

**PLACER COUNTY TRANSPORTATION PLANNING AGENCY  
MINUTES  
APRIL 10, 2013**

The Placer County Transportation Planning Agency met on Wednesday, April 10, 2013 at 9:00 a.m. at the Board of Supervisors Chambers, 175 Fulweiler Avenue, Auburn, California.

<b>ATTENDANCE:</b>	Tony Hesch	Celia McAdam
	Jim Holmes	Scott Aaron
	Stan Nader	Luke McNeel-Caird
	Keith Nesbitt	David Melko
	Susan Rohan	Solvi Sabol
	Diana Ruslin	Sue Sholtis
	Ron Treabess	
	Kirk Uhler	

**APPROVAL OF MINUTES**

Upon motion by Ruslin and second by Treabess, the minutes of the February 27, 2013 PCTPA Board meeting were approved as submitted, with Rohan and Uhler abstaining.

**AGENDA REVIEW**

None.

**PUBLIC COMMENT**

None.

**CONSENT CALENDAR**

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

**PRESENTATION: THIRD TRACK RAIL PROJECT BETWEEN SACRAMENTO AND ROSEVILLE**

Celia McAdam introduced Jim Allison, Director of Planning for the Capitol Corridor Joint Powers Authority (CCJPA). McAdam noted Allison will be discussing ongoing efforts for the Third Track Project to add an additional track between Sacramento and Roseville to accommodate ten round trips a day to Roseville on the Capitol Corridor rail service. McAdam stated that we worked with CCJPA to obtain Trade Corridor Improvement Funds (TCIF), which is goods movement money from of Proposition 1B, for the Donner Project. This project would add double tracks over the Donner Summit to improve Union Pacific Railroad (UP)'s freight capacity and allow a second daily round trip to Auburn. Under this partnership, UP was to provide the required 50% matching funds. However, we were recently informed UP was withdrawing their matching funds, which puts this project and the additional train to Auburn in limbo as TCIF funds expire at the end of this year.

Jim Allison stated there was a meeting conducted this past Monday, which included local UP representatives where staff presented the Third Track Rail Project. Allison presented information regarding the Project Goals and Objectives, Track Alignments Analyzed, Five Impact Categories, Track Alignment Options, and Stations and Alignments. Potential station

sites and track alignments include the Current Roseville Station, Atlantic Avenue Station Option, Foothill Blvd. Station Option, and March Road Station Option.

Staff will be presenting this information to Union Pacific's Omaha management on April 23 then moving forward with the environmental phase of this project. Allison noted Mike Barrett, Project Manager from HDR, was present to answer any detailed questions.

Susan Rohan shared the City of Roseville's concern that the March Road and Foothill Blvd. station sites don't work from a planning perspective and would not be conducive to dropping passengers off. Rohan is pleased with efforts on this project and is optimistic for this project's success.

Stan Nader confirmed that the current Roseville station is on the north side of the tracks and the Atlantic Avenue proposal would move the station to the other side.

McAdam added staff will update the Board with this project's progress. Negotiations with Union Pacific can be challenging since freight is their main priority and they are a private entity.

### **STATE LEGISLATIVE PROGRAM FOR 2013**

Celia McAdam asked the Board to adopt the State Legislative Program for 2013. She noted that the program is basically the same as last year, emphasizing more local control, flexibility and creativity. McAdam provided an update of this year's Governor's Budget proposal, noting there is no movement to take money from transportation. There are efforts towards legislation to update the California Environmental Quality Act (CEQA) to make the Sustainable Communities Strategies required under SB375 more attractive to local jurisdictions and to developers by adding CEQA streamlining.

McAdam also noted there are proposals to place a change to the threshold for a transportation sales tax to 55% on the statewide ballot. This idea may fold into the considerations of our Funding Strategy Steering Committee that is looking at our long-term needs and how to generate local sources to fund those needs.

With the passage of Moving Ahead for Progress for the 21<sup>st</sup> Century (MAP-21), the successor to SAFETEA-LU Federal transportation bill, there is debate whether the State needs to do enabling legislation. While MAP-21 didn't bring any new money to the table it did provide for some relief from some of the silos on the money, creating greater flexibility. Keeping that flexibility is something the Board has expressed great interest in and is suggested in this Legislative Program.

There is discussion about adding a provision into the submittal requirements for the Regional Transportation Improvement Program (RTIP) to include project-level analysis of each project in those programs when it goes to the California Transportation Commission (CTC). This would not affect us short term since we still owe about \$45M, but there is concern that this change would allow the State to "cherry pick" projects and thus reduce local control which our Board is interested in maintaining.

Susan Rohan inquired whether we have anyone who is working with the State on AB 1290 (Perez). McAdam replied we have an on-call State Advocate. Staff has not asked the Board to take positions on certain bills at this time, but we are looking for an overall direction and will bring bills to the Board later, as they become formed. Rohan asked if there is collaboration with SACOG on their positions with these bills. McAdam responded we have informal discussions with SACOG. Our collaboration is more on a statewide basis through the California Association

of Councils of Government (CALCOG). Rohan stated Roseville has formed a Law and Regulation Committee where a subcommittee of the Council makes recommendations to the Council. With sitting on Roseville's City Council, SACOG, and PCTPA it would be nice to be informed about consistency when taking positions on bills. McAdam stated the process for bringing recommendations for the Board's position on specific bills commences with our Technical Advisory Committee (TAC) which includes all of the jurisdictions. When bringing a bill to the Board for a position McAdam would include an analysis of positions that have been taken by other regional agencies, including SACOG.

McAdam noted there may be times when the mission of PCTPA and the mission of SACOG could be at odds in regards to a difference in positions on bills. The Board should be made aware of this but it would not necessarily mean that we would always have the same positions on bills.

Jim Holmes indicated he contacts the legislative director of the Rural Counties Representatives of California for advice on a statewide issues and contacts Celia McAdam for issues relating to PCTPA. Rohan indicated she will contact McAdam regarding any questions she may have regarding bills.

Tink Miller, Executive Director of Placer Independent Resource Services, shared concern that one of the silos eliminated in MAP-21 was New Freedom funds. This program was created under SAFETEA-LU to provide funding for transit operators to increase accessibility to their services for seniors and disabled beyond the minimums that are mandated under the Americans with Disabilities Act, but has now been eliminated. Miller noted that while MAP-21 allows use of Federal transit funds for operational costs as well as capital, Caltrans has a policy of not letting funds like that be used for operations. The disabled community is interested in seeing Caltrans be directed to change that policy to allow Federal funds to help supplement operational costs.

David Melko indicated the New Freedom funds were folded into a Federal Transit 5310 funding program that the State administers. The State is in the process of working through new guidelines to meld the two programs. Historically the State has used the 5310 program as a capital program and the New Freedom program has been used as both capital and operating funding program, with emphasis more on operations. Melko noted that the results of this combined program could affect CTSA as well as other programs. Staff is monitoring this issue.

Upon motion by Rohan and second by Ruslin, the Board unanimously adopted the State Legislative Program for 2013.

**ADJOURN AS PLACER COUNTY TRANSPORTATION PLANNING AGENCY**

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

**CONSENT CALENDAR**

Upon motion by Uhler and second by Rohan, the Board unanimously approved the Consent Calendar as submitted.

**FY 2012/13 WESTERN PLACER CONSOLIDATED TRANSPORTATION SERVICES AGENCY BUDGET AMENDMENT #2**

David Melko asked the Board to adopt the FY 2012/13 Budget Amendment #2 for the Western Placer Consolidated Transportation Services Agency (WPCTSA). Melko summarized the budget amendment, noting the programs delineated are consistent with the Short Range Transit Plan.

Upon motion by Nesbitt and second by Ruslin, the Board unanimously adopted the FY 2012/13 Budget Amendment #2 for the Western Placer Consolidated Transportation Services Agency (WPCTSA).

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

**CONVENE AS PLACER COUNTY TRANSPORTATION SERVICES AGENCY**

**EXECUTIVE DIRECTOR'S REPORT**

Celia McAdam provided a clarification on information sent to Board Members earlier this week regarding the Funding Strategy Steering Committee meeting held April 1, noting that the charts provided were a result of the brainstorming by the committee members and are not intended to be an expenditure plan. The results of the comment cards and polling will be provided at the next steering committee meeting and we hope to bring a recommendation to the Board by the end of the year.

Stan Nader stated he is a member of the Steering Committee and as a conservative Republican he is not thrilled talking about taxes but with limited State and Federal funding and our serious need for transportation projects, we are going to need to start at home to fix this problem.

Vice Chair Holmes attended the California Association of Council of Governments (CALCOG) Regional Issues Forum with McAdam last week. There was extensive discussion that State and Federal dollars have dried up and if we need to correct transportation problems in California we need to have local funds available to match. It was noted that transportation agencies are victims of our own success with Prop 1B and the American Reinvestment and Recovery Act (ARRA) funds, in that we have been able to utilize and match those funds to accomplish tremendous projects, particularly here in Placer County. This makes it difficult to go out and ask for more money when we have to explain what we have done with the funding that we have.

Keith Nesbitt asked if McAdam saw any other avenues to pursue funding for the second train to Auburn. McAdam responded it was tremendously disappointing to be informed after all our efforts that UP would not be matching funds for that project. Unfortunately she is not aware of any funding at this time, but will continue to explore any opportunities available.

Ron Treabess complimented McAdam on the Roseville Press Tribune article.

Meeting adjourned at 10:00 a.m.

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Celia McAdam  
Executive Director

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Kirk Uhler