



A G E N D A

**Wednesday, April 22, 2009
10:45 am**

**Board of Supervisors Chambers
175 Fulweiler Avenue
Auburn, California 95603**

- | | | |
|-----------|-----------------------------------------------------------------------------------------------------------------|---------------|
| A. | Flag Salute | |
| B. | Roll Call | |
| C. | Approval of Minutes: February 25, 2009 | Action |
| | | Pg. 1 |
| D. | Agenda Review | |
| E. | Public Comment | |
| F. | Regional Transportation And Air Quality Mitigation Fee Allocation Request For Lincoln Bypass | Action |
| | | Pg. 3 |
| G. | Regional Transportation and Air Quality Mitigation Fee Cash Flow Issues and Projections | Info |
| | | Pg. 6 |
| H. | Placer Parkway Corridor Preservation Project & Tier 1 EIS/EIR LEDPA Concurrence Dispute Coordination | Info |
| | | Pg. 10 |
| I. | Executive Director's Report | |
| J. | Board Direction to Staff | |
| K. | Informational Items | Info |
| 1. | Technical Advisory Committee Minutes: | |
| | a. February 25, 2009 | Pg. 11 |
| | b. April 7, 2009 | Pg. 12 |
| 2. | Status Report: Placer Parkway Corridor Preservation Project & Tier 1 EIS/EIR | Pg. 14 |

**SOUTH PLACER REGIONAL TRANSPORTATION AUTHORITY
MINUTES
February 25, 2009**

The South Placer Regional Transportation Authority met on Wednesday, February 25, 2009 at 10:45 a.m. at the Placer County Board of Supervisors Chambers, 175 Fulweiler Avenue, Auburn, California.

| | | |
|--------------------|------------------|--------------|
| ATTENDANCE: | Jim Gray | Celia McAdam |
| | Peter Hill | Scott Aaron |
| | Linda Stackpoole | Sue Sholtis |
| | Kirk Uhler | Stan Tidman |

APPROVAL OF MINUTES

Upon motion by Hill and second by Gray, the Board approved the minutes of the December 4 and December 23, 2008 meetings as submitted, with Stackpoole abstaining.

PUBLIC COMMENT

None.

CONSENT CALENDAR

Upon motion by Gray and second by Hill, the Board unanimously approved the consent calendar as submitted.

PUBLIC HEARING: PLACER PARKWAY CORRIDOR PRESERVATION PARTIALLY REVISED DRAFT TIER 1 ENVIRONMENTAL IMPACT STATEMENT/ ENVIRONMENTAL IMPACT REPORT (PRD TIER 1 EIS/EIR)

Chair Kirk Uhler opened the public hearing on the PRD Tier 1 EIS/EIR. Stan Tidman presented background information on the Placer Parkway project leading up to the distribution of the PRD Tier 1 EIS/EIR. Chris Burke and Robert Harmony commented on the PRD. The hearing was documented by Kathryn Swank, Court Reporter.

Chair Uhler closed the public hearing, noting the deadline for comments on the PRD is Monday, March 16.

PLACER PARKWAY CORRIDOR PRESERVATION TIER 1 ENVIRONMENTAL PROCESS: NEXT STEPS

Stan Tidman noted the steps taken thus far in the environmental process of the Placer Parkway Corridor Preservation project were summarized during his Public Hearing presentation. Tidman reported we have reached a stalemate with the regulatory agencies on the Least Environmentally Damaging Practicable Alternative (LEDPA) concurrence during our Modified NEPA 404 process.

Staff recommends 1) concluding work on the Tier 1 Environmental Impact Report (EIR) under the California Environmental Quality Act (CEQA) independent of the federal NEPA (EIS) process; 2) continuing to work with the regulatory agencies to resolve the

current stalemate over the corridor most likely to contain the LEDPA in a timely and cost-effective fashion and 3) organizing and attending a followup meeting in Washington, D.C. with headquarters-level regulatory agency staff to resolve the LEDPA concurrence dispute.

Celia McAdam stated that this process has been extremely challenging and added while we are hitting roadblocks from the federal agencies we can pursue under state law to preserve the corridor. If there is no resolution with the federal agencies through the dispute resolution process, we may have to start over with the construction level document under CEQA and NEPA.

Upon motion by Gray and second by Hill, the Board unanimously authorized the Executive Director to undertake the actions recommended by staff to complete the environmental process under CEQA, while continuing to work with the regulatory agencies to resolve the current stalemate over the LEDPA. The Board also authorized staff and the Board Chair to travel to meet with headquarters-level staff in Washington DC as may be necessary.

EXECUTIVE DIRECTOR'S REPORT

Celia McAdam reported with the passage of the state budget and federal stimulus package both the Lincoln Bypass as well as the I-80 Bottleneck Phase 2 projects remain under construction. Phase 3 of the I-80 Bottleneck project is shovel ready and awaiting proceeds for funding either from the federal stimulus package or Proposition 1B. Since the Lincoln Bypass funding is coming from Proposition 1B funds there is concern that the May revise of the state budget may not be as positive and we may face additional challenges. I-80 Phase 2 should be able to be completed due to the large federal earmark.

Peter Hill stated the Draft EIR on the Sierra College Boulevard improvements from Rocklin Road to Taylor Road has been completed and they are ready to proceed with the project.

Meeting adjourned at 11:42 a.m.

Celia McAdam
Executive Director

Kirk Uhler, Chair



City of Lincoln • City of Rocklin • City of Roseville • Placer County

TO: Board of Directors

DATE: April 8, 2009

FROM: Celia McAdam, Executive Director

SUBJECT: REGIONAL TRANSPORTATION AND AIR QUALITY MITIGATION FEE ALLOCATION REQUEST FOR LINCOLN BYPASS

ACTION REQUESTED

Board adoption of Resolution #09-01, allocating \$691,000 of Regional Transportation and Air Quality Mitigation Fees to the City of Lincoln for embankment materials as part of an exchange of SPRTA funds for a federal earmark as part of the Lincoln Bypass.

BACKGROUND

On May 23, 2007, the SPRTA Board adopted a comprehensive update to the Fee Program that, amongst other things, increased the contributions to the Lincoln Bypass to \$30 million.

In 2008, PCTPA obtained a \$931,000 federal earmark for the Lincoln Bypass. These funds were added to the Lincoln Bypass construction budget, thus reducing the obligation of SPRTA funds directly to Caltrans. In an agreement amongst the Lincoln Bypass Management Team, the City of Lincoln was to be allocated \$691,000 for reimbursement for embankment materials, and the remaining \$240,000 will be added to the \$1,000,000 going to the County for relinquishment costs.

DISCUSSION

A complete accounting of previous and prospective allocations for fully expending the SPRTA obligation to the Lincoln Bypass is shown in Attachment 1.

Staff recommends Board adoption of Resolution #09-01 allocating \$691,000 to the City of Lincoln for reimbursement of embankment materials for the Lincoln Bypass.

CM:ss

RESOLUTION NO. 09-01

**A RESOLUTION OF THE BOARD OF DIRECTORS OF THE
SOUTH PLACER REGIONAL TRANSPORTATION AUTHORITY
ALLOCATING REGIONAL TRANSPORTATION AND AIR QUALITY
MITIGATION FEE PROGRAM FEES TO THE LINCOLN BYPASS**

WHEREAS, the South Placer Regional Transportation Authority ("Authority") was formed to provide for the coordinated planning, design, financing, acquisition, determination of the timing of construction, and construction, of certain transportation improvements located in the area of jurisdiction of the Authority; and

WHEREAS, the Authority adopted the Regional Transportation and Air Quality Mitigation Fee to finance specified transportation facilities, as specified in Authority Resolution #02-06 dated April 10, 2002; and

WHEREAS, the Capital Improvement Program, as amended, has specified a total contribution to the Lincoln Bypass project on State Route 65 at \$30,000,000 (thirty million dollars); and

WHEREAS, the Placer County Transportation Planning Agency (PCTPA) has secured \$931,000 in federal funding for the benefit of the Lincoln Bypass; and

WHEREAS, to maximize the most cost effectiveness and minimize the administration, the federal funding is being administered as part of the larger mainline section of the Lincoln Bypass project; and

WHEREAS, while SPRTA obligation to the Lincoln Bypass remains at \$30,000,000, SPRTA's obligation to Caltrans for the mainline project is reduced in an amount equal to the additional federal funding;

NOW, THEREFORE, BE IT RESOLVED THAT the Authority allocates the \$691,000 to the City of Lincoln for embankment materials and placement for the benefit of the Lincoln Bypass for embankment materials and placement.

Passed and Adopted by the Board of the South Placer Regional Transportation Authority, this 22nd day of April, 2009 by the following vote on roll call:

AYES Board Members:

NOES Board Members:

ABSENT Board Members:

Kirk Uhler, Chair

ATTEST:

Celia McAdam, Executive Director

Updated - March 2009

SPRTA Allocation & Expenditure Master Summary - Lincoln Bypass Subrecipient Detail - Ferrari Ranch and Mainline

| | | <u>TOTAL</u> | <u>Ferrari Ranch</u> | <u>Mainline</u> | |
|--|-------------------|---------------|----------------------|-----------------|--|
| | Allocated to Date | 30,000,000.24 | 2,100,000.24 | 27,900,000.00 | |
| | Expended to Date | 10,823,520.81 | 2,100,000.24 | 8,723,520.57 | |
| | Balance | 19,176,479.43 | - | 19,176,479.43 | |

| ALLOCATIONS: | | | | | |
|---------------------|--------------------------|----------------------|---------------------|----------------------|------------------------------------------------------|
| Date | Resolution | Amount | Ferrari Ranch | Mainline | Description |
| 08/27/03 | 03-01 | 3,000,000.00 | | 3,000,000.00 | Right-of-way purchase |
| 05/26/04 | 04-01 | 500,000.00 | | 500,000.00 | Embankment Materials & Mainline Design |
| 05/26/04 | 04-01 | 500,000.00 | 500,000.00 | | Embankment Materials |
| 04/06/05 | 05-01 | 786,111.24 | 786,111.24 | | Embankment Materials |
| 07/27/05 | 05-06 | 100,000.00 | | 100,000.00 | Mainline Design |
| 10/25/06 | 06-04 | 2,500,000.00 | 2,500,000.00 | | Embankment Materials |
| 05/23/07 | 07-05 | 75,000.00 | | 75,000.00 | Right-of-way Appraisal |
| 10/24/07 | 07-07 | 320,000.00 | | 320,000.00 | Construction Mitigation Monitoring (PCTPA for LSA) |
| 10/24/07 | 07-07 | (2,009,111.00) | (2,009,111.00) | | Rescind portion of Reso 06-04 - Embankment Materials |
| 10/24/07 | 07-07 | 24,228,000.00 | | 24,228,000.00 | Construction (Caltrans) |
| 10/09/08 | 08-04 | 214,000.00 | 323,000.00 | (109,000.00) | Embankment Materials |
| 12/23/08 | 08-05 | 109,000.00 | | 109,000.00 | Mainline Design |
| 03/15/09 | | (931,000.00) | | (931,000.00) | Credit for federal earmark |
| 04/22/09 | 09-01 | 691,000.00 | | 691,000.00 | Embankment materials - City of Lincoln |
| Pending | | 1,240,000.00 | | 1,240,000.00 | Relinquishment - Placer County |
| Pending | | 1,000,000.00 | | 1,000,000.00 | Relinquishment - City of Lincoln |
| Pending | | (6,906,000.00) | | (6,906,000.00) | Construction savings |
| Pending | | 4,583,000.00 | | 4,583,000.00 | Other |
| | Total Allocations | 30,000,000.24 | 2,100,000.24 | 27,900,000.00 | |

| PAYMENTS: | | | | | |
|------------------|-----------------------|----------------------|---------------------|---------------------|-----------------------------------------------------|
| Date | Check No. | Amount | Ferrari Ranch | Mainline | Payment Made To: |
| 03/18/04 | 5111 | 3,000,000.00 | | 3,000,000.00 | Placer Title Co - Escrow - Right of Way Purchase |
| 03/16/05 | 5136 | 500,000.00 | 500,000.00 | | SunCal Companies - Embankment Materials |
| 05/11/05 | 5139 | 786,111.24 | 786,111.24 | | SunCal Companies - Embankment Materials |
| 09/10/07 | 5215 | 5,371.97 | | 5,371.97 | Bender Rosenthal - ROW Appraisal |
| 09/27/07 | 24378 PCTPA | 564.47 | | 564.47 | Bender Rosenthal - ROW Appraisal |
| 10/25/07 | 5216 | 17,556.97 | | 17,556.97 | Bender Rosenthal - ROW Appraisal |
| 11/21/07 | 5219 | 38,600.00 | | 38,600.00 | ARWS - Right of Way appraisal reports |
| 01/31/08 | 24652 PCTPA | 12,906.59 | | 12,906.59 | Bender Rosenthal - ROW Appraisal |
| 03/18/08 | 5230 | 1,000,000.00 | | 1,000,000.00 | Caltrans Advance Deposit per Cooperative Agreement |
| 04/21/08 | 5232 | 555.00 | | 555.00 | LSA - construction monitoring (PCTPA reimburseme |
| 06/30/08 | 1003 | 1,646.25 | | 1,646.25 | LSA - construction monitoring |
| 08/05/08 | 1009 | 808.09 | | 808.09 | LSA - construction monitoring |
| 08/15/08 | 1010 | 4,905.45 | | 4,905.45 | LSA - construction monitoring (PCTPA reimburseme |
| 09/02/08 | 1013 | 2,000,000.00 | | 2,000,000.00 | Caltrans 3/31/08, 6/30/08 Payments per Co-op Agre |
| 09/26/08 | 1015 | 6,347.50 | | 6,347.50 | LSA - construction monitoring |
| 10/09/08 | 1019 | 1,090,889.00 | 490,889.00 | 600,000.00 | City of Lincoln |
| 10/09/08 | 1022 | 214,000.00 | 323,000.00 | (109,000.00) | City of Lincoln |
| 10/23/08 | 1025 | 1,000,000.00 | | 1,000,000.00 | Caltrans 9/30/08 Payment per Cooperative Agreement |
| 12/01/08 | 1028 | 30,007.93 | | 30,007.93 | LSA - construction monitoring |
| 12/18/08 | 1031 | 4,250.35 | | 4,250.35 | LSA - construction monitoring |
| 12/23/08 | | 109,000.00 | | 109,000.00 | City of Lincoln - mainline design |
| 02/24/09 | 1041 | 1,000,000.00 | | 1,000,000.00 | Caltrans 12/31/08 payment per Cooperative Agreement |
| | Total Payments | 10,823,520.81 | 2,100,000.24 | 8,723,520.57 | |



City of Lincoln • City of Rocklin • City of Roseville • Placer County

TO: Board of Directors

DATE: April 9, 2009

FROM: Celia McAdam, Executive Director

SUBJECT: REGIONAL TRANSPORTATION AND AIR QUALITY MITIGATION FEE CASH FLOW ISSUES AND PROJECTIONS

ACTION REQUESTED

None. For information only.

BACKGROUND

The Regional Transportation and Air Quality Mitigation Fee Program ("Fee Program") was adopted by the SPRTA Board on April 10, 2002, and went into effect on July 1, 2002. The Fee Program has been updated annually for inflationary adjustments. There have been two comprehensive updates adopted by the Board in 2004 and 2007, with a third currently underway. These updates have been crucial in keeping the Fee Program healthy and able to meet the financial obligations to the covered projects.

The overall Fee Program includes \$191 million in projects. Working with member jurisdictions, staff maintains an ongoing cash flow projection chart that outlines projected income levels and project funding needs. Income through December 31, 2008 totals of \$31.9 million in fees and \$2.75 million in interest. To date, the Board has approved \$38.9 million in funding commitments (allocations), with expenditures to date of \$19 million.

DISCUSSION

Cash Flow Projections

The most current version of this constantly updated cash flow chart is shown in Attachment 1.

Some of the issues addressed in this cash flow projection include:

- Significantly more conservative revenue estimates to reflect the current state of the building industry
- Shift of SPRTA funds from construction to design and right of way for the Lincoln Bypass to assure that construction savings can be retained for Phase 2 of the project. This change does not change our overall funding commitment, but alters the timing of SPRTA cash flow.
- Updated estimates of cash flow for Sierra College Boulevard Segments 3, 5, 6, and 7. Future cash flow projections will include an updated allocation for Segment 5 to reflect actual construction award amount, which should be

available in the next few months. It is expected this may increase the cash flow need by as much as \$1 million.

- A placeholder to shift some of SPRTA's portion of the construction savings on Phase 1 of the Lincoln Bypass to design of Phase 2. SPRTA is the only source available for this design activity, as the Proposition 1B share of the savings from Phase 1 can only be used for construction. This allocation request may be delayed if the funds are needed to accommodate the updated costs for Sierra College Boulevard Segment 5.

As noted, the projections indicate the Fee Program will continue to be able to meet the cash flow requirements for all allocated projects.

Upcoming Allocations

The City of Roseville is scheduled to request the final portion of the SPRTA reimbursement for the I-80/Douglas Interchange project in July 2009, as shown in Attachment 2. This allocation, which is included in the cash flow projections, is expected to total approximately \$2.18 million, depending on the 2009 inflationary adjustment.

This allocation has been made more significant as the City of Roseville has agreed to use it to exchange these SPRTA funds for Federal Stimulus funds for several smaller jurisdictions. Federalized dollars are more difficult to administer, particularly with the short time frames for Federal Stimulus and in the smaller amounts the Cities of Auburn, Colfax, Lincoln, and Loomis have been allocated.

This win-win scenario means that Roseville has been able to conglomerate those federalized dollars onto a single project and use them earlier, and repay these jurisdictions with the SPRTA reimbursement in July. While jurisdictions will still need to expend the funds for transportation purposes, they will not have to go through the additional administrative strings attached to federal dollars. It is also an illustration of the extra benefits that can be realized by having a flexible local source of funding.

CM:ss

SPRTA
Regional Transportation and Air Quality Mitigation Fee Program
SUMMARY OF POTENTIAL ALLOCATIONS AND CASH FLOW

| | FY 2002/03 | | FY 2003/04 | | FY 2004/05 | | FY 2005/06 | | FY 2006/07 | | FY 2007/08 | | 2008/09 | | 2009/10 | | 2010/11 | | 2011/12 | | FY 2012/13 | | Totals |
|--------------------------|------------------|--------------|------------------|--------------|------------------|--------------|------------------|--------------|------------------|--------------|------------------|--------------|------------------|--------------|------------------|--------------|------------------|--------------|------------------|--------------|------------------|--------------|--------|
| | Projected | Actual | Projected | Actual | Projected | Actual | Projected | Actual | Projected | Actual | Projected | Actual | Projected | Actual | Projected | Actual | Projected | Actual | Projected | Actual | Projected | Actual | |
| Beginning Balance | | 0 | | 5252 | 0 | 5880 | 0 | 9479 | 13414 | 14389 | 15878 | 19609 | 11601 | 21119 | 13343 | 14666 | -416 | 386 | 984 | 211 | -728 | 774 | |
| INCOME | | | | | | | | | | | | | | | | | | | | | | | |
| Projected Income | | | | | | | | | | | | | 2500 | | 2500 | 2500 | 3000 | 3000 | 3500 | 3500 | 4000 | 4000 | |
| Actual Income | | 5322 | | 4349 | | 4313 | | 6051 | 5351 | 5351 | 5394 | 5394 | | 1141 | | | | | | | | | |
| Interest | | 9 | | 26 | | 265 | | 369 | 767 | 767 | 980 | 980 | | 500 | 334 | | | | | | | | |
| Total Income | | 5331 | | 9627 | | 10458 | | 15899 | 19532 | 20507 | 22252 | 25003 | 14601 | 22594 | 15843 | 17166 | 2584 | 3386 | 4484 | 3711 | 3272 | 4774 | |
| EXPENDITURES | Allocated | Spent | Allocated | Spent | Allocated | Spent | Allocated | Spent | Allocated | Spent | Allocated | Spent | Allocated | Spent | Allocated | Spent | Allocated | Spent | Allocated | Spent | Allocated | Spent | |
| Projected | | | | | | | | | | | | | | | | | | | | | | | |
| Bus & Transit | | | | | | 90 | 690 | 690 | | | 6286 | 697 | -5886 | -297 | | | | | | | | | 1180 |
| Sierra College Blvd | | | | | | | | | | | | | | | | | | | | | | | |
| Segment 1-2a part | | | | | | | | | | | | | | | | | | | | | | | |
| Segment 3 (note 1) | | | | | | | 200 | 30 | | 127 | | | | 43 | 1572 | 1572 | | | | | | | 1772 |
| Segment 5 | | | | | | | 515 | | | | | 342 | | 173 | 2676 | 2676 | | | | | | | 3191 |
| Segment 6 part | | | | | | | 290 | | | | | | | 290 | 2394 | 740 | | | | | | | 1030 |
| Segment 7 | | | | | | | | | | | | | | | | | | | | | | 1530 | 1530 |
| Lincoln Bypass | | | | | | | | | | | | | | | | | | | | | | | |
| Phase 1 | | | | | | | | | | | | | | | | | | | | | | | 25102 |
| Caltrans ROW | | | | | | | | | | | 3000 | 1000 | 4000 | 4000 | 7362 | 7362 | 1500 | 1500 | 5112 | 2214 | | | 16076 |
| Local - Mainline | | | | 3500 | | | 100 | 100 | 75 | 75 | 320 | 21 | 691 | 766 | | 75 | | 75 | | 74 | 2240 | 2240 | 6926 |
| Local - Ferrari | | | | | | 786 | 500 | 500 | 491 | 491 | | | 323 | 323 | | | | | | | | | 2100 |
| Phase 2 | | | | | | | | | | | | | | | | | | | | | | | 2500 |
| Design/Reserve | | | | | | | | | | | | | | | 1500 | | | 1000 | | | | | 2500 |
| Placer Parkway | | | | | | | 57 | 57 | 3000 | 117 | | 734 | | 500 | | 600 | | 500 | | 549 | | | 3057 |
| I-80/Douglas IC | | | | | | | | | | | 1000 | 1000 | 2000 | 2000 | 2180 | 2180 | | | | | | | 5180 |
| Admin (incl startup) | | 79 | | 247 | | 103 | 133 | 133 | 88 | 88 | 45 | 45 | 130 | 130 | 75 | 75 | 100 | 100 | 100 | 100 | 100 | 100 | 1200 |
| Total | | 79 | | 3747 | 0 | 979 | 2485 | 1510 | 3654 | 898 | 10651 | 3884 | 1258 | 7928 | 16259 | 16780 | 1600 | 3175 | 5212 | 2937 | 3870 | 3870 | 45787 |
| Ending Balance | | 5252 | | 5880 | | 9479 | 13414 | 14389 | 15878 | 19609 | 11601 | 21119 | 13343 | 14666 | -416 | 386 | 984 | 211 | -728 | 774 | -598 | 904 | |
| Segment 2-3 (Loomis) | | | | | | | | | | | | | 5500 | | | | | | | | | | |

Note 1: Sierra College Blvd. segment 3 timing contingent on agreements with Town of Loomis

| SPRTA Allocation & Expenditure Summary | | | |
|------------------------------------------------------|-----------------------|---------------|------------------------------|
| Project: I-80 / Douglas Boulevard Interchange | | | |
| Original Available | 15,310,000 | | Adopted 2002 |
| Fee Credits | 11,222,330 | | |
| Subtotal | 4,087,670 | | |
| Updated Available | 29,041,204 | | Adopted 2007 |
| Fee Credits | 24,334,208 | | |
| Subtotal | 4,706,996 | | |
| Expended to Date | 3,000,000 | | |
| Escalations to Date | 405,866 | | |
| Remaining Balance | 2,112,862 | | |
| ESCALATIONS: | | | |
| | | | Construction completed 12/05 |
| Date | Adopted Factor | Amount | Balance Basis |
| 7/1/2006 | 3.05248% | 71,840 | 4,706,996 |
| 7/1/2007 | 5.71571% | 273,144 | 4,778,836 |
| 7/1/2008 | 1.50252% | 60,882 | 4,051,980 |
| 7/1/2009 | | | 2,112,862 |
| Total Escalations | | 405,866 | |
| ALLOCATIONS: | | | |
| Date | Resolution | Amount | Description |
| 2/27/2008 | 08-01 | 1,000,000 | I-80/Douglas Blvd |
| 10/9/2008 | 08-03 | 2,000,000 | I-80/Douglas Blvd |
| Total Allocations | | 3,000,000 | |
| PAYMENTS: | | | |
| Date | Check No. | Amount | Payment Made To: |
| 3/25/2008 | 5227 | 1,000,000 | City of Roseville |
| 10/15/2008 | 1024 | 2,000,000 | City of Roseville |
| Total Payments | | 3,000,000 | |



City of Lincoln • City of Rocklin • City of Roseville • Placer County

TO: Board of Directors **DATE: April 8, 2009**

FROM: Stan Tidman, Senior Planner

SUBJECT: PLACER PARKWAY CORRIDOR PRESERVATION PROJECT & TIER 1 EIS/EIR LEDPA CONCURRENCE DISPUTE COORDINATION

Action Requested

None. For information and discussion only.

Background

The transportation agencies (FHWA, Caltrans, and SPRTA) are preparing for the April 17 meeting with federal regulatory agencies (Corps, EPA, and FWS) to explore an idea to resolve the Least Environmentally Damaging Practicable Alternative (LEDPA) concurrence dispute (see the Parkway's April Status Report). The idea is to try to develop a 'conservation framework', which would account for the Parkway's potential growth inducement impacts. This 'framework' or approach would be implemented in the later Tier 2 process. It was agreed to pursue this idea at the January 23 Formal (Senior-level Managers) Elevation meeting in San Francisco.

Discussion

The staff will provide meeting summary at the April 22 Board meeting.

SOUTH PLACER REGIONAL TRANSPORTATION AUTHORITY
Technical Advisory Committee Meeting Minutes
February 25, 2009

ATTENDANCE: John Pedri, City of Lincoln
 Rick Dondro, Placer County Public Works
 Andrew Gaber, Placer County Public Works
 Ken Grehm, Placer County Public Works
 Dave Palmer, City of Rocklin
 Scott Gandler, City of Roseville

 Sarah Brandenberg, Fehr & Peers
 Luke McNeel-Cairn, Fehr & Peers

 Dennis Rogers, Building Industry Association

 Celia McAdam, PCTPA
 Sue Sholtis, PCTPA

Building Industry Association

Dennis Rogers, Senior Vice President of North State Building Industry Association (BIA), addressed the TAC regarding the Tier II fees. Rogers stated that the BIA is not opposed to infrastructure investment but due to the current economic condition he wanted the TAC to be aware of his association's concerns about additional developer fees. Rogers outlined information about the ratio of the wage rate to home sales prices and the need to bring the cost structure down. While the BIA is not opposed to the Tier II fee specifically, they are interested in working with the jurisdictions to determine a necessary systematic change. Rogers informed the TAC that the BIA will be speaking to jurisdictions about fee structures.

Comprehensive Update to Developer Impact Fee Program

Sarah Brandenberg from Fehr & Peers asked the TAC for direction on which growth scenario to test in updating the existing SPRTA fees. The TAC concurred to keep fees stable and not to remove projects. The fee district boundaries do need to be updated.

There was consensus to update the South Placer 2008 model, update for fee credit and update for fee districts using the existing CIP and not adding any new projects. Fehr & Peers will report back to TAC at its April 7 meeting.

Tier II MOA Status

Celia McAdam reported the Tier II MOA is scheduled to be brought back to the Lincoln City Council for approval at its March 10 meeting.

Meeting adjourned at 3:20 p.m.

SOUTH PLACER REGIONAL TRANSPORTATION AUTHORITY
Technical Advisory Committee Meeting Minutes
April 7, 2009

ATTENDANCE: Steve Palmer, City of Lincoln
Rick Dondro, Placer County Public Works
Andrew Gaber, Placer County Public Works
Ken Grehm, Placer County Public Works
Larry Wing, City of Rocklin
Eileen Bruggeman, City of Roseville
Scott Gandler, City of Roseville
Rob Jensen, City of Roseville

Sarah Brandenberg, Fehr & Peers
Luke McNeel-Caird, Fehr & Peers

Celia McAdam, PCTPA
Sue Sholtis, PCTPA

Comprehensive Update to Developer Impact Fee Program

Celia McAdam provided the April 6 Fehr & Peers Technical Memorandum for TAC members' review. Luke McNeel-Caird provided background and reviewed the memo with TAC. Rob Jensen stated he prefers the flat fee for the I-80/Highway 65 Interchange and Placer Parkway projects. Larry Wing noted the Sierra College Boulevard Widening project is ready to go out to bid and the amount needs to be increased to the actual cost.

Rick Dondro mentioned Option 2 reflects numbers attributed to Lincoln's growth and affect Lincoln as well as areas off site. Dondro feels Lincoln should approve the Tier II fees. McAdam reported during a lunch meeting with Spencer Short, Gina Garbolino, Peter Hill and herself that Short's issues were addressed and his questions were answered about the Tier II fees and he feels comfortable with moving forward with the approval of the MOA. TAC agreed to not move forward with Option 2 if Lincoln does not approve the Tier II MOA.

TAC concurred to utilize the flat fee for the I-80/Highway 65 Interchange project as well as to clean up project costs. Rob Jensen expressed his concern about fee credits and reimbursements and suggested a simpler method, a whole cost approach for the Douglas I-80 project. Jensen mentioned he doesn't think the reimbursement due on Sierra College Boulevard Segment 7 is reflected and will provide the backup memo to McAdam for clarification.

Updated SPRTA Cash Flow Projections

Celia McAdam reviewed the Potential Allocations and Cash Flow spreadsheet figures with TAC. Additional funds for the Lincoln Bypass right of way have been allocated for right of way and funds are needed for design. The obligation for this project does not change and remains at \$30M from SPRTA. The spreadsheet figures are conservative

estimates and will depend on actual cash flow but McAdam feels we can still meet our commitments.

There was a discussion regarding Loomis' contribution for Sierra College Boulevard. Rob Jensen stated he feels we should be building other projects rather than Lincoln Bypass Phase 2 since that project is so far out in the future. McAdam noted the savings from Phase 1 flow to Phase 2, reiterating our \$30M commitment to that project.

Tier II MOA Status

Celia McAdam recapped how Spencer Short's concerns over the Tier II fees have been addressed. The Tier II MOA will go to the Lincoln City Council for approval at its April 28 meeting.

Rick Dondro provided Steve Palmer background on the formation and history of SPRTA. A working lunch with TAC members will be scheduled to provide additional information to Palmer. McAdam will provide Palmer a copy of the 2007 nexus study.

Meeting adjourned at 3:07 p.m.



City of Lincoln • City of Rocklin • City of Roseville • Placer County

TO: Board of Directors **DATE: April 8, 2009**

FROM: Stan Tidman, Senior Planner

SUBJECT: STATUS REPORT: PLACER PARKWAY CORRIDOR PRESERVATION PROJECT & TIER 1 EIS/EIR

Action Requested

None. For information only.

Discussion

Project Management

- Transportation agencies (FHWA, Caltrans, and SPRTA) continued preparations for the April 17 meeting with federal regulatory agencies (Corps, EPA, and FWS) on the feasibility of developing a 'conservation framework' to account for the Parkway's potential growth inducement impacts. It was agreed to pursue this idea at the January 23 Formal (Senior-level Managers) Elevation meeting in San Francisco on the LEDPA concurrence dispute.
- On April 2, staff attended the Project Development Team meeting for the Whitney Ranch/SR 65 Interchange Project Study Report (PSR). The PSR is addressing Placer Parkway provisions for the future interchange.

Public Outreach

- Thirty-two letters and public hearing comments were received on the Partially Revised Draft Tier 1 EIS/EIR by the March 16 deadline.
- Shortly before the March 16 deadline for written comments, the EPA informed FHWA that one of two required Federal Register notices had not been published -- even though the FHWA followed its standard noticing procedure. FWHA follow-up with EPA and the Federal Register did not uncover why the second notice was not published. To ensure the project fully complies with these noticing requirements, the public comment period is being extended for 45 days until May 11.

Environmental Document Preparation

Work continued on preparing responses to comments on the 2007 Draft Tier 1 EIS/EIR and the 2009 Partially Revised Draft Tier 1 EIS/EIR. Responses to both sets of comments will be included in the Final Tier 1 EIR. The Final Tier 1 EIR is still on track for release in summer 2009.