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PLACER COUNTY TRANSPORTATION PLANNING AGENCY MINUTES JANUARY 22, 2014

The Placer County Transportation Planning Agency met on Wednesday, January 22, 2014 at 9:00 a.m. at the Board of Supervisors Chambers, 175 Fulweiler Avenue, Auburn, California.

ROLL CALL:	Bonnie Gore Tony Hesch Jim Holmes Stan Nader Keith Nesbitt Ron Treabess Miguel Ucovich Kirk Uhler	Celia McAdam Scott Aaron Aaron Hoyt Luke McNeel-Caird David Melko Solvi Sabol Shirley LeBlanc
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APPROVAL OF MINUTES

Upon motion by Nesbitt and second by Treabess, the minutes of the December 4, 2013 PCTPA Board meeting were approved, with Gore and Uhler abstaining.

Celia McAdam explained that with the passage of SB 751 that took effect January 1, 2014, role call votes are now required on each action item.

AYES: Hesch, Holmes, Nader, Nesbitt, Treabess
NOES: None
ABSTAIN: Gore, Ucovich, Uhler

AGENDA REVIEW

None.

PUBLIC COMMENT

None.

CONSENT CALENDAR

Upon motion by Uhler and second by Treabess the Consent Calendar was unanimously approved as submitted by the following roll call vote:

AYES: Gore, Hesch, Holmes, Nader, Nesbitt, Treabess, Ucovich, Uhler
NOES: None
ABSTAIN: None

ADJOURN AS PLACER COUNTY TRANSPORTATION PLANNING AGENCY

CONVENE AS PLACER COUNTY AIRPORT LAND USE COMMISSION

**9:00 A.M. – PUBLIC HEARING: PLACER COUNTY AIRPORT LAND USE
COMPATABILITY PLAN UPDATE & NEGATIVE DECLARATIONS**

David Melko asked the Commission to conduct a Public Hearing to obtain input for Negative Declarations/Initial Studies and Airport Land Use Compatibility Plans (ALUCP) for Auburn Municipal, Lincoln Regional, and Blue Canyon Airports. Melko explained the outreach process that took place as part of this ALUCP Update including a Public Workshop held in August, 2013, meetings with pilot associations, and stakeholder meetings with the development community/businesses within the vicinity of the airports. Additionally, technical documents, including those before the Commission today, were vetted through the Technical Advisory Committee (TAC) made up of local airport and planning representatives from each of the affected jurisdictions and airports. These documents were made available on our website and to stakeholders. Many comments received as a result of this effort were incorporated into the draft ALUCP documents that have been provided to the Commission. Over 9,000 properties within the three airport influence areas received notifications about the Public Hearing and the availability of the document. The Public Hearing was advertised in the Lincoln News Messenger, Auburn Journal, and the Colfax Record. Letters were sent to the Mayors of the City of Auburn and City of Lincoln, and to the Chair of the County Board of Supervisors as well as to the managers and chief executive officers of these respected entities offering to brief them on the ALUCP.

With regard to response to comments, Melko explained that a draft compilation of comments to date were provided to the Commission. Comments can be received until January 31 and an updated draft response to comments will be released mid-February. Those who want to communicate concerns on the response to comments can do so with staff or at the ALUC meeting on February 26. At the February 26 meeting we will be asking the Commission to accept the response to comments document, approve the negative declarations and adopt the ALUCP. Commissioner Hesch commended Melko on the outreach process.

Melko introduced Miranda Thompson, Mead and Hunt and consultant for the ALUCP Update. Thompson provided an overview of the ALUCP Update, the California Environmental Quality Act (CEQA) review and the comments received to date. She explained the ALUC's roles and responsibilities and their limitations, noting that the ALUC has no jurisdiction over existing land uses. She described the reasons for updating the plan, namely two of the airports updated their airport master plans and the Caltrans Division of Aeronautics published a new set of guidance. She went on to explain the principal policy changes in the draft plan compared to the current 2000 ALUCP, reviewed the findings of the environmental analyses, and the next steps.

Keith Nesbitt pointed out the City of Auburn letter which was provided to the ALUC, reiterating the intent of the City to extend the runways. Nesbitt recognized the ALUC has no formal authority over existing land use and measures, but the ALUCP requirements on a jurisdiction general plan can indirectly affect the development that surrounds the airport(s). Nesbitt inquired if the density guidelines are subjective. Maranda Thompson explained density guidelines are not mandated through the ALUCP. Upon inquiry by Nesbitt, Thompson explained the factors considered within the various zones, which are noise, safety, airspace protection, and over-flight areas. Nesbitt inquired if a development is approved, is an expansion to that development exempt. Thompson explained that expansions are not exempt but a rebuild of an existing development that was in an incompatible zone was allowable. Nesbitt asked what the likelihood would be of an approval of the City's airport runway extension if the ALUCP was adopted. Thompson responded that the ALUCP would need to be based on an approved Auburn Master Plan. Celia McAdam added that the ALUC would need to decide to update the ALUCP and allocate funding for the process.

Chair Holmes opened the public hearing.

William Kirby, Auburn City Council, and pilot for 35 years asked the ALUC to consider the expansion of the Auburn Airport runways as explained in the letter provided to the ALUC by the City of Auburn Council.

Ivan Karnesis, former airport manager for the Auburn Airport, concurred with Dr. Kirby and added that the existing plan on which the County Supervisors based determination on developments does not take into account the amount of aircraft that fly over this area. He provided additional information on aircraft approaches and the significance of runways in these maneuvers, and that noise compatibility issues should be reexamined.

Mary Stevens, Auburn resident, explained in detail how the noise from the aircraft flying into the Auburn Airport, are negatively affecting her quality of life.

Heidi Tempko, Christian Valley resident, cited that some planes flying into the Auburn Airport are well below the required 1,000 feet. She also said that the Public Hearing notifications were not sent to her. In response to Jim Holmes' inquiry about notifications, David Melko explained that the legal requirement is to publish a notice in the newspaper, which was done. In addition, notifications were sent to the 9,500 properties within the approximately two mile influence area surrounding the airports.

Philip Bearny, resident of Rock Creek Mobile Home Park in Auburn, read his comment letter which states that the pilots using the Auburn Airport are not observing the airport's rules on take-off. The letter states that there should be notifications explaining the rule posted at the Auburn Airport.

Carol Smith, resident of Rock Creek Mobile Home Park, noted that the planes flying into the Auburn Airport fly very low over the mobile home park, vibrating the residents' mobile homes.

Mary Stevens added that the people that have come up to testify on noise live further from the airport than she does.

Scott Christianson stated his family owns vacant land near KOA campground in Auburn and asked that there be an increase in the intensity area to further the development.

Ivan Karnesis asks that the intensity level not be increased.

Mother Abbas Isihia of the Russian Convent of Our Lady of Vladimir in Lincoln, inquired about the increase in activity of aircraft, the aircrafts' purpose, and how they are funded. Additionally, she asked about the FAA flight requirements.

Supervisor Holmes closed the public hearing.

Miguel Ucovich inquired if decibel readings were performed in the field. Maranda Thompson explained that some airports perform decibel readings however field tests are not performed as part of the ALUCP. Ucovich asked if the environmental document would be affected if the decibel readings are louder than what is shown in the ALUCP. Thompson noted that it would affect the Environmental Impact Report (EIR) for the jurisdiction Airport Master Plan as noise issues are

related to aircraft operations and future development proposals of an airport. Celia McAdam clarified that noise readings are conducted as part of the airport master plans by the jurisdictions and the ALUCP bases its information provided within these plans.

Stan Nader offered that the testimony received represents the challenge between people and airports, noting the importance of good communication between people using the airport and those who reside nearby.

PROJECT REVIEW FEE SCHEDULE UPDATE

David Melko asked the Board to approve Resolution 14-01 for the Placer County Airport Land Use Compatibility Plan (ALUCP) project compatibility review fee schedule. He noted that under state law ALUCs are allowed to charge project proponents for the cost of project reviews and, based on analysis conducted from 2001 – 2012, our costs have exceeded the fees collected. A Public Hearing was conducted in December 2013 with no comments received. Commission comments at that hearing are incorporating an update of the fee schedule, including a provision that the fee levels be reexamined every three years and that the appeal fee be set at \$100. The fee schedule as provided to the Commission would go into affect sixty days after adoption by the ALUC.

With a motion by Ucovich and a second by Nader, Placer County Airport Land Use Resolution 14-01 establishing a new fee schedule was approved unanimously by the following roll call vote:

AYES: Gore, Hesch, Holmes, Nader, Nesbitt, Treabess, Ucovich, Uhler
NOES: None
ABSTAIN: None

ADJOURN AS PLACER COUNTY AIRPORT LAND USE COMMISSION

CONVENE AS WESTERN PLACER CONSOLIDATED TRANSPORTATION SERVICES AGENCY

CONSENT CALENDAR

Upon motion by Treabess and second by Nader the Board unanimously approved the Consent Calendar by the following roll call vote:

AYES: Gore, Hesch, Holmes, Nader, Nesbitt, Treabess, Ucovich, Uhler
NOES: None
ABSTAIN: None

ADJOURN AS WESTERN PLACER CONSOLIDATED TRANSPORTATION SERVICES AGENCY

CONVENE AS PLACER COUNTY TRANSPORTATION PLANNING AGENCY

FEDERAL LEGISLATIVE PROGRAM

Celia McAdam asked the Board to adopt the federal legislative program for 2014 and to authorize staff and PCTPA's federal advocates to represent the positions as presented. McAdam summarized Attachment 1 in the Board packet, which prioritizes stabilizing federal funding through the support of reauthorization of MAP-21, seek funding for the Placer Parkway and the I-80/SR 65 Interchange, support funding for rail in terms of the 3rd track which would allow for additional Capitol Corridor into Placer County, as well as supporting local projects that jurisdictions are putting forward

through federal funding mechanisms. McAdam asked for the federal legislative priorities as presented be forwarded to our federal advocate, and asked that the Board authorize travel for her and Chair Holmes to go to Washington, DC in February to represent these positions.

Upon motion by Nesbitt and second by Nader, the Board unanimously approved adopting the Federal Legislative Program for 2014 as shown in Attachment 1 and directed staff and federal advocates to represent these positions, including travel to Washington, DC in February by the following roll call vote:

AYES: Gore, Hesch, Holmes, Nader, Nesbitt, Treabess, Ucovich, Uhler
NOES: None
ABSTAIN: None

SURFACE TRANSPORTATION ASSISTANCE ACT (STAA) ROUTE IMPROVEMENTS PLANS FOR THE I-80/CANYON WAY INTERCHANGE IN COLFAX

Celia McAdam explained that the federal STAA, adopted in 1982, identified a set of criteria on highways in which large trucks can operate as a way of minimizing the conflicts of freight and other users of the highway system. Crispin Cider Works, one of the largest employers in Colfax, uses the I-80/Canyon Way Interchange to access I-80 from their facility. The issue of transportation and the Board's recognition that economic vitality is a key issue is the basis for the agency's involvement in so far as the I-80/Canyon Way Interchange does not meet STAA standards, yet the trucks utilizing the interchange are in fact subject to these standards. Crispin Cider Works contacted the Governor's office, who contacted Caltrans and the City of Colfax to identify a solution to this problem. McAdam explained that after discussions with the City and Caltrans, it was determined it would cost about \$1.3 million dollars to fund the upgrade of the interchange. McAdam noted that this type of project would typically be funded through the Regional Transportation Improvement Program (RTIP). Notwithstanding the \$45 million of future RTIP dollars that were spent on building the Lincoln Bypass, McAdam asked for the Board to consider moving forward with a package to the Governor's office for these improvements with a request of supporting a future STIP allocation to fund this project. This package would include a Project Study Report which McAdam stated could be done for approximately \$11,000. Staff is recommending amending the agency's budget to provide this preliminary work as well as asking for the Board's support of programming \$1 million of future RTIP funds in the STIP.

Kirk Uhler asked if the criteria used to identify those STAA routes objective or subjective. McAdam stated it was her understanding that it is objective criteria that is applied. Uhler asked if an appeal of a given STAA designation could be made which would provide an exemption based on economic need. McAdam stated that she was unaware of an exemption based on economic need or other factors. She explained that while she understands Crispin Cider trucks have abated ticketing in the short term, ticketing will come in play if the problem is not solved.

Tony Hesch noted his support for this item. Hesch provided background on the Crispin Cider founders and its history in Colfax, noting he appreciates Board support.

Miguel Ucovich asked if they are going to do anything with the Canyon Way overcrossing. McAdam stated that the bulk of the work was to improve the turning ratios at either end of the interchange.

Upon motion by Nesbitt and second by Uhler, the Board unanimously supported the STAA Route Improvements for the I-80/Canyon Way Interchange in Colfax as presented by the following roll call vote:

AYES: Gore, Hesch, Holmes, Nader, Nesbitt, Treabess, Ucovich, Uhler
NOES: None
ABSTAIN: None

CALIFORNIA PASSENGER RAIL GUIDING PRINCIPALS

David Melko stated that the Capitol Corridor Joint Powers Authority asked their member agencies to adopt the California Passenger Rail Guiding Principals as presented in Attachment 1, with Attachment 2 showing member organization that have adopted these principals. Melko explained that these principals are to guide future investment of state, federal, and local funds for intercity rail services within California. Melko stated that staff concurs with the CCJPA recommendation that that these principals be adopted.

In response to inquiry by Miguel Ucovich, Melko clarified that rolling stock mean trains. Ucovich asked about the support for high speed rail, to which Melko stated that the high speed intercity passenger rail program under federal transportation reauthorization funds both high speed and intercity passenger transportation with the Capitol Corridor making use of the intercity passenger rail aspect of this funding. Keith Nesbitt stated that it is important to adopt these principals as they support the Cap and Trade funds being directed to transportation.

Upon motion by Nesbitt and second by Nader, the Board passed the adoption of the California Passenger Rail Program Guiding Principals by the following roll call vote:

AYES: Gore, Hesch, Holmes, Nader, Nesbitt, Treabess
NOES: Ucovich, Uhler
ABSTAIN: None

WORK PLAN FOR STRATEGIC OUTREACH ON TRANSPORTATION NEEDS AND FUNDING

Celia McAdam explained that transportation needs far outweigh the ability to fund them. With the reengagement of the Funding Strategy Steering Committee, it became apparent that the public is unaware of these shortfalls in transportation. She noted that the Board authorized a contract with FSB Core Strategies for a strategic outreach effort on transportation and introduced Jeff Flint, President of FSB. Flint provided an overview on the strategic effort that ties transportation infrastructure to future economic development, job and business opportunities, and preserving the quality of life in Placer County. Public outreach will focus on making people aware of the gap in transportation funding, the impacts of this shortfall, and offering a range of solutions and funding options.

Tony Hesch asked that when considering the strategic outreach and the needs of the County, the small rural communities be included. Flint agreed that no community can be overlooked.

Miguel Ucovich asked the purpose of smaller group meetings. Flint responded that without the funding budget for large county-wide mailings, these grass roots efforts in the early stages allow for more opportunities to educate various groups.

EXECUTIVE DIRECTOR'S REPORT

None.

DIRECTION TO STAFF

Kirk Uhler stated that those who travel I-80 realize the traffic congestion issue, specifically at I-80 around SR 65. Uhler stated that while getting on at Eureka, the through traffic is restricted to the two non-carpool lanes while the carpool lane is fairly empty. Uhler asked that until we move forward toward a more permanent solution, if we could inquire as to the willingness of Caltrans to terminate the carpool lane at the Eureka Rd. exit on a temporary basis. This would facilitate the opening up of the number one lane to through traffic, allowing those people who are coming up I-80 to move into that lane. This additional lane capacity would allow room for those traffic movements that occur at Eureka Road and Taylor Road as cars merge. Uhler asked if there was any Board objection to making this inquiry. With no objection heard, McAdam suggested making this request on a safety basis.

Meeting adjourned at 11:12 a.m.

Celia McAdam
Executive Director

Jim Holmes, Chair