



MEMORANDUM

TO: PCTPA Board of Directors **DATE:** February 10, 2010

FROM: Celia McAdam, Executive Director

SUBJECT: LEAD AGENCY DETERMINATION FOR I-80/SR 65 INTERCHANGE IMPROVEMENTS

ACTION REQUESTED

- 1) Retain PCTPA as the lead agency for the environmental process for the I-80/SR 65 Interchange Improvements; and
- 2) Authorize staff to initiate the bid process by releasing the Request for Qualifications and subsequent Request for Proposal.

BACKGROUND

In August 2005, PCTPA was awarded \$61.1 million in the Federal transportation bill known as Safe, Accountable, Flexible, Efficient Transportation Equity Act – A Legacy for Users (SAFETEA-LU) for improvements to the I-80 Bottleneck. These funds have been incredibly effective, providing funding for all three phases of the I-80 capacity and operational improvements between the Placer/Sacramento County line and SR 65, as well as attracting discretionary funding of more than \$49 million in Proposition 1B bond funds.

In accordance with the updated I-80 Bottleneck Strategy adopted by the Board in January 2010, PCTPA's share of the project construction savings is being reallocated to several other I-80 interchange projects. These include \$5.74 million for construction of the I-80/Eureka Road improvements, \$852,000 for preconstruction of the I-80/Rocklin Road Interchange and Auxiliary Lane project, and \$3.9 million for preconstruction of I-80/SR 65 Interchange Improvements.

In anticipation of work moving forward on the I-80/SR 65 Interchange, Caltrans District 3 volunteered to do a Project Initiation Document (PID) to outline cost, scope, and schedule for the potential project. This document was completed in June 2009.

DISCUSSION

As the designated recipient of the Federal earmark funding, it is up to PCTPA whether to retain or assign the lead agency designation on the project. The lead agency is responsible for overall administration, including organizing the project, managing the Project Development Team, performing public outreach, retaining and managing the consultants and, most critically, adopting the environmental documents.

Projects such as the I-80/SR 65 Interchange Improvements that involve both State and Federal highway facilities require the close involvement of the Federal Highway Administration and Caltrans. Meeting Federal and State requirements, and obtain Agency approvals, will also be critical in moving the project forward.

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There is already some controversy regarding the I-80/SR 65 Interchange Improvements, in that the Project Initiation Document developed by Caltrans suggested the need to close the I-80/Taylor Road Interchange amongst the various alternatives. This has evoked strong concerns, including those from the City of Rocklin, as shown in Attachment 1, and business entities along Taylor Road and Pacific Street.

Regardless of the lead agency designation, the California Environmental Quality Act (CEQA) will require all reasonable alternatives be identified and impartially analyzed for their impacts before any determination may be made. Criteria for those impacts take in a wide variety of issues, not only biological and ecological, but also impacts to economics and traffic patterns to the surrounding area.

Ultimately, there will need to be an agreement by the local entities, as well as State and Federal agencies, on an appropriate alternative if improvements are to move forward to construction.

Staff is recommending that PCTPA retain the lead agency status for the preconstruction phase of the project for several reasons. First, the PCTPA Board includes representation from all of Placer's jurisdictions. With the number of jurisdictions that will be directly and indirectly affected by the interchange configuration alternatives, the Agency can act as a neutral third party to best ensure a strong local consensus on a preferred alternative.

Second, taking the lead on the I-80/SR 65 Interchange comes along with the funding for the project and administration, which provides critical income to defray the Agency's overhead costs and balance the budget.

TAC has reviewed the issue and concurs with staff recommendation. They specifically noted that the lead agency designation be for the environmental process only, and that a separate future determination should be made about lead agency for the design phase.

CM:ss



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January 29, 2010

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FEB 03 2010

P.C.T.P.A.

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Caltrans - District 3
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Marysville, CA 95901

Celia McAdam, SPRTA Executive Director
299 Nevada Street
Auburn, CA 95603

Dear Ms. Jones and Ms. McAdam:

The City of Rocklin is extremely concerned about the potential future closing of the eastbound Taylor Road exit. We understand that Caltrans has completed a Project Initiation Document (PID) to define the scope, schedule, and costs for future programming of the I-80/SR65 Interchange improvements. We also understand that a determination of who will be the lead agency for this project has not been made. That is why we are addressing this letter to both of you.

In some of the alternatives discussed in the PID, weaving movements and ramp configurations are found to create conflicts with the eastbound Taylor Road exit and closure of that exit is suggested. We understand that is all based on the application of standard Caltrans geometric analysis. The City of Rocklin has grave concerns about any alternative that proposes to close the eastbound Taylor Road exit. We anticipate that such closure will have a severe impact on the Rocklin Road Interchange on Highway 80 and on the Stanford Ranch Road/Galleria exit on Highway 65. We understand that these alternatives will be more fully analyzed during the upcoming EIR stage. We wanted to alert you at this early stage that closure of the eastbound exit ramp at Taylor Road is not acceptable to the City of Rocklin.

Sincerely,

Scott Yuill
Mayor

CAU:bei

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