

**PLACER COUNTY TRANSPORTATION PLANNING AGENCY
MINUTES
APRIL 11, 2012**

The Placer County Transportation Planning Agency met on Wednesday, April 11, 2012 at 9:00 a.m. at the Board of Supervisors Chambers, 175 Fulweiler Avenue, Auburn, California.

ATTENDANCE: John Allard (arrived 9:12 a.m.) Celia McAdam
 Sandra Calvert Scott Aaron
 Tom Cosgrove Shirley LeBlanc
 Steve Harvey David Melko
 Jim Holmes Sue Sholtis
 Keith Nesbitt
 Ron Treabess
 Kirk Uhler
 Scott Yuill

APPROVAL OF MINUTES

Upon motion by Nesbitt and second by Holmes the minutes of the February 22, 2012 PCTPA Board meeting were approved as submitted, with Treabess abstaining and Allard absent.

AGENDA REVIEW

Tom Cosgrove noted an amendment to Agenda Item L, City of Colfax Transportation Development Act Bicycle/Pedestrian Discretionary Fund Allocation item, which was modified to reflect a correction to the programming amount, was provided to Board Members on a green-colored handout.

**PRESENTATION: RECOGNITION OF OUTGOING BOARDMEMBER RON
McINTYRE**

Tom Cosgrove acknowledged Ron McIntyre's outstanding contributions as a Boardmember representing the Tahoe area as well as his longstanding involvement working with PCTPA. Cosgrove noted that during McIntyre's term serving on the PCTPA Board from 2006 to 2011 his diligent advocacy and lobbying efforts made a significant positive difference in transportation in the Tahoe area.

Cosgrove presented a plaque to Ron McIntyre in appreciation for his dedicated service to improving mobility for the Tahoe area and all of Placer County.

PUBLIC COMMENT

None.

CONSENT CALENDAR

Upon motion by Nesbitt and second by Yuill, the Board approved the Consent Calendar as submitted, with Allard absent.

**PRELIMINARY DRAFT FY 2012/13 OVERALL WORK PROGRAM (OWP) AND
BUDGET**

Celia McAdam noted the preliminary draft of next fiscal year's Overall Work Program (OWP) and Budget starts the discussion on what we are going to be doing in the upcoming year. The final version comes back to the Board for approval in May which will include comments received from this preliminary draft.

This preliminary draft version focuses on the core agency activities that we are required to perform. McAdam noted this draft adds back the Regional Transportation Fund Strategy work element in anticipation of the workshop later in the agenda which looks at funding sources. McAdam outlined and explained various work elements and efforts contained in this version of the OWP. Recruitment efforts for Stan Tidman's position have commenced. This position will be combined with our engineering advisor which will change our staffing total from 6.67 to 6.9 FTE. The budget balances and there may be changes to the budget depending on grants and other activities.

Keith Nesbitt asked where the funds from the discretionary grants would be applied to if obtained. McAdam replied the grants were specific; one identifies the transit issues that came out in the unmet transit needs process and another where we are working with Nevada, El Dorado and Amador Counties on a study on impacts of recreational transportation in our counties. Nesbitt noted at Monday night's Council meeting Sierra Business Council in conjunction with PG&E presented information on greenhouse gas emissions. 75% of Auburn's emission problems are transportation and well over half of those are uncontrollable due to highways passing through. Nesbitt asked if that would be part of the recreational aspect of the grant that staff applied for. McAdam responded she will look into whether the air quality aspects are proposed to be addressed, noting it is a federal grant administered through Caltrans. Nesbitt suggested staff check with PG&E and Sierra Business Council to see if they would take a look at it.

Upon motion by Holmes and second by Yuill, the Board unanimously authorized the Executive Director to submit the preliminary draft FY 2012/13 Overall Work Program (OWP) and Budget to Caltrans.

ADJOURN AS PLACER COUNTY TRANSPORTATION PLANNING AGENCY

CONVENE AS WESTERN PLACER CONSOLIDATED TRANSPORTATION SERVICES AGENCY

CONSENT CALENDAR

Upon motion by Nesbitt and second by Holmes, the Board unanimously approved the Consent Calendar as submitted.

TITLE VI NON-DISCRIMINATION POLICY

David Melko asked the Board to approve a Title VI Non-Discrimination Policy for the Western Placer Consolidated Transportation Services Agency (CTSA). Melko noted the Western Placer CTSA is a grant recipient of Federal Transit Administration funds (New Freedom funds) for disabled individuals which requires us to ensure that federally supported transportation programs, services and activities are distributed in an equitable manner and are consistent and conform with Title VI of the Civil Rights Act of 1964 as well as the Executive Orders 12898 and 13166. This is a standard for transit agencies that apply for funds with the Federal Transit Administration. In the past staff has relied on PCTPA's Title VI policy but CTSA needs to have its own.

Upon motion by Holmes and second by Allard, the Board unanimously approved the Title VI Non-Discrimination Policy for the Western Placer Consolidated Transportation Services Agency.

PROCEDURE FOR SOLICITING AND CONSIDERING PUBLIC COMMENT PRIOR TO A FARE INCREASE AND/OR A MAJOR SERVICE CHANGE

David Melko noted since the Consolidated Transportation Services Agency (CTSA) is a recipient of Federal Transit Administration New Freedom Funds, and to be eligible for future funding, we are required to have a local process in place to solicit and consider public comment prior to a fare increase or a major service change. Staff has relied on PCTPA's Public Participation Process but since CTSA is a separate legal entity there needs to be a process in place since the CTSA applies directly for those federal funds. Melko outlined the components of the procedure.

Ron Treabess suggested adding the verbiage "in at least ten days in advance" at the end of the sentence in the last Paragraph of Item 1 under Major Service Change or Fare Increase Defined so someone isn't getting in a mode of transportation and finding out about a rate increase.

Keith Nesbitt asked for a situation why it would be impractical to give notice. Celia McAdam commented if there was a major fire at the bus maintenance facility where half of the buses were out of commission, it would have a big impact to the service and you wouldn't have sufficient time to give ten days notice.

Upon motion by Nesbitt and second by Yuill, the Board unanimously approved the procedure for soliciting and considering public comment prior to a fare increase and/or a major service change for the Western Placer Consolidated Transportation Services Agency with the amendment to add the wording "at least ten days in advance" as suggested by Treabess.

9:15 A.M. – PUBLIC HEARING: PROPOSED FARES FOR HEALTH EXPRESS SERVICE

David Melko asked the Board to conduct a Public Hearing to obtain testimony to consider implementing fares for the non-emergency medical transportation service known as Health Express. This meeting was advertised ten days in advance in the Auburn Journal on April 1 stating the public hearing would not be heard before 9:15 a.m. Melko stated since January of 2009 the Consolidated Transportation Services Agency has contracted with Seniors First for the Health Express Service. Currently Health Express does not charge a fare and meets its 10% fare recovery responsibilities with funding contributions from Sutter and Kaiser Hospitals. Prior to our contract with Seniors First PRIDE Industries was the CTSA for Placer County from 1982 to 2008 and they charged passenger fares for their service.

Last October the Board adopted a Short Range Transit Plan (SRTP) that recommended it may be appropriate to revisit fares. As part of that public outreach and development effort for the SRTP ridership surveys were conducted which identified that many Health Express riders and other members of the public were willing to contribute to the cost of their trip.

The annual operating cost for Health Express for this year is \$500,000. A 10% farebox recovery would be \$50,000. The SRTP recommended the service operating cost increase to \$550,000 to account for one-day service to Foresthill and Sheridan as well as a second day trip to Sacramento medical facilities. We currently meet part of our funding contribution with federal, state and local grants for a total of \$375,000. The hospitals contribute \$125,000, part of which covers the

farebox recovery. Service right now averages about 800 trips per month, up from 500 trips per month when PRIDE provided service.

Staff is recommending a fare schedule which has been reviewed with the Technical Advisory Committee for PCTPA as well as the Transit Operators Working Group. Comments from those reviews have been incorporated into the proposed fare schedule. These proposed fares will generate approximately \$25,000 to \$45,000 annually. This will still fall short of the 10% farebox recovery requirement but will be backfilled by the hospitals' contributions. This proposed fare structure would go into effect in July 2012 at the earliest which may be delayed due to rebidding efforts for Health Express services.

Keith Nesbitt inquired whether the multi-ride pass would be good for Placer and Sacramento Counties. Nesbitt noted there is no discount for a trip in Placer County but an 80 or 90% discount for somebody traveling to Sacramento. Melko responded the "advance reservation only" phrase should have been deleted and the multi-ride pass just becomes a convenience mechanism to buy in advance a number of rides to be used for any of the trips. The pass is not really per ride, it is for an amount of money regardless of the number of rides and the ten ride pass offers no discount. The language alluding to a 20% discount in the staff memo should be struck as well as the advance reservation language on the chart.

Ron Treabess inquired whether all the comments received have been incorporated in the proposed rate schedule or were the comments just considered. Melko replied all comments were incorporated with the exception of the advance reservation only language.

Nesbitt stated the term of the ten ride pass should be changed to pass card since it is misleading and the wording should be reconsidered.

Scott Yuill inquired what agreement is in place with Kaiser and Sutter Hospitals to ensure their funding. Melko stated we have a Memorandum of Agreement with Seniors First to provide service which states Seniors First will provide \$125,000 as match to the \$375,000 we provide. We do not have a direct agreement with the hospitals since the community benefit dollars must flow to a nonprofit agency.

Yuill inquired whether the 800 trips per month were round trip and how many people this service is serving. Melko responded the 800 trips were one way and estimated that it represented usage by 200 to 250 people.

Chair Cosgrove opened the Public Hearing.

Tink Miller, Executive Director of Placer Independent Resource Services, expressed her support for the recommendations being made for the fare schedule. Even during these hard economic times this service needs to grow and move in a direction where the financial base is evolved and hopefully be expanded to Foresthill and other outlying communities. Miller stated they came to the conclusion that the structure that provides the free ride with the discount card really is responsive to the people that are most likely to have financial difficulty in affording those rides. Miller feels this is very significant in providing that consideration rather than some kind of sliding scale or other mechanism that would be much more challenging to maintain.

Miller agrees with Nesbitt's recommendation to change the name of the card. Miller noted "fare card" is what the metro system in Washington DC calls their cards which are for a sum of money

and you use it however you need to use it for your rides. Miller salutes and recognizes Kaiser and Sutter Hospitals and any other private partners that she is not aware of that have participated in this project because it was an urgent need and they've stuck with it for a few years that it has taken to get it going. Miller encouraged them and our Board to continue to maintain and sustain the public private partnership.

Janice LeRoux, Executive Director for First 5 Placer, the Children's and Family Commission and also the co-chair of the Placer Collaborative Network (PCN), which is a collaborative of over 40 nonprofit agencies and some governmental agencies serving residents of Placer County, expressed her support for the fare implementation for Health Express. LeRoux thanked the partnership for their continued support which is an integral component of meeting the unmet transit needs of Placer County residents. LeRoux thanked the Board for their efforts during the unmet transit needs process including the Bus Pass Subsidy Program and the Rideshare Program in Tahoe. PCN also supports the efforts to provide transportation to the Sheridan and Foresthill areas and efforts to stabilize the long term financial base of Health Express, facilitating the future expansion in South Placer County while simultaneously keeping fares low enough to encourage frequent use of the service and accommodating those that are in most need with the free passes for those who make advance reservations.

Myrna Rivas from Kaiser Permanente representing Sutter and Kaiser Hospital systems expressed her support of the fare implementation. Rivas has been working jointly with Melko and Seniors First to develop the proposed fares. Rivas stated that the hospital systems will continue to be supportive of this work and the program going forward, recognizing the need for a long-term sustainability plan.

Chair Cosgrove closed the Public Hearing.

ADJOURN AS WESTERN PLACER CONSOLIDATED TRANSPORTATION SERVICES AGENCY

RECONVENE AS PLACER COUNTY TRANSPORTATION PLANNING AGENCY

CITY OF COLFAX TRANSPORTATION DEVELOPMENT ACT (TDA) BICYCLE/PEDESTRIAN DISCRETIONARY FUND ALLOCATION

Celia McAdam noted the only difference from the original staff report and the updated "green" sheet is that the figure in the first line of the original memo is approximately \$100 off. McAdam noted the City of Colfax has been working for many years to attempt to pull together a bicycle and pedestrian project in downtown Colfax. Fare share funding received has not been adequate to fund a project and meet the administrative requirements of the Congestion Mitigation and Air Quality (CMAQ) federal dollars. Staff recommends approval of Colfax's request for discretionary funds through the Transportation Development Act (TDA) for \$110,668 to complete the Grass Valley Railroad Pedestrian Crossing project.

Alan Mitchell, Colfax City Engineer, noted it is challenging for small towns to obtain adequate funding to complete a viable project and asked the Board for this additional funding to complete this project, which is the only crossing downtown.

Upon motion by Holmes and second by Allard, the Board unanimously approved the programming of \$110,668 in Transportation Development Act (TDA) Bicycle/Pedestrian

Discretionary funding for the City of Colfax's Grass Valley Railroad Pedestrian Crossing project.

WORKSHOP: WHERE WE'VE BEEN, WHERE WE ARE NOW, AND WHERE DO WE GO NEXT?

Celia McAdam noted that for a county our size and for our funding sources we have accomplished amazing things to improve our transportation system. Commuter bus services have been expanded, we have established the Western Placer Consolidated Transportation Services Agency (CTSA), we have the public private partnership with Health Express, as well as a very successful Freeway Service Patrol (FSP). McAdam noted PCTPA has completed seven major infrastructure projects in the past decade and has been named Agency of the Year by the California Transportation Foundation (CTF) and by SACOG. In addition, this year the I-80 Bottleneck Project is up for CTF's Freeway Project of the Year.

McAdam enumerated the projects completed in the last decade including the I-80/Douglas Blvd. Interchange, SR 49 Improvements in Auburn, I-80/Sierra College Blvd. Interchange, and I-80 Bottleneck, as well as projects that are still under construction including the SR 65 Lincoln Bypass and the I-80 Eureka Road Interchange. McAdam outlined funding sources for these projects.

McAdam noted it takes an average of 16 years from project beginning to construction, delineating projects in the pipeline including the Placer Parkway project, I-80/SR65 Interchange, SR 65 widening, and Capitol Corridor Rail Service, and also outlined project costs.

Focusing exclusively on the infrastructure projects we have about a half a billion dollars of projects that will be completed by the end of this year, 40% of which come from locally controlled sources and 60% from discretionary funding. Discretionary funding will most likely be gone in the future while simultaneously the process has become more challenging and costs are escalating.

McAdam explained how the gas tax contributes to transportation, noting it does not cover the expense. The gas tax is a flat rate and does not change regardless of the cost of gasoline. It is a diminishing source of revenue since the state gas tax has not been raised since 1990 and the federal not since 1994. Proposition 42 passed in 2002 which directed sales tax on gasoline to go towards transportation did bring some revenue in but action since then has translated that into an equivalent excise tax in 2010 – the 'gas tax swap.' Between the state and the federal tax it pays for about 70% of what it takes to simply maintain the state highway system and only about half of what it takes to maintain the local road system, let alone any system expansion.

McAdam specified the key funding issues and summarized projects from our Regional Transportation Plan, which total about \$3.5B – twice the dollars that we expect to have available. McAdam asked the Board several specific questions about how they would like the Agency to proceed. McAdam first asked Board Members how important is transportation with all the challenges facing each jurisdiction.

Steve Harvey stated after this year transportation will become 70% of the City of Colfax's overall focus.

John Allard noted transportation is a critical priority for all jurisdictions, which provides the movement of goods, the movement of public safety and the movement of people to and from

jobs. Allard inquired whether consideration was made of the possibility of losing some transportation funds to the State as their budget deficit continues to grow. McAdam responded there is no movement in that direction that she is aware of. Allard stated no one thought the State would take away their redevelopment funding, yet they did, and doesn't feel we should say the State will not take away transportation funding. Allard stated transportation is one of Roseville's top three priorities, behind public safety and quality of life issues. We need to continue to work together to find ways to solve transportation issues.

Keith Nesbitt stated transportation is very important to Auburn, noting that Auburn's roadways are old and need to be replaced in their entirety. Nesbitt wants efforts to continue to bring another train to Auburn.

Ron Treabess noted transportation is related to everything done in the Tahoe region and is dealt with on a daily basis, with 14 different agencies/organizations that have transportation as their purpose in life. Treabess feels PCTPA could contribute to the solution of their transportation challenges with our coordination and outreach with all the transportation proponents. Repairs, new transportation systems, new transit services, bike trail systems as well as waterborne issues are key to everything that happens at Lake Tahoe.

Jim Holmes stated since I-80 goes right through the center of his district he feels it is important to concentrate on the interchanges on I-80 as well as track improvements for the Capitol Corridor and bringing the second train to Auburn. Improvements on Highway 49 from Luther Road to I-80 still need to be completed.

Scott Yuill recognized transportation is a top priority in Rocklin as well as public safety. Traffic disbursement in and out of Rocklin is very important.

Tom Cosgrove noted the development that has occurred during the past 13 years has produced a lot of new infrastructure but connectivity to the state highway system at Nelson Road needs to be accomplished as a final link. Lincoln will see most of their infrastructure needing repairs all at the same time which will be quite a challenge and how they can invest in the local projects that will improve the economic development needed to be done in town to raise revenues needed locally.

Kirk Uhler commented his request to County staff was that they look at future investments in capital improvements that are geared toward driving private sector investment dollars, that we spend our public infrastructure dollars in such a way that private sector investment is encouraged in our county and in the cities. Where we have opportunities to invest in infrastructure that will generate private sector investment and thereby increase the assessed valuations of various parcels along the corridors will drive the long term economic engine. Uhler is more focused about what can we do that will leverage private sector investments.

Sandra Calvert noted improvements to Sierra College Boulevard, which is on the border of Loomis, will put more stress on Loomis' aging roads and they will need funds to keep their roads and potholes filled. Old overpasses including Brace Road, King Road and Horseshoe Bar Road need to be widened to accommodate bike and pedestrian travel.

McAdam stated since priorities have been discussed, she asked Board Members for their focus, since we have priorities but the color of money available may not align with them the way we want it to. Do we want to continue with prior Board direction to keep a variety of projects in the

pipeline that would be eligible if and when there are discretionary dollars or do you want staff to focus on specific priorities regardless?

Steve Harvey noted Colfax has a special problem since they have a small population responsible for the roads but 85% of their traffic does not live in Colfax.

Scott Yuill piggybacked on Supervisor Uhler's comments stating that the private sector investment is critical especially since a lot of the government money is disappearing. Yuill noted the Whitney Interchange where there is commercial development prepared to go in which would drive development fees to help fund transportation yet there is no incentive for development to begin unless there is an access road. Roads need to be expanded to development areas. Private sector investment should be focused on first.

McAdam summarized the discussion, noting the Board has a diversity of priorities and asked the Board if their direction was to work on all of them while keeping all kinds of projects moving so that we are prepared for any discretionary funding. This would mean we may not be able to get in depth in any one priority.

John Allard agreed with Supervisor Uhler regarding public private partnerships since there is less money coming from the federal and state government plus a reduction in development in the county. Placer Parkway needs to continue to be a top priority which will be a relief valve for the region. I-80/SR 65 Interchange has to continue to be a priority. All jurisdictions need help with their road maintenance and agrees with continued work on the Capitol Corridor. One item that needs to be looked at which will impact both Roseville and Rocklin is widening of Highway 65 with the approximate 25-40% increase in traffic when the Lincoln Bypass is completed. Widening of SR65 needs to be a top priority to prevent a bottleneck on that roadway. We need to be creative about ways that we can make improvements quickly.

Tom Cosgrove added in the past we have had success by finding a project that fits for a particular source of money. A two-tiered approach of being prepared for large, high priority projects that are out in the future such as the strategy used for the Lincoln Bypass project and look at projects in a fashion of obtaining funding and accomplishing a little bit of something that gets us practically nothing all the time or start looking at prioritizing projects throughout the county and focus on projects one by one, using that strategy to address the needs throughout the county – everybody gets their turn and each jurisdiction gets a significant project completed. The focus needs to be about economic development and how we will provide the infrastructure to support the economy that we need in our county to stay healthy.

Keith Nesbitt stated there almost needs to be a parallel focus - being ready for any kind of funding windfall. Nesbitt agrees with getting both the private and public sectors working together. Nesbitt mentioned 10 or 12 years ago that the County took off and development drove the County which led to the County's economy being dependent upon that development. Auburn, with the exception of Baltimore Ravine, is out of the development game and with the abolishment of the redevelopment agencies, needs to look at more sustainable funding not dependent upon development. Nesbitt suggested a parallel course of having projects ready for windfall funding, focusing on the projects ongoing and completing them while also seeking ongoing alternative sources that are not dependent upon development.

Scott Yuill clarified he is not advocating transportation spending to encourage development per se. Development is one-time money but it is the private sector investment for jobs and retail – our sales tax base. Long term sustainability, not just development fees, needs to be our focus.

McAdam said that, based on the Board’s comments, she will discuss with the TAC different ideas for the use of one of the few sources of funding we have some control over and flexibility – the Congestion Mitigation and Air Quality (CMAQ) and the Regional Surface Transportation Programs (RSTP). These are federal dollars that come to us on a fair share basis which have traditionally been distributed proportionately by jurisdiction. There may be more flexibility to use CMAQ dollars for certain types of road projects. RSTP dollars can be used for any kind of transportation infrastructure, and has traditionally been focused on road rehabilitation and maintenance. McAdam will bring back Technical Advisory Committee (TAC) input to the Board and perhaps select some regional priorities to start doing some project development.

EXECUTIVE DIRECTOR’S REPORT

Celia McAdam mentioned the I-80 Bottleneck is up for Freeway Project of the Year from the California Transportation Foundation. That award will be announced on May 23.

McAdam noted a pink handout from our Federal Advocate was provided reporting there was activity with the Federal Transportation Act SAFETEA-LU. Ultimately we are on another three-month extension. McAdam is pessimistic at the prospect of having a new bill this year. We have been pushing for some certainty with the passage of a new bill, but without success thus far.

Meeting adjourned at 10:40 a.m.

Celia McAdam
Executive Director

Tom Cosgrove, Chair