



MEMORANDUM

TO: Board of Directors

DATE: February 3, 2010

FROM: Scott Aaron, Associate Planner
David Melko, Senior Planner
Solvi Sabol, Alt. Transportation Coordinator
Stan Tidman, Senior Planner

SUBJECT: STATUS REPORTS

1. TDM & Coordinated Transit Marketing Status Report

The Placer County Air Pollution Control District (PCAPCD) is currently accepting applications under their Clean Air Grant program. PCTPA is currently working on an application which will help fund programs identified under the Congestion Management Program (CMP) in FY 2010-11. These include the Spare the Air Free Fare program, the Spare the Air for Bucks program, and the Summer Youth Bus Pass. We will coordinate with the Transit Operators Working Group (TOWG) on transit specific programs.

PCTPA is currently accepting applications under the Bucks for Bikes program. The program was marketed to several large employers as well as colleges (students are eligible to receive a Bucks for Bikes subsidy), Placer County jurisdictions, and bike shops. Applications are also available on the PCTPA website. The deadline for receiving applications is March 9, 2010.

2. Freeway Service Patrol (FSP)

PCTPA will be applying for the 25% matching funds for 2010-11 through PCAPCD's Clean Air Grant program.

The table below shows the total assists by beat number for the first and second fiscal years of 2008/09 and 2009/10.

Quarterly Assists by Beat

	2008/09		2009/10		<u>1-Year Change</u>
	1 st Quarter (Jul-Sept)	2nd Quarter (Oct-Nov)	1 st Quarter (Jul-Sept)	2nd Quarter (Oct-Nov)	
Highway 65 ¹	409	453	407	433	-2.6%
Highway 80	450	419	414	412	-5%
Service Truck ²			25	66	-
Total Assists	859	872	846	911	1.5%

¹Highway 65 Sunday service was eliminated in 2009/10. Will affect assists.

²Service Truck was not implemented in FY 2008-09. No comparison data available.

3. Capitol Corridor Update

Ridership declined by 5.8 percent in December 2009 compared to the same month in 2008. Ridership at Placer County stations also declined: 16.1 percent at Auburn; 29.4 percent at Rocklin; and 24.6 percent at Roseville. The Capitol Corridor has been negatively impacted by continuing poor economic conditions as well the state furlough Fridays, reducing

ridership by 3 – 5 percent. The Capitol Corridor continues to be the third busiest Amtrak route in the nation.

December revenue increased by 0.9 percent compared to the adopted Business Plan; and 3.8 compared to November 2008.

December fare recovery increased to 49.0 percent, lower than the State and Business Plan goal of 50.0 percent.

December on-time performance averaged 92.7 percent. The lack of slow orders on the entire 170 mile corridor has contributed to this reliability record. CCJPA funding of a dedicated Union Pacific night maintenance-of-way gang is also contributing to the superior on-time reliability.

The Capitol Corridor is currently working with UPRR on a memorandum of understanding and developing a financing plan to bring additional service to Placer County.

The Capitol Corridor and PCTPA are now planning for “May is Bike to Work Month” promotion, and also developing the online advertising plan to promote spring / summer outreach campaign in Placer County.

4. Placer Parkway Corridor Preservation & Tier 1 EIS/EIR

Project Management

The staff/consultant team continued coordination with Rocklin staff and their consultant on the draft Project Study Report/Project Report for the State Route 65/Whitney Ranch Parkway interchange.

Environmental Document

- No challenges were filed within the 30-day CEQA statute of limitation.
- FHWA and Caltrans continued work on the Record of Decision. It is expected to be completed this month.

Administrative Record

Staff/consultant team continued work to complete the administrative record.

5. Airport Land Use Commission (ALUC)

- A stakeholder meeting for the California Airport Land Use Planning Handbook (Handbook) update was held on February 1 at the Sacramento International Airport to get early input on the update process. Issues included: providing more background on overrules, identifying any differences between the 2002 (current) edition and the proposed 2011 (updated) edition, supplying more content on energy projects compliance, clarifying information on use intensity and safety zone boundaries, outlining noise impacts for single event levels, and adding more information on wildlife hazards and on-airport development.

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- Nevada County Transportation Commission (NCTC) started the process to become the ALUC for Nevada County's two public use airports. Part of this work involves creating a separate ALUC for the Truckee Tahoe Airport because its influence boundary area is bisected by Nevada and Placer counties. NCTC plans to bring the separate ALUC item to the Nevada County Board of Supervisors and City Selection Committee in March.

Background on NCTC's intent was shared with the ALUC at the July 2009 PCTPA Board meeting. The only potential ALUC issue is whether PCTPA should process consistency determinations on the airport's Placer side. This will be brought to the ALUC in March. To facilitate NCTC's work, staff will inform Placer County staff so they can initiate the selection process for Placer representatives.