



A G E N D A

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

**Wednesday, January 27, 2021
9:00 a.m.**

**Placer County Transportation Planning Agency
299 Nevada Street, Auburn CA 95603**

PUBLIC PARTICIPATION PROCEDURES

In order to protect public health and the safety of our Placer County citizens, Public Comment for this January 27, 2021 meeting will be offered through a remote call-in line or joining the web-based meeting. Public Comment will be opened for each agenda item in sequence. Be prepared to speak on the specific agenda item you wish to comment on when the Board Chair announces the item. Please see below for remote access to this meeting:

Remote access: <https://us02web.zoom.us/j/89377296160>

You can also dial in using your phone:

US: +1 669 900 9128

Webinar ID: 893 7729 6160

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

- A. Flag Salute**
- B. Roll Call**
- C. Approval of Action Minutes: December 2, 2020**
- D. Agenda Review**
- E. Public Comment**

**Action
Pg. 1**

**Board of Directors Meeting Agenda
 PLACER COUNTY TRANSPORTATION PLANNING AGENCY
 AIRPORT LAND USE COMMISSION
 WESTERN PLACER CONSOLIDATED TRANSPORTATION SERVICE AGENCY
 PLACER COUNTY LOCAL TRANSPORTATION AUTHORITY
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- F. 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. **Pg. 5**
1. PCTPA Audited Financial Statements & TDA Compliance Report *Under Separate Cover*
 2. FY 2020/21 City of Colfax Claim for Local Transportation Funds (LTF) - \$93,867 **Pg. 6**
 3. FY 2020/21 City of Colfax Claim for State Transit Assistance (STA) Funds - \$8,317 **Pg. 10**
- G. Consent Calendar: Western Placer Consolidated Transportation Services 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. **Pg. 15**
1. Audited Financial Statements & TDA Compliance Report Acceptance *Under Separate Cover*
- H. Consent Calendar: Airport Land Use Commission** **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. **Pg.16**
1. Airport Land Use Commission (ALUC) Consistency Determination: City of Lincoln Public Review Draft Housing Element 2021-2029
- I. 9:30 A.M. - PUBLIC HEARING: City of Lincoln General Plan Draft Health and Safety Element Consistency Determination** **Action**
David Melko **Pg. 19**
- Conduct a public hearing to obtain input on the City of Lincoln General Plan Draft Health and Safety Element and its consistency with the Placer County Airport Land Use Compatibility Plan (ALUCP).
 - Find that the City of Lincoln General Plan Draft Health and Safety Element is conditionally consistent with the Placer County ALUCP subject to the condition that the Draft Health and Safety Element be updated to include the recommended goal and policies pertaining to airport safety hazards as shown in Attachment 1.

**Board of Directors Meeting Agenda
 PLACER COUNTY TRANSPORTATION PLANNING AGENCY
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- | | |
|--|---|
| <p>J. Highway 49 Presentation
 <i>Mike Luken</i></p> <ul style="list-style-type: none"> • Caltrans District 3 executive staff will provide a presentation at the January Board meeting on current improvements to the Highway 49 corridor and the Comprehensive Multimodal Corridor Plan. | <p>Info
 Pg. 22</p> |
| <p>K. Federal Legislative Program for 2021
 <i>Mike Luken</i></p> <ul style="list-style-type: none"> • Adopt the Federal Legislative Program for 2021 as provided and direct staff and federal advocates to represent these positions. | <p>Action
 Pg. 23</p> |
| <p>L. State Legislative Program for 2021
 <i>Mike Luken</i></p> <ul style="list-style-type: none"> • Adopt the State Legislative Program for 2021, and direct staff and state advocate to represent these positions with electeds and agencies in Sacramento. | <p>Action
 Pg. 27</p> |
| <p>M. Highway 49 Sidewalk Gap Closure Right-of-Way Phase
 <i>Aaron Hoyt</i></p> <ul style="list-style-type: none"> • Authorize the Executive Director to negotiate and sign a contract for right-of-way (ROW) services associated with the Highway 49 Sidewalk Gap Closure project for a not-to-exceed amount of \$650,000. | <p>Action
 Pg. 30</p> |
| <p>N. Appointment of Capitol Corridor Joint Powers Authority Representatives from the PCTPA Board
 <i>Mike Luken</i></p> <ul style="list-style-type: none"> • Appoint proposed appointee, Bruce Houdesheldt as the 2nd Regular Member and Matt Spokely as the Alternate Member to serve on the Capitol Corridor Joint Powers Authority (CCJPA) Board of Directors. | <p>Action
 Pg. 31</p> |
| <p>O. Resolution of Appreciation for Luke McNeel-Caird for His Service as Deputy Director of PCTPA
 <i>Mike Luken</i></p> | <p>Info
 Pg. 34</p> |
| <p>P. Executive Director’s Report</p> | |
| <p>Q. Board Direction to Staff</p> | |
| <p>R. Informational Items</p> <ol style="list-style-type: none"> 1. PCTPA TAC Minutes – January 12, 2021 2. Status Reports <ol style="list-style-type: none"> a. AIM Consulting – Report for November and December 2020 b. Key Advocates – Report for November and December 2020 c. Capitol Corridor Monthly Performance Report – November 2020 3. PCTPA Receipts and Expenditures – November 2020 | <p>Info
 Pg. 36</p> <p>Pg. 38</p> <p>Pg. 42</p> <p>Pg. 51</p> <p><i>Separate Cover</i></p> |

**Board of Directors Meeting Agenda
 PLACER COUNTY TRANSPORTATION PLANNING AGENCY
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Following is a list of the 2021 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, however this meeting is being closed to the public.

Next Meeting – February 24, 2021

PCTPA Board Meetings – 2021	
Wednesday, January 27	Wednesday, July 28
Wednesday February 24	Wednesday, August 25
Wednesday, March 24	Wednesday, September 22
Wednesday, April 28	Wednesday, October 27
Wednesday, May 26	Wednesday, December 1
Wednesday, June 23	



ACTION MINUTES

REGULAR MEETING OF THE

**Placer County Transportation Planning Agency (PCTPA)
Western Placer Consolidated Transportation Services Agency (CTSA)
Placer County Airport Land Use Commission (ALUC)
Placer County Local Transportation Authority (PCLTA)**

**December 2, 2020 - 9:30 a.m.
Placer County Transportation Planning Agency
299 Nevada Street, Auburn, California**

**MEETING CONDUCTED REMOTELY UNDER
EXECUTIVE ORDER N-29-20**

ROLL CALL

John Allard
Brian Baker
Ken Broadway
Trinity Burruss, Chair
Jim Holmes
Paul Joiner
Cheryl Maki
Kirk Uhler
Dan Wilkins

STAFF

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

Chair Burruss explained the meeting procedures to the Board and public as it relates to participating by means of a teleconference under Governor Newsom’s March 12, 2020 Executive Order N-25-20.

APPROVAL OF ACTION MINUTES – OCTOBER 28, 2020

Upon motion by Allard and second by Uhler, the action minutes of October 28, 2020 were approved by the following roll call vote:

AYES: Allard, Baker, Broadway, Burruss, Holmes, Joiner, Maki, Uhler, Wilkins
NOES/ABSTAIN: None

CONSENT CALENDAR: PLACER COUNTY TRANSPORTATION PLANNING AGENCY (PCTPA)

1. FY 2020/21 City of Lincoln Claim for Local Transportation Funds (LTF): \$2,149,781
2. FY 2020/21 City of Lincoln Claim for State Transit Assistance (STA) – \$190,599
3. FY 2020/21 Town of Loomis Claim for Local Transportation Funds (LTF): \$300,003
4. FY 2020/21 Town of Loomis Claim for State Transit Assistance (STA) – \$26,621
5. FY 2020/21 City of Rocklin Claim for Local Transportation Funds (LTF): \$3,065,963
6. FY 2020/21 City of Rocklin Claim for State Transit Assistance (STA) – \$271,886
7. FY 2020/21 City of Roseville Claim for Local Transportation Funds (LTF): \$6,332,110
8. FY 2020/21 City of Roseville Claim for State Transit Assistance (STA) – \$590,073

9. FY 2020/21 City of Roseville Claim for State of Good Repair Funds (SGR)
Funds: \$185,429

Upon motion by Allard and second by Broadway, the PCTPA consent items were approved by the following roll call vote:

AYES: Allard, Baker, Broadway, Burruss, Holmes, Joiner, Maki, Uhler, Wilkins
NOES/ABSTAIN: None

CONSENT CALENDAR: WESTERN PLACER CONSOLIDATED TRANSPORTATION SERVICES AGENCY (WPCTSA)

1. Authorize filing FY 2021 Western Placer CTSA Claim for Local Transportation Funds (LTF) - \$742,061
2. Authorize filing FY 2021 Western Placer CTSA Claim for State Transit Assistance (STA) - \$65,799

Upon motion by Holmes and second by Joiner, the WPCTSA consent items were approved by the following roll call vote:

AYES: Allard, Baker, Broadway, Burruss, Holmes, Joiner, Maki, Uhler, Wilkins
NOES/ABSTAIN: None

PUBLIC HEARING: CITY OF AUBURN GENERAL PLAN DRAFT SAFETY ELEMENT CONSISTENCY DETERMINATION

Staff report presented by David Melko, Senior Transportation Planner

The Board, acting as the Airport Land Use Commission (ALUC), conducted a public hearing to obtain input on the City of Auburn General Plan Draft Safety Element and its consistency with the Placer County Airport Land Use Compatibility Plan (ALUCP).

Alex Fisch, Supervising Planner, Placer County Planning Services Division, provided comment. There were no public comments received on this item.

Upon motion by Maki and second by Uhler, the ALUC found that the City of Auburn General Plan Draft Safety Element is conditionally consistent with the Placer County ALUCP subject to the condition that the Draft Safety Element be updated to include the recommended goal and policies pertaining to airport safety hazards as provided, by the following roll call vote:

AYES: Allard, Baker, Broadway, Burruss, Holmes, Joiner, Maki, Uhler, Wilkins
NOES/ABSTAIN: None

ACKNOWLEDGEMENT OF JOHN ALLARD'S SERVICE ON THE PCTPA BOARD

Several members of the PCTPA Board expressed their appreciation of Board Member Allard for his service on the PCTPA Board and the SPRTA Board from January 2019 through December 2020. Board Member Allard will be provided a plaque recognizing him as a champion for local and regional transportation infrastructure and providing guidance and support in finding solutions to transportation funding challenges. Board Member Allard thanked staff for their work and thanked the Board for their service to our community.

ACKNOWLEDGEMENT OF KIRK UHLER'S SERVICE ON THE PCTPA BOARD

Several members of the PCTPA Board expressed their appreciation of Board Member Uhler for his fourteen years of service (2007 – 2020) on the PCTPA Board and the SPRTA Board. Board Member Uhler will be provided a plaque recognizing him as a champion for local and regional transportation infrastructure and being instrumental in helping deliver major transportation facilities which benefited residents, commuters and visitors and improved the economic vitality of Placer County.

SELECTION OF CHAIR AND VICE CHAIR FOR 2021

Staff report presented by Mike Luken, Executive Director

Upon motion by Burruss and second Maki the PCTPA Board designated the Board Member representing the City of Lincoln as Chair and the Board Member representing the Town of Loomis as Vice Chair for the 2021 calendar year, by the following roll call vote:

AYES: Allard, Baker, Broadway, Burruss, Holmes, Joiner, Maki, Uhler, Wilkins
NOES/ABSTAIN: None

IN PERSON BOARD MEETINGS IN JANUARY 2021

Staff report presented by Mike Luken, Executive Director

Upon motion by Holmes and second by Joiner, the PCTPA Board recommended continuing meeting remotely until Placer County is categorized in the red tier as designated by the state of California in accordance with the COVID-19 blueprint, by the following roll call vote:

AYES: Allard, Baker, Broadway, Burruss, Holmes, Joiner, Maki, Uhler, Wilkins
NOES/ABSTAIN: None

EXECUTIVE DIRECTOR UPDATE

Mike Luken provided the Board with the following updates:

- The California Transportation Commission (CTC) is expected to award two grants to Placer County:
 - 1) Solutions for Congested Corridor Program (SCCP) award of \$67 million: This effort was an undertaking of 14 jurisdictions in northeast Sacramento County and all of Placer County. In Placer County this will fund three very important projects:
 - 1) I-80 Auxiliary Lanes westbound (\$9.5 million), 2) Dry Creek Greenway East (\$6.4 million, and 3) South Placer Transit Project (\$6 million).
 - 2) Trade Corridor Enhancement Program (TCEP) award of \$63 million: This grant provides funding for three important regional projects including \$16.3 toward the I-80 Auxiliary Lanes westbound project.

Mike acknowledged staff for their efforts with these applications.

- Mike Luken presented on the travel trends in Placer County during the COVID pandemic. Mike added that traffic patterns are steadily increasing noting that the travel times are more spread out throughout the day.

ADJOURN TO CLOSED SESSION

The Board met separately for closed session pursuant to the following Government Codes:

1. Closed session pursuant to Government Code 54957: Public Employee Performance Evaluation – Executive Director
2. Closed session pursuant to Government Code 54957.6: Conference with Labor Negotiator
 - a) Agency Designated Representative: Agency Chair Unrepresented Employee: Executive Director

Legal counsel for PCTPA, DeeAnne Gillick, reported out that the Board met in closed session and there was no reportable action.

OPEN SESSION ACTION

1. Executive Director Employment Agreement Amendment: Potential action to approve an amendment to the Executive Director's compensation and benefits.

Upon motion by Maki and second by Holmes the Board approved a contract amendment for the Executive Director which would include a 5% increase in his salary to \$193,590, approve an additional 40 hours of administrative leave from his current, traditional benefit package, amend his contract to extend the term to December 2022, and also to include references to the Government Code sections regarding abuse of office or abuse of authority, by the following roll call vote:

AYES: Allard, Broadway, Burruss, Holmes, Joiner, Maki, Uhler, Wilkins

NOES/ABSTAIN: None

ADJOURN

Chair Burruss adjourned the meeting at approximately 11:10 a.m.

A video of this meeting is available online at <http://pctpa.net/agendas2020/>.

Mike Luken, Executive Director

Paul Joiner, Chair

Solvi Sabol, Clerk of the Board

ML:ss

TO: PCTPA Board of Directors

DATE: January 27, 2021

FROM: Michael Luken, Executive Director

SUBJECT: CONSENT CALENDAR

Below are the Consent Calendar items for the January 27, 2021 agenda for your review and action.

1. PCTPA Audited Financial Statements & TDA Compliance Report
Staff recommends acceptance of Placer County Transportation Planning Agency's Financial Audit & TDA Compliance Report for fiscal year 2019/20. The audits of the financial statements of PCTPA, the Transportation Development Act (TDA) Local Transportation Fund and State Transit Assistance funds have been completed by Richardson & Company. The results of the audit were a clean opinion and complied with TDA statutes. The Audited Financial Statements, Governance Letter and Management Letter are available for public review at pctpa.net. Hard copies are available upon request.
2. FY 2020/21 City of Colfax Claim for Local Transportation Funds (LTF) - \$93,867
The City of Colfax submitted claims for \$93,867 in LTF funds for FY 2020/21 for streets and roads purposes. The City's claims are in compliance with the approved LTF apportionment, and all transit needs that are reasonable to meet are being provided. Staff recommends approval, subject to the requirement that the City submit a complete Fiscal and Compliance Audit for the fiscal year ending June 30, 2020, prior to issuance of instructions to the County Auditor to pay the claimant in full.
3. FY 2020/21 City of Colfax Claim for State Transit Assistance (STA) Funds - \$8,317
The City of Colfax submitted a claim for \$8,317 in STA funds for FY 2020/21 for contracted transit services. The City's claim is in compliance with the approved STA apportionment and with all applicable STA requirements. Staff recommends approval.

ML:ss

CLAIM FOR LOCAL TRANSPORTATION FUNDS

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

FROM:

CLAIMANT: City of Colfax
ADDRESS: P.O. Box 702
Colfax, CA 95713

CONTACT PERSON: Laurie Van Groningen
Phone: (530) 346-2313 Email: laurie.vangroningen@colfax-ca.gov


The City of Colfax hereby requests, in accordance with the State of California Public Utilities Code, commencing with Section 99200 and the California Code of Regulations commencing with Section 6600, that this claim for Local Transportation Funds be approved for Fiscal Year 2020/21, 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:	<u>\$ Click or tap here to enter \$</u>
P.U.C. 99260a, Article 4, Transit Capital:	<u>\$Click or tap here to enter \$</u>
P.U.C. 99275, Article 4.5, Community Transit Services	<u>\$Click or tap here to enter \$</u>
P.U.C. 99400a, Article 8a, Local Streets and Roads	<u>\$93,867</u>
P.U.C. 99402, Article 8a, Transportation Planning Process	<u>\$Click or tap here to enter \$</u>
P.U.C. 99400c, Article 8c, Contracted Transit Services:	<u> </u>
P.U.C. 99400e, Article 8e, Capital for Contracted Services:	<u>\$Click or tap here to enter \$</u>
C.C.R. 6648, Capital Reserve:	<u>\$Click or tap here to enter \$</u>

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 in full.

APPROVED:
PLACER COUNTY
TRANSPORTATION PLANNING AGENCY
BOARD OF DIRECTORS

APPLICANT:
City of Colfax
PO Box 702
Colfax, CA 95713

BY: _____ BY:  _____
(signature) (signature)

TITLE: _____ TITLE: City Manager
DATE: _____ DATE: December 10, 2020

TDA ANNUAL PROJECT AND FINANCIAL PLAN

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

Claimant: City of Colfax

Fiscal Year: FY 2020/21

<u>Brief Project Description</u>	<u>Project Cost</u>	<u>Source of Funding & Amount</u>
TDA Streets & Roads Roadway maintenance, construction and related equipment	Streets & Roads Operating Expenses per Adopted Budget FY 2020-2021 = \$239,258	LTF \$ 93,867 Gas Tax \$ 38,950 Fund Transfer \$106,441
Public Transit with Placer County	Placer County Transit Services FY2020-2021 = \$13,179 will be offset by a credit from the CARES FTA 5311 Act to reduce costs to \$0 for the fiscal year.	Deferred revenue 06/30/20 \$ 3,948 STA FY 2020-2021 \$ 8,317 Anticipated Deferred at 06/30/20 = \$12,265

PLACER COUNTY TRANSPORTATION PLANNING AGENCY

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

RESOLUTION NO. 21-01

The following resolution was duly passed by the Placer County Transportation Planning Agency at a regular meeting held January 27, 2021 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 2020/21 fiscal year funds.

1. To the City of Colfax for projects conforming to Article 8 Section 99400(a) of the Act: \$93,867

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, 2020, prior to issuance of said instructions to the County Auditor to pay the claimant.

City of Colfax

City Council

Resolution № 66-2020

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

- LOCAL TRANSPORTATION FUNDS IN THE AMOUNT OF \$93,867 FOR STREETS AND ROADS PURPOSES (ARTICLE 8 – SECTION 99400 OF THE CALIFORNIA PUBLIC UTILITIES CODE),
 - STATE TRANSIT ASSISTANCE FUNDS IN THE AMOUNT OF \$8,317 FOR CONTRACTED TRANSIT SERVICES (SECTION 99313 OF THE CALIFORNIA PUBLIC UTILITIES CODE, CHAPTER 4, ARTICLE 6.5)
-

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

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

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

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

THE FOREGOING RESOLUTION WAS DULY AND REGULARLY ADOPTED at the Regular Meeting of the City Council of the City of Colfax held on the 9th day of December 2020, by the following roll call vote of the Council:

AYES: Mendoza, Lomen, Burruss, Douglass & Fatula

NOES:

ABSTAIN:

ABSENT:



Marlie Mendoza, Mayor

ATTEST:



Wes Heathcock, City Manager

CLAIM FOR STATE TRANSIT ASSISTANCE FUNDS

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

FROM:

CLAIMANT: City of Colfax
ADDRESS: P.O. Box 702
Colfax, CA 95713

CONTACT PERSON: Laurie Van Groningen
Phone:(530) 346-2313 Email:laurie.vangroningen@colfax-
ca.gov


The Choose Agency hereby requests, in accordance with the State of California Public Utilities Code commencing with Section 99200 and the California Code of Regulations commencing with Section 6600, that this claim for State Transit Assistance be approved in the amount of \$8,317 for Fiscal Year 2020/21 , in the following amounts for the following purposes to be drawn from the State Transit Assistance fund deposited with the Placer County Treasurer:

Transit Operations (6730a):	<u>\$Click or tap here to enter \$</u>
Transit Capital (6730a):	<u>\$Click or tap here to enter \$</u>
Contracted Transit Services (6731b):	<u>\$8,317</u>
Community Transit Services Provided by WPCTSA (6731.1):	<u>\$Click or tap here to enter \$</u>

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:
City of Colfax

BY: _____ (signature)	BY: <u></u> (signature)
TITLE: _____	TITLE: <u>City Manager</u>
DATE: _____	DATE: <u>December 10, 2020</u>

TDA ANNUAL PROJECT AND FINANCIAL PLAN

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

Claimant: City of Colfax

Fiscal Year: FY 2020/21

<u>Brief Project Description</u>	<u>Project Cost</u>	<u>Source of Funding & Amount</u>
TDA Streets & Roads Roadway maintenance, construction and related equipment	Streets & Roads Operating Expenses per Adopted Budget FY 2020-2021 = \$239,258	LTF \$ 93,867 Gas Tax \$ 38,950 Fund Transfer \$106,441
Public Transit with Placer County	Placer County Transit Services FY2020-2021 = \$13,179 will be offset by a credit from the CARES FTA 5311 Act to reduce costs to \$0 for the fiscal year.	Deferred revenue 06/30/20 \$ 3,948 STA FY 2020-2021 \$ 8,317 Anticipated Deferred at 06/30/20 = \$12,265

PLACER COUNTY TRANSPORTATION PLANNING AGENCY

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

RESOLUTION NO. 21-02

The following resolution was duly passed by the Placer County Transportation Planning Agency at a regular meeting held January 27, 2021 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 City of Colfax of \$8,317 in State Transit Assistance Funds (PUC 99313) for contracted transit services (section 6731b) in FY 2020/21.

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

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

City of Colfax

City Council

Resolution № 66-2020

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

- LOCAL TRANSPORTATION FUNDS IN THE AMOUNT OF \$93,867 FOR STREETS AND ROADS PURPOSES (ARTICLE 8 – SECTION 99400 OF THE CALIFORNIA PUBLIC UTILITIES CODE),
 - STATE TRANSIT ASSISTANCE FUNDS IN THE AMOUNT OF \$8,317 FOR CONTRACTED TRANSIT SERVICES (SECTION 99313 OF THE CALIFORNIA PUBLIC UTILITIES CODE, CHAPTER 4, ARTICLE 6.5)
-

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

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

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

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

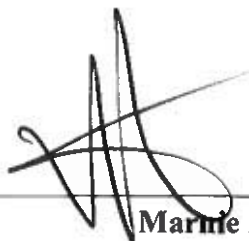
THE FOREGOING RESOLUTION WAS DULY AND REGULARLY ADOPTED at the Regular Meeting of the City Council of the City of Colfax held on the 9th day of December 2020, by the following roll call vote of the Council:

AYES: Mendoza, Lomen, Burruss, Douglass & Fatula

NOES:

ABSTAIN:

ABSENT:



Marlie Mendoza, Mayor

ATTEST:



Wes Heathcock, City Manager



Western Placer

Consolidated
Transportation
Services Agency

MEMORANDUM

TO: WPCTSA Board of Directors

FROM: Michael Luken, Executive Director

SUBJECT: CONSENT CALENDAR

DATE: January 27, 2021

Below are the Consent Calendar items for the January 27, 2021 agenda for your review and action.

1. Audited Financial Statements & TDA Compliance Report
Staff recommends acceptance of Western Placer CTSA's Financial Audit & TDA Compliance Report for fiscal year 2019/20. The results of the audit were a clean opinion and complied with TDA statutes. The audit reports are available for public review at pctpa.net. Hard copies are available upon request.

ML:ss



MEMORANDUM

TO: Airport Land Use Commission

DATE: January 27, 2021

FROM: Michael Luken, Executive Director

SUBJECT: CONSENT CALENDAR

Below are the Consent Calendar items for the January 27, 2021 agenda for your review and action.

1. Airport Land Use Commission (ALUC) Consistency Determination: City of Lincoln Public Review Draft Housing Element 2021-2029

On December 15, 2020, the City of Lincoln submitted a request to the Placer County Airport Land Use Commission (ALUC) to review the City of Lincoln's Public Review Draft Housing Element 2021-2029 for a determination of consistency with the Placer County Airport Land Use Compatibility Plan (ALUCP). Before City of Lincoln can take final action to approve the Draft Housing Element, the ALUC must determine whether the proposal is consistent with the ALUCP.

ALUC review of the Draft Housing Element is required because it involves amending the City's General Plan and includes changes to policies and programs that may affect lands subject to oversight by the ALUC. Proposed changes primarily involve policy improvements, new programs and specific actions to support housing development, rehabilitation, preservation, and conservation. As the Draft Housing Element is a policy document it does not propose any development per se but provides policies and programs to accommodate the City's housing needs within the 2021-2029 planning period. The Draft Housing Element is consistent with the City's 2050 General Plan. State law requires the Draft Housing Element to be consistent with other elements of the General Plan. The City's General Plan was previously reviewed by the ALUC on May 14, 2014 and found consistent with the ALUCP. ALUC staff has reviewed the Draft Housing Element for consistency with ALUCP policies. The set of policy changes, programs, specific actions, and vacant land inventory do not result in changes that impact airport land use compatibility. Any future residential development resulting from implementation of the Draft Housing Element will be required to comply with the policies and criteria contained within the ALUCP. The Draft Housing Element does propose for consideration future amendments to the City's zoning ordinance. These amendments when proposed will require a separate consistency determination by the ALUC. City Planning staff concurred with the ALUC staff analysis.

Staff recommends that the ALUC find that the City of Lincoln's Public Review Draft Housing Element 2021-2029 is consistent with the 2014 ALUCP and authorize the Executive Director to sign and submit the attached consistency determination letter to the City of Lincoln. The TAC concurred with the staff recommendation.

ML:ss



January 27, 2021

Jennifer Hanson, City Manager
City of Lincoln
600 6th Street
Lincoln, CA 95648

**RE: Placer County Airport Land Use Commission Consistency Determination
Case No. 2020/21-04A: Lincoln Public Review Draft Housing Element 2021-2029**

On December 15, 2020, the City of Lincoln submitted a request to the Placer County Airport Land Use Commission (ALUC) to review the Public Review Draft Housing Element 2021-2029 for a determination of consistency with the Placer County Airport Land Use Compatibility Plan (ALUCP). Before City of Lincoln can take final action to approve the Draft Housing Element, the ALUC must determine whether the proposal is consistent with the ALUCP.

ALUC review of the Draft Housing Element is required because it involves amending the City's General Plan and includes changes to policies and programs that may affect lands subject to oversight by the ALUC. Proposed changes primarily involve policy improvements, new programs and specific actions to support housing development, rehabilitation, preservation, and conservation. As the Draft Housing Element is a policy document it does not propose any development per se but provides policies and programs to address the City's housing needs within the 2021-2029 planning period. We note that the Draft Housing Element is consistent with the City's 2050 General Plan. State law requires the Draft Housing Element to be consistent with other elements of the General Plan. The City's General Plan was previously reviewed by the ALUC on May 14, 2014 and found consistent with the ALUCP. My staff have reviewed the Draft Housing Element for consistency with ALUCP policies. The set of policy changes, programs and specific actions do not result in changes that impact airport land use compatibility. Any future housing development resulting from implementation of the Draft Housing Element will be required to comply with the policies and criteria contained within the ALUCP.

Government Code Section 65583(a)(3) requires local governments to prepare an inventory of land suitable for residential development, including vacant, underutilized, and planned/entitled sites that could be readily developed to meet the City's housing needs. Our analysis of this inventory revealed no lands proposed that were inconsistent with ALUCP criteria. There are 17 vacant, non-entitled residential sites identified in the Draft Housing Element; ten are located within Compatibility Zone D with the remainder outside the influence area of Lincoln Regional Airport. Compatibility Zone D allows for residential development with no restrictions. In addition, 13 planned/entitled land residential projects are similarly identified in the Element; only six are located in the airport influence area and all six are within previously reviewed specific plans which the ALUC has issued consistency determinations.

I do note that the Draft Housing Element proposes for consideration future amendments to the City's zoning ordinance. These amendments involve the use of density bonuses and accessory dwelling units; consideration of inclusionary zoning; increasing the maximum density in the R-3 zoning district; provide for an annual review and update of the vacant land inventory, which may require rezoning sufficient sites to meet housing needs if a shortage is identified; and lastly, allow for supportive housing without discretionary review. All these amendments when proposed will require a separate consistency determination by the ALUC.

Based on the foregoing, the ALUC determined on January 27, 2021 that the City of Lincoln's Public Review Draft Housing Element 2021-2029 is consistent with the 2014 ALUCP. If you have any questions regarding the ALUC consistency determination, please contact David Melko of my staff at (530) 823-4090, or email at dmelko@pctpa.net. Also, please thank Jim Bermudez's effort to facilitate this ALUC review.

Sincerely,

Michael Luken
Executive Director

cc: Steve Prosser, City of Lincoln
Jim Bermudez, City of Lincoln
Bob Fiore, Caltrans Division of Aeronautics Office of Aviation Planning
Maranda Thompson, Mead and Hunt
David Melko, PCTPA



MEMORANDUM

TO: Placer County Airport Land Use Commission **DATE:** January 27, 2021

FROM: David Melko, Senior Transportation Planner

SUBJECT: 9:00 A.M. - PUBLIC HEARING: CITY OF LINCOLN GENERAL PLAN
DRAFT HEALTH AND SAFETY ELEMENT CONSISTENCY
DETERMINATION

ACTION REQUESTED

Staff Recommendation

1. Conduct a public hearing to obtain input on the City of Lincoln General Plan Draft Health and Safety Element and its consistency with the Placer County Airport Land Use Compatibility Plan (ALUCP).
2. Find that the City of Lincoln General Plan Draft Health and Safety Element is conditionally consistent with the Placer County ALUCP subject to the condition that the Draft Health and Safety Element be updated to include the recommended goal and policies pertaining to airport safety hazards as shown in Attachment 1.

BACKGROUND

Airport Land Use Commission (ALUC)

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

Placer County Airport Land Use Compatibility Plan (ALUCP)

State law requires the preparation of an ALUCP for public airports, including the Lincoln Regional Airport. Each ALUCP establishes land use compatibility criteria and zones based on airspace protection, noise, overflight, and safety provisions. It also establishes the types of actions subject to ALUC review.

Local plans, including the City's General Plan, that overlap the Airport Influence Area defined by the ALUCP are required by State law to ensure that the policies in place for the affected area are consistent with the ALUCP. This helps ensure the safety of those in the area as well as the safe operation of the airport itself.

State General Plan Guidelines

State law requires that a jurisdiction's General Plan address seven mandated elements. The list of mandatory elements includes the Health and Safety Element. The goal of the Health and Safety Element is to reduce the potential short and long-term risk of death, injuries, property damage, and economic and social dislocation resulting from fires, floods, droughts, earthquakes, landslides, climate change, and other hazards. Other locally relevant safety issues, such as airport land use,

Placer County Airport Land Use Commission
City of Lincoln General Plan Draft Health and Safety Element
Consistency Determination
January 27, 2021
Page 2

emergency response, hazardous materials spills, and crime reduction, may also be included in the Health and Safety Element.

Proposed Action

The City of Lincoln is currently in the process of updating its Health and Safety Element. This effort is being developed concurrently with the Draft Housing Element 2021-2029. Updates to the Health and Safety Element will meet the requirements of State law as updated by recent legislation.

Public Notice

ALUC review requires notice be provided to the public ten days prior to the hearing. A public hearing notice was published in the Lincoln Messenger on January 14, 2021. Notice was also posted on PCTPA's website and emailed to airport, civic, and community stakeholders.

DISCUSSION

Staff Recommendation

Staff reviewed the City's Draft Health and Safety Element to ensure it contained the following information:

- Reference to the ALUCP;
- Compliance with ALUCP policies and procedures for development, including airport plans, within the Airport Influence Area;
- Inclusion of a project referral policy or program to the ALUC;
- Inclusion of policy requiring compliance with Federal Aviation Administration Part 77 of the Federal Aviation Regulations (i.e., objects affecting navigable airspace); and
- Discussion of safety impacts related to airport operations.

The Draft Health and Safety Element does not address airport safety hazards. It does address airport noise issues. The airport hazard policy discussion is limited. Staff recommends that the goal and policies to address airport safety hazards be updated in the Draft Health and Safety Element as shown in Attachment 1. Staff shared these recommendations with City staff and their consultant team on January 4th. City staff subsequently agreed on January 6th to update the Draft Health and Safety Element to incorporate the recommended goal and policies.

It is important to emphasize that a General Plan's Health and Safety Element directly relates to the Land Use Element as development plans must adequately account for public safety considerations and increased hazard risk. The recommended policies will help guide City decisions related to future zoning, subdivisions, and entitlement permits within the Airport Influence Area.

Staff recommends that the Draft Health and Safety Element be found conditionally consistent with the Placer County ALUCP subject to the condition that the Draft Health and Safety Element be updated to include the recommended goal and policies pertaining to airport safety hazards as shown in Attachment 1. The TAC concurs with the staff recommendation.

ML:DM:ss

City of Lincoln Background Report & Safety Element ALUC Recommendations

8.2.3 HUMAN-MADE HAZARDS (BACKGROUND REPORT)

Airport Hazards

Airport safety hazards include hazards to aircraft and hazards posed by aircraft to people and property on the ground. Airport safety hazards can be reduced primarily by avoiding incompatible land uses. Specific areas of concern are called safety zones because they are established to protect public safety. Airport safety hazards are fully identified and analyzed in the Placer County Airport Land Use Compatibility Plan (ALUCP) for Lincoln Municipal Airport.

8.2.4 AIRPORT HAZARDS

Goal HS-4: To protect people and property both in the air and on the ground by regulating land uses that may create a hazard to air navigation or expose people and property to risk of an aircraft accident.

Policy HS-4.1: Airport Land Use Compatibility Plan

- The City shall ensure that new development around airports does not create safety hazards such as physical obstructions (tall structures and hazardous wildlife attractants), distracting lights from direct or reflective sources, smoke, thermal plumes, electrical interference, hazardous chemicals, or fuel storage in violation of adopted safety standards.
- The City shall limit land uses in airport safety zones to those uses listed as compatible uses in the applicable Airport Land Use Compatibility Plans (ALUCP). Exceptions shall be made only as provided for in the applicable ALUCP. Such uses shall also be regulated to ensure compatibility in terms of location, height, residential density, non-residential intensity, and noise.

Policy HS-4.2: Compliance with Federal Aviation Administration Regulations

- The City shall ensure that development complies with the Federal Aviation Administration (FAA) notification requirements and height limits of objects set by Title 14 of the Code of Federal Regulation (CFR) Part 77 Safe, Efficient Use, and Preservation of The Navigable Airspace.

Policy HS-4.3: Regional Cooperation Efforts

- The City shall encourage the Lincoln Regional Airport to cooperate with other airports in Placer County and the Greater Sacramento Area to share any information of potential aviation threats that could impact the community.



**Placer County
Transportation
Planning Agency**

MEMORANDUM

TO: PCTPA Board of Directors

DATE: January 27, 2021

FROM: Mike Luken, Executive Director

SUBJECT: HIGHWAY 49 CORRIDOR PRESENTATION

ACTION REQUESTED

None. For information and discussion only.

BACKGROUND

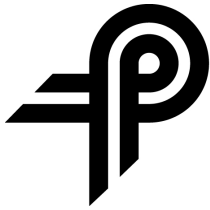
There are several projects and planning efforts occurring along Highway 49 including the Roadway Rehabilitation Project, Sidewalk Gap Closure Project, and Safety Audit. Both PCTPA and Caltrans District 3 are regional partners and have been coordinating with County of Placer and City of Auburn on the proposed improvements, as well as outreach to residents and businesses.

Caltrans District 3 is embarking on an effort to develop a Comprehensive Multimodal Corridor Plan (CMCP) for Highway 49 in Nevada and Placer Counties. The study limits are from Interstate 80 in Auburn to Highway 20 in Grass Valley and the plan will be used to pursue funding.

DISCUSSION

Caltrans District 3 executive staff will provide a presentation at the January Board meeting on current improvements to the Highway 49 corridor and the Comprehensive Multimodal Corridor Plan.

LM:ML:ss



MEMORANDUM

TO: PCTPA Board of Directors

DATE: January 27, 2021

FROM: Mike Luken, Executive Director

SUBJECT: FEDERAL LEGISLATIVE PROGRAM FOR 2021

ACTION REQUESTED

Adopt the Federal Legislative Program for 2021 as shown in this report and direct staff and federal advocates to represent these positions,

BACKGROUND

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

Fixing America's Surface Transportation Act, or the FAST Act, was signed into law in 2015 and was reauthorized on October 1, 2020, as part of the FY21 Continuing Resolution, for one year through September 30, 2021, at FY20 funding levels. The multi-year extension of the Act is expected to be addressed this spring with the challenge being coming up with the revenues needed to support the program.

On July 1, 2020, the House passed H.R. 2, the "Moving Forward Act," as part of a \$1.5 trillion mega infrastructure bill that included a five-year reauthorization of the highway program. No action was taken by the Senate on the bill. Previously, on July 30, 2019, the Senate Environment and Public Works Committee (EPW) approved, on a bipartisan basis, S. 2302, "America's Transportation Infrastructure Act of 2019," its portion of the FAST Act reauthorization bill. That legislation authorizes \$287 billion over five fiscal years, including \$259 billion for formula programs to maintain and repair roads and bridges. The total represents an increase of over 27 percent from FAST Act levels. The bill also includes provisions to improve road safety, streamline project delivery, protect the environment, and grow the economy. The House companion bill from the Transportation and Infrastructure Committee (T&I), noted above, authorizes \$494 billion with \$319 billion for highways, \$105 billion for transit, and \$80 billion for passenger rail. Other Senate and House committees also need to act, most notably the Senate Finance and House Ways and Means Committees to provide funding for the bill in a way to protect the future solvency of the Highway Trust Fund (HTF). The current strain on the HTF is to a large extent a result of the fact that the federal gas tax is not indexed for inflation and has not been increased since 1993.

DISCUSSION

Mega Infrastructure Bill

The current plan of the new administration and hill Democrats is to address a mega infrastructure program this year. Again, per the above, last year the House passed a major multi-faceted infrastructure bill that included not only funding for a five-year reauthorization of the highway

program but also funding for schools, health care facilities, public utilities, and affordable housing. No action was taken by the Senate on the bill. On July 14, 2020, candidate Biden announced a \$2 trillion infrastructure plan to fund roads, bridges, rail, electric grids, green spaces, housing, clean water, safe drinking water, climate control, jobs, etc.

Congessionally Directed Funding

One key policy that is gaining traction this year is the reintroduction of congressionally directed funding (“earmarks”) for specific critical transportation projects, much like the funding that was directed to fix the I-80 Bottleneck in 2006. On December 4, 2020, House Majority Leader Steny Hoyer announced that the House Democrats are planning to bring back earmarks - “safe, transparent, and accountable Congressionally-directed spending” - as part of the FY22 appropriations process. Incoming new House Appropriations Chair Congresswoman DeLauro and T&I returning Chair Peter Defazio are also fully supportive of bringing earmarks back. As the Board is aware, the 2006 federal earmark funding was used to leverage state and local funds to not only fix the I-80 Bottleneck, but also for improvements to the I- 80/Eureka Road Interchange and Phase 1 of the I-80/SR 65 Interchange project. Given this history, congressionally directed funding provides a viable opportunity for Placer priorities. Accordingly, we are currently assessing both PCTPA and regional priorities for a possible earmark request, should that process materialize.

Funding Policies

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

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

Priority Projects

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

PCTPA Board of Directors
FEDERAL LEGISLATIVE PROGRAM FOR 2021
January 2021
Page 3

Road Projects

- I-80/SR 65 Interchange Phases 2 and 3
- Highway 65 Widening
- I-80 Auxiliary Lanes
- Placer Parkway Phases 2-4 (Foothills Blvd to Highway 99/70)
- Baseline/Riego Road from Foothills Blvd to Highway 99/70

Rail/Transit/Other Projects

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

Federal Discretionary Program

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

Because there is so little money available in these programs and the need is so great, only about 1-3% of the applications nationally are funded. Previous applications submitted by Placer County for Placer Parkway and by the City of Roseville for Washington/Andorra were unsuccessful. However, staff recommends that we continue to monitor opportunities for funding in discretionary programs for priority projects and submit applications as appropriate.

Local Projects

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

Advocacy

Staff recommends these positions be forwarded to Sante Esposito of Key Advocates to represent the Agency's interests in Washington DC, through June 30, 2021, at which time their master agreement expire. Staff will begin a request for proposals for a new master agreement and bring a contract for consideration to the Board in April or May.

There will not be a Cap-to-Cap trip in 2021 as the Sacramento Metro Chamber is in a rebuilding mode due to the regional stay at home orders. If life returns to some sense of normalcy by the summer or fall, staff and our regional partners have been discussing a visit to the region by USDOT staff to the Sacramento Region. If California State Transportation Agency Secretary David Kim moves to USDOT, this trip may not just be possible, but its impact more significant.

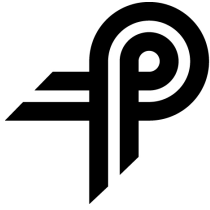
Draft Federal Legislative Program for 2021

Policy

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

Projects / Appropriations

- Actively and strategically pursue Federal funding opportunities in the reauthorization of the FAST Act including the Infrastructure for Rebuilding America (INFRA) and Better Utilizing Investments to Leverage Development (BUILD) and other grant programs; a mega infrastructure bill, the FY21 appropriations process, and Congressionally directed funding for the following priority projects:
 - I-80/SR 65 Interchange Improvements
 - Highway 65 Widening
 - Placer Parkway
 - Roseville – Sacramento Third Track Rail Project
 - Baseline/Riego Road Widening
- Investigate the potential use of the Transportation Infrastructure Finance and Innovation Act (TIFIA) loan program to jump-start construction of priority projects, including the Placer Parkway and Baseline/Riego Road;
- Explore opportunities for Federal grants to fund various transportation priorities, including transit and bikeways;
- Support member jurisdiction efforts to obtain Federal funding and/or approvals for local transportation priorities.
- Explore renewal of strategic relationship with Washoe County and Northern Nevada for projects along Interstate 80, Highway 65, Tahoe Area Roads and rail service.
- Support Northern California Megaregional efforts and partnerships through SACOG and CCJPA.
- Work closely with Placer SACOG Representatives and the Placer Federal Delegation to initiate field visits by US Department of Transportation representatives to Placer County.



MEMORANDUM

TO: PCTPA Board of Directors

DATE: January 27, 2021

FROM: Mike Luken, Executive Director

SUBJECT: STATE LEGISLATIVE PROGRAM FOR 2021

ACTION REQUESTED

- 1) Adopt the State Legislative Program for 2021 as shown in this report.
- 2) Direct staff and State Advocate to represent these positions with electeds and agencies in Sacramento.

BACKGROUND

The Legislature will convene the first year of the FY 2020/21 legislative session on January 6, 2021, which will continue through August 2021. Staff is following all relevant bill introductions and over the coming months will bring recommended bill positions for the Board to consider adopting based on the approved 2021 State and Federal Legislative Platform. The Senate Transportation Committee and the Assembly Transportation Committee will be under new chairmanship and thus priorities for those committees have yet to be set.

January 24, 2021 is the last day to submit bill requests to the Office of Legislative Counsel and February 21, 2021 is the last day for bills to be introduced.

Due to reductions in budgetary resources for FY 2020/21, state advocacy services for Smith, Watts and Hartmann were reduced. Mark Watts, our long-term representative, will only be used on an as needed basis for necessary issues. The contract with Smith, Watts and Hartmann will expire in 2022 at which time a request for proposal for state advocacy services is planned.

2021 STATE LEGISLATIVE PROGRAM

The COVID-19 pandemic occupied the Legislature and the Governor's Office from March 2020 to present. Bills that would have impacted transportation funding and planning were placed on hold. Even highly important bills that impacted housing and tangentially transportation were held over due to the need to focus resources on the pandemic. Initiatives to reform Local Transportation Funds and farebox return requirements will be reconsidered in 2021.

DISCUSSION

The draft State Legislative Program for 2021, as shown below, continues many of the longstanding directives of the Board and has only been modified slightly.

Staff recommends the Board continue its longstanding support for expanded use of locally controlled funding approaches, maximizing discretionary funding opportunities, and streamlining project delivery, while opposing proposals that would inequitably increase burdens on local and regional agencies as outlined in the State Legislative Program for 2021.

The Sacramento Metro Chamber's State Legislative Day at the Capitol was cancelled again for 2021 and may resume in 2022.

PCTPA staff continues working closely with the SACOG representatives for all Placer jurisdictions to urge Placer's state delegation to advance PCTPA and its member agencies transportation priorities including support for the Green Means Go SACOG and Northern California Megaregion initiatives.

Draft State Legislative Program for 2021

- The California Department of Tax and Fee Administration (CDTFA) had some minor cleanup language to AB1413 they may wish to have the Legislature to make in 2021. Staff is intending to monitor any legislative activity in this policy area.
- Support proposals to further improve Caltrans efficiencies and streamlining project delivery, including:
 - California Environmental Quality Act (CEQA) exemptions for work in existing right of way;
 - Permanent acceptance of Federal delegations of environmental review authority;
 - Early identification of project environmental mitigations; and
 - Expansion of innovative procurement methods, such as combining design and construction management in a single contract.
- Continue to support implementation of SB 1 to fund critical transportation infrastructure and the principles it contains, including:
 - Completing the Placer-Sacramento Action Plan to enable PCTPA and its partners to continue to apply for the SB 1 Solution for Congested Corridors Program
 - Monitor potential modification of the Alternative Transportation Program and other SB1 programs to give Placer the best potential source of funding for its projects.
 - Focus on maintaining and rehabilitating the current system;
 - Dedicated funding for high-priority goods movement projects;
 - Equal split between state and local projects;
 - Leverage for local transportation sales tax programs, including incentives for passage of new measures;
 - Strong accountability requirements to protect taxpayer investment; and
Reliable annual funding levels.
- Support SACOG's Green Means Go program for funding VMT reducing infrastructure in the region
- Oppose restricting the use of LTF funding to funding only public transit
- Support modification of fare box return ratio that provides greater flexibility for Placer transit systems.
- Oppose other legislation that reduces or eliminates transportation revenues for transportation purposes.

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STATE LEGISLATIVE PROGRAM FOR 2019
January 2021
Page 3

- Support expanded use of creative funding mechanisms to expedite projects and minimize public costs;
- Promote the use of Cap and Trade funding for pavement maintenance that improves vehicle efficiency and reduce greenhouse gases;
- Support incentives and matching funds for counties to pass new transportation funding programs, such as local option transportation sales taxes;
- Support the establishment of a 55% majority threshold for the passage of a local option transportation sales tax; and
- Support efforts to increase amount, flexibility, and local control for use of transportation funds while reducing the redundancies, conflicting directives, and expansion of environmental reviews by regulatory agencies.
- Support strategic investments to improve people, goods movement, and manufacturing logistics between the counties in the Northern California Megaregion.
- Seek planning and infrastructure funding for the Northern California Mega Region and its local jurisdictions to fund the 3rd Track Project and the long-term goal of increased rail service between Sacramento and Reno/Lake Tahoe.
- Reestablish relationship with Washoe County Transportation Commission to advance projects of mutual interest.
- Advocate for planning and funding to be prioritized for vulnerable and disadvantaged populations.



Placer County Transportation Planning Agency

MEMORANDUM

TO: PCTPA Board of Directors

DATE: January 27, 2021

FROM: Aaron Hoyt, Senior Planner

SUBJECT: HIGHWAY 49 SIDEWALK GAP CLOSURE RIGHT-OF-WAY PHASE -
AUTHORIZE THE EXECUTIVE DIRECTOR TO NEGOTIATE AND
SIGN A CONTRACT FOR RIGHT-OF-WAY SERVICES

ACTION REQUESTED

Authorize the Executive Director to negotiate and sign a contract for right-of-way (ROW) services associated with the Highway 49 Sidewalk Gap Closure project for a not-to-exceed amount of \$650,000.

BACKGROUND

The Highway 49 Sidewalk Gap Closure Project proposes to construct approximately three miles of sidewalk at various locations along Highway 49 between I-80 and Dry Creek Road in the City of Auburn and County of Placer. The project builds upon the ongoing Highway 49 rehab project currently under construction. At the completion of both projects, sidewalk coverage on Highway 49 will increase from 25% to 75%.

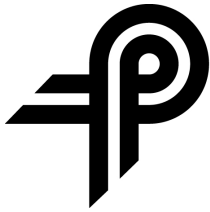
The project kicked off in April 2018 by scoping out the project, preparing a statewide Active Transportation Program (ATP) cycle 4 grant application, and beginning the required preliminary engineering and environmental documents. In January 2019, the CTC awarded \$14.4 Million to the project to complete the right-of-way and fully fund construction. The project report and environmental document were approved by Caltrans in December 2019 and 65% design plans were submitted to Caltrans for review in November 2020. The project is scheduled to begin construction during the 2022 construction season.

The project has been a collaborative effort between the City of Auburn, Placer County, Caltrans, and PCTPA. More information about the project is available at pctpa.net/highway49gapclosure.

DISCUSSION

PCTPA staff released a request for proposals for ROW services on January 7, 2021, to begin the ROW phase. The project report identified that the associated improvements would require temporary construction easements totaling 1.18 acres and right-of-way slivers totaling 0.26 acres throughout the 4.4 mile corridor. Initiating the ROW phase now will allow the project team to begin right-of-way negotiations concurrently with the final design, thus saving time. Staff requests that the PCTPA Board of Directors authorize the Executive Director to negotiate and sign a contract for the right-of-way services for a not to exceed amount of \$650,000 upon selection of the highest-ranking firm.

AH:ML:ss



MEMORANDUM

TO: PCTPA Board of Directors

DATE: January 27, 2021

FROM: Mike Luken, Executive Director

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

ACTION REQUESTED

Appoint proposed appointee, Bruce Houdesheldt as the 2nd Regular Member and Matt Spokely as the Alternate Member to serve on the Capitol Corridor Joint Powers Authority (CCJPA) Board of Directors.

BACKGROUND

With John Allard leaving the Roseville City Council and Cheryl Maki leaving the Auburn City Council, PCTPA will need to appoint a second regular representative on the PCTPA Board and an alternate representative. This is a critical appointment with activities upcoming on the 3rd Track and the Placer-Sacramento Congested Corridor Plan.

DISCUSSION

The PCTPA Board appoints two CCJPA Board members per Government Code 14076.2 (see below). PCTPA has found it prudent to appoint an alternate member as well. The current PCTPA appointee to CCJPA is Placer County Supervisor Jim Holmes.

There is no adopted PCTPA Board policy or bylaws regarding CCJPA Board appointments. Appointments can be any elected member of the PCTPA Board. Past practice has been that representatives whose jurisdiction has a station on the Capitol Corridor route have been appointed by the PCTPA Board. Representatives have included members from Roseville, Rocklin, and Auburn. Appointments have been kept in place until Board members have left the PCTPA Board.

The CCJPA Board of Directors meets five times annually on the third Wednesday of February, April, June, September, and November. The 2021 meeting schedule is shown as Attachment 1. There are also some ad hoc subcommittees that may be required of CCJPA Board Members as well.

With the high level of activity surrounding the 3rd track project for next 10+ years, it is imperative that whoever is chosen is a very active participant. Although staff regularly attends the meetings with our Board representatives, staff cannot sit for an elected leader on the CCJPA Board. There is a separate CCJPA staff advisory group that David Melk, Senior Transportation Planner, is assigned to attend and participate. The staff advisory group reviews agenda items before they go to the Board, as well as other significant CCJPA activities.

Board of Directors
CCJPA Board Appointments
January 27, 2021
Page 2

California Government Code §14076.2 (2017)

(a) There is hereby created the Capitol Corridor Joint Powers Board, subject to being organized pursuant to subdivision (b). The board shall be composed of not more than the following 16 members:

(1) Six members of the San Francisco Bay Area Rapid Transit District Board of Directors, appointed by the board of directors of that district, as follows:

(A) Two who are residents of Alameda County.

(B) Two who are residents of Contra Costa County.

(C) Two who are residents of the City and County of San Francisco.

(2) Two members of the Board of Directors of the Sacramento Regional Transit District, appointed by the board of directors of that district.

(3) Two members of the Board of Directors of the Santa Clara Valley Transportation Authority, appointed by the board of directors of that authority.

(4) Two members of the county congestion management agency for the County of Yolo, appointed by that agency.

(5) Two members of the county congestion management agency for the County of Solano, appointed by that agency.

(6) Two members of the Placer County Transportation Planning Agency, appointed by that agency.

(b) The board shall be organized when at least two of the jurisdictions described in paragraphs (1) to (6), inclusive, of subdivision (a) elect to appoint members to serve on the board. Only those jurisdictions that appoint members to serve on the board prior to December 31, 1996, shall be member-agencies of the board.

(Amended by Stats. 1999, Ch. 724, Sec. 1. Effective January 1, 2000.)

ML:ss



2021 CCJPA Board of Directors Meeting Schedule

Date	Time	*Proposed Location
February 17, 2021	10:00 am	Sacramento, City Council Chambers <i>**Business Plan Adoption</i>
April 21, 2021	10:00 am	Martinez, City Council Chambers
June 16, 2021	10:00 am	Suisun, City Council Chambers
September 15, 2021	10:00 am	Oakland, BART Boardroom
November 17, 2021	10:30 am	Santa Clara Valley Transportation Authority

*Due to the current COVID-19 pandemic and shelter-in-place orders, locations will be confirmed when permissible.

**Adoption of Business Plan requires an affirmative vote of at least two-thirds (11) of appointed members.

**ADOPTED: SEPTEMBER 16, 2020
CCJPA BOARD OF DIRECTORS**

PLACER COUNTY TRANSPORTATION PLANNING AGENCY

**IN THE MATTER OF: RECOGNITION OF
DEPUTY EXECUTIVE DIRECTOR LUKE MCNEEL-CAIRD**

RESOLUTION NO. 21-03

The following resolution was duly passed by the Placer County Transportation Planning Agency at a regular meeting held January 27, 2021 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, Michael Luken

WHEREAS, Luke McNeel-Caird has served as Senior Transportation Planner/Engineer since 2012 and Deputy Executive Director for PCTPA since 2017 and

WHEREAS, Mr. McNeel-Caird’s dedication, leadership, expertise, and enthusiasm have been a force for the improvement of transportation systems in Placer County; and

WHEREAS, Mr. McNeel-Caird has been a champion for fiscal responsibility and timely use of transportation dollars; and

WHEREAS, through Mr. McNeel-Caird’s tenacity, diligence, and leadership, PCTPA delivered Phase 1 of the Interstate 80 State Route 65 Interchange Improvement Project on-time and on-budget; and

WHEREAS, Mr. McNeel-Caird is known in transportation organizations statewide for his commitment to Placer County and his determination to ensure rural and suburban concerns are reflected in statewide programs and policies; and

WHEREAS, Mr. McNeel-Caird has played a key role in fostering renewed collaboration with Sacramento Area Council of Governments, Capitol Corridor Joint Powers Authority, and Caltrans District 3, resulting in the successful award of \$130 million to reduce congestion and improve travel options on Interstate 80; and

WHEREAS, Mr. McNeel-Caird has been a model of leadership, collaboration, and public service, a presence that will be deeply missed by the PCTPA Board and his colleagues in and out of the Agency.

NOW, THEREFORE, BE IT RESOLVED BY THE BOARD OF DIRECTORS OF PLACER COUNTY TRANSPORTATION PLANNING AGENCY THAT: Luke McNeel-Caird is hereby commended for his outstanding dedication and service to Placer County Transportation Planning Agency.



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

Technical Advisory Committee Meeting Minutes

January 12, 2021 – 3:00 pm

ATTENDANCE

Technical Advisory Committee (TAC)

Chris Ciardella, City of Auburn
Fallon Cox, Caltrans
Araceli Cazarez, City of Lincoln
Ray Leftwich, City of Lincoln
Jim Bermudez, City of Lincoln
Steve Prosser, City of Lincoln
Tom Ruark, Town of Loomis
Keith Jukes, City of Rocklin
Justin Nartker, City of Rocklin
Jake Hanson, City of Roseville
Mike Dour, City of Roseville
Mark Johnson, City of Roseville
Rich Moorehead, Placer County
Will Garner, Placer County

Staff

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

This meeting was conducted via video conference call.

Federal and State Legislative Program for 2021

Mike Luken said that Sante Esposito and Mark Watts, our federal and state advocate, respectively, will be attending our meeting and will provide an assessment of transportation policies being discussed at the state and federal level. Mike said the 2021 priority projects are largely the same as 2020, noting that we want to continue efforts in moving the Roseville – Sacramento Third Track Project forward. Mike added that we will likely see a return to earmarks and while there is a continued interest in modifying LTF, we will continue to push to maintain being able to allocate this funding for streets and roads. Lastly, Mike said we will support SACOG in the Green Means Go program.

Public Hearing: ALUC Public Hearing – City of Lincoln Draft Housing and Safety Elements Consistency Determination

David Melko explained that the City of Lincoln is updating its Housing and Safety Element. As an ALUC, we are required to review any general amendment to determine if its consistent with the Placer

County ALUCP. The City's Housing element is consistent with their 2050 General Plan which was previously reviewed and found to be consistent with the ALUCP in 2014. Staff will be bringing a finding for the City's Housing Element (2021-2029) is consistent with the 2014 ALUCP as a consent item at the January Meeting.

David explained that we will be having a Public Hearing to 1) obtain input on the City of Lincoln's Health and Safety Element and 2) determine its consistency with the ALUCP. The City's Health and Safety Element did not initially include reference to address airport safety hazards. The City has since agreed to update their Health and Safety Element and incorporate the goals and policies to address airport safety. As such, staff will be recommending the Health and Safety Element is consistent with the ALUCP. The TAC concurred with the recommendations.

Highway 49 Right-of-Way Contract Authorization

Aaron Hoyt said we will be asking the Board to authorize the Executive Director to negotiate and sign a contract for right-of-way services associated with the Highway 49 Sidewalk Gap Closure Project for an amount not to exceed \$650,000. Aaron said the RFP was released last week and we expect to review proposals in early February. This authorization will allow the Executive Director to negotiate and sign a contract if it's within budget. The TAC concurred with staff recommendation.

Caltrans District 3 Board Presentation on Highway 49 Corridor Plan

Mike Luken explained Nevada County, Placer County, and Caltrans have been working on a multimodal corridor plan on Highway 49 with an emphasis on safety. Sue Takhar and District 3 Director, Amarjeet Benipal will be making a presentation to update the Board on this project at our January meeting.

Caltrans Report from Planning Staff

Fallon Cox wanted to remind the TAC of the Caltrans Annual Coordination Meeting is taking place on Thursday, January 21. This will be an opportunity to discuss challenges, collaborate and update Caltrans on transportation projects. Mike Luken added that tribal representatives have been invited to attend this meeting as well.

Other Issues / Upcoming Deadlines

- a) Luke McNeel-Caird shared that he has taken a position with Jacobs Engineering and his last day at PCTPA will be January 28th. He expressed gratitude to the TAC for knowledge he has gained while working with them for the past nine years.

PCTPA Board Meeting: Wednesday, January 27, 2021 – 9:00 am

Next TAC Meeting: Tuesday, February 9, 2021 - 3:00 pm

The TAC meeting concluded at approximately 3:26 pm.

LM:ss

MEMORANDUM

TO: Mike Luken

FROM: AIM Consulting

DATE: December 6, 2020

RE: November 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 November.

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:

PCTPA.net & Social Media

AIM continued posting social media updates on the PCTPA Facebook, Twitter, and Instagram to highlight the work being done by and on behalf of PCTPA, other transportation projects in the Placer region, Placer County's response to the COVID-19 crisis and other transportation and service update news.

Key social media posts included:

- City of Roseville Bicycle Safety
- City of Roseville Mahany Trail Online Survey
- Capitol Corridor Holiday Travel Tips Webinar
- Capitol Corridor Thanksgiving Service Reservations
- Capitol Corridor misters to disinfect surfaces
- Capitol Corridor Safety Guidelines
- Caltrans District 3 Highway 49 Safety Assessment Report

- Placer County Lake Tahoe Weather Conditions
- City of Lincoln 7th Annual Turkey Drive
- Capitol Corridor Thanksgiving Week Reservations
- City of Roseville Transportation Commission Meeting
- City of Colfax Main Street Virtual Community Workshop
- Roseville Transit Small Business Saturday
- Caltrans District 3 I-80 Traffic Delay
- Placer-Sacramento Traffic Congestion Plan
- City of Rocklin Santa Tour

Current social media page statistics include:

- Facebook – 1,800 Followers
 - *Previously 10/6: 1,798*
- Twitter – 1,373 Followers
 - *Previously 10/6: 1,372*
- Instagram – 1,036 Followers
 - *Previously 10/6: 1,046*

Key website analytics include:

- Total page views for the PCTPA website during November: 1,746
 - 16.8% of views were on the Main Page
 - 5.2% of views were on the Placer County bike maps page
 - 6.8% of views were on the Agendas 2020
- Total page views for Interstate 80 / Highway 65 Interchange Improvements website during November: 207

Newsletter #45

AIM has started planning for Issue #45 of the PCTPA newsletter for the winter quart. Article topics will include *Mike's Message, SPRTA – Traffic Modeling, Freeway Service Patrol, and Airports.*

Media Relations

AIM continued to monitor industry and local news to identify outreach opportunities as well as support the Agency's efforts to address local transportation and transit issues.

MEMORANDUM

TO: Mike Luken

FROM: AIM Consulting

DATE: January 6, 2021

RE: December 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) during the month of November.

AIM assisted with media relations and public information. AIM maintained, drafted, published, and promoted content on PCTPA's social media channels in an effort to share information about current PCTPA projects, programs, and activities.

Below are activity summaries of AIM's work:

PCTPA.net & Social Media

AIM continued posting social media updates on the PCTPA Facebook, Twitter, and Instagram to highlight the work being done by and on behalf of PCTPA. Topics included Placer County's response to the COVID-19 crisis, service update news, and other relevant transportation projects and updates.

Key social media posts included:

- Capitol Corridor Birds Along the Capitol Corridor Route Webinar
- Roseville Transit assistance reminder
- Capitol Corridor operating service advisory
- City of Roseville Bike Transportation and Safety Survey
- City of Lincoln locking car doors reminder
- Capitol Corridor sign replacements
- Capitol Corridor Birds Along the Capitol Corridor Route Webinar recording

- Roseville Transit essential services reminder
- City of Auburn Christmas Drive Thru
- Capitol Corridor San Francisco Travel Quarantine Order
- Roseville Transit holiday service schedule
- PCTPA Winter 2020 Newsletter Introduction
- PCTPA Winter 2020 Newsletter Update From Executive Director Mike Luken
- PCTPA Winter 2020 Newsletter SPRTA Model and Regional Impact Fee Update

Current social media page statistics include:

- Facebook – 1,813 Followers
 - *Previously 11/6: 1,800*
- Twitter – 1,369 Followers
 - *Previously 11/6: 1,373*
- Instagram – 1,028 Followers
 - *Previously 10/6: 1,036*

Key website analytics include:

- Total page views for the PCTPA website during December: 1,870
 - 15.7% of views were on the Main Page
 - 6.4% of views were on the Placer County bike maps page
 - 5.4% of views were on the Agendas 2020
- Total page views for Interstate 80 / Highway 65 Interchange Improvements website during November: 178

Newsletter #45

Issue #45 of the PCTPA newsletter for the winter quarter is now available. Article topics include *Mike's Message, SPRTA – Traffic Modeling, Freeway Service Patrol, and the Airport Land Use Compatibility Plan.*

The PCTPA Winter 2020 Newsletter was sent to 3,326 people through Constant Contact with an open rate of 33% and a click rate of 13.4%.

Media Relations

AIM continued to monitor industry and local news to identify outreach opportunities as well as support the Agency's efforts to address local transportation and transit issues.



1701 Pennsylvania Avenue
Washington, D.C. 20006
(703)340-4666
www.keyadvocates.com

November 30, 2020

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

The Election: House of Representatives

In the House, there were 236 Democrats and 199 Republicans going into the election. The polling indication was that the Dems would pick up seats (anywhere from 5 to 15), but instead they ended up losing seats. Incomplete results as of now show 222 Dems to 205 Repubs, with the remaining 8 still to be confirmed. There are 218 votes needed for a majority. While the Dems will continue to maintain a majority in the new Congress, looking ahead to the midterm election two years away, the Repubs will only need to pick up a handful of seats to gain a majority which has frequently happened in mid-term elections; that is, the party that controls the White House tends to lose seats.

House Leadership elections held this month resulted in no changes at the two highest levels in both parties - for the Dems, Pelosi and Hoyer and for the Repubs McCarthy and Scalise. The official vote for Speaker will occur the first day of the new Congress in January. The committee ratios of Dems to Repubs will be adjusted with the Repubs gaining seats on committees. Committee ratios mirror the ratio of majority to minority in the full House. Both caucuses have their own process to select committee assignments and this usually happens in December. There will be some “musical chair” situations with committee and subcommittee chairs given the new Repubs, some of the Dems defeats, and a number of retirements.

The Election: Senate

Going into the election, the Senate was at 53 Repubs and 47 Dems. The Dems flipped two seats in the election (Arizona and Colorado), and lost one (Alabama). Two Senate races in Georgia did not result in any candidate receiving 50% or more of the vote, forcing a January 5th runoff. If the Repubs win both or one of the seats, then they will have a majority with either 52 or 51 seats. If, however, both go Democratic, then it would be a 50/50 split with Vice President Harris being the tie breaker vote (note two seats are actually independents who caucus with the Democrats).

The Senate held leadership elections this month, with the same elected on Repub side (McConnell and Thune) and with the same on the Dem side (Schumer and Durbin). There is not

much change in overall majority to minority ratios in the full Senate so the number of committee seats will remain mostly the same. There could be a shift in committee members due to some leaving and being replaced because of election results or because of Senate committee term limits on chair positions. The Senate has been historically very slow at making chair, committee and subcommittee assignments, so these may not be finalized for a few months.

The Election: The White House

Watching with interest cabinet and undersecretary key nominations as well as key sublevel assignments at relevant agencies and The White House.

2020 Remaining Schedule

Congress is back in session. The focus is on FY21 appropriations bills and possible COVID relief stimulus legislation.

Regarding FY21 appropriations, on Nov. 24 the House and Senate appropriators clinched a deal on a bipartisan overall spending total - \$1.4 trillion – to fund all 12 appropriation bills in one massive omnibus bill. Now with agreement on the overall number, over the next two weeks the appropriators will decide how to divide it up by program with the goal of reaching a bipartisan, bicameral final bill on or before Dec. 11, thereby avoiding another continuing resolution.

Regarding COVID relief, there had been quite a bit of back and forth for three to four months before the election with Secretary of the Treasury Mnuchin leading the effort for The White House and Hill Repubs and Speaker Pelosi leading the effort for Hill Dems. However, since the election, Senate Majority Leader McConnell has stepped in and is representing both The White House and Hill Repubs. McConnell is pushing for a bill this year because he believes that he has a better chance at getting a bill more to the Repub's liking while President Trump is still in office than from the new Administration. While the two sides have come closer together in terms of the overall funding of the relief effort, they still are very far apart in terms of scope. The House Democrats are pushing for a mega omnibus bill while the Republicans want a smaller targeted approach. Without stimulus enacted by Dec. 31, a number of programs will expire, including expanded unemployment benefits, student loan payment pause, eviction protection, paid family leave, and relief funds for states.

Earmarks

Per Steny Hoyer, House Majority Leader, Dems are planning to bring back earmarks – “safe, transparent, and accountable Congressionally-directed spending.” This will part of the FY22 appropriations process. T&I Chair DeFazio is “fully supportive of bringing earmarks back.”

FY21 Continuing Resolution

Per the above, the government is operating on a Continuing Resolution to December 11 that is funding most programs at the FY20 levels. The Resolution was necessitated because while the House had passed all of its FY21 appropriation bills the Senate had passed none. However, on

Nov. 10, the Senate released all 12 of its spending bills. If all the bills are completed before December 11, there won't be a need for another Continuing Resolution. If not, there will be either a short-term (or series of short terms) and/or a long term Continuing Resolution (to Feb. or March) until the appropriations bills are completed.

House and Senate FY21 Transportation Appropriations

Highlights of the House bill: \$1 billion for National Infrastructure Investments (TIGER/BUILD); \$3 million for the Highly Automated Systems Safety Center of Excellence; \$10 million for Transportation Planning Grants to assist areas of persistent poverty; \$1 billion for Highway Infrastructure Programs; \$881 million for the Federal Motor Carrier Safety Administration; \$1.3 billion for the National Highway Traffic Safety Administration; \$3 billion for the Federal Railroad Administration; \$2.05 billion for Amtrak; and, \$18.9 billion for the Federal Transit Administration.

Highlights of the Senate bill: \$1 billion for Better Utilizing Investments to Leverage Development (BUILD) grants; \$18.0 billion for the Federal Aviation Administration; \$48.7 billion for the Federal Highway Administration, including \$1.4 billion for bridges; \$13.0 billion for the Federal Transit Administration and \$2.8 billion for the Federal Railroad Administration; and, \$1.1 billion for the Maritime Administration.

Infrastructure: Biden \$2T Campaign Plan

- Update roads, bridges and electric grids;
- Expand access to broadband;
- Upgrade 4 million buildings and weatherize 2 million homes over four years by providing homeowners with direct cash rebates and low-cost financing;
- Provide cities with high-quality, zero-emissions public transportation options, such as light rail networks;
- Achieve a carbon pollution-free power sector by 2035;
- Enable the creation of 1.5 million sustainable homes and housing units;
- Provide increased funding to meet long overdue clean and safe drinking water needs;
- Create union jobs in the construction industry;
- Create 1 million jobs in the auto industry and increase the demand for American-made, American-sourced clean vehicles;
- Provide consumers with rebates for trading in old, less-efficient vehicles for newer America-made vehicles;
- Construct 500,000 electric vehicle charging stations;
- Require all new American-built buses be zero-emissions by 2030; and,
- Establish new fuel economy standards to reduce pollution.

Senate Highway Bill

To review, the EPW bipartisan bill would authorize \$287 billion in highway spending, 90-percent of which would be distributed to the states by formula. The bill also features a title on climate change, which would authorize \$10.8 billion for various programs addressing resiliency

and other climate issues over the next five fiscal years. That includes \$1 billion for electric, hydrogen, and natural gas vehicle charging and fueling stations. It would also provide billions for programs aimed at curbing emissions and reducing congestion and truck idling. The legislation would also streamline infrastructure permitting and set a two-year target for environmental reviews. Lastly, the bill would authorize \$12.5 million per year to fund state and regional pilot testing of user-based alternative revenue mechanisms to the gas tax.

House Highway Bill

The bill, as reported by the Transportation and Infrastructure Committee, *Investing in a New Vision for the Environment and Surface Transportation* or INVEST in America Act provides \$494 billion in total funding from FY21 to FY25 for highway, highway safety, transit, and passenger rail programs, as follows: \$319 billion for the Federal-aid highway program under the Federal Highway Administration.; \$105 billion for transit programs under the Federal Transit Administration; \$4.6 billion for highway safety programs under the National Highway Traffic Safety Administration; \$5.3 billion for motor carrier safety programs under the Federal Motor Carrier Safety Administration; and, \$60 billion for passenger rail programs under the Federal Railroad Administration and Amtrak. For the first year of the proposed bill, \$83.1 billion is provided essentially as an extension of the FAST Act to ensure that states, cities, tribes, territories, and transit agencies can continue to administer programs, advance projects, and preserve jobs in the aftermath of the COVID-19 pandemic.

Bill Tracking

H.R.4780 — 116th Congress (2019-2020)

National Infrastructure Investment Corporation Act of 2019

Sponsor: Rep. Carbajal, Salud O. [D-CA-24] (Introduced 10/22/2019) **Cosponsors:** (0)

Committees: House - Transportation and Infrastructure

H.R.4687 — 116th Congress (2019-2020)

SMART Infrastructure Act

Sponsor: Rep. Rouda, Harley [D-CA-48] (Introduced 10/16/2019) **Cosponsors:** (3, now 5)

Committees: Transportation and Infrastructure; Science, Space, and Technology; Agriculture; Energy and Commerce

S.352 — 116th Congress (2019-2020)

BUILD Act

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

Committees: Finance Increases from \$15 billion to \$20.8 billion the national limitation on the amount of tax-exempt highway or surface freight transfer facility bonds.

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, now 12)

Committees: Transportation and Infrastructure and Ways and Means Directs the Department of Transportation (DOT) to carry out a national infrastructure investment grant program for capital

investments in surface transportation infrastructure. Projects eligible for funding under the program include, at a minimum, highway and bridge projects, public transportation projects, passenger and freight rail transportation projects, and port infrastructure investments. In distributing grants under the program, DOT shall ensure an equitable geographic distribution of funds, an appropriate balance in addressing the needs of urban and rural areas, and investment in a variety of transportation modes. At least 20% of grant funds must be set aside for projects in rural areas. The bill amends the Internal Revenue Code to: (1) establish a National Infrastructure Investment Trust Fund, and (2) increase the tax on gasoline other than aviation gasoline and on diesel fuel or kerosene.

S.146 — 116th Congress (2019-2020)

Move America Act of 2019

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

Committees: Finance Allows tax exempt Move America bonds and Move America tax credits to be used for certain infrastructure projects. A Move America bond is treated as a tax-exempt private facility bond with certain exceptions. At least 95% of the net proceeds from the issuance of the bond must be used for infrastructure projects. The bill specifies exceptions and modifications to existing rules for bonds regarding land acquisition, government ownership, rehabilitation expenditures, and the alternative minimum tax. The bonds are subject to a volume cap equal to 50% of a state's current private activity bond volume cap. States may exchange all or a portion of the volume cap for Move America tax credits to be allocated to taxpayers. The credits include (1) an equity credit for a portion of the basis of each qualified facility; and (2) an infrastructure fund credit for investments in qualified infrastructure funds, including a state infrastructure bank, a water pollution control revolving fund, or a drinking water treatment revolving loan fund.

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, now 61)

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

S.353 — 116th Congress (2019-2020)

RAPID Act

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

Committees: Environment and Public Works This bill revises the transportation infrastructure finance and innovation (TIFIA) program to (1) require program applicants to obtain investment grade ratings from at least two credit rating agencies, unless the federal credit instrument is less than \$150 million (currently, less than \$75 million), in which case one rating will suffice; (2) require the Department of Transportation (DOT) to implement an expedited decision timeline for public agency borrowers seeking secured loans; and (3) require DOT to publish status reports on program applications on the TIFIA website.

S.403 — 116th Congress (2019-2020)

IMAGINE Act

Sponsor: Sen. Whitehouse, Sheldon [D-RI] (Introduced 02/07/2019) Cosponsors: (5, now 7)

Committees: Environment and Public Works. Encourages the use of innovative construction materials and techniques to accelerate the deployment, extend the service life, improve the performance, and reduce the cost of domestic transportation and water infrastructure projects.

H.R.228 — 116th Congress (2019-2020)

Increase Transportation Alternatives Investment Act of 2019

Sponsor: Rep. Velazquez, Nydia M. [D-NY-7] (Introduced 01/03/2019) Cosponsors: (2) Committees: Transportation and Infrastructure Directs the Department of Transportation (DOT) to ensure that states give preference under the Surface Transportation Block Grant Program to eligible projects that (1) are located in areas that are undergoing extensive repair or reconstruction of transportation infrastructure, including federal-aid highways, federally owned roads open for public travel, passenger rail facilities, and public transportation facilities; and (2) will provide transportation alternatives related to the closure of transportation infrastructure in such areas. DOT shall (1) carry out a competitive grant program to support community efforts to invest in transportation alternatives; and (2) give preference in awarding grants to projects located in such areas. Entities eligible for grants include state and local governments, metropolitan planning organizations, and rural planning organizations.^[1]_[SEP]

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: Ways and Means and Transportation and Infrastructure. This bill limits or repeals certain tax benefits for major integrated oil companies, including (1) the foreign tax credit for companies that are dual capacity taxpayers, (2) the tax deduction for intangible drilling and development costs, (3) the percentage depletion allowance for oil and gas wells, and (4) the tax deduction for qualified tertiary injectant expenses. The bill modifies the definition of "major integrated oil company" to include certain successors in interest that control more than 50% of the crude oil production or natural gas production of the company. The bill establishes a Transportation Block Grant Fund and appropriates to the fund amounts equal to the increase in revenues as a result of this bill. The funds must be used for making grants under the Surface Transportation Block Grant Program.

S.1518 — 116th Congress (2019-2020) **Rebuild America Now Act**

Sponsor: Sen. Sullivan, Dan [R-AK] (Introduced 05/16/2019) Cosponsors: (4) Committee: Environment and Public Works. To improve the processes by which environmental documents are prepared and permits and applications are processed and regulated by Federal departments and agencies, and for other purposes.

H.R.3134 — 116th Congress (2019-2020) **To direct the Secretary of Transportation to assist States to rehabilitate or replace certain bridges, and for other purposes.** Sponsor: Rep. Langevin, James R. [D-RI-2] (Introduced 06/05/2019) Cosponsors: (2) Committee: Transportation and Infrastructure. To direct the Secretary of Transportation to assist States to rehabilitate or replace certain bridges, and for other purposes.



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December 30, 2020

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

Note: this is the final report for the 116th Congress.

Consolidated Appropriations Act, 2021 and the Coronavirus Response and Relief Supplemental Appropriations Act, 2021

On December 27, the President signed into law, as one vehicle, the Consolidated Appropriations Act, 2021, which funds the government at \$1.4 trillion through next September and the Coronavirus Response and Relief Supplemental Appropriations Act, 2021. On December 21, Congress passed the bill with bipartisan majorities of 359-53 in the House and 92-6 in the Senate.

Transportation highlights from the Appropriations portion are \$45614B for highways, \$1B for bridge replacement and rehabilitation, \$12.5B for transit, \$194M for NHTSA, \$623M for highway safety, \$236M for FRA, \$2B for Amtrak, \$2M for mag lev, \$328M for motor carrier safety, and \$155M for MARAD.

Transportation highlights from the Coronavirus Act portion are \$14B for transit including \$50M for paratransit providers; \$10B for state and local transportation departments to replace revenues; \$1B for Amtrak for operations and to prevent further employee furloughs; \$2B for motorcoach and bus operators, school bus companies, and U.S. flag passenger vessel operators; \$2B for airports to retain personnel, continue operations and provide relief for retailers at the airport (i.e. concessionaires); \$15B to extend the Payroll Support Program for aviation employees through March 31, 2021; and, \$2B for FEMA's Disaster Relief Fund and assistance to cover funeral expenses for deaths from COVID.

Earmarks

To review, per Steny Hoyer, House Majority Leader, Dems are planning to bring back earmarks – “safe, transparent, and accountable Congressionally-directed spending.” This will part of the FY22 appropriations process. House Appropriations Chair DeLauro and T&I Chair DeFazio are also fully supportive of bringing earmarks back.

COVID Relief and Infrastructure: Next Year

On Dec. 22, President-elect Biden outlined his views on additional COVID relief legislation for next year – another round of checks, another extension of unemployment benefits, an eviction moratorium, more help for small businesses, money to help with vaccine distribution, and an infrastructure program. At the same time, Senator McConnell said that he'd insist the next bill include liability protections for businesses that he is open to more infrastructure.

Infrastructure: This Year

Final Status: Targeted by the new Administration and Hill Democrats for next year. The highway bill, still considered to be the driving force behind a mega infrastructure bill, is expected to be considered in the spring. In addition to including a one-year extension of the current highway program, this year's House Democrats' mega-infrastructure bill also includes \$40B for the Clean Water State Revolving Fund, \$500M for recycled water projects under the WIIN Act, a de-authorization process for inactive Title XVI projects, and \$600M for the Alternative Water Source Program. On the Senate side, the only committee to act so far on its portion of a highway bill (the Environment and Public Works committee) has not solicited input from the other committees of jurisdiction. Also, no Senate action on an infrastructure bill.

Infrastructure: Biden \$2T Campaign Plan

- Update roads, bridges and electric grids;
- Expand access to broadband;
- Upgrade 4 million buildings and weatherize 2 million homes over four years by providing homeowners with direct cash rebates and low-cost financing;
- Provide cities with high-quality, zero-emissions public transportation options, such as light rail networks;
- Achieve a carbon pollution-free power sector by 2035;
- Enable the creation of 1.5 million sustainable homes and housing units;
- Provide increased funding to meet long overdue clean and safe drinking water needs;
- Create union jobs in the construction industry;
- Create 1 million jobs in the auto industry and increase the demand for American-made, American-sourced clean vehicles;
- Provide consumers with rebates for trading in old, less-efficient vehicles for newer America-made vehicles;
- Construct 500,000 electric vehicle charging stations;
- Require all new American-built buses be zero-emissions by 2030; and,
- Establish new fuel economy standards to reduce pollution.

Senate Highway Bill

Final Status: No Senate action on the bill; targeted for next year; one-year extension enacted.

To review, the EPW bipartisan bill would authorize \$287B in highway spending, 90- percent of which would be distributed to the states by formula. The bill features a title on climate change

which would authorize \$10.8B for various programs addressing resiliency and \$1B for electric, hydrogen, and natural gas vehicle charging and fueling stations. It provides billions for curbing emissions, reducing congestion and truck idling. It also streamlines infrastructure permitting and sets a two-year target for environmental reviews. Lastly, the bill would authorize \$12.5M per year to fund state and regional pilot testing of user-based alternative revenue mechanisms to the gas tax.

House Highway Bill

Final Status: No House action on a multiyear bill; targeted for next year; one-year extension enacted.

To review, the bill provides \$494B in total funding from FY21 to FY25, as follows: \$319B for the highways; \$105B for transit; \$4.6B for safety; \$5.3B for motor carrier safety; and, \$60B for passenger rail.

From: [Mimi Kyi](#)
To: [Robert Padgett](#)
Subject: Capitol Corridor Monthly Service Performance Report - November 2020
Date: Monday, December 21, 2020 7:37:27 PM
Attachments: [image001.png](#)

CAPITOL CORRIDOR

Monthly Performance Report



SERVICE PERFORMANCE OVERVIEW

November 2020 Service Performance for the Capitol Corridor

During the month of November, the Capitol Corridor experienced a slight decrease in ridership compared to October 2020 due to the increasing presence of COVID-19 in Northern California, resulting in renewed restrictions impacting travel. While ridership had steadily increased between mid-April and October, we began to see a downward trend by the middle of November. Ridership levels are now tracking below forecasts. On a positive note, year-to-date (YTD) on-time performance (OTP) is currently exceeding our 90% target.

We continue to focus on safety and health measures onboard the trains and at the stations to ensure passenger safety while using our service.

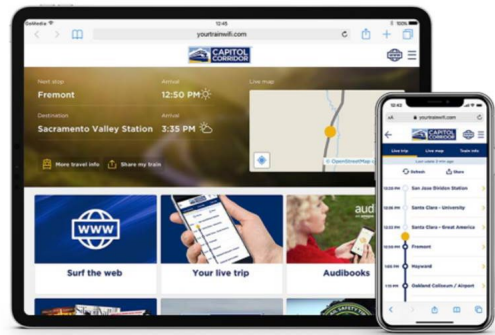
Standard	Nov 2020	vs. Nov 2019	YTD	vs. Prior YTD	vs. FY 21 Plan
Ridership	20,452	-87%	42,979	-90%	-31%
Revenue	\$505,120	-85%	\$1,007,236	-85%	-14%
End-Point OTP	90%	+6%	92%	+4%	+2%
Passenger OTP	91%	+8%	92%	+5%	+2%

PROGRAM UPDATES

At the CCJPA Board of Directors meeting on November 18, 2020, **Don Saylor was elected to be the next Board Chair, and Raul Peralez was elected as the next Vice-Chair**. Both will serve these leadership roles for the 2021-2022 two-year term.

As of November 30th, the **Next Generation Wi-Fi** installation is 100% completed on all Capitol Corridor and San Joaquin trains, which means passengers will experience faster, more reliable internet connections and have access to great content, including a new feature, “Share-My-

Train”, that lets friends and family know when your train will be arriving.



One of the great first steps the Mechanical team completed this month was the **procurement of door panels for the state-owned California Surfliners**. Utilizing BART's internal procurement system, CCJPA acquired 30 door panel replacements. This will help mitigate door related delays and improve our service.



Marketing and outreach activities this past month focused on travel during Thanksgiving, which is normally the Capitol Corridor's busiest time of year. Despite the expectation of lower ridership this year due to the pandemic, **reservation requirements during Thanksgiving Week (November 23 - 30)** required staff to develop comprehensive and detailed communications to educate passengers about how to book their travel, in addition to the continued emphasis on health and safety protocols.



On December 5th, the Capitol Corridor held its third **Corridor Conversations webinar, "Birds Along the Capitol Corridor Route"**, with guest speakers from the Yolo Basin Foundation, a Davis non-profit dedicated to wetland protection and education. 160 people registered for the webinar, with an attendance of almost 100.

**Birds Along the
Capitol Corridor Route
Saturday, December 5
11AM - 12PM**

Featured Speaker: Ken Ealy
with Yolo Basin Foundation



We received the first shipment of **Capitol Corridor-branded face coverings** and a **new co-mascot plush toy (Cori)**, both are available in the company store, Railgoods.com.



OUTLOOK - CLOSING

While our ridership during the first two months of FY 21 is below forecast, we are optimistic about the future. Our focus this year on financial stability with support from Congress is expected to keep us on solid footing to return service as soon as local health conditions allow. We expect that many of the changes in work setting and residential choices are likely to mean a high demand for our service in the future. We continue to make great progress on many efforts to expand our service, including the Sac Roseville Third Track, South Bay Connect, and the Santa Clara Siding projects. We look forward to seeing you on our service in the not too distant future.

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Capitol Corridor Joint Powers Authority
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