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**A G E N D A**

**Wednesday, July 27, 2005  
10:45 am**

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

- |           |   |                         |
|-----------|---|-------------------------|
| <b>A.</b> | <b>Roll Call</b>  |                         |
| <b>B.</b> | <b>Approval of Minutes: June 22, 2005</b>   | <b>Action<br/>Pg. 1</b> |
| <b>C.</b> | <b>Agenda Review</b>  |                         |
| <b>D.</b> | <b>Public Comment</b>   |                         |
| <b>E.</b> | <b>Regional Transportation and Air Quality Mitigation Fee<br/>Allocation Request for Sierra College Boulevard</b> | <b>Action<br/>Pg. 3</b> |
| <b>F.</b> | <b>Regional Transportation and Air Quality Mitigation Fee<br/>Allocation Request for the Lincoln Bypass</b>       | <b>Action<br/>Pg. 9</b> |
| <b>G.</b> | <b>Executive Director's Report</b>  |                         |
| <b>H.</b> | <b>Board Direction to Staff</b>   |                         |
| <b>I.</b> | <b>Informational Items</b>  | <b>Info</b>             |
|           | 1. Technical Advisory Committee Minutes: July 12, 2005  | <b>Pg. 11</b>           |
|           | 2. Status Report: Placer Parkway Corridor Preservation<br>Project & Tier 1 EIS/EIR                                | <b>Pg. 14</b>           |

**SOUTH PLACER REGIONAL TRANSPORTATION AUTHORITY  
MINUTES  
June 22, 2005**

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The South Placer Regional Transportation Authority met on Wednesday, June 22, 2005 at 10:45 a.m. at the Placer County Board of Supervisors Chambers, 175 Fulweiler Avenue, Auburn, California.

<b>ATTENDANCE:</b>	Gina Garbolino	Celia McAdam
	George Magnuson (alternate for Peter Hill)	Cynthia Page
	Bill Santucci	Stan Tidman
	Spencer Short (alternate for Tom Cosgrove)	

**APPROVAL OF MINUTES**

Upon motion by Garbolino and second by Short, the Board unanimously approved the minutes of the May 25, 2005 meeting as submitted.

**AGENDA REVIEW**

Celia McAdam requested that item 1 of the Consent Calendar – Letter of Task Agreement for Legal Services – be pulled for a correction. Upon motion by Garbolino and second by Short, the Board unanimously approved this revision to the agenda.

**PUBLIC COMMENT**

None

**CONSENT CALENDAR**

Upon motion by Magnuson and second by Short, the Consent Calendar, excluding item no. 1, was approved unanimously. Celia McAdam noted that the hourly rate for legal services has increased to \$210 per hour. Upon motion by Short and second by Garbolino, the Board unanimously approved item 1 of Consent Calendar – Letter of Task Agreement for Legal Services for FY 2005/06.

**PUBLIC HEARING: SOUTH PLACER REGIONAL TRANSPORTATION AND AIR QUALITY MITIGATION FEE PROGRAM INFLATIONARY ADJUSTMENT**

The SPRTA fee program provides for an annual inflationary adjustment based on Construction Cost Index figures. Based on the most current Construction Cost Index, the inflationary adjustment for FY 2005/06 is 3.215% to be effective July 5, 2005. Upon motion by Garbolino and second by Magnuson, the Board unanimously approved a resolution adopting the inflationary adjustment to SPRTA fees. No public comment was received.

**FY 2005/06 ADMINISTRATIVE BUDGET**

Upon motion by Magnuson and second by Garbolino, the Board unanimously adopted the 2005/06 administrative budget for SPRTA.

**LETTER OF TASK AGREEMENT FOR BUS RAPID TRANSIT IMPLEMENTATION STUDY (PHASE II)**

Staff is requesting approval of a Letter of Task Agreement in the amount of \$50,000 with Fehr & Peers for the second phase of a Bus Rapid Transit Implementation Study for South Placer County and adoption of a resolution allocating \$50,000 from the fee program's rail and transit improvements fund. Upon motion by Magnuson and second by Short, the Board unanimously approved the abovementioned letter of task agreement and adopted the resolution to allocate \$50,000 for this consulting contract.

**EXECUTIVE DIRECTOR'S REPORT**

Due to the change in membership on the SPRTA Board, a Boardmember is requested to be appointed as signatory on the SPRTA checking account to replace Kathy Lund. The Board unanimously agreed to appoint Peter Hill as the second signatory.

Meeting adjourned.

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Celia McAdam  
Executive Director

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Bill Santucci, Chair



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

**TO: Board of Directors**

**DATE: July 15, 2005**

**FROM: Celia McAdam, Executive Director**

**SUBJECT: REGIONAL TRANSPORTATION AND AIR QUALITY  
MITIGATION FEE ALLOCATION REQUEST FOR SIERRA  
COLLEGE BOULEVARD**

**Action Requested**

1. Board adoption of Resolution #05-04, allocating \$805,000 of Regional Transportation and Air Quality Mitigation Fees to the City of Rocklin for design of Sierra College Boulevard improvements in segments 5 and a portion of segment 6, from just north of El Don Road to the I-80/Sierra College Boulevard interchange.
2. Board adoption of Resoution #05-05, allocating \$200,000 of Mitigation Fees to the City of Rocklin for design of Sierra College Boulevard segment 3 between the I-80/Sierra College Boulevard interchange terminus and Taylor Road.

**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.

**Discussion**

The adopted Implementation Plan includes \$39.6 million for Sierra College Boulevard improvements, split into 10 segments. This is the first allocation request for this project.

To minimize traffic disruption and maximize cost effectiveness, the plan has always been to make the improvements to Sierra College Boulevard near the interchange at the same time. As the interchange project is currently set to be ready for construction in Spring of 2006, it is important to get the design of the adjacent roadway segments done now.

One segment of Sierra College Boulevard has an additional issue. Segment 3, from the northern terminus of the I-80 interchange (approximately Granite Drive) to Taylor Road, includes both the City of Rocklin and Town of Loomis. While the Town is not a member

**Board of Directors**  
**ALLOCATION REQUEST FOR SIERRA COLLEGE BOULEVARD**  
**July 2005**  
**Page two**

of SPRTA, they are supportive of Sierra College Boulevard improvements. Still, a number of issues, including resolution of jurisdiction boundaries, the Bickford Ranch lawsuit, and the financial participation of the Town in the improvements all continue to be under discussion.

The Technical Advisory Committee reviewed these requests at their July 12 meeting, and recognized there are interjurisdictional issues yet to be resolved for segment 3. However, in their role as technical advisors to the Board, the Committee recommends approval of both requests for Sierra College Boulevard design costs to allow coordination of the improvements with the interchange construction.



# City of Rocklin<sup>5</sup>

3970 Rocklin Road  
Rocklin, CA 95677-2720  
916-625-5000  
TDD 916-632-4187  
[www.ci.rocklin.ca.us](http://www.ci.rocklin.ca.us)

July 1, 2005

Ms. Celia McAdam, Executive Director  
Placer County Transportation Planning Agency  
299 Nevada Street  
Auburn, CA 95603

Re: SPRTA Allocation Request

Dear Celia,

As you are aware, the City of Rocklin is aggressively pursuing the design and development of the Sierra College Blvd/I80 Interchange. Our current schedule shows us with a Ready to List date of April 27, 2006. This continues to be an aggressive schedule, but can be accomplished if all issues related to air quality conformity, funding, right-of-way acquisition, and utility relocation can be worked out.

Currently, Sierra College Blvd. from Taylor Road in Loomis through the Sierra College Blvd./I80 Interchange and ending at a location just south of Rocklin Road consists of two travel lanes, one in each direction. The City proposed a project in the SPRTA fund program to widen this section of Sierra College Blvd. from the existing two (2) lanes to four (4) lanes with a continuous left turn median. This project would link up with the interchange project and, in conjunction with the interchange, provide a minimum four (4) continuous lanes of traffic from Taylor Road to just south of Rocklin Road.

To accomplish the design of the Sierra College Boulevard, the City requests the following allocation of SPRTA funds:

<u>SEGMENT NO.</u>	<u>BRIEF DESCRIPTION</u>	<u>REQUESTED ALLOCATION</u>
3	Taylor Road in Loomis to northern terminus of the Sierra College Blvd/I80 I.C.	\$200,000
5	Southern terminus of the Sierra College Blvd/I80 I.C. to Rocklin Road	\$515,000
6(part)	Rocklin Road to a point just north of El Don Road	\$290,000
		<hr/>
		\$1,005,000

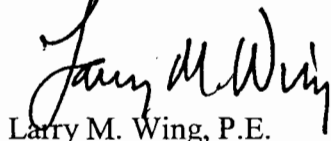
July 1, 2005  
Ltr-Ms. Celia McAdam, Executive Director  
Placer County Transportation Authority  
SPRTA Allocation Request  
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In order for these segments of Sierra College Boulevard to be constructed and operational prior to the completion of the Sierra College Blvd./I80 Interchange, it is imperative that design work begin soon on the Sierra College Boulevard segments.

Therefore, the City of Rocklin respectfully requests an allocation of funds at the earliest SPRTA Board Meeting in the amount of \$1,005,000 for the design of Sierra College Boulevard improvements for the segments described above.

If you have any questions please call me at (916) 625-5140, thank you.

Sincerely,



Larry M. Wing, P.E.  
Engineering Services Manager/City Engineer

cc: Carlos Urrutia, City Manager  
Terry Richardson, Director Community Dev. Dept.  
David H. Palmer, Sr. Engineer

**RESOLUTION NO. 05-04**

**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 SIERRA COLLEGE BOULEVARD**

**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 has specified a total contribution to Sierra College Boulevard as \$39.6 million over 10 segments, with the contribution for segments 5 and 6 set for \$10.65 million; and

**WHEREAS**, the City of Rocklin is the lead agency for this project; and

**WHEREAS**, in the interests of moving the Sierra College Boulevard project forward as expeditiously and cost effectively as possible, coordination of the adjacent roadway segments with the I-80/Sierra College Boulevard interchange reconstruction can provide a more efficient transportation system and reduce disruption to the traveling public.

**NOW, THEREFORE, BE IT RESOLVED THAT** the Authority allocates \$805,000 to the City of Rocklin for expenditure for design of Sierra College Boulevard improvements in segment 5 and a portion of segment 6 between north of El Don Road and the I-80/Sierra College Boulevard Interchange.

Passed and Adopted by the Board of the South Placer Regional Transportation Authority, this 27th day of July, 2005, by the following vote on roll call:

AYES            Board Members:

NOES            Board Members:

ABSENT        Board Members:

\_\_\_\_\_  
Gina Garbolino, Chair

ATTEST:

\_\_\_\_\_  
Cynthia Page, Secretary

**RESOLUTION NO. 05-05**

**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 SIERRA COLLEGE BOULEVARD**

**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 has specified a total contribution to Sierra College Boulevard as \$39.6 million over 10 segments, with the contribution for segments 3 set for \$1.95 million; and

**WHEREAS**, the City of Rocklin is the lead agency for this project; and

**WHEREAS**, in the interests of moving the Sierra College Boulevard project forward as expeditiously and cost effectively as possible, coordination of the adjacent roadway segments with the I-80/Sierra College Boulevard interchange reconstruction can provide a more efficient transportation system and reduce disruption to the traveling public.

**NOW, THEREFORE, BE IT RESOLVED THAT** the Authority allocates \$200,000 to the City of Rocklin for expenditure for design of Sierra College Boulevard improvements in segment 3 between the northern terminus of the I-80/Sierra College Boulevard Interchange (approximately Granite Drive) and Taylor Road.

Passed and Adopted by the Board of the South Placer Regional Transportation Authority, this 27th day of July, 2005, by the following vote on roll call:

AYES            Board Members:

NOES            Board Members:

ABSENT        Board Members:

\_\_\_\_\_  
Gina Garbolino, Chair

ATTEST:

\_\_\_\_\_  
Cynthia Page, Secretary



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

**TO: Board of Directors**

**DATE: July 15, 2005**

**FROM: Celia McAdam, Executive Director**

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

**Action Requested**

Board adoption of Resolution #05-06, allocating \$100,000 of Regional Transportation and Air Quality Mitigation Fees to the City of Lincoln for design of the mainline portion of the Lincoln Bypass adjacent to Ferrari Ranch Road interchange.

**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.

**Discussion**

The adopted Implementation Plan includes \$10 million for the Lincoln Bypass. To date, \$4,786,111 has been allocated.

Under a Memorandum of Understanding (MOU) with Caltrans, the City of Lincoln, Placer County, PCTPA, and SPRTA, \$600,000 of the design costs for the Ferrari Ranch Road interchange on SR 65 were attributable to the mainline Lincoln Bypass and were thereby reimbursable by the Fee Program.

The SPRTA Board of Directors approved an allocation of \$500,000 for these design costs on May 26, 2004. The City of Lincoln now requests an additional \$100,000 as outlined in the MOU.

It should be noted that the City of Lincoln is currently re-examining the proportion of design costs attributable to the Ferrari Ranch Road interchange versus the mainline of Lincoln Bypass. Depending on the results of that examination, the City may bring forward a proposal to amend the MOU accordingly.

**RESOLUTION NO. 05-06**

**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 has specified a total contribution to the Lincoln Bypass project on State Route 65 at \$10,000,000 (ten million dollars); and

**WHEREAS**, the California Department of Transportation (Caltrans) is the lead agency for this state highway project; and

**WHEREAS**, in the interests of moving the Lincoln Bypass project forward as expeditiously and cost effectively as possible, certain activities funded in the short term can provide significant cost savings and reduce the schedule of the project.

**NOW, THEREFORE, BE IT RESOLVED THAT** the Authority allocates \$100,000 to the City of Lincoln for expenditure for the benefit of the Lincoln Bypass project for mainline design adjacent to the Ferrari Ranch Road Interchange.

Passed and Adopted by the Board of the South Placer Regional Transportation Authority, this 27th day of July, 2005, by the following vote on roll call:

AYES Board Members:

NOES Board Members:

ABSENT Board Members:

\_\_\_\_\_  
Gina Garbolino, Chair

ATTEST:

\_\_\_\_\_  
Cynthia Page, Secretary

**SOUTH PLACER REGIONAL TRANSPORTATION AUTHORITY  
TECHNICAL ADVISORY COMMITTEE  
MEETING MINUTES  
July 12, 2005**

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ATTENDANCE: Carl Walker, City of Lincoln  
Tom Brinkman, Placer County Public Works  
Rick Dondro, Placer County Public Works  
Larry Wing, City of Rocklin  
Mike Wixon, City of Roseville  
Bill Moore, City of Roseville  
Brad Lane, Fehr & Peers  
Alan Telford, Fehr & Peers

Celia McAdam, PCTPA  
Sue Sholtis, PCTPA  
Stan Tidman, PCTPA

**Fee Program Cash Flow Update**

Celia McAdam reported that all the jurisdictions had submitted their projected expenditures for the next five years that was reflected on the "Summary of Potential Allocations and Cash Flow" handout. The \$4.5 million funding estimate provided by Loomis (not a SPRTA member) on the Sierra College Boulevard cross sections needs clarification. Larry Wing didn't feel that segment would cost \$4.5 million.

With the exception of this cost estimate, SPRTA members were agreeable to the cash flow projections. Larry Wing stated he needed \$200,000 for design of Segment 3 of the Sierra College Boulevard project. Mike Wixon asked for a wording change from "Rail – Multitransit Center" to "local fixed transit" on page two of the worksheet. SPRTA TAC members were in consensus with these cash flow projections.

**Sierra College Blvd. Allocation Request**

The Sierra College Boulevard (SCB) allocation request for design funding on segments around the I-80 interchange submitted by the City of Rocklin has some non-technical issues. Until the Bickford Ranch lawsuit is resolved, the Placer County Board of Supervisors prefers not to expend money on the segment of SCB that includes Loomis. Rick Dondro will have clarification/direction regarding this issue after his meeting with Supervisor Santucci this Thursday.

There was consensus for Celia McAdam to submit two separate requests – the controversial (segment 3) as well as the noncontroversial segments (5 and part of 6) of this project. It was agreed there needed to be clarification before construction. This item, which will go before the Rocklin City Council, had been pulled awaiting a decision by SPRTA TAC. There was agreement from a technical standpoint to do the design on this project.

In regards to the cost update for SCB, Alan Telford stated the airborne work was completed and they are ready to calculate quantities. Telford needed clarification on grading information and whether segments will be four or six lanes. Larry Wing will provide information from south of Taylor Road and Tom Brinkman will deal with north of

Taylor Road. Bill Moore will provide cross section information. Telford also needs to know how many signals will be in Bickford Ranch and Twelve Bridges. Updated information will be distributed at next month's SPRTA TAC meeting. Fehr and Peers agreed to organize a Sierra College Boulevard focus group.

### **Lincoln Bypass Allocation Request**

This request was submitted by the City of Lincoln for \$739,000 for the cost of the design of a section of the Lincoln Bypass, with notification of a future request for \$550,000 for the cost of additional embankment opportunities. The embankment request allocation will be submitted at the conclusion of negotiations with developers providing the embankment materials in a few months.

There was significant discussion on the design allocation, centering on differentiating which portions of the design were attributable to the Ferrari Ranch Interchange and which were mainline considerations. This differentiation is critical because the Ferrari Ranch IC is not part of the fee program. Moreover, Lincoln received a \$2 million Federal earmark for the Ferrari Ranch IC, but the IC does not have the Federal clearance to use these funds. Under previous agreement, \$600,000 of the design costs of the IC and the mainline Lincoln Bypass adjacent to the IC would be attributable to the mainline and reimbursed by the fee program. \$500,000 of that has been allocated previously.

Lincoln has asked their consultant, Mark Thomas, to update the segregated costs of the mainline section from the interchange funds. After further discussion, Carl Walker changed the City's request to ask for \$100,000 per the original MOU and table the other funding discussion until after additional data is available.

### **Rail and Transit Allocation Plan Concepts**

Celia McAdam reported we have \$7,000,000 in the fee program that are targeted for rail and transit, but need a plan on how to divide them up. After discussion, it was agreed that the funds would be divided by jurisdiction proportional contribution, which was outlined in a provided chart. There was discussion regarding utilizing these funds for the Bus Rapid Transit Study, as this is led by PCTPA, which is not a contributing jurisdiction. It was decided the summary prepared by McAdam would be updated to take those funds off the top, then the remainder divided as noted above as a guide for allocation requests.

### **Fee Program-Conversion to the ITE Trip Generation Trip Rates (6<sup>th</sup> to 7<sup>th</sup> Edition)**

Celia McAdam reported this item was brought up by Bill Moore who suggested utilizing the best information available and changing to the new trip generation trip rates. Moore stated the City of Roseville has changed their fees to reflect the 7<sup>th</sup> Edition. Placer County is waiting for a decision from SPRTA before changing their fees. Roseville has also updated their Highway 65 JPA fees but Placer County has not.

It was agreed all jurisdictions should utilize the same fee schedules. There was a discussion regarding calculating on 25 or 50,000 square feet for offices. Moore will provide information he has regarding this issue to the other jurisdictions. There was discussion regarding all jurisdictions being consistent and using a flat fee per square foot of office space. It was the group's consensus to utilize the 7<sup>th</sup> edition for SPRTA fees and working out the office space fee issue. Moore will provide necessary

information at the August SPRTA TAC meeting and the fees will be updated as soon as possible.

### **Comprehensive Fee Program Update Status**

Fehr & Peers' June 17<sup>th</sup> report reflects a big change from a year ago and a dramatic increase in dwelling unit equivalent (DUE) fees to cover the additional proposed projects. Dondro explained intended projects and developments are not in the current fee program. Dondro would like these projects and developments to contribute to funding which would necessitate a Tier 2 fee. Dondro wants to allocate costs to just new growth areas.

Alan Telford said he would recalculate estimates taking out new units attributable to new projects.

### **Placer Parkway Issues**

Stan Tidman reported we had received all necessary information from Foothill Associates to norm the data for the two new alignments. We are now moving forward with screening these alignments.

For that purpose, the Technical Advisory Committee (TAC) has been scheduled for August 10, 1:30-3:30 p.m. and the Study Advisory Committee (SAC) has been scheduled for August 25, 1:30-3:30 p.m. Both of these meetings will be held at the Roseville Corporation Yard. Staff is still working on scheduling the Policy Advisory Committee (PAC).

PCTPA is working with the federal resource agencies and have gotten through two of the five concurrence points. Staff will be meeting with Placer County and Roseville to share preliminary screening results of the two Foothill Associates alignments.

McAdam mentioned a Placer Parkway Toll Road Feasibility Study kickoff meeting was held this morning. A report regarding variables and assumptions should be available in the near future.

The meeting was adjourned.



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

**TO: Board of Directors and Sutter County Board of Supervisors**      **DATE: July 13, 2005**

**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.**

- On June 16, a Placer County Conservation Plan (PCCP) meeting was held to outline responses to wildlife agency comments on the Agency Review Draft Plan. These responses were presented to the Placer County Board of Supervisors at their June 28 meeting.
- On June 28, interagency meeting #13 was held to continue work on the modified NEPA/404 process. This meeting re-started discussion on the range of alternatives. The main objective was to get guidance from the U.S. Environmental Protection Agency (USEPA) and the U.S. Army Corps of Engineers on potential 'avoidance' alternatives. It was agreed that the alternatives work completed, to date, via PCTPA's public screening process would be a good starting point.

USEPA staff outlined four potential 'avoidance' alternatives for discussion:

1. Combined TSM and 'partial' Parkway
2. Expanded corridor (to protect adjacent resource areas)
3. Baseline Rd.-vicinity multi-modal corridor
4. Combined TSM and increased Baseline Rd.-vicinity land use intensities

The project team provided background information on previously completed work -- TSM and partial Parkway alternatives, SACOG Blueprint projections/land uses, local jurisdiction/PCCP coordination, and the process used to identify the four (to date) potential corridor alignment alternatives. Based in this information, USEPA staff agreed to make clarifications to the avoidance alternatives before the August 8 meeting. The Federal Highway Administration and project team representatives indicated they would seek initial legal input before the next meeting. Concern focused on #4 and speculation of land use intensities along Baseline exceeding SACOG Blueprint direction.

**SPRTA Board of Directors**  
**STATUS REPORT – PLACER PARKWAY**  
**July 2005**  
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- On July 12, USEPA provided its concurrence letter on the Criteria for Selecting the Range of Alternatives.

Alternatives

Earlier this month, URS completed work outlining how Foothill Associates (Foothill) arrived at its Dec. 2004 screening results on the four recommended corridor alignment alternatives and two suggested additional ones. The Foothills screening produced different results than 2003/2004 project team screening work.

In March 2005, the SPRTA Board directed the staff to screen the two additional ones identified by Foothill. In April, the Board resolved funding issues related to this work. The final Foothill Associates input on its screening work was received in June.

Resolving screening differences was an important first step before starting any new work on the additional alignments. In a July 7 draft memo to Foothills, URS identified data source and methodology differences. It outlined a series of URS/Foothill clarifications and conclusions on resource acreages. A Foothill response was requested.

Screening work on the two additional alignments is underway. Results and project team recommendations will be presented to the Technical Advisory Committee (TAC) on August 10. Foothill was invited to the meeting.

Public Participation

- Screening results, recommendations, and TAC guidance will be shared with the Study Advisory Committee (SAC) on –

Thursday, August 25 – 1:30 to 3:30  
Roseville Corporation Yard – 2005 Hilltop Circle

SAC comments on this work will be forwarded to the Policy Advisory Committee (PAC). The PAC meeting is still being scheduled.

- A newsletter summarizing the screening work is also being prepared. It will be mailed to project area property owners as well as interested agencies, organizations, and individuals. Newsletter comments will also be shared with the PAC to refine/improve the screening process.