



A G E N D A

Wednesday, March 28, 2007
10:45 am

Board of Supervisors Chambers
175 Fulweiler Avenue
Auburn, California 95603

- A. **Roll Call**
- B. **Approval of Minutes: January 24, 2007** **Action**
Pg. 1
- C. **Agenda Review**
- D. **Public Comment**
- E. **Consent Calendar** **Action**
Pg. 3

These items are expected to be routine and non controversial. They will be acted upon by the Board at one time without discussion. Any Board member, staff member, or interested citizen may request an item be removed from the consent calendar for discussion.

 1. Acceptance of Financial Audit
- F. **Authorization for SPRTA to Join the Statewide Community Infrastructure Program (SCIP)** **Action**
Pg. 4
- G. **Executive Director's Report**
 1. Move April SPRTA Meeting Date
- H. **Board Direction to Staff**
- I. **Informational Items** **Info**
Pg. 22

Status Report: Placer Parkway Corridor Preservation Project & Tier 1 EIS/EIR

**SOUTH PLACER REGIONAL TRANSPORTATION AUTHORITY
MINUTES
January 24, 2007**

The South Placer Regional Transportation Authority met on Wednesday, January 24, 2007 at 10:45 a.m. at the Placer County Board of Supervisors Chambers, 175 Fulweiler Avenue, Auburn, California.

ATTENDANCE:	Jim Gray	Celia McAdam
	Peter Hill	Cynthia Page
	Rocky Rockholm	Stan Tidman
	Primo Santini	

APPROVAL OF MINUTES

Upon motion by Gray and second by Hill, the Board approved the minutes of the October 25, 2006 meeting as submitted, with Rockholm abstaining.

PUBLIC COMMENT

Rick Dondro, Placer County Public Works, reported that the Board of Supervisors gave staff direction to move forward with the Placer County Conservation Plan (PCCP) at their Tuesday Board meeting. SPRTA is a participating member in the development of the Plan due to the impacts associated with the Placer Parkway.

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

The State Transportation Improvement Program (STIP) funds allocated for the Placer Parkway (\$4.7 M) expires February 28th. The SPRTA fee program includes \$50 M for the Placer Parkway, none of which has yet been allocated. Staff is requesting \$3 M in SPRTA fees to complete the Draft Tier 1 EIS/EIR for the project. On a roll call vote, the SPRTA Board voted unanimously to adopt Resolution 07-01 allocating \$3 M to the Placer Parkway project.

APPOINTMENT OF SIGNATORY FOR SPRTA CHECKING ACCOUNT

SPRTA's checking account requires two signatories – one staff member (Celia McAdam or Cynthia Page) and one Board member. Peter Hill and Bill Santucci were the two Board signatories. Staff is requesting another Boardmember to replace Santucci. The Board appointed Kirk Uhler as the second SPRTA signatory.

SELECTION OF CHAIR AND VICE CHAIR FOR 2007

As called forth in the rotation schedule for SPRTA Chair and Vice Chair, the next Chair would be the representative from Rocklin and the next Vice Chair the City of Roseville representative. Upon motion by Rockholm and second by Gray, Peter Hill and Jim Gray were appointed as Chair and Vice Chair, respectively.

EXECUTIVE DIRECTOR'S REPORT

Celia McAdam reported that PCTPA is pursuing funding from the infrastructure bonds for the Lincoln Bypass under the Corridor Mobility Improvement Account (CMIA) funding pot. The CTC is scheduled to select the projects at their February 28th Board meeting. Hopefully, these funds will be available when the Lincoln Bypass is ready to go to construction. Staff is also pursuing funding for the I-80 bottleneck project.

Meeting adjourned.

Celia McAdam
Executive Director

Primo Santini, Chair



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

TO: Board of Directors

DATE: February 26, 2007

FROM: Celia McAdam, Executive Director

SUBJECT: CONSENT CALENDAR

Below is the Consent Calendar item for the March 28, 2007 agenda for your review and action.

1. Acceptance of Financial Audit
Accept the 2005/06 annual audit of the South Placer Regional Transportation Authority. (Audit under separate cover.)



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

TO: Board of Directors **DATE: March 13, 2007**

FROM: Celia McAdam, Executive Director

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

Action Requested

Adoption of Resolution #07-02, authorizing SPRTA to join the Statewide Community Infrastructure Program (SCIP).

Background

Staff has received a request from the City of Roseville to include SPRTA's Regional Transportation and Air Quality Mitigation Fee in the SCIP program to provide developers with a financing mechanism for impact fees. This participation would require SPRTA to take formal action to join the SCIP program.

The Cities of Roseville, Rocklin, and Lincoln, as well as the Highway 65 Joint Powers Authority (JPA) are currently members of the SCIP program. Placer County is currently considering joining.

Discussion

Attached please find a memorandum from City of Roseville Economic Development Analyst Karen Garner outlining the SCIP program and benefits, as well as the agreements to be adopted.

Authority attorney Paul Chrisman of Miller, Owen, and Trost has reviewed and approved as to form the attached resolution and fee collection agreement.

As an additional benefit for SPRTA, the SCIP program may assist in our need to advance development impact fees. With the infrastructure bond funding for the Lincoln Bypass now approved, the project is set to go to construction in 2008/09. The challenge is that we will need approximately \$24 million in cash pledged from SPRTA for project construction by late 2008. At the current rate, we will not be able to meet that cash flow requirement.

Staff is actively seeking creative ways of assuring the money is available when we need it, and the SCIP program may play a role in providing that mechanism.

CM:ss

MEMORANDUM

TO: Members of the Board of the South Placer Regional Transportation Authority

FROM: Karen Garner, City of Roseville, Analyst, Office of Economic Development

DATE: February 26, 2007

SUBJECT: Inclusion of South Placer Regional Transportation Authority (SPRTA) Fee in the SCIP Program

DISCUSSION

The Statewide Community Infrastructure Program (SCIP) is a statewide program administered by the California Statewide Communities Development Authority (CSCDA), a joint powers authority, of which Lincoln, Rocklin and Roseville are members. The program allows developers to finance development impact fees that are paid at the issuance of building permits.

Developers can choose to participate in either (1) the Impact Fee Reimbursement Program, whereas the developer is reimbursed for all eligible fees that were paid to the applicable jurisdiction at the time of building permit issuance, or (2) the Impact Fee Prefunding Program, whereas development fees for a project are estimated, and funds are disbursed to the applicable jurisdiction prior to issuance of the building permit. Please see Attachment 1 for a more detailed description of how the SCIP program works.

The cities of Lincoln, Rocklin and Roseville have been participating in the SCIP program for over two years and have had several projects participate. To date, Lincoln, Rocklin and Roseville projects have deferred several million dollars in fees. Placer County Economic Development staff are currently reviewing the program and considering participation.

Development fees eligible for inclusion in the SCIP program are those that will finance capital projects for which assessment financing would otherwise be possible. This includes such fees as water, sewer, park, drainage and traffic fees. When the cities first began participating in SCIP, only fees assessed directly by the cities were eligible for the SCIP program. Regional fees, or those governed by a Joint Powers Authority, require approval by the appropriate agency before they can be included in the SCIP program.

Staff from the cities of Lincoln, Rocklin and Roseville are now seeking approval from the appropriate agencies to include various regional fees in the SCIP program. In October 2006, the Bizz Johnson Highway Interchange Joint Powers Authority approved inclusion of the Highway 65 JPA fees into the SCIP program. In addition to the SPRTA fee, staff is currently seeking approval to include fees from the Placer County Water Agency

(affecting Lincoln and Rocklin) and the South Placer Wastewater Financing Authority (affecting Rocklin and Roseville).

There is no risk to the participating jurisdictions, Joint Powers Authority, or other legal entity that assesses fees. The jurisdictions are not involved with review of the application or the collection of assessments. Development fees will be received by the jurisdictions at the normal time, typically when a building permit is issued, whether an applicant participates in the Prefunding or Reimbursement Program. Per the requirements of the CSCDA, a separate Wells Fargo trust account must be set-up to receive and disburse SCIP funded fees. SPRTA will have access to the funds at any time. To release the funds from the Wells Fargo account, a request must be made demonstrating that there is a current need for the funds. The request is made by filling out a simple one page form that is sent to CSCDA.

SCIP Program Benefits

The SCIP program provides several advantages;

- No risk to participating Cities, County or SPRTA. The funding for fees will be received at the same time as is normally required (at building permit issuance). Agreements for participation are made between the developers and CSCDA. If a developer does not pay their assessments in a timely manner, SCIP Program administrators handle all follow-up.
- An expanded number of development fees will be eligible under the SCIP program, allowing developers to pay a fraction of what they would otherwise pay at issuance of a building permit. Typically, developers include the cost of development fees as part of their construction financing, which has a higher interest rate than permanent financing. SCIP allows developers to reduce the amount of money borrowed through construction financing, thus increasing the amount of capital for the project and potentially increase the quality of the project.
- The SCIP program is open to all projects within participating jurisdictions that meet the basic program criteria. Qualification is largely dependent on the assessed value or appraised value of the parcel(s). Although local jurisdictions, such as Roseville, may offer other development fee financing programs, these programs typically have stringent requirements to reduce the risk to the City and are limited to specific geographic areas, such as a Redevelopment areas, to encourage investment to those targeted areas.
- Administration of the program by the Cities or SPRTA staff is minimal. Member jurisdiction staff are responsible for accepting applications and forwarding to CSCDA. SPRTA will be notified of all projects participating in the SCIP program that include SPRTA fees in their application. Copies of reports detailing the amount of SPRTA fees funded for all bond issues will be sent to SPRTA staff for tracking purposes.

- The SCIP program offers an incentive for new construction where few other incentives are available. There are no Federal or State programs that provide this type of incentive, and local jurisdictions are not equipped to administer a comparable program.
- Because the cities of Lincoln, Rocklin and Roseville all participate in the same program, the incentive is further strengthened. Many developers build throughout South Placer County and can count on a consistent, predictable process if they choose to participate in the SCIP program. Furthermore, the three cities can jointly promote and market the program, giving South Placer County a competitive advantage over other areas in the region and state.

Attachments

1. SCIP Program Overview
2. Fee Collection Agreement
3. Resolution



Executive Summary

Executive Summary

The Statewide Community Infrastructure Program (“SCIP”) is a program of the California Statewide Communities Development Authority (the “Authority”). SCIP is available to cities and counties which are members of the Authority, and either the League of California Cities or the California State Association of Counties. SCIP allows qualifying property owners in participating cities and counties to take out a non-recourse loan to pay some, or even all, of the development impact fees owed to the city or county. Property owners benefit from SCIP because it allows them to obtain low-cost, long-term financing for development impact fees, which can be substantial. Cities and counties benefit from SCIP because it encourages developers to pay development impact fees sooner and in larger blocks than they otherwise would. The availability of low-cost, long-term financing also softens the blow of rising fees, benefiting both the property owners that pay them and the local agencies that charge them.

In general terms, this is how SCIP works. Periodically, SCIP will issue tax-exempt revenue bonds. The proceeds from the revenue bonds will be used by SCIP to provide financing for development impact fees to qualifying property owners throughout the state who choose to participate in SCIP. SCIP will levy an annual assessment on the property owner’s parcel(s). The assessment payments will be set at levels sufficient, and ultimately will be used, to repay the revenue bonds and to cover certain administrative costs of the Program. The obligation to pay off the assessment lien follows the parcel, not the property owner, if the property owner chooses to sell the affected parcel. Although the levy of assessments to repay the bonds is done in much the same way as conventional assessment district financing, all of the duties relating to the formation and administration of the assessment district, the levy of the assessments, the issuance of the bonds, and the administration of funds will be handled by SCIP, relieving participating cities and counties of the burden of those duties. The duties of the participating city or county are minimal: adopt a one-time resolution to join SCIP; make SCIP applications available to property owners at its building permit counter; submit requests to withdraw funds held by SCIP, as and when needed, and; sign a single closing certificate.

Within SCIP, there are two programs which can be mixed and matched, or done individually: (1) the Impact Fee Reimbursement Program, and (2) the Impact Fee Prefunding Program. Impact fees funded through either program must be used by the city or county to pay for public improvements and infrastructure. Eligible Impact Fees generally include any type of impact fee used to pay for public capital improvements of the type which could be funded through special assessments. This is a very broad list and includes almost any kind of public infrastructure.

Under the Impact Fee Reimbursement Program, any property owner choosing to participate must first pay all development impact fees at the time the building permit is issued. For reasons relating to the federal income tax exemption on the bonds, the development impact fees are paid directly to SCIP and are deposited by SCIP in an interest-bearing account held in trust for the participating city or county. The city or



county may withdraw those funds, including interest earnings, at any time for use on public capital improvements, as described in the preceding paragraph. At the time the building permit is issued, the property owner must also submit the SCIP application and application fee to SCIP. If the application is accepted, SCIP will reimburse the property owner for the eligible impact fees from bond proceeds after the next available bond sale. As described above, an assessment will then be levied on the property, payable over the term of the bonds at the bond interest rate. If the application is rejected, the development impact fees and any interest earnings held by SCIP will be remitted directly to the city or county. Under the Impact Fee Reimbursement Program, the participating city or county does not take the risk of the property owner failing to pay the development impact fees, or of the property owner failing to pay the assessments over time, or of SCIP rejecting a property owner's application, or of the Authority failing to issue the bonds. In all cases, the development impact fees are required to be paid up front and are held by SCIP in trust for, and may be withdrawn at any time by, the participating city or county.

The Impact Fee Prefunding Program is designed to address a common problem faced by cities and counties experiencing growth. Since development impact fees are typically paid at the time of building permit issuance, development impact fee revenues for a subdivision or master plan area tend to be stretched out over a period of time, which in some cases can span a period of several years. This "pay as you go" model can make it difficult for a city or county to plan and/or finance major infrastructure in advance of substantial new development. Through SCIP's Impact Fee Prefunding Program, large blocks of development impact fees can be financed and paid up front, prior to the piecemeal issuance of building permits, and in dollar amounts large enough to provide funding for necessary infrastructure before development takes place. For example, a participating city or county may require a developer to pay the roadway portion of its building permit fee upon the granting of land entitlements for all of the units approved. The developer would submit an application to SCIP, and if approved, the eligible impact fees would be funded through the next available SCIP bond issue. Once funded through the bond issue, those funds would be immediately available for expenditure by the participating city or county, regardless of the timing of building permits. The Impact Fee Prefunding Program is particularly important in fast growing communities where the pace of development has outstripped the capacity of older water, sewer and road systems to accommodate new growth, and where the city or county has not collected enough from building permits to finance the necessary public improvements.

The Authority is a joint powers authority sponsored by the League of California Cities and the California State Association of Counties. Membership in the Authority is open to every California city and county and most are already members. If your Local Agency is not yet a member, the necessary membership materials can be obtained by contacting the Authority (see the contact list at the beginning of this Manual). Under SCIP, the district formation proceedings, the issuance of bonds, and subsequent administration are all handled by a group of highly trained professionals. SCIP is designed to offer a tax-exempt pooled financing program which provides economies of scale, greatly reducing cost of issuance and improving interest rates for any size project. As importantly, SCIP offers local agencies a valuable tool when setting, collecting, and funding local development impact fees.

FEE COLLECTION AND DISBURSEMENT AGREEMENT

This FEE COLLECTION AND DISBURSEMENT AGREEMENT (this “Agreement”), dated as of March 28, 2007, by and among the SOUTH PLACER REGIONAL TRANSPORTATION AUTHORITY, a California joint powers agency (“Fee Recipient”), and the CALIFORNIA STATEWIDE COMMUNITIES DEVELOPMENT AUTHORITY (“CSCDA”);

W I T N E S S E T H:

WHEREAS, the Fee Recipient is entitled to receive from time to time certain amounts paid by developers of real property (each a “Developer”) within the jurisdictions of the South Placer Regional Transportation Authority boundaries as impact fees, connection fees or other capital charges;

WHEREAS, Lincoln, Rocklin and Roseville are participants in CSCDA’s Statewide Community Infrastructure Program (“SCIP”);

WHEREAS, as a participant in SCIP, the South Placer Regional Transportation Authority will establish an account with CSCDA to be held by Wells Fargo Bank, National Association, as trustee (the “SCIP Trustee”) and administered by Bond Logistix LLC (the “SCIP Program Administrator”) in which certain amounts collected on behalf of the South Placer Regional Transportation Authority in connection with SCIP are held (the “South Placer Regional Transportation Authority SCIP Account”);

WHEREAS, certain fees or capital charges collected by Fee Recipient within the jurisdictions of the South Placer Regional Transportation Authority are eligible for financing through SCIP, subject to approval by Bond Counsel (the “Fees”);

WHEREAS, the Fees may be paid to Fee Recipient by Developers, for subsequent reimbursement from the proceeds of bonds (the “Bonds”) issued through SCIP, or the Fees may be paid directly to Fee Recipient from proceeds of the Bonds;

WHEREAS, in order to allow the Fees to be financed through SCIP, Fee Recipient has requested that, for any parcel located in the South Placer Regional Transportation Authority area, which applies for SCIP financing, member jurisdictions, as applicable, collect the Fees and remit them to CSCDA for deposit in a separate account, the South Placer Regional Transportation Authority SCIP Account;

WHEREAS, notwithstanding the currently existing fee collection and disbursement arrangements among Fee Recipients established pursuant to the Amended and Restated Joint Exercise of Powers Agreement among the City Of Lincoln, the City Of Rocklin, the City Of Roseville, and the County of Placer For The Planning, Design, Financing, Acquisition And Construction Of Regional Transportation Improvements but in accordance with Fee Recipient’s request, and in order to allow the Fees to be financed through SCIP, member jurisdictions have determined to collect the eligible Fees on Fee Recipient’s behalf and to remit such Fees promptly upon receipt to CSCDA to be held in a separate subaccount within the South Placer Regional Transportation Authority SCIP Account,

and to make or cause to be made disbursements from such subaccount in accordance with properly executed requisitions of the Fee Recipient in the form attached as Exhibit B hereto;

NOW, THEREFORE, THE PARTIES HERETO MUTUALLY AGREE AS FOLLOWS:

Section 1. Definitions. As used herein, the following capitalized terms shall have the meanings ascribed to them below:

“Authorized Officer” means (a) when used with respect to CSCDA, any member of the governing board of CSCDA and such additional person or persons, if any, duly designated by CSCDA in writing to act on its behalf, and (b) when used with respect to Fee Recipient, any person or persons duly designated by Fee Recipient in writing to act on its behalf.

“Bond Counsel” means Orrick, Herrington & Sutcliffe LLP, or any other nationally recognized firm appointed by CSCDA to serve as bond counsel in connection with the issuance of Bonds.

“Bonds” means bonds issued by CSCDA to finance development impact fees, including the Fees, in connection with SCIP.

“Capital Improvements” has the meaning given to that term in Section 4.

“CSCDA” means the California Statewide Communities Development Authority, its successors and assigns.

“Fee Recipient” means the “South Placer Regional Transportation Authority, a California joint powers agency”.

“Fees” means those certain development impact fees to be financed through SCIP, approved by Bond Counsel and payable from time to time to Fee Recipient.

“Member jurisdictions” means the Cities of Roseville, Rocklin, and Lincoln, and the County of Placer

“South Placer Regional Transportation Authority SCIP Account” means South Placer Regional Transportation Authority’s account with CSCDA held by the SCIP Trustee and administered by the SCIP Program Administrator in which certain amounts collected on behalf of the South Placer Regional Transportation Authority in connection with SCIP are held.

“SCIP” means the Statewide Community Infrastructure Program, a program of CSCDA.

“SCIP Funds” means payments of Fees received by Fee Recipient, as more fully described in Section 3, together with all of the investment earnings on such Fees.

“SCIP Program Administrator” means Bond Logistix LLC, its successors and assigns or any other administrator appointed by CSCDA as the administrator of SCIP.

“SCIP Trustee” means Well Fargo Bank, National Association, its successors and assigns.

Section 2. Collection of Fees; SCIP Financing.

(a) Fee Recipient acknowledges that it has the authority to collect and use the Fees for its own benefit. Fee Recipient acknowledges that, subject to approval as set forth in Section 3, the Fees may be financed through SCIP, and agrees to allow member jurisdictions, as applicable, to collect the Fees from time to time on the Fee Recipient’s behalf with respect to properties applying for SCIP financing (i) from Developers prior to the issuance of a particular series of Bonds, or (ii) from proceeds of a particular series of Bonds following the issuance of such Bonds.

(b) For any property applying for SCIP financing of the Fees, member jurisdictions, as applicable, agree to collect the Fees from time to time for the Fee Recipient’s benefit. Upon collection, member jurisdictions, as applicable, shall promptly remit the Fees to CSCDA, to be deposited as set forth in Section 4.

Section 3. Approval of Fees. The Authorized Officers of Fee Recipient, or their designees, are authorized under this Agreement to approve the financing of Fees. No Fee may be financed through SCIP except with the written approval of an Authorized Officer of Fee Recipient or his designee, which approval shall be evidenced by the signature of such Authorized Officer next to each such Fee shown on Exhibit A attached hereto or in such other written form as may be acceptable to the parties hereto.

Section 4. Agreement to Hold Fees in SCIP Account. CSCDA agrees to receive or cause to be received by the SCIP Trustee the Fees collected by member jurisdictions on behalf of the Fee Recipient. CSCDA shall establish or cause to be established a South Placer Regional Transportation Authority SCIP Account (the “SOUTH PLACER REGIONAL TRANSPORTATION AUTHORITY Account”). The Fees collected by Lincoln, Rocklin and Roseville shall be deposited in the “SOUTH PLACER REGIONAL TRANSPORTATION AUTHORITY Account” and held there by the SCIP Trustee and segregated from all other funds, and except for investment purposes, shall not be commingled with any other funds held by the SCIP Trustee. Investment earnings on the SOUTH PLACER REGIONAL TRANSPORTATION AUTHORITY Account shall be retained in the account for the benefit of the Fee Recipient except to the extent a portion of such earnings are requested to pay rebate or yield reduction payments to the U.S. Treasury pursuant to the Internal Revenue Code. Amounts on deposit in the SOUTH PLACER REGIONAL TRANSPORTATION AUTHORITY Account shall be disbursed only in accordance with Section 5 of this Agreement.

Section 5. Disbursements from SCIP Account. CSCDA shall disburse or cause to be disbursed moneys on deposit in the SOUTH PLACER REGIONAL TRANSPORTATION AUTHORITY Account only as provided herein. Moneys on deposit in the SOUTH PLACER REGIONAL TRANSPORTATION AUTHORITY Account shall be disbursed pursuant to written requisitions of the Fee Recipient, in substantially the form attached hereto as Exhibit B and executed by an Authorized Officer of the Fee Recipient. CSCDA, the SCIP Program

Administrator and the SCIP Trustee may conclusively rely on such requisitions for purposes of making such disbursements.

All disbursements from the SOUTH PLACER REGIONAL TRANSPORTATION AUTHORITY Account to the Fee Recipient shall be made by wire transfer of immediately available funds to the Fee Recipient's bank account number at a bank located within the United States on file with the SCIP Trustee, unless another method of payment is requested in writing by the Fee Recipient.

Section 6. Notice of Proposed SCIP Financings. CSCDA agrees that it will cause Fee Recipient to be provided with the following notices at the following times:

(a) promptly upon receipt of an application for SCIP financing of any Fees payable to Fee Recipient, a description of the affected property and the Fees to be financed; and

(b) upon request, an inventory of all Fees payable to Fee Recipient and all properties for which such Fees are payable.

Section 7. Term of this Agreement. This Agreement shall be in full force and effect from this date to and including its termination by mutual written agreement of the parties hereto. The Authority agrees to terminate this agreement upon request of Fee Recipient upon delivery to CSCDA of an opinion Bond Counsel to the effect that the termination of this Agreement will not adversely affect the exclusion from gross income of interest on the Bonds for federal income tax purposes.

Section 8. Amendment of this Agreement. This Agreement may be amended only by a written instrument executed by the parties hereto; provided that any such amendment shall be conditioned upon delivery to CSCDA of an opinion of Bond Counsel to the effect that such amendment will not adversely affect the exclusion from gross income of interest on the Bonds for federal income tax purposes.

Section 9. Successors in Interest. This Agreement and all of the provisions hereof shall be binding on the parties hereto and their successors and assigns.

Section 10. Third Party Beneficiaries. The SCIP Program Administrator is expressly declared to be a third party beneficiary of this Agreement.

Section 11. Severability. If any section, paragraph, sentence, clause or provision of this Agreement shall for any reason be held to be invalid or unenforceable, the invalidity or unenforceability of such section, paragraph, sentence, clause or provision shall not affect any of the remaining provisions of this Agreement.

Section 12. Choice of Law. This Agreement shall be governed by and interpreted in accordance with the laws of the State of California.

Section 13.Execution. This Agreement may be executed in any number of counterparts, each of which shall be deemed to be an original, but all together shall constitute but one and the same agreement.

Section 14.Notices. Any notice, request, complaint, demand, communication or other paper required or permitted to be delivered to this Agreement shall be addressed to the appropriate party at the addresses set forth below.

Fee Recipient: SOUTH PLACER REGIONAL TRANSPORTATION
AUTHORITY Account
C/O Cynthia Page, Secretary
299 Nevada Street
Auburn, CA 95603

CSCDA: California Statewide Communities Development Authority
1100 K Street, Suite 101
Sacramento, CA 95814
Attention: Treasurer

IN WITNESS WHEREOF, the SOUTH PLACER REGIONAL
TRANSPORTATION AUTHORITY and THE CALIFORNIA STATEWIDE COMMUNITIES
DEVELOPMENT AUTHORITY have caused this Agreement to be executed each on its behalf
by an authorized representative as of the day and year first above written.

SOUTH PLACER REGIONAL TRANSPORTATION
AUTHORITY

Authorized Officer

CALIFORNIA STATEWIDE COMMUNITIES
DEVELOPMENT AUTHORITY COMMUNITY

Member

EXHIBIT A

Approved Fees

Fee	Project	Expected Amount	Approved by Authorized Officer	Date

EXHIBIT B
SCIP Disbursement Form

To: Bond Logistix LLC
777 S. Figueroa St., Suite 3200
Los Angeles, California 90017
Attention: Daniel Chang
Fax: 213-612-2499
Phone: 213-612-2205

Re: Statewide Community Infrastructure Program

The undersigned, a duly authorized officer of the SOUTH PLACER REGIONAL TRANSPORTATION AUTHORITY hereby requests a withdrawal from the SOUTH PLACER REGIONAL TRANSPORTATION AUTHORITY Account indicated below, as follows:

Request Date: _____

Withdrawal Amount: _____

The undersigned hereby certifies as follows:

1. The Withdrawal is being made in accordance with a permitted use of such monies pursuant to the SCIP program documents, and the Withdrawal is not being made for the purpose of reinvestment.

2. None of the items for which payment is requested have been reimbursed previously from other sources of funds.

3. If the Withdrawal Amount is greater than the funds held in SCIP on behalf of the SOUTH PLACER REGIONAL TRANSPORTATION AUTHORITY, the Program Administrator is authorized to amend the amount requested to be equal to the amount of such funds.

4. To the extent the Withdrawal is being made prior to the date bonds have been issued on behalf of SCIP, this withdrawal form serves as the declaration of official intent of the SOUTH PLACER REGIONAL TRANSPORTATION AUTHORITY, pursuant to Treasury Regulations 1.150-2, to reimburse with respect expenditures made from the SOUTH PLACER REGIONAL TRANSPORTATION AUTHORITY Account in the amount listed above.

Unless amended by prior written notice to the Program Administrator, the Withdrawal Amount shall be forwarded to the financial institution and account provided to the Program Administrator as part of SOUTH PLACER REGIONAL TRANSPORTATION AUTHORITY SCIP enrollment materials.

Dated: _____

SOUTH PLACER REGIONAL TRANSPORTATION AUTHORITY

By : _____

Title: _____

RESOLUTION NO. 07-02

A RESOLUTION OF THE BOARD OF DIRECTORS OF THE SOUTH PLACER REGIONAL TRANSPORTATION AUTHORITY AUTHORIZING THE CALIFORNIA STATEWIDE COMMUNITIES DEVELOPMENT AUTHORITY TO ACCEPT APPLICATIONS FROM PROPERTY OWNERS, CONDUCT SPECIAL ASSESSMENT PROCEEDINGS AND LEVY ASSESSMENTS, AND AUTHORIZING RELATED ACTIONS

WHEREAS, the California Statewide Communities Development Authority (the "**Authority**") is a joint exercise of powers authority the members of which include numerous cities and counties in the State of California, including the City of Lincoln ("**Lincoln**"), the City of Rocklin ("**Rocklin**"), City of Roseville ("**Roseville**") and all of which are member agencies of the South Placer Regional Transportation Authority (the "**JPA**"); and

WHEREAS, the JPA's jurisdictional area is set forth in that certain Amended and Restated Joint Exercise of Powers Agreement for the Planning, Design, Financing, Acquisition and Construction of Regional Transportation Improvements, made effective as of October 2003, by and among Lincoln, Rocklin, Roseville and the County of Placer; and

WHEREAS, this Resolution affects only the portion of the JPA's jurisdictional area located within the jurisdictional boundaries of Lincoln, Rocklin and Roseville (the "**Lincoln/Rocklin/Roseville Jurisdiction**"); and

WHEREAS, the Authority has established the Statewide Community Infrastructure Program ("**SCIP**") to allow the financing of certain development impact fees (the "**Fees**") levied in accordance with the Mitigation Fee Act (California Government Code Sections 66000 and following) and other authority providing for the levy of fees on new development to pay for public capital improvements (collectively, the "**Fee Act**") through the levy of special assessments pursuant to the Municipal Improvement Act of 1913 (Streets and Highways Code Sections 10000 and following) (the "**1913 Act**") and the issuance of improvement bonds (the "**Local Obligations**") under the Improvement Bond Act of 1915 (Streets and Highways Code Sections 8500 and following) (the "**1915 Act**") upon the security of the unpaid special assessments; and

WHEREAS, the JPA desires to allow the owners of property being developed within the Lincoln/Rocklin/Roseville Jurisdiction to participate in SCIP and to allow the Authority to conduct assessment proceedings under the 1913 Act and issue Local Obligations under the 1915 Act to finance Fees levied on such properties, provided that such property owners voluntarily agree to participate and consent to the levy of such assessments, and provided that Lincoln, Rocklin or Roseville, as applicable, approves

the financing of such Fees by signing the SCIP applications of such property owners;
and

WHEREAS, in each year in which eligible property owners within the Lincoln/Rocklin/Roseville Jurisdiction elect to participate in SCIP, the Authority will conduct assessment proceedings under the 1913 Act and issue Local Obligations under the 1915 Act to finance Fees payable by such property owners and, at the conclusion of such proceedings, will levy special assessments on such property within the JPA's Lincoln/Rocklin/Roseville Jurisdiction pursuant to separate agreements between Lincoln, Rocklin, Roseville and the Authority; and

WHEREAS, the JPA will not be responsible for the conduct of any assessment proceedings; the levy or collection of assessments or any required remedial action in the case of delinquencies in such assessment payments; or the issuance, sale or administration of the Local Obligations or any other bonds issued in connection with SCIP;

NOW, THEREFORE, BE IT RESOLVED by the Board of Directors of the South Placer Regional Transportation Authority as follows:

Section 1. The Board hereby approves the Fee Collection and Disbursement Agreement among the JPA, Authority, Lincoln, Rocklin and Roseville (the "**Agreement**") in substantially the form presented at this meeting, together with any additions thereto or changes therein deemed necessary or advisable by the Chair or his designee (the "**Authorized Officer**"), such approval to be conclusively evidenced by the execution and delivery thereof. The Authorized Officer is authorized and directed to execute, and the Secretary is hereby authorized and directed to attest, the final form of the Agreement, for and in the name and on behalf of the JPA. The Board hereby authorizes the delivery and performance of the Agreement.

Section 2. The appropriate officials and staff of Lincoln, Rocklin and Roseville are hereby authorized and directed to make SCIP applications available to all property owners who are subject to Fees for new development within the Lincoln/Rocklin/Roseville Jurisdiction and to inform such owners of their option to participate in SCIP; provided, that the Authority shall be responsible for providing such applications and related materials at its own expense. The staff persons listed on the attached Exhibit A, and any other staff persons chosen by the Chair of the JPA's Board of Directors from time to time, are hereby designated as the contact persons for the Authority in connection with the SCIP program.

Section 3. The appropriate officials and staff of the JPA are hereby authorized and directed to execute and deliver such closing certificates, requisitions and related documents as are reasonably required by the Authority in accordance with the Manual to implement SCIP for property owners who elect to participate in SCIP and to evidence compliance with the requirements of federal and state law in connection with the issuance by the Authority of the Local Obligation and any other bonds for SCIP. To that

end, and pursuant to Treasury Regulations Section 1.150-2, the staff persons listed on Exhibit A, or other staff person acting in the same capacity for the JPA with respect to SCIP, are hereby authorized and designated to declare the official intent of the JPA with respect to the public capital improvements to be paid or reimbursed through participation in SCIP.

Section 4. This Resolution shall take effect immediately upon its adoption. The Secretary of the JPA is hereby authorized and directed to transmit a certified copy of this resolution to the Secretary of the Authority.

* * *

PASSED AND ADOPTED this 28th day of March, 2007, by the following vote, to wit:

AYES Board Members:

NOES Board Members:

ABSENT Board Members:

ABSTAIN Board Members:

Peter Hill, Chair

ATTEST:

Cynthia Page, Secretary

EXHIBIT A

JPA CONTACTS FOR SCIP PROGRAM

Primary Contact

Name: Celia McAdam

Title: Executive Director

Mailing Address: 299 Nevada Street, Auburn, CA 95603

Delivery Address (if different):

E-mail: cmcadam@pctpa.org

Telephone: (530) 823-4030

Fax: (530) 823-4036

Secondary Contact

Name: Cynthia Page

Title: Administrative/Fiscal Officer

Mailing Address: 299 Nevada Street, Auburn, CA 95603

Delivery Address (if different):

E-mail: cpage@pctpa.org

Telephone: (530) 823-4034

Fax: (530) 823-4036



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

TO: Board of Directors & Sutter County Board of Supervisors **DATE: February 15, 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 January 18, Caltrans environmental and local assistance staff met to review/resolve several administrative issues including:
 - FHWA direction on use of the unsigned Programmatic Agreement (by the State Historic Preservation Office) and use in their Tier 1 EIS/EIR draft review version.
 - Caltrans legal sufficiency review of the Administrative Draft Tier 1 EIS/EIR is not required.
 - Administrative Draft Tier 1 EIS/EIR and technical report copies, distribution, review, and timing.
 - Public Participation Report completion with modified NEPA/404 and PDT summaries.
 - Caltrans review of draft Air Quality and Noise technical reports.
 - Tentative timeline: 1st Administrative Draft T1 EIS/EIR -- end of February, Caltrans comments -- end of March, FHWA review draft distribution and orientation -- end of April. Draft T1 EIS/EIR for public review -- summer 2007.
- On January 23, the Placer County Board of Supervisors directed that the County staff proceed with the work associated with development of the Placer County Conservation Plan (PCCP). The County requested staff participation from identified partner agencies (SPRTA and Placer County Water Agency) in the negotiation process with the Resource Agencies. This process will involve PCCP development and associated policy issues.
- On January 24, the SPRTA Board agreed to allocate \$3.0 million of Regional Transportation and Air Quality Mitigation fees designated for the Placer Parkway to complete the Tier 1 EIS/EIR.

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- On February 8, the staff met with Placer County Association of Realtors (Susan Rohan) on Placer Ranch Specific Plan (PRSP) and Placer Parkway coordination. Two continuing concerns were reviewed: 1) the potential east-west arterial alignment and, 2) Parkway corridor width.

The east-west arterial alignment issue appeared to be resolved. The alignment is back within the Parkway's corridor alignment alternative. The corridor width remains a significant concern. The PRSP land plan, to date, is not consistent the Parkway Corridor Preservation effort. The PRSP approach would direct development within portions of the 500'- to 1,000'-wide Parkway corridor. The corridor's width (including limited access and no development buffer provisions) is based on seven to eight years of policy direction and preliminary planning documents. These provisions and the range of alternatives have been agreed to by the resources agencies via the Parkway's modified NEPA/404 process. Reducing the corridor width would result in substantial delay for the Parkway project. To address the corridor width issue, Placer County staff directed PRSP applicants to prepare an alternative land plan that respects the Parkway's Tier 1 corridor width.

Public Outreach

Work began on newsletter #3 and mailing list adjustment. Newsletter objectives are to update the public on the schedule/next steps, share the five corridor alignment alternatives approved by the SPRTA Board, note federal resources agencies agreement on the range of alternatives, and restate opportunities for input. The mailing list update will account for assessor's changes for property owners in/adjacent to the study area, new elected officials, and new additions since the last mail out.

Alternatives

A response to a project stakeholder is on-hold. The issue involves SACOG data from a November Metropolitan Transportation Plan (MTP) update workshop and the conclusion that one Parkway corridor alternative would result in fewer vehicle miles traveled than other alternatives. A SACOG modeling summary is being prepared.

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. Submitted to Caltrans in January.
- ✓ Noise Impact Study. Submitted to Caltrans in January.
- ✓ Natural Environment Study. Caltrans comments completed – revisions underway.
- ✓ Initial Site Assessment. Caltrans comments completed – revisions underway.

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- ✓ 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 model runs are underway.
- ✓ Public Participation. Completed drafts on modified NEPA/404 process and PDT meeting summaries.

Environmental Document Preparation

- Work is underway on all first administrative draft chapters/topics.
- Completed draft Land Use and Policy Scenario. This was an EPA requirement for resource agencies concurrence on the Range of Alternatives (modified NEPA/404 process). It is a scenario/analysis about reducing travel demand through a theoretical smart growth program. The program would use smart growth tools in combination with increased transit to lower VMT in the study area so that a future transportation needs could be met without a new roadway. The results of this analysis indicate that applied on a regional basis this scenario could help to reduce anticipated congestion – but it clearly would not solve the problem by itself.
- Work continued with a vendor (and software) to manage Responses to Comments on the Draft Tier 1 EIS/EIR.

Administrative Record

Work was started to develop a system and compile documents for the Administrative Record through Task 4 – Technical Reports. Legal team input provided a preliminary topical index and protocol. PCTPA, URS, and sub-consultants files were reviewed and photocopied.

Engineering Summary Report

Work began on the draft; which provides a record of engineering decisions involved in the project.