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**A G E N D A**

**Wednesday, April 18, 2007**  
**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: March 28, 2007</b>                                      | <b>Action</b><br>Pg. 1     |
| <b>C.</b> | <b>Agenda Review</b>  |                            |
| <b>D.</b> | <b>Public Comment</b>   |                            |
| <b>E.</b> | <b>WORKSHOP: Tier 2 Impact Fee and SPRTA Fee Update</b>                         | <b>Discussion</b><br>Pg. 3 |
| <b>F.</b> | <b>Executive Director's Report</b>  |                            |
| <b>G.</b> | <b>Board Direction to Staff</b>   |                            |
| <b>H.</b> | <b>Informational Items</b>  | <b>Info</b>                |
|           | 1. Technical Advisory Committee Minutes: April 3, 2007                          | Pg. 12                     |
|           | 2. Status Report: Placer Parkway Corridor Preservation Project & Tier 1 EIS/EIR | Pg. 13                     |

**SOUTH PLACER REGIONAL TRANSPORTATION AUTHORITY  
MINUTES  
March 28, 2007**

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The South Placer Regional Transportation Authority met on Wednesday, March 28, 2007 at 10:45 a.m. at the Placer County Board of Supervisors Chambers, 175 Fulweiler Avenue, Auburn, California.

<b>ATTENDANCE:</b>	Jim Gray	Celia McAdam
	Peter Hill	David Melko
	Primo Santini	Cynthia Page
	Kirk Uhler	

**APPROVAL OF MINUTES**

Upon motion by Santini and second by Gray, the Board approved the minutes of the January 24, 2007 meeting as submitted, with Uhler abstaining.

**PUBLIC COMMENT**

None

**CONSENT CALENDAR**

Upon motion by Gray and second by Santini, the Board unanimously approved the Consent Calendar.

**AUTHORIZATION FOR SPRTA TO JOIN THE STATEWIDE COMMUNITY INFRASTRUCTURE PROGRAM (SCIP)**

Celia McAdam explained that the SCIP program is a tool for developers to bond impact fees such as SPRTA's Regional Transportation and Air Quality Mitigation Fee. The program would allow developers to pay impact fees up front at the building permit stage, financing them with the bonds, repaying them over time. The Cities of Roseville, Rocklin, Lincoln, and the Highway 65 JPA are members of the SCIP program; Placer County is currently considering joining. The City of Roseville has requested that SPRTA join.

Karen Garner, Economic Development Analyst for the City of Roseville, stated that the City of Roseville has participated in the SCIP program for the past two years. This program provides an incentive for developers and Roseville currently has four projects participating in this funding mechanism. The SCIP program is not mandatory, but does provide developers with an option for payment of mitigation fees. The only downside to the program is the added administration of tracking the fees included in the program.

**SPRTA Minutes**

**March 28, 2007**

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Celia McAdam added that this program may assist PCTPA's funding strategy for the Lincoln Bypass. The Lincoln Bypass project is scheduled to go out to bid next year. \$20M in the SPRTA fee program has been allocated to the Lincoln Bypass, with another \$10M addition to be acted on in the coming months. These monies need to be available when the project goes out to bid. As the SPRTA regional fee program has only generated \$21M in five years, it is highly unlikely enough SPRTA funds will be realized in time for the construction season. SPRTA monies have also been allocated for other projects, such as I-80. The SCIP program could become a tool to advance some of these impact fees.

Upon motion by Gray and second by Uhler, the Board unanimously adopted Resolution 07-02 authorizing SPRTA to join the SCIP program.

**EXECUTIVE DIRECTOR'S REPORT**

The regularly scheduled April 25<sup>th</sup> SPRTA Board meeting falls during the Cap-to-Cap conference in Washington DC as well as the CTC meeting where the State Transportation Improvement Program (STIP) will be presented. Ms. McAdam suggested that the SPRTA Board meeting be rescheduled for April 18<sup>th</sup>. Boardmembers agreed. The April Board meeting will include a workshop on the Tier 2 fees.

Phase 1 of the I-80 HOV project is set to start construction on April 16<sup>th</sup>. Phase 2 is now fully funded, and construction will begin in one year.

Meeting adjourned.

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Celia McAdam  
Executive Director

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Peter Hill, Chair



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

**TO: Board of Directors**

**DATE: April 4, 2007**

**FROM: Celia McAdam, Executive Director**

**SUBJECT: WORKSHOP: TIER 2 IMPACT FEE AND SPRTA FEE UPDATE**

**ACTION REQUESTED**

None. For information and discussion only.

**BACKGROUND**

The significant gap between transportation needs and available funding is an issue that has challenged the jurisdictions of Placer County for many years. The transportation needs of the growing number of Placer citizens, businesses, and visitors continues to rise, while funding for transportation remains flat.

In spite of aggressive and innovative approaches to the problem, such as the formation of SPRTA and successful pursuit of state and federal funding, the funding gap persists.

**DISCUSSION**

The Placer County Transportation Planning Agency (PCTPA) has been spearheading an effort that includes SPRTA, our member jurisdictions, and a large Funding Strategy Steering Committee, to develop a Regional Transportation Funding Strategy to address the long range transportation funding needs. The results of that effort have been to narrow down the list of key projects that are our highest priority for funding, and the development of several methods to generate the money needed.

The funding approaches that have been identified include new developer impact fees and a countywide transportation sales tax. The SPRTA Technical Advisory Committee has been working for more than a year on refining and revising the developer impact fee portion of the package. The results of that effort, as discussed in the attached Integrated Regional Transportation Fee Program, is the subject of today's workshop.

CM:ss

# **INTEGRATED REGIONAL TRANSPORTATION FEE PROGRAM SUMMARY**

Cities of Roseville, Rocklin, Lincoln and Placer County

- ***South Placer Regional Transportation Authority (SPRTA) Mitigation Fee***
- ***“Tier 2” Mitigation Fees for New Growth Areas***
- ***Transportation Uniform Mitigation Fee***

## **Executive Summary**

The South Placer area is poised to grow significantly in population in the coming years. The transportation infrastructure needed to serve this growth carries a high price tag. The strategy to generate the needed funds should be regional in nature and integrated between jurisdictions. The State Highway system is a critical part of the transportation picture and funding for the needed expansion of the system should be a key part of the funding program. The imposition of traffic fees on new development should be implemented on a comprehensive long term basis. A major goal of this effort is to insure that new development is paying an appropriate and reasonable share of the cost.

The proposed program includes modification of current fee programs and new programs. Currently, key improvements are not included in any fee program and other improvements are not fully funded. The financing of transportation improvements is a dynamic process so it should be expected that the program will need regular review and adjustments. In addition, project costs will continue to rise resulting in the need to increase fees accordingly.

State and Federal funding is an important component to the financing strategy. The most effective way to leverage the maximum contribution is for local jurisdictions to work together cooperative with Caltrans. A strong local match is a key element in this effort because competition for funding is on a statewide level and other regions have revenue mechanism in place to generate this local match.

Additional work will be needed to turn these concepts into a well defined integrated program that can be implemented by the jurisdictions. This document provides the framework for this future work.

## **Background**

This is a summary of the strategy for integrating the existing SPRTA Traffic Mitigation Fee with additional mitigation fees in new growth areas in South Placer. The goal of this effort is to insure that development pays a fair share of system-wide transportation infrastructure costs. A new traffic fee is proposed to address the traffic implications of the new major growth areas called Tier 2. The proposal addresses the long term financing of key regional transportation improvements.

Identified high-priority improvements include:

Placer Parkway  
State Route 65 Lincoln Bypass  
I-80/SR 65 Interchange improvements  
SR 65 widening between I-80 and Twelve Bridges  
Auburn-Folsom Road widening  
Rocklin Road Interchange improvements

## **Existing SPRTA Fee**

The current SPRTA fee program is imposed in the Cities of Lincoln, Rocklin, and Roseville, and unincorporated Placer County west of Auburn. It provides the following funding:

\$50 million for the Placer Parkway  
\$20 million for the Lincoln Bypass Phase I  
\$45 million for Sierra College Boulevard  
\$7 million for transit (allocated as matching funds for I-80 Bottleneck project)  
\$29 million for I-80/Douglas Blvd Interchange (*completed*)

## **Amendments to SPRTA Fee Program**

The Integrated Fee Program would make the following changes to the SPRTA Fee program. Most of these changes are based on the timing of the infrastructure needs. SPRTA Fees are already in place and currently being generated, and may provide funding in the shorter term.

- Reduce funding for Placer Parkway from \$50 million to \$10 Million  
*Total project cost for 4 lane facility currently estimated at \$585 million. The \$10 million would fund needed current and future work on environmental clearances and route selection; \$3 million has already been allocated. These costs would be spread equally across the program area.*
- Add \$50 Million funding for widening of SR 65 to 6 lanes (I-80 to Twelve Bridges)  
*Total project cost currently estimated at \$95 million. This important near term project is not currently included in any traffic fee program. Partial funding is covered here with the remaining funds from SPRTA New Growth. These costs would be spread equally across the program area.*

- Add \$10 Million Funding for Lincoln Bypass  
*Total project cost currently estimated at \$324 million. Provides matching funds for state and federal dollars; construction set to begin in 2008/09. These costs would be spread on a nexus basis.*
- Add \$10 Million Funding for Rocklin Road Interchange  
*Total project cost currently estimated at \$30 million. Provides match with \$10 million City of Rocklin impact fees and other future sources to address regional impacts. These costs would be spread on a nexus basis.*
- Add \$ 8 Million Funding for Auburn-Folsom Road  
*Total project cost currently estimated at \$21 million. Provides match with \$13 million of Placer County mitigation fees to address regional impacts. These costs would be spread on a nexus basis.*

### **SPRTA New Growth**

The significant new growth moving ahead in southwestern Placer County will have major impacts on the transportation system. Therefore, it is proposed that all new growth areas will participate in the SPRTA Fee. When new projects are added to the SPRTA program new revenue will be generated if the current fees remain unchanged. It is estimated that \$125 million will be generated from this source.

The additional improvement to be funded from this new growth include:

- \$30 million for the I-80/SR 65 Interchange improvements  
*Total project cost currently estimated at \$110 million.*
- \$45 million for the widening of SR 65 to 6 lanes (I-80 to Twelve Bridges)  
*Total project cost currently estimated at \$95 million. Provides match to amended SPRTA (above).*
- \$50 million for Lincoln Bypass Phase 2 South of Wise Road  
*Total project cost currently estimated at \$50 million. Provides 4 lane improvements to SR 65 Lincoln Bypass.*

### **Tier 2 Fee Program**

The new growth from major projects anticipated in southwestern Placer County will require additional transportation infrastructure, particularly the Placer Parkway. To assure that there is funding for this infrastructure, a second layer of SPRTA fees, called the "Tier 2 fee", is proposed.

Key to this approach is that the Tier 2 fee be imposed by jurisdictions via Development Agreement and that there be a flat fee consistent throughout the new growth area. The projects and areas that would be subject to the Tier 2 fee include Placer Vineyards, Regional University, Sierra Vista, Creek View, Brookfields, Placer Ranch and the

Lincoln General Plan expansion area. Projects without development agreements that proceed under current General Plans would not be subject to the Tier 2 fee. There is a gray area between these two categories that needs to be further defined. This discussion should include projects that require major amendments to the General Plan or projects that request Development Agreements or modification of an existing DA.

Also pivotal to this approach is the tie between the amendments to the SPRTA fee and the Tier 2. The two programs work in tandem to assure that the cost of future needed infrastructure is spread in an equitable manner. With about 1/3 of the Placer Parkway located in Sutter County, there is significant benefit to the Sutter Pointe development area. It is therefore assumed that the South Sutter development will contribute to the Parkway at the same rate as Placer development.

The fee would be flat – meaning that the same fee would apply uniformly regardless of geographical location. Due to concerns regarding fee levels and job growth, the Tier 2 fee will be adjusted to provide a different fee for residential, retail commercial, and office/industrial. A lower rate will be assigned to office/industrial to support job growth and jobs/housing balance with the goal of providing employment opportunities closer to housing. The fee for all land use categories will average \$4000 per dwelling unit equivalent however, the proposal will identify a lower fee for office/industrial, a mid range fee for retail commercial and a higher fee for residential land uses.

The Tier 2 fee is estimated to generate \$480 million. The program would fund the following projects:

- \$470 million for Placer Parkway 4-lane configuration from SR 65 to SR 70/99 - *Total project cost for 4 lane Placer Parkway is \$585 million. The Tier 2 fees will be added to the \$10 million in SPRTA fees and \$5 million in state funds. Sutter County's contribution is assumed to be \$100 million.*

*Current project cost for additional 2 lanes (total 6 lane configuration) is \$85 million from other future funding sources.*

- \$10 million for I-80/SR 65 Interchange  
*Total project cost currently estimated at \$110 million in two phases. Tier 2 funds leverage \$30 million in SPRTA new growth funding. The project will be phased based on funding available.*

### **Transportation Uniform Mitigation Fee**

The Transportation Uniform Mitigation Fee (TUMF) is envisioned as a new flat rate impact fee that would defray the impact of planned development on the regional transportation system. This fee would be based on a nexus study and imposed by the individual jurisdictions as a requirement of participating in local jurisdiction subventions in the event a transportation sales tax is passed in Placer County.

The TUMF would be assessed as a separate program outside of the SPRTA area. The TUMF is included in the proposed amendments to the SPRTA Fee discussed above.

The TUMF is assessed at \$600 per dwelling unit equivalent (DUE) and, if imposed in all areas outside of SPRTA, would generate approximately \$12 million. Funded projects would include:

- \$8 million for improvements to I-80 East of SR 65  
*Total project costs currently estimated at \$395 million. Provides match to future federal, state, and local funds.*
- \$4 million for SR 49 capacity and operational improvements  
*Total project costs currently estimated at \$52 million. Provides match to future state and local funding.*

### **Other High Priority Improvements**

The projects identified in the Integrated Regional Impact Fee Program only meet a portion of the overall transportation needs for Placer County. Other critical needs include:

I-80 Bottleneck in Roseville - Phase 3B

*Add carpool and auxiliary lanes on eastbound I-80 from Miners Ravine (Eureka Rd) to just past SR 65*

Lincoln Bypass Phase 2 – North of Wise Road

*Widen SR 65 Lincoln Bypass to 4 lanes from Wise Road to Sheridan*

I-80 Improvements east of SR 65

*Needed improvements include extension of the carpool and auxiliary lanes from SR 65 to Sierra College Boulevard, interchange improvements at numerous locations such as Rocklin Road, Horseshoe Bar Road, SR 174, and Lincoln Way, safety and operational improvements, and truck climbing lanes*

I-80/SR 65 Interchange Improvements

*Additional phased improvements to capacity and operations to accommodate widenings of SR 65 and I-80*

Placer Parkway

*Widen to 6 lanes*

SR 49 Capacity and Operational Improvements

*Add lanes and operational improvements to improve traffic capacity on State Route 49.*

Tahoe Area Transportation Improvements

*Needed improvements specifically for the Tahoe area include transit operations funding as well as safety and operations improvements at key locations (eg State Route 89 in Tahoe City).*

Local Road Improvements

*Maintenance and upkeep of the existing local road system, including pothole repair, currently outstrips the funding available to jurisdictions*

Transit Service Improvements – Commuter, Local Fixed Route, and Dial-a-Ride  
*Increases to locations, frequencies, and service areas for commuter, fixed route, and dial a ride services to meet demands of a growing and aging population.*

Rail and Bus Rapid Transit Service

*Expansion of frequency of Capitol Corridor service to Auburn, addition of bus rapid transit/streetcar commuter rail service to connect Roseville and western Placer to Watt Avenue Light Rail*

Bicycle and Pedestrian Improvements

*Facilities to support residents' use of non-motorized transportation*

Projected funding available to address these needs runs short of the projected costs by over \$1.3 billion. Efforts are currently underway to identify and cultivate new local funding sources to leverage state and local dollars to plug this gap.

### **Other Transportation Fee Programs**

This is a listing of other existing and proposed transportation fee programs. Some are local programs that do not apply to the whole region.

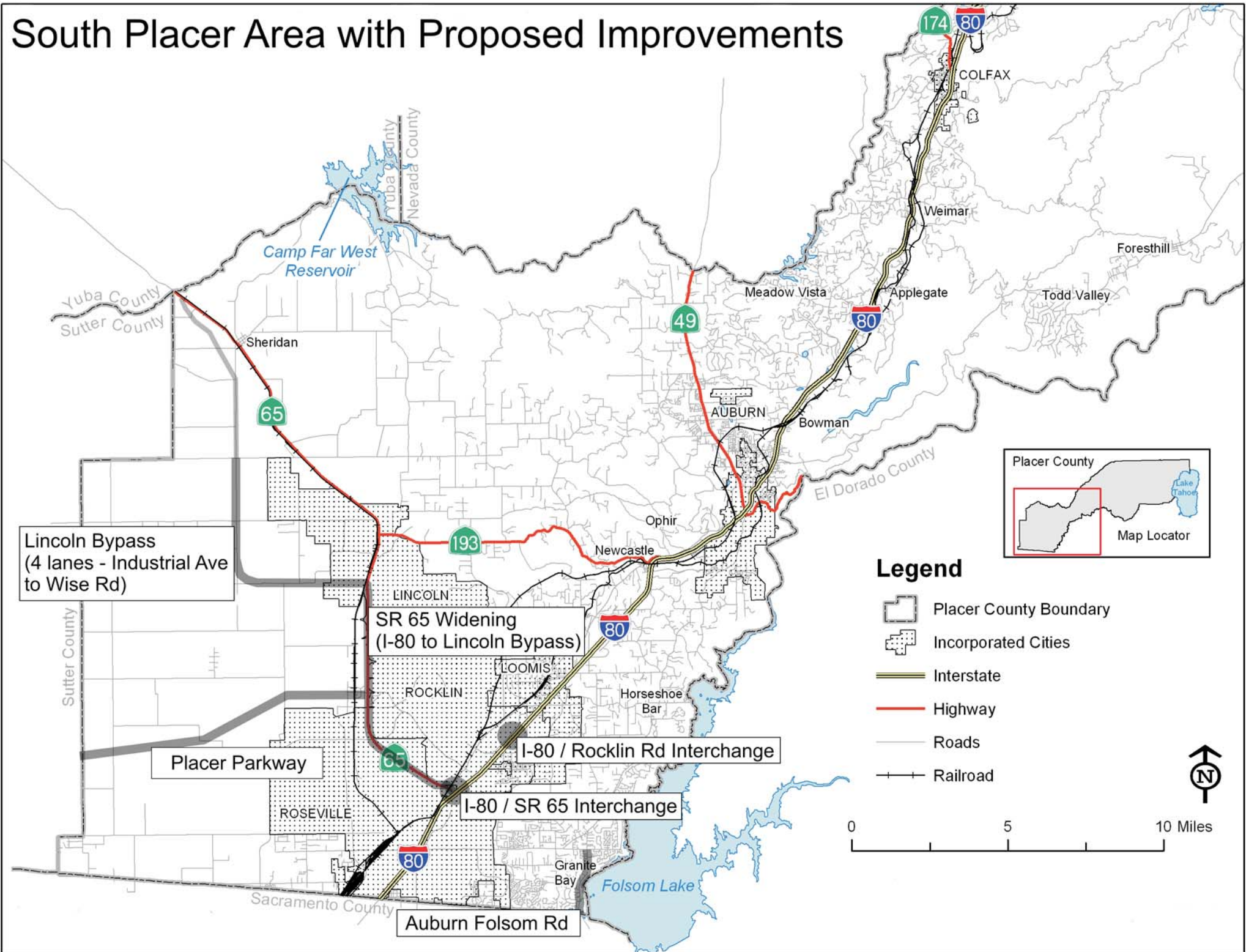
1. SR 99/70 Riego Interchange Fee –
2. Roseville County Traffic Fee – an existing fee for Baseline/Fiddymont/Walerga Bridge
3. SR 65 JPA – an existing program for four interchanges.
4. Local or sub-regional proposed fees for:
  - a) Placer Parkway interchanges at Foothills, Fiddymont and Watt Extension.
  - b) SR 65/Lincoln Bypass interchanges at Nelson, Nicholas, and Wise
5. City and County local fees – most of the Cities and County have local traffic fees to fund their internal roadways and intersections.

Attachments

Exhibit 1 – Map of South Placer Area with Proposed Improvements

Exhibit 2 – Land Development Growth Assumptions

# South Placer Area with Proposed Improvements



# Dwelling Unit Equivalent Summary

7-Feb-07

	Total Future DUEs	Use for Fee Purposes		
		Total Future DUEs	Future Residential DUEs	Future Non-Residential DUEs
<b>SPRTA Fee Area (buildout)</b>				
Placer County (1)	26,045	26,000	12,952	13,048
City of Roseville	43,804	43,000	15,739	27,261
City of Rocklin	16,715	16,000	6,981	9,019
City of Lincoln	17,774	17,000	8,849	8,151
<b>Subtotal</b>	<b>104,338</b>	<b>102,000</b>	<b>44,520</b>	<b>57,479</b>
		<i>Percent Residential &amp; Non-Residential</i>	44%	56%
<b>New Growth Areas</b>				
Placer Vineyards	18,362	19,000	12,409	6,590
Regional University	4,954	5,000	3,687	1,313
Placer Ranch	22,088	23,000	5,737	17,262
Creek View	3,291	4,000	3,221	778
Sierra Vista	12,683	13,000	9,601	3,399
Brookfields	3,775	4,000	3,911	90
Lincoln Villages	47,976	48,000	28,872	19,128
Curry Creek	22,012	4,000	2,547	1,453
<b>Subtotal</b>	<b>135,141</b>	<b>120,000</b>	<b>69,986</b>	<b>50,014</b>
		<i>Percent Residential &amp; Non-Residential</i>	58%	42%
<b>Outside SPRTA</b>				
Town of Loomis (2)	3,448	3,200	1,397	1,803
City of Auburn (2)	1,400	1,400	611	789
City of Colfax (2)	800	800	349	451
Placer County east (3)	18,449	14,600	6,373	8,227
<b>Subtotal</b>	<b>24,097</b>	<b>20,000</b>	<b>8,730</b>	<b>11,270</b>
		<i>Percent Residential &amp; Non-Residential</i>	44%	56%
<b>CUMULATIVE TOTAL</b>	<b>263,576</b>	<b>242,000</b>	<b>123,236</b>	<b>118,764</b>
		<i>Percent Residential &amp; Non-Residential</i>	51%	49%

Notes:	Total DUEs	Residential DUEs	Non-Residential DUEs
(1) Dry Creek	5,161	4,128	1,033
Granite Bay	2,249	794	1,456
Newcastle H/B	2,879	1,904	975
Placer Central	6,591	5,151	1,440
Placer West	2,037	998	1,039
Sunset	7,128	0	7,128
<b>Subtotal</b>	<b>26,045</b>	<b>12,974</b>	<b>13,071</b>
(2) Per jurisdiction			
(3) Auburn District	9,696		
East Placer	972		
Foresthill	853		
Tahoe Region	6,928		
<b>Subtotal</b>	<b>18,449</b>		

## Sources:

Outside SPRTA DUEs developed by Placer County (Fehr & Peers updated Loomis DUEs in November 2007).

SPRTA and New Growth Areas updated by Fehr & Peers, November 2007 based on the sources listed below.

2006 SPRTA Traffic Impact Fee Update – Final Memorandum, Fehr & Peers, October 10, 2006.

Placer Vineyards revised traffic impact study based on final land use plan prepared by DKS Associates, dated July 14, 2006.

Sierra Vista Specific Plan Preliminary Land Use Plan for Pre-Application Submittal, September 5, 2006.

Placer Ranch Specific Plan Land Use Plan, June 2006.

Creekview Land Uses based on October 2006 version of South Placer Super Cumulative Model.

Curry Creek Land Uses based on October 2006 version of South Placer Super Cumulative Model.

Brookfields Land Uses based on October 2006 version of South Placer Super Cumulative Model.

City of Lincoln General Plan Draft EIR, October 2006.

**SOUTH PLACER REGIONAL TRANSPORTATION AUTHORITY**  
**Technical Advisory Committee Meeting Minutes**  
**April 3, 2007**

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ATTENDANCE:                   John Pedri, City of Lincoln  
                                      Rick Dondro, Placer County  
                                      Rob Jensen, City of Roseville  
                                      Bob Everitt, Everitt Engineering  
                                      Celia McAdam, PCTPA  
                                      Cynthia Page, PCTPA

**Additional Tier 2 Analysis – Residential/Non-Residential Scenarios**

On March 14, jurisdiction staff and Celia McAdam met with all SPRTA member city managers to discuss the Tier 2 fees. A Board workshop on the various fees was suggested, and will be held at the April 18<sup>th</sup> SPRTA Board meeting. A report on the fees, entitled “Integrated Regional Transportation Fee Program”, was distributed to TAC members and will be included in the staff report to the SPRTA Board. Rick Dondro will also provide a table that illustrates the different fees, and PCTPA will provide the corresponding maps. Staff was directed to look at several levels of fees – residential and various types of non-residential. Sarah Brandenburg will be performing further traffic modeling for these various levels. A workshop/meeting will be scheduled with both residential and non-residential developers to review the proposed fee schedule.

Celia McAdam noted that two additional meetings have been scheduled regarding the sales tax and the expenditure plan -- June 4<sup>th</sup> with the city managers and June 25<sup>th</sup> with both city managers and elected officials.

Rick Dondro spoke of a pending legal case regarding universities and their obligations to pay for offsite mitigations. Discussion ensued about how this case might affect the university proposals in the Western Placer area.

Neither the Tier 2 nor New Growth traffic modeling should impact the timing of the SPRTA Comprehensive Fee update. Celia McAdam will speak to Sarah Brandenburg about finishing up the update so that it can go the Board possibly by June.

The Tier 2 fees will take a bit longer, however, as presentations will be given to each city council involved. Celia McAdam will draft a preliminary Memorandum of Agreement for these Tier 2 fees and distribute to TAC members for their review. It will then need to be reviewed by all four of the jurisdictions legal counsels, prior to being presented to the city councils, and ultimately to the SPRTA Board.

Meeting adjourned.



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

**TO: Board of Directors & Sutter County  
Board of Supervisors**

**DATE: April 3, 2007**

**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 February 22, the staff met with Jim Durfee, Executive Director, Western Placer Waste Management Authority for a project update, overview of potential Sunset Blvd. West re-alignment at Fiddyment, and Board presentation in spring/summer.
- On March 15, PDT#17 was held. Primary discussion items were:
  - ✓ Placer/Sutter County proposed specific plan updates. Regional University on-hold for sometime is gearing back up to have a DEIR out this summer. Placer Ranch Specific Plan and the 'co-equal' analysis issue are still being discussed. An April 10 meeting is scheduled to review Parkway/PRSP issues. Sutter Pointe is expected to have its Notice of Preparation out in April.
  - ✓ October 2006 modified NEPA 404/meeting summary. The proposed PRSP roadway alignment and corridor width issues were shared with the resources agencies. Agency concerns were 1) timing (Parkway – Tier 1 vs. PRSP – Tier 2), 2) complexity of several environmental reviews underway at the same time (Parkway, PRSP, and PCCP); and 3) Parkway process effects if the corridor width were reduced.
  - ✓ Draft Land Use & Policy Scenario Analysis. As a part of the modified NEPA/404 process and concurrence on the Range of Alternatives, USEPA required that a theoretical scenario be developed/analyzed in the Tier 1 EIS/EIR that would reduce travel demand through an enhanced smart growth program using improved land use and transportation policies. The USEPA intent is to demonstrate whether the scenario using smart growth tools in combination with increased transit to lower VMT in the study area could meet future transportation needs without a new roadway. This work concluded that this scenario, applied on a regional basis, could help achieve Purpose and Need objectives – but would clearly not solve the problem by itself. The PDT agreed that the draft memo framed the technical issue and recommended that information on off-street pricing mechanisms be added.

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- ✓ MTP 2035 Update/Placer Parkway. A March 6, 2007 letter to the Sierra Club clarified the differences between SACOG's MTP 2035 update and the proposed Placer Parkway work. Specific information was outlined why SACOG's Tall Order workshop analysis was not designed to address the Parkway's future alignment and performance characteristics.
- ✓ Draft MEPLAN Analysis. During the modified NEPA/404 process, the importance of identifying secondary/indirect impacts – particularly growth inducement was identified as a key issue. In addition to traditional methods used to evaluate growth inducement impacts, the MEPLAN model, which was used in the SACOG Blueprint process, is an additional analysis tool to quantify impacts in the Tier 1 EIS/EIR. MEPLAN is an integrated land use and transportation model that forecasts the influence of transportation conditions on local land use development and the impacts of land use development on transportation conditions. The objectives of this one-year analysis were to: 1) help clarify differences in the potential distribution of growth in the study area – with and without the Parkway, and 2) to differentiate the potential for growth inducement among various alternatives. Key findings are:
  - Compared to the No-Build Alternative, the MEPLAN model estimates that 1,000 to 1,200 (0.4%) additional households would develop by 2040 in the project vicinity with the build alternatives. The MEPLAN model estimates that Alternative 1 (southern) would have about the same number of households in the local project vicinity as Alternative 5 (northern).
  - Compared to the No-Build Alternative, the MEPLAN model estimates that 1,800 to 2,100 (0.6 to 0.7%) additional jobs would exist by 2040 in the project vicinity with the build alternatives. The MEPLAN model estimates that Alternative 1 (southern) would have about 100 more jobs in the local project vicinity than Alternative 5 (northern).

The PDT discussed the findings and ways to package the results for USEPA. It was agreed that the results could not conclude the project would not induce growth. However, the analysis shows the project would not result in anything dramatic.

- ✓ Schedule. If Caltrans comments on the 1<sup>st</sup> & 2<sup>nd</sup> Administrative Draft (AD) Tier 1 EIS/EIR are timely, the Draft Tier 1 EIS/EIR for public review would be ready by summer. FHWA agreed that an early May briefing on the draft would facilitate its staff review. It was also noted that Sutter County review is important. The project team will work with Lisa Wilson.
- On March 23, a project team meeting was held with the new Caltrans environmental coordinator. It included a project orientation and review of Caltrans comments on the 1<sup>st</sup> AD Tier 1 EIS/EIR.

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- Project background and mapping information were provided to Placer County Public Works for Regional University & Community Plan and motocross proposals.

Public Outreach

- The third newsletter was mailed out in late February to approximately 1,500 property owners and interested individuals/organizations. Several hundred newsletters were also mailed to planning departments in Lincoln, Rocklin, Roseville, Sacramento and Placer, Sacramento, and Sutter counties. Several hundred newsletters were mailed to Sun City (Roseville) community center, Sutter County Library – Pleasant Grove Branch, Pleasant Grove School, Pleasant Grove General Store & Café, Sysco Food Services, and Sacramento County Library – North Natomas Branch, and Western Placer Waste Management Authority.
- Based on the newsletter, the staff responded to several Sunset Blvd. West resident questions about the approximate distance between the proposed corridor alignment alternative edge and individual properties.

Alternatives

See PDT summary on the MTP 2035/Parkway.

Technical Studies

Work continued on the Technical Studies –

- ✓ Transportation. Caltrans comments completed – revisions underway.
- ✓ Community Impact Assessment. Caltrans comments completed – revisions underway.
- ✓ Visual Impact Assessment. Caltrans comments completed – revisions underway.
- ✓ Air Quality Impact Study. Caltrans comments completed – revisions underway.
- ✓ Noise Impact Study. Caltrans comments completed – revisions underway.
- ✓ Natural Environment Study. Caltrans comments completed – revisions underway.
- ✓ Initial Site Assessment. Caltrans comments completed – revisions underway.
- ✓ Water Quality Report. Caltrans – no comments.
- ✓ Floodplain/Hydraulics. Caltrans comments completed – revisions underway.
- ✓ Cultural Resources. Caltrans comments completed – on Archaeology Survey Report and Historic Resources Evaluation Report – revisions underway.
- ✓ Growth Inducement. MEPLAN analysis completed. Technical report being developed.
- ✓ Public Participation. FHWA and Caltrans comments completed – revisions underway.

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Environmental Document Preparation

- On Feb. 28, the 1<sup>st</sup> AD Tier 1 EIS/EIS was distributed for internal review and comments. All Caltrans and project team (including legal counsel) comments have been received. Revisions for 2<sup>nd</sup> AD Tier 1 EIS/EIR are underway.
- On March 13, a project team meeting was held with legal counsel on clarifying mitigation strategies and subsequent Tier 2 studies as well as development of the CEQA Environmentally Superior Alternative.

Administrative Record

Caltrans and FHWA files were reviewed and photocopied.

Engineering Summary Report

A preliminary draft (which provides a record of engineering decisions involved in the project) was completed.