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**A G E N D A**

**Wednesday, January 24, 2007  
10:45 AM**

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

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|-----------|---|-------------------------|
| <b>A.</b> | <b>Roll Call</b>  |                         |
| <b>B.</b> | <b>Approval of Minutes: October 25, 2006</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 Placer Parkway</b> | <b>Action<br/>Pg. 4</b> |
| <b>F.</b> | <b>Appointment of Signatory for SPRTA Checking Account</b>  | <b>Action<br/>Pg. 8</b> |
| <b>G.</b> | <b>Selection of Chair and Vice Chair for 2007</b>   | <b>Action<br/>Pg. 9</b> |
| <b>H.</b> | <b>Executive Director's Report</b>  |                         |
| <b>I.</b> | <b>Board Direction to Staff</b>   |                         |
| <b>J.</b> | <b>Informational Items</b>  | <b>Info</b>             |
|           | 1. Technical Advisory Committee Minutes: November 14,<br>2006   | Pg. 10                  |
|           | 2. Status Report: Placer Parkway Corridor Preservation<br>Project & Tier 1 EIS/EIR                      | Pg. 12                  |



Staff is requesting a public hearing to consider the comprehensive fee program adjustment and adoption of Resolution 06-03 adopting the adjustments to reflect the use of the South Placer traffic model and cost increases to I-80/Douglas Blvd Interchange and Lincoln Bypass.

Ken Grehm, Placer County Public Works Director, requested Board support of this update. He stated that the County has been trying to include the Auburn-Folsom Road Widening Project from the County line to Douglas Blvd in the fee program as 2/3 of the traffic along this roadway comes from other jurisdictions. He requested that the Board direct staff to continue to look at potential new projects to include in the fee program as well as other funding strategies; i.e., Tier 2 fees. Upon inquiry, Mr. Grehm stated that the "2/3" figure came from the old model, but he feels the numbers would be similar when modelled under the new South Placer model. Plans are to expand this portion of the road to 4 lanes; the County is moving forward with 4-laning of other segments of Auburn-Folsom Road. The City of Folsom has already expanded their portion of the road to 4 lanes. The portion being requested to be paid with SPRTA monies is approximately \$8 million, while the entire project cost is \$21 million.

Peter Hill commented that if additional projects are added, the traffic model will rerun the new figures, most likely increasing the fees for all jurisdictions. He voiced his concern about increasing the fees, and the likely feedback from developers. Celia McAdam noted that staff and the TAC will be looking at several funding sources, including a transportation sales tax, to fund these road improvements. Also, any future fee updates would require a public hearing.

Primo Santini closed the public hearing. Upon motion by Gray and second by Santucci, the Board approved Resolution 06-03 adopting the fee adjustments and directed staff to discuss further with the TAC the addition of Auburn-Folsom Road as well as other projects into the fee program.

#### **REGIONAL TRANSPORTATION AND AIR QUALITY MITIGATION FEE ALLOCATION REQUEST FOR LINCOLN BYPASS**

The City of Lincoln has requested an allocation of \$2,500,000 for embankment materials for the Lincoln Bypass. The TAC has reviewed and approved this allocation request. \$10M has been identified in the fee program for the Lincoln Bypass project. John Pedri, Lincoln Public Works Director, reported that 450,000 cubic yards of material for the Lincoln Bypass has been obtained with a savings to Caltrans of close to \$8M due to accessibility of the material and its proximity to the project -- some of the dirt has been free of charge. He stated that the goal is to put another 1.2M cubic yards of material on the corridor, realizing another \$10M in savings. All of this embankment work could save an entire year of construction time. Upon motion by Santucci and second by Gray, the Board unanimously adopted Resolution 06-04 allocating \$2,500,000 to the City of Lincoln for embankment materials for the Lincoln Bypass

#### **BUS RAPID TRANSIT (BRT) IMPLEMENTATION STUDY FOR SOUTH PLACER COUNTY**

David Melko explained that Placer County contracted with Fehr & Peers in 1995 on the first phase of a bus rapid transit study. SPRTA then contracted with them in 2005 for the second phase of this study to identify potential transit stations and route alignments for BRT service in South Placer County. This study is being brought before the Board

for acceptance as complete and direction to transmit said study to SPRTA member jurisdictions. The study reflects comments from the SPRTA TAC. The corridors in the study are conceptual only and may change as development occurs in the area.

Bob Grandy from Fehr & Peers provided an overview of the study. Three candidate BRT routes were identified as: 1) CSUS-Placer Campus to Galleria to Watt/I-80 LRT Station via I-80; 2) CSUS-Placer Campus to Placer Vineyards to Watt/I-80 LRT Station via Watt Avenue; and 3) Galleria to Hazel & Sunrise LRT stations via Sierra College Blvd/Hazel Avenue. BRT stations are proposed at the HP Campus, SR65/Blue Oaks Blvd, West Roseville Specific Plan town center, Placer Vineyards, and the Taylor park and ride lot.

This study was developed as a planning tool for jurisdictions in their long-range planning efforts, allowing for designation of future BRT corridors and stations and right-of-way in their specific plans. David Melko stated that PCTPA is applying for a Caltrans grant to study needed capital and operating costs for such service which could include additional service connections to Sierra College and Lincoln, for example.

Upon motion by Santucci and second by Hill, the Board accepted the report as complete. Upon motion by Santini and second by Hill, staff was directed to transmit said study to SPRTA member jurisdictions.

#### **EXECUTIVE DIRECTOR'S REPORT**

SPRTA allocated matching funds for Phase I of the I-80 project – auxiliary lanes eastbound between Auburn Blvd and Douglas Blvd, and Celia McAdam will be attending the bid opening taking place this afternoon. Hopefully, the bids will come in within budget in order for us to award the project. If so, an award ceremony will be scheduled within the next couple of weeks. Ms. McAdam will keep the Board apprised so that interested Boardmembers can attend the ceremony. Bids will also be opened for the Highway 49 Capacity and Improvement Project this afternoon.

Peter Hill inquired about the Placer Parkway status report and the Placer Ranch Specific Plan's (PRSP) proposed roadway that would be outside of the corridor alternative and not meet 500' to 1000'-wide corridor width requirements. Celia McAdam explained that staff is currently working very closely with Placer County and PRSP representatives along with federal resource agencies on these issues.

Upon motion by Hill and second by Santucci, the SPRTA Board meeting was adjourned.

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Celia McAdam  
Executive Director

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Primo Santini, Chair



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**TO: Board of Directors**

**DATE: January 10, 2007**

**FROM: Celia McAdam, Executive Director  
Stan Tidman, Senior Planner**

**SUBJECT: REGIONAL TRANSPORTATION AND AIR QUALITY  
MITIGATION FEE ALLOCATION REQUEST FOR  
PLACER PARKWAY**

**Action Requested**

Board adoption of Resolution #07-01, allocating \$3.0 million of Regional Transportation and Air Quality Mitigation Fees to the Placer Parkway to complete the Corridor Preservation Tier 1 Environmental Impact Statement/Environmental Impact Report (Tier 1 EIS/EIR).

**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 adopted Implementation Plan includes \$50 million for the Placer Parkway. To date, no allocations have been requested for this project.

In June 2002, the California Transportation Commission (CTC) allocated \$4.7 million to fund the proposed project's environmental work from Placer's share of the State Transportation Improvement Program (STIP). AB 1012 requires these funds to be expended within three years, with a maximum one-time twenty-month extension. Even after exploring all options, both usual and creative, STIP funding will expire February 28, 2007.

The 1<sup>st</sup> Administrative Draft Tier 1 EIS/EIR should be complete by the February deadline. By that time, approximately \$4.4 million of the \$4.7 million allocation is expected to be spent.

**Discussion**

Based on an updated work program and budget, tasks and costs have been broken down into those that will be completed before and after the February deadline. It is estimated that \$3 million will be required to complete the Tier 1 EIS/EIR. This estimate includes an \$800,000 contingency for unforeseen tasks and costs.

A summary of the proposed SPRTA funded work to complete the Placer Parkway Tier 1 EIS/EIR is reflected in Attachment 1. Major milestones include:

- Completing the Draft Tier 1 EIS/EIR for public review and comment
- Finishing the Final Tier 1 EIS/EIR for certification and record of decision
- Obtaining concurrence on the remaining phases of the Modified NEPA/404 process with federal resource agencies
- Carrying out the public outreach program

The funding would be expended on an as-needed basis as costs are incurred. Any funding not used to complete the Tier 1 EIS/EIR would remain in the Fee Program for future Placer Parkway work (such as right-of-way acquisition and Tier 2 environmental work).

The Draft Tier 1 EIS/EIR is expected to be ready by late spring 2007 with a final document by summer 2008. The Technical Advisory Committee has reviewed this request and recommends approval.

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**PLACER PARKWAY CORRIDOR PRESERVATION  
TIER 1 EIS/EIR**  
**Estimated Costs to Complete Environmental Review**

**URS <sup>1</sup>**

PROJECT INITIATION AND MANAGEMENT	\$465,828
PUBLIC OUTREACH	\$121,543
ALTERNATIVES AND EIS/EIR SCOPING	\$38,912
TECHNICAL STUDIES	\$0
ENVIRONMENTAL DOCUMENT PREPARATION	
- Administrative Draft	\$0
- 2nd Administrative Draft -- Final Tier 1 EIS/EIR	\$620,873
ENGINEERING SUMMARY REPORT	\$0
ADMINISTRATIVE RECORD	\$218,250
	<b>\$1,545,834</b>

**PCTPA <sup>2</sup>**

**\$655,000**  
**\$2,200,834**

**Contingency <sup>3</sup>**

**\$800,000**

**TOTAL**

**\$3,000,834**

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<sup>1</sup> includes URS salary escalation

<sup>2</sup> includes estimated staff costs and PCCP contribution, public outreach, NEPA/404 facilitator, etc.

<sup>3</sup> for expanded and/or unforeseen new tasks -- any remaining funds to be returned to Fee Program

**RESOLUTION NO. 07-01**

**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 PLACER PARKWAY**

**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 Placer Parkway a high-priority regional connector between State Route (SR) 65 and SR 70/99 at \$50,000,000 (fifty million dollars); and

**WHEREAS**, funding for the environmental work via the State Transportation Improvement Fund (STIP) will expire on February 27, 2007; and

**WHEREAS**, in the interests of moving the Placer Parkway project forward as expeditiously and cost effectively as possible, completing the Tier 1 Environmental Impact Statement/Environmental Impact Report (Tier 1 EIS/EIR) is a required first-step.

**NOW, THEREFORE, BE IT RESOLVED THAT** the Authority allocates \$3,000,000 to the Placer County Transportation Planning Agency for expenditure to complete the Placer Parkway Corridor Preservation Tier 1 Environmental Impact Statement/Environmental Impact Report.

Passed and Adopted by the Board of the South Placer Regional Transportation Authority, this 24th day of January, 2007 by the following vote on roll call:

AYES Board Members:

NOES Board Members:

ABSENT Board Members:

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Primo Santini, Chair

ATTEST:

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Cynthia Page, Secretary



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

**TO: Board of Directors**

**DATE: January 4, 2007**

**FROM: Celia McAdam, Executive Director**

**SUBJECT: APPOINTMENT OF SIGNATORY FOR SPRTA CHECKING ACCOUNT**

**Action Requested**

Designate an additional Boardmember to be the second signatory on the Authority's checking account.

**Background**

SPRTA'S checking account was set up in February 2002 to require two signatories – one Boardmember and one staff member. Executive Director Celia McAdam was designated as the primary staff signatory, with the Fiscal/Administrative Officer Cynthia Page designated as the alternate. Bill Santucci and Peter Hill have been designated as the Boardmember signatories.

Since Supervisor Bill Santucci is no longer on the SPRTA Board, another Boardmember needs to be added as signatory.

CM:ss



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**TO: Board of Directors**

**DATE: January 8, 2007**

**FROM: Celia McAdam, Executive Director**

**SUBJECT: SELECTION OF CHAIR AND VICE CHAIR FOR 2007**

**Action Requested**

Select Boardmembers to act as Chair and Vice Chair for 2007.

**Discussion**

Subsection c.(1) of Section 7 of the Joint Exercise of Powers Agreement among the Authority's member entities provides that a Chairperson shall be elected from among the membership of the Board to preside over the meetings of the Board.

**SOUTH PLACER REGIONAL TRANSPORTATION AUTHORITY**  
**Technical Advisory Committee Meeting Minutes**  
**November 14, 2006**

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**ATTENDANCE:**

John Pedri, City of Lincoln  
Brian Fragiao, Town of Loomis  
Steven Hayder, Student Intern, Town of Loomis  
Andrew Gabor, Placer County Public Works  
Rick Dondro, Placer County Public Works  
Ken Grehm, Placer County Public Works  
Larry Wing, City of Rocklin  
Rob Jensen, City of Roseville  
Sarah Brandenburg, Fehr & Peers

Celia McAdam, PCTPA  
Sue Sholtis, PCTPA

**Tier 2 Impact Fee Strategy – Review Iterative Charts**

Rick Dondro distributed a handout summarizing his latest iteration of Tier 2 traffic fees and new DUE calculation summary. Dondro explained he was uncomfortable with the DUE total and had asked Sarah Brandenburg to update the DUEs. The DUEs in the future growth areas are actually lower than previously anticipated. Sarah Brandenburg distributed a spreadsheet and summarized her findings in which she found an error with industrial uses being overestimated. Brandenburg explained the formula that resulted in the new DUE.

There was discussion regarding various projects and funding alternatives. Dondro mentioned including Phase 1 of the Auburn-Folsom Road project (Douglas Blvd. to the County line) as a project.

It was agreed we need to determine how much new revenue we would have using existing SPRTA zones. We may need to run new models. Various concepts were discussed, including a flat fee instead of or in addition to SPRTA fees, and/or Tier 2. There was discussion regarding regional context in Placer County fees versus other counties. Rob Jensen presented a third concept to pay a flat fee taking the Placer Parkway project out of SPRTA, implementing a flat fee for the Highway 65 project, and adding \$500/unit for existing growth areas and will include the Auburn-Folsom Road project.

Determination of equity of new projects between jurisdictions was discussed. Larry Wing will talk to Carlos Urrutia regarding funding the \$10M Rocklin Road/I-80 project through SPRTA.

Rob Jensen will explore the flat fee concept. Sarah Brandenburg will run new fee models that changes with the two new projects with Placer Parkway pulled out for the group's consideration before the November 28 meeting.

**Placer Parkway Tier 1 EIR/EIS Contract Amendment**

Celia McAdam reported STIP funding for Placer Parkway EIR project would expire the end of February 2007. There was agreement to fund the remainder of this EIR with SPRTA funds.

**Other**

There was discussion regarding the Town of Loomis joining SPRTA.

It was agreed to commence SPRTA TAC at 2:00 p.m. permanently.

Meeting adjourned.



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**TO: Board of Directors & Sutter County Board of Supervisors** **DATE: January 8, 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 November 20, at a Placer County meeting on the proposed Placer Ranch Specific Plan (PRSP), the applicant reported that portions of the proposed four-lane, east-west roadway alignment outside of the Placer Parkway's eastern segment common corridor alignment alternative would be moved back into the alternative. This potential PRSP roadway might be suitable for integration with the Placer Parkway Corridor Preservation project and the future Placer Parkway.

The decision was based on a more refined map that identified wetlands and Waters of the U.S. as well as field work. A revised roadway alignment was not presented. The expanded PRSP cumulative impact analysis, requested by Placer County on this issue, was deleted from the revised draft technical studies.

- On December 6, the final work plan and budget revision was completed. This work involves reduced, expanded, and new tasks to the 2003 URS (consultant) contract. The contract outlined an initial scope, budget, and schedule. Because of the limited amount of guidance on Tier 1 documents, the contract included a task to make adjustments based on:
  - Determining the level of detail required by FHWA and Caltrans to complete the work
  - Identifying what federally-mandated technical reports would be required
  - Resolving how to complete agency interaction
  - Not exceeding the \$4.7 million allocated by the California Transportation Commission (CTC)

Tasks and costs were broken down into those that will be completed by the end of February 2007 (STIP funding deadline) and what will be required to complete the work. A SPRTA fee program allocation request will be made at the January SPRTA Board meeting for approval to fund the remaining work. A Draft Tier 1 EIS/EIR is still

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anticipated for release by late spring 2007. The Final Tier 1 EIS/EIR is expected by summer 2008.

- On December 14, the FHWA sponsored a Context Sensitive Solutions (CSS) training workshop that was lead by FHWA staff from San Francisco and Atlanta. CSS is an interdisciplinary approach that involves stakeholders in developing a transportation facility that fits its physical setting and preserves aesthetic, environmental, historic, and scenic resources while ensuring that safety and mobility are maintained. The Tier 1 EIS/EIR must demonstrate how CSS principles were applied to the project's process.

Workshop objectives were to overview CSS principles, design considerations, NEPA process integration and to do a preliminary CSS project performance evaluation. The project team got information on how and where CSS documentation should be addressed in the Tier 1 EIS/EIR. FHWA facilitators were impressed with the federal resource agency coordination.

### Alternatives

In mid-December, a project stakeholder stated that SACOG data from a November Metropolitan Transportation Plan (MTP) update workshop concluded that one Parkway corridor alternative would result in fewer vehicle miles traveled than other alternatives. The information could impact the choice of the future Parkway alignment and federal resource agencies review. Staff is working with SACOG to clarify the differences between the MTP update and the Placer Parkway Corridor Preservation project. Specifically, to emphasize that it would be erroneous to interpret performance differences reported by SACOG are the only variables to consider in determining the corridor for the Placer Parkway.

### Technical Studies

Work continued on the Technical Studies –

- ✓ Transportation. Submitted revised draft to Caltrans in December.
- ✓ Community Impact Assessment. Submitted revised draft to Caltrans in December.
- ✓ Visual Impact Assessment. Submitted revised draft to Caltrans in December.
- ✓ Air Quality Impact Study. On-hold waiting for resolution of comments to Transportation draft.
- ✓ Noise Impact Study. On-hold waiting for resolution of comments to Transportation draft.
- ✓ Natural Environment Study. Submitted revised draft to Caltrans in December.
- ✓ Initial Site Assessment. Submitted revised draft to Caltrans in December.
- ✓ Water Quality Report. Submitted revised draft to Caltrans in December.
- ✓ Floodplain/Hydraulics. Submitted revised draft to Caltrans in December.
- ✓ Cultural Resources. Caltrans accepted Archaeology Survey Report and Historic Resources Evaluation Report.

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- ✓ Growth Inducement. Completed MEPLAN model parameters. Trial run underway.

On December 4, a Federal Highway Administration (FHWA) and Caltrans meeting was held to resolve continuing legal counsel concerns with Caltrans comments on growth and secondary/indirect impacts as well as recent federal guidance. There were two main issues: 1) establishing a boundary area for the analysis and 2) determining the effects of growth on resources of concern. To determine the boundary, it was agreed to use a multi-layered approach using geographic features such as the Sacramento River, city/county boundaries, traffic analysis area, and existing land uses/potential development areas. Resource effects analysis would be limited to a more qualitative (vs. quantitative) one.

Environmental Document Preparation

- Work is underway on the following first administrative draft chapters/topics – Purpose and Need, Public Involvement, Cultural Resources, Geology/Soils, Hazards & Hazardous Materials, Energy, Land Use & Planning, and Public Services.
- The project team continued investigating software programs to manage Responses to Comments on the Draft Tier 1 EIS/EIR. It is anticipated that there will be a large number of comments on the draft. Web-based software could help to organize, create reports, and document revisions for comments in electronic and hard copy formats for project team members in different office locations.