-2.1%
Previous YTD % Diff	+4.8%	+5.6%	-1.0%	-3.6%	+6.3%	+5.9%

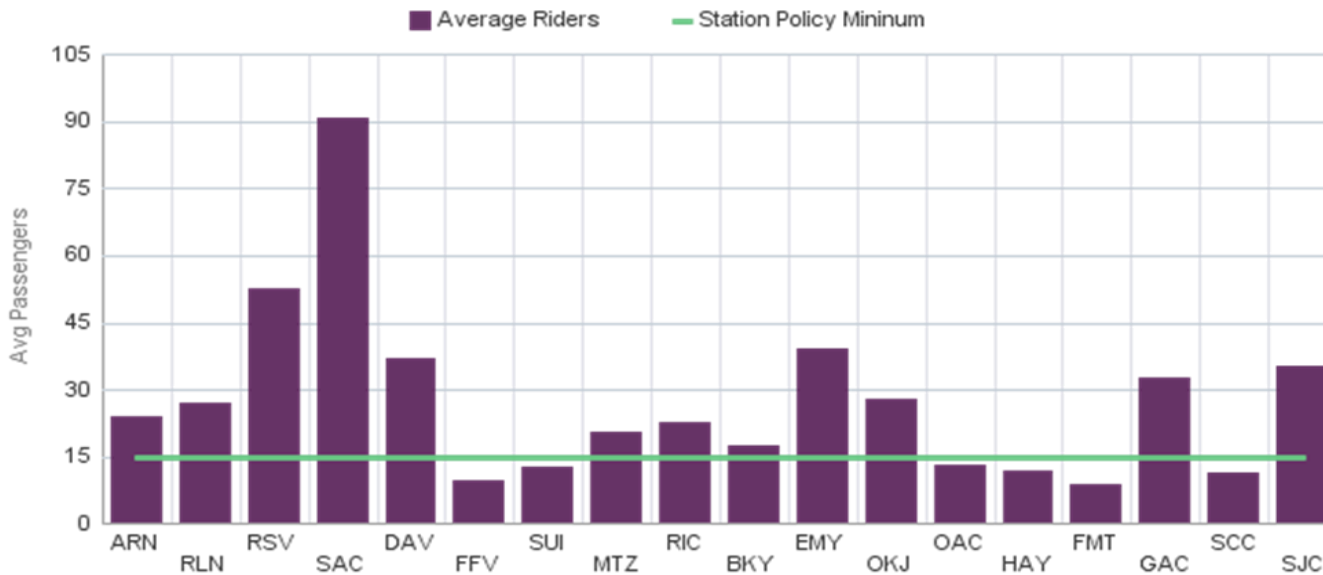


## Capitol Corridor Station Activity - Minimum Station boarding and alightings

### Highest Average Number of Passengers on a train by Station

FYTD 19/October 1, 2018 - April 6, 2019

Total Number of Passengers on board by Station



Station Code	Board Count	Alight Count	Average Riders	Meet Criteria
ARN	5,092	3,808	24	Y
BKY	45,271	45,406	17	Y
DAV	97,324	93,180	37	Y
EMY	99,299	102,195	39	Y
FFV	24,978	25,490	10	Y
FMT	11,474	11,862	9	N
GAC	45,860	39,578	32	Y
HAY	14,223	16,312	12	Y
MTZ	51,266	55,233	21	Y
OAC	19,939	23,737	13	Y
OKJ	73,581	71,638	28	Y
RIC	56,659	61,524	23	Y
RLN	5,680	4,419	27	Y
RSV	10,425	9,199	52	Y
SAC	238,330	230,644	90	Y
SCC	15,865	14,181	11	N
SJC	45,351	47,557	35	Y
SUI	31,807	34,113	13	N

Year of Service	Projected Ridership (Boardings + Alightings) Per Train Stop (<20 daily trains)*	Projected Ridership (Boardings + Alightings) Per Train Stop (20+ daily trains)*
1	Equal to or greater than 7	Equal to or greater than 8
2	Equal to or greater than 8	Equal to or greater than 10
5 or more	Equal to or greater than 12	Equal to or greater than 15

\*Per train ridership thresholds parsed to reflect service frequency differences

# THE SACRAMENTO BEE

Tony Bizjak  
March 27, 2019

## Metering lights all day? One of the region's worst bottlenecks has a patchwork fix

Drivers on Highway 65 in south Placer County know it and dread it: the perpetual wall of stalled traffic they hit in the final miles approaching Interstate 80.

Caltrans and Placer are working on a modest [\\$50 million initial lane expansion](#), and hope someday to come up with \$400 million to redo the outdated interchange.

Meantime, traffic just keeps getting worse. As a stopgap, Caltrans will try a first in the region: Starting Monday, April 8, the state will turn the metering lights on all day at several southbound ramps, from 6 a.m. to 6 p.m. weekdays, and 10 a.m. to 7 p.m. on weekends.

The on-ramps are at Pleasant Grove Boulevard, Blue Oaks Boulevard and Sunset Boulevard.

Caltrans spokeswoman Deanna Shoopman said Caltrans traffic counts are unusual in that area.

Unlike other freeways, which are congested typically during morning and evening commutes, traffic on Highway 65 near the interchange with Interstate 80 comes to a stop or near stop anytime on any day of the week. The highway not only serves growing areas of Roseville, Rocklin and Lincoln, it is the entry as well to the Galleria shopping center and Thunder Valley Casino.

"It's just intense all the time," Shoopman said. "It doesn't matter if it is commute hour, or shopping hours, or weekends."

The metering lights allow traffic to enter the freeway in a controlled fashion, allowing a smoother merge, Shoopman said.

Long-term, officials hope slowly to modernize the interchange, at a cost of \$400 million, as money becomes available.

Current work involves adding a lane northbound on Highway 65 just north of the interchange. That project will be finished next year.

Local officials say they will need to find a new funding source in order to complete the project, which involves widening Highway 65 to Lincoln.

“Traffic will continue to be a problem in the area until we make meaningful investment in our transportation infrastructure,” Roseville Mayor John Allard said in a press statement this week. “To fully fund this project we will need to find a local funding source to compete for state and federal funding.”