



A G E N D A

Wednesday, May 23, 2007
10:45 am

Board of Supervisors Chambers
175 Fulweiler Avenue
Auburn, California 95603

- A. Roll Call**
- B. Approval of Minutes: April 18, 2007** **Action**
Pg. 1
- C. Agenda Review**
- D. Public Comment**
- E. PUBLIC HEARING: Adoption of Regional Transportation and** **Action**
Air Quality Mitigation Fee Update **Pg. 3**
- F. FY 2007/08 Administrative Budget** **Action**
Pg. 27
- G. Regional Transportation and Air Quality Mitigation Fee** **Action**
Allocation Request for Phase 2 of the I-80 Capacity **Pg. 29**
Improvement Project
- H. Regional Transportation and Air Quality Mitigation Fee** **Action**
Allocation Request and Contract Award for Lincoln Bypass **Pg. 33**
- I. Placer Parkway Corridor Preservation Project & Placer Ranch** **Info**
Specific Plan Coordination **Pg. 36**
- J. Executive Director's Report**
- K. Board Direction to Staff**
- L. Informational Items** **Info**
1. **Status Report: Placer Parkway Corridor Preservation** **Pg. 37**
Project & Tier 1 EIS/EIR

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**SOUTH PLACER REGIONAL TRANSPORTATION AUTHORITY
MINUTES
April 18, 2007**

The South Placer Regional Transportation Authority met on Wednesday, April 18, 2007 at 10:45 a.m. at the Placer County Board of Supervisors Chambers, 175 Fulweiler Avenue, Auburn, California.

ATTENDANCE:	Jim Gray Peter Hill Primo Santini Kirk Uhler	Celia McAdam Cynthia Page
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APPROVAL OF MINUTES

Upon motion by Gray and second by Uhler, the Board approved the minutes of the March 28, 2007 meeting as submitted.

PUBLIC COMMENT

None

WORKSHOP: TIER 2 IMPACT FEE AND SPRTA FEE UPDATE

Celia McAdam spoke about the funding gap between needed transportation projects in Placer County and available funding, despite the implementation of SPRTA traffic mitigation fees. High priority projects for Placer County include: Placer Parkway, SR 65 Bypass, I-80/SR 65 Interchange improvements, SR 65 widening between I-80 and Twelve Bridges, Auburn-Folsom Road widening, and Rocklin Road Interchange improvements.

Staff has been working with the jurisdictions and the Funding Strategy Steering Committee to develop a Regional Transportation Funding Strategy to fund transportation projects. One segment of the funding strategy includes updating existing SPRTA fees. Proposed amendments to the current fee program include: reducing Placer Parkway funding from \$50M to \$10M; adding \$50M for widening of SR 65 to 6 lanes (I-80 to Twelve Bridges); adding \$10M each to Lincoln Bypass and Rocklin Road Interchange; and adding \$8M to Auburn-Folsom Road.

Fees to be collected from new growth areas in the SPRTA program include: \$30M for I-80/SR 65 Interchange improvements; \$45M for widening of SR 65 to 6 lanes (I-80 to Twelve Bridges); and \$50M for Lincoln Bypass Phase 2 south of Wise Road.

A proposed second layer of fees for new growth from major projects anticipated in the southwestern portion of the County are called Tier 2 fees. Tier 2 fees would be a flat fee imposed by jurisdictions via development agreements and would generate approximately \$480M funding the following projects: \$470M for Placer Parkway 4-laning from SR 65 to SR 70/99, and \$10M for I-80/SR65 Interchange.

SPRTA Minutes

April 18, 2007

Page 2

The Transportation Uniform Mitigation Fee (TUMF) is a new fee assessed as a separate program outside of the SPRTA area providing the following funding: \$8M for I-80 improvements east of SR 65 and \$4M for SR 49 capacity and operational improvements. The TUMF would be assessed at \$600 per dwelling unit, generating approximately \$12M and would be a requirement for local jurisdictions to receive subvention funds from a transportation sales tax, should it be passed.

Upon inquiry from Boardmember Uhler, Celia McAdam stated that the TAC is currently considering whether or not the University should pay full or partial fees or no fees at all. There is court case in progress about such fees for universities.

Boardmember Santini expressed the need for these transportation projects to support the growing Placer economy, and noted the importance of moving forward on these strategies.

The SPRTA TAC and staff will be developing memoranda of agreements (MOAs) between the four SPRTA jurisdictions for each city council to act upon. A workshop with the development community is being scheduled for May to discuss the fee program. Presentations to each city council on the sales tax portion of the program will be held this Fall. It is projected that the sales tax will be on the November, 2008 ballot.

EXECUTIVE DIRECTOR'S REPORT

Phase I of the I-80 project is officially under construction. Staff is planning a groundbreaking ceremony.

Meeting adjourned.

Celia McAdam
Executive Director

Peter Hill, Chair



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

TO: Board of Directors

DATE: May 9, 2007

FROM: Celia McAdam, Executive Director

SUBJECT: PUBLIC HEARING: ADOPTION OF REGIONAL TRANSPORTATION AND AIR QUALITY MITIGATION FEE UPDATE

ACTION REQUESTED

1. Conduct a public hearing to consider the Regional Transportation and Air Quality Mitigation Fee Update
2. Approve Resolution #07-03, adopting the Regional Transportation and Air Quality Mitigation Fee Update.

BACKGROUND

The comprehensive update to the current Regional Transportation and Air Quality Mitigation Fee was reviewed by the Board at your April workshop. As noted, each component can stand on its own, but also function as part of the Placer Transportation Funding Strategy, which includes additional transportation impact (Tier 2) fees and a potential transportation sales tax.

DISCUSSION

Summary of Changes

The key provisions of this update are intended to reflect the most current information regarding project needs, and to modify the project list accordingly. Specifically, those changes include:

- 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 2007/08. These costs are spread on a nexus basis.

SPRTA Board of Directors
REGIONAL TRANSPORTATION AND AIR QUALITY MITIGATION FEE UPDATE
May 2007
Page 2

- 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 are 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 are spread on a nexus basis.

The attached Technical Memorandum from Fehr and Peers provides the required nexus analysis on which the fee update is based. The updated fee schedule resulting from these changes is shown on Tables 4 and 5 (pages 6 and 7) of the attached report.

Review and Outreach

The Regional Transportation and Air Quality Mitigation Fee Program Update has undergone significant scrutiny and participation in its development, and is now ready for adoption. All legal requirements, including public notices, have been met.

A public workshop is set for May 15, 2007 at the PCTPA offices, which specifically targeted members of the development community, as they will be most affected by the impact fee. Staff will provide a summary of that workshop at your Board meeting.

Fee Program Update Adoption

The fee program update must be adopted by unanimous vote of the four SPRTA members, and is specified in Resolution #07-03. Once adopted, the new fees will go into effect August 1, 2007.

CM:ss



TECHNICAL MEMORANDUM

Date: April 11, 2007

To: Celia McAdam, Placer County Transportation Planning Agency
Rick Dondro, Placer County
John Pedri, City of Lincoln
Larry Wing, City of Rocklin
Rob Jensen, City of Roseville

From: Sarah Brandenberg & Alan Telford, Fehr & Peers

Subject: 2007 SPRTA Traffic Impact Fee Update

RS05-2169

The 2007 SPRTA Traffic Impact Fee Update proposes the following changes to the current fee program:

1. Add I-80/Rocklin Road interchange improvements (\$10 million)
2. Add Auburn-Folsom Road widening (\$8 million)
3. Add Hwy 65 widening (\$50 million) based on a flat fee per DUE
4. Increase the contribution for the Lincoln Bypass (from \$20 million to \$30 million)
5. Reduce the contribution for Placer Parkway (from \$50 million to \$10 million) based on a flat fee per DUE

The project background, proposed changes, methodology, and resulting traffic impact fees are presented below.

BACKGROUND

The SPRTA fee program began in 2002 to fund approximately \$124.9 million for regional transportation projects. The projects included in the fee program along with the original funding contributions are listed below.

- Placer Parkway (\$50 million)
- Sierra College Boulevard (\$39.6 million)
- Lincoln Bypass (\$10 million)
- Douglas Boulevard/I-80 Interchange (\$15.31 million)
- Transit Projects (\$7 million)
- Administrative Costs (\$3 million)

In fall 2006, the SPRTA fees were amended to reflect current construction cost estimates and updated land use projections for the South Placer region. In addition, the funding for the Lincoln Bypass was increased from \$10 million to \$20 million. Table 1 presents the project costs funded by SPRTA as part of the 2006 fee update. As shown, the SPRTA fee program currently funds \$153.03 million in transportation improvements in the South Placer region.

Table 1 SPRTA Roadway Projects & Funding Contributions For Original and Existing Fees			
Roadway Project	Original Cost Contribution (millions)	Existing (2006 Fee Update) Cost (millions)	Description of Change
Placer Parkway	\$50.00	\$50.00	Original Amount
Sierra College Boulevard Widening	\$39.60	\$43.99	2006 Cost Estimate & Previous Widening Costs ¹
Lincoln Bypass	\$10.00	\$20.00	Increased as requested by Lincoln
I-80/Douglas Interchange Improvements	\$15.31	\$29.04	Actual Construction Costs ²
Transit Projects	\$7.00	\$7.00	Original Amount
Administration Costs	\$3.00	\$3.00	Original Amount
Total	\$124.91	\$153.03	--
Notes:			
1. Fehr & Peers and Mark Thomas & Company Sierra College Boulevard Cost Estimate Study, January 2006.			
2. Updated cost based on actual construction costs provided by the City of Roseville.			
Source: <i>Fehr & Peers, 2007.</i>			

PROPOSED 2007 UPDATE

The 2007 SPRTA traffic impact fee update proposes the following changes to the current fee program:

1. Add I-80/Rocklin Road interchange improvements (\$10 million)
2. Add Auburn-Folsom Road widening (\$8 million)
3. Add Hwy 65 widening (\$50 million) based on a flat fee per DUE
4. Increase the contribution for the Lincoln Bypass (from \$20 million to \$30 million)
5. Reduce the contribution for Placer Parkway (from \$50 million to \$10 million) based on a flat fee per DUE

The three new roadway improvement projects and the proposed contribution changes for existing SPRTA projects would result in SPRTA funding \$191.03 million for South Placer transportation projects (an additional \$38 million). Table 2 presents the roadway projects and cost contributions for the proposed 2007 fee update and for the existing (2006) and original SPRTA fees.

Table 2			
Proposed 2007 SPRTA Roadway Projects & Funding Contributions			
Roadway Project	Cost Contribution (millions)		
	Original 2002	Existing 2006 Fee Update	Proposed 2007 Fee Update
Placer Parkway	\$50.00	\$50.00	\$10.00
Sierra College Boulevard Widening	\$39.60	\$43.99	\$43.99
Lincoln Bypass	\$10.00	\$20.00	\$30.00
I-80/Douglas Interchange Improvements	\$15.31	\$29.04	\$29.04
Hwy 65 Widening	--	--	\$50.00
I-80/Rocklin Rd Interchange Improvements	--	--	\$10.00
Auburn-Folsom Road Widening	--	--	\$8.00
Transit Projects	\$7.00	\$7.00	\$7.00
Administration Costs	\$3.00	\$3.00	\$3.00
Total	\$124.91	\$153.03	\$191.03
Source: <i>Fehr & Peers, 2007.</i>			

METHODOLOGY

The 2007 traffic fee update is based on land use growth estimates contained in the 2005 version of the South Placer traffic model. The South Placer model was used to determine the total number of trips that would use the roadway improvements for each fee district. The projected growth within each fee district was used to determine the percent of new trips using the roadway improvements. This version of the South Placer model was also used in the 2006 fee update.

The methodology used to calculate the updated traffic fees is consistent with the methodology used to calculate fees for the member jurisdiction's fee programs and is discussed in more detail below.

Land Use Growth Estimates

The South Placer traffic model was used to determine the projected land use growth within each fee district. The South Placer model estimates the amount of land use under base year (Year 2004) and future (Year 2025) conditions. The Year 2025 model contains the Tier 2 development projects listed below that have not yet been approved. Therefore, these projects were removed from the model.

- Placer Ranch
- Sierra Vista
- Curry Creek (already 0 land use in 2025 model)
- Regional University
- Creekview
- Lincoln SOI
- Placer Vineyards (only Phase 1 assumed in the model, as consistent with previous SPRTA fees)

Land uses in the South Placer model were also modified based on discussions with the SPRTA jurisdictions. The land use changes are documented in *2006 SPRTA Traffic Impact Fee Update – Final*, Fehr & Peers, October 10, 2006.

DUE Growth Estimates

The South Placer model land use assumptions were converted into dwelling unit equivalents (DUEs) under base year and future conditions. DUE rates reflect the trip generation and trip characteristics for various land uses (e.g., trip length and percentage of new trips). The difference between the future land use forecasts and base year land use estimates was used to determine the expected growth within each fee district. Table 3 summarizes the number of new DUEs by fee district.

Table 3 DUE Growth for Fee Districts		
DISTRICT	2006/2007 SPRTA Fees	
	DUE Growth	% SHARE
Dry Creek	16,284	14.1%
Granite Bay	2,249	1.9%
Lincoln	17,774	15.4%
Newcastle/Horseshoe Bar	2,879	2.5%
Placer Central	6,591	5.7%
Placer West	2,037	1.8%
Rocklin	16,715	14.5%
Roseville West	31,701	27.5%
Roseville East	12,103	10.4%
Sunset	7,128	6.2%
Total	115,461	100%

Fee District Cost Share

SPRTA's cost contributions to the following projects were based on a flat fee per DUE for all new development in the South Placer region.

- Placer Parkway (\$10 million) - \$87 per DUE
- Hwy 65 Widening (\$50 million) - \$433 per DUE

The remaining roadway improvement projects were based on a nexus analysis using the South Placer model. The methodology used to determine the cost share for each fee district is discussed below.

- The 2025 South Placer model was updated to contain the roadway projects included in the fee

program.

- The 2025 South Placer model was used to conduct a PM peak hour select link analysis to determine the number of trips from the fee districts using each roadway project (e.g., the number of vehicles traveling from Roseville to Rocklin using Sierra College Boulevard).
- The select link analysis was used to develop a trip matrix to track PM peak hour trips between the fee districts for each roadway project.
- The total number of PM peak hour trips generated by each district in the base year and future models was used to calculate the percent growth of each district.
- The percent growth was used to estimate the number of trips using the roadway network in 2025 generated by new growth (i.e., new trips).
- The percent of “new” trips using each roadway improvement was used to allocate the cost share.
- The total cost share and the growth in DUEs was used to determine the fee per DUE.

Attachment A contains tables summarizing the cost share distribution and resulting fee per DUE for each roadway improvement project.

Table 4 displays the total cost that would be generated by the fee districts for each roadway facility with the proposed 2007 fee update. As shown, the total average cost per DUE is \$1,262 (with fee credits) and ranges from \$634 in Dry Creek to \$2,038 in Placer West. Attachment B summarizes the fee credits applied to each district (fee credits are consistent with the 2006 fee update/existing SPRTA fees).

CHANGE IN TRAFFIC FEES

Table 5 summarizes the changes between the existing (2006) and proposed 2007 SPRTA traffic impact fees. As shown, the average fee has increased by approximately \$330 per DUE. Two of the ten fee districts have a decrease in fees (Lincoln and Sunset), while eight districts have an increase. The decrease in traffic fees in the Lincoln and Sunset districts is due to their large contribution towards the Placer Parkway project under the current fee program. With the proposed flat fee of \$87 per DUE for Placer Parkway improvements, Lincoln’s contribution towards Placer Parkway has decreased from \$755 to \$87 per DUE and Sunset’s contribution has decreased from \$1,480 to \$87 per DUE.

Four of the fee districts have an increase in traffic fees of over \$600 per DUE. Granite Bay has the largest increase of \$1,335 per DUE primarily due to the addition of the Auburn-Folsom Road widening project (\$735 per DUE) and the flat fee for the SR 65 widening (\$433 per DUE). The fee increases of over \$600 in the Newcastle/Horseshoe Bar and Roseville East districts are also primarily due to the addition of the Auburn-Folsom Road widening project (\$121-184 per DUE) and the flat fee for the SR 65 widening (\$433 per DUE). The fee increase of \$679 in Rocklin is primarily due to the addition of the I-80/Rocklin Road interchange project (\$437 per DUE) and the flat fee for SR 65 widening (\$433 per DUE).

Table 4: Total Cost Per Fee District with Proposed 2007 Fee Update

District	Dwelling Unit Equivalents	Placer Parkway ²	Sierra College Blvd. ¹	Lincoln Bypass ¹	I-80/Douglas Blvd. ¹	SR 65 ²	I-80/Rocklin Rd. ¹	Auburn-Folsom Rd. ¹	Transit Projects ²	Administration ²	Total Cost	Total Cost Per DUE	Fee Credit Per DUE	Fees Collected To Date Per DUE	Net Fee Per DUE
Dry Creek	16,284	\$1,410,375	\$228,346	\$531,275	\$98,274	\$7,051,873	\$154,286	\$110,738	\$987,262	\$423,112	\$10,995,541	\$675	\$1	\$40	\$634
Granite Bay	2,249	\$194,793	\$2,050,904	\$169,746	\$1,465,713	\$973,963	\$197,785	\$1,652,067	\$136,355	\$58,438	\$6,899,763	\$3,068	\$1,211	\$227	\$1,630
Lincoln	17,774	\$1,539,354	\$8,364,282	\$9,697,055	\$2,699,303	\$7,696,771	\$117,633	\$640,378	\$1,077,548	\$461,806	\$32,294,132	\$1,817	\$56	\$132	\$1,629
Newcastle/Horseshoe Bar	2,879	\$249,367	\$2,333,436	\$48,711	\$248,956	\$1,246,835	\$231,394	\$530,289	\$174,557	\$74,810	\$5,138,357	\$1,785	\$43	\$79	\$1,663
Placer Central	6,591	\$570,812	\$7,788,774	\$239,354	\$297,830	\$2,854,059	\$20,321	\$175,076	\$399,568	\$171,244	\$12,517,038	\$1,899	\$34	\$59	\$1,806
Placer West	2,037	\$176,462	\$639,469	\$1,968,330	\$269,331	\$882,311	\$16,963	\$72,635	\$123,524	\$52,939	\$4,201,963	\$2,062	\$8	\$16	\$2,038
Rocklin	16,715	\$1,447,654	\$11,262,924	\$3,685,359	\$3,249,203	\$7,238,268	\$7,310,599	\$1,254,949	\$1,013,358	\$434,296	\$36,896,609	\$2,207	\$12	\$199	\$1,997
Roseville West	31,701	\$2,745,601	\$2,942,822	\$6,176,386	\$5,221,527	\$13,728,005	\$1,134,317	\$1,603,211	\$1,921,921	\$823,680	\$36,297,471	\$1,145	\$236	\$84	\$825
Roseville East	12,103	\$1,048,273	\$6,768,493	\$2,554,984	\$13,864,481	\$5,241,367	\$467,494	\$1,459,444	\$733,791	\$314,482	\$32,452,810	\$2,681	\$1,616	\$84	\$981
Sunset	7,128	\$617,310	\$1,614,283	\$4,928,800	\$1,626,584	\$3,086,548	\$349,207	\$501,212	\$432,117	\$185,193	\$13,341,253	\$1,872	\$0	\$387	\$1,484
Total Cost/Average Fee Per DUE	115,461	\$10,000,000	\$43,993,733	\$30,000,000	\$29,041,204	\$50,000,000	\$10,000,000	\$8,000,000	\$7,000,000	\$3,000,000	\$191,034,937	\$1,655	\$271	\$121	\$1,262
Total Cost/Fee Credit Summary												\$191,034,937	\$31,346,786	\$13,922,693	\$145,765,458

Notes:
 1. Fee per DUE based on nexus using South Placer Model.
 2. Fee per DUE based on flat fee.
 Source: Fehr & Peers, April 10, 2007

Table 5 - Proposed 2007 SPRTA Fee Per DUE

District	Dwelling Unit Equivalents	2006 SPRTA Fee	2007 New/Modified SPRTA Roadway Projects						Proposed 2007 Fee Per DUE	Difference
			Original Placer Parkway ¹	New Placer Parkway ²	SR 65 HOV Lanes ²	Lincoln Bypass ¹	Auburn- Folsom Rd ¹	I-80/Rocklin Rd ¹		
Dry Creek	16,284	\$175	-\$88	\$87	\$433	\$11	\$7	\$9	\$634	\$459
Granite Bay	2,249	\$295	-\$33	\$87	\$433	\$25	\$735	\$88	\$1,630	\$1,335
Lincoln	17,774	\$1,640	-\$755	\$87	\$433	\$182	\$36	\$7	\$1,629	-\$11
Newcastle/Horseshoe Bar	2,879	\$1,057	-\$184	\$87	\$433	\$6	\$184	\$80	\$1,663	\$606
Placer Central	6,591	\$1,636	-\$392	\$87	\$433	\$12	\$27	\$3	\$1,806	\$170
Placer West	2,037	\$1,762	-\$609	\$87	\$433	\$322	\$36	\$8	\$2,038	\$277
Rocklin	16,715	\$1,317	-\$426	\$87	\$433	\$73	\$75	\$437	\$1,997	\$679
Roseville West	31,701	\$544	-\$391	\$87	\$433	\$65	\$51	\$36	\$825	\$280
Roseville East	12,103	\$288	-\$56	\$87	\$433	\$70	\$121	\$39	\$981	\$693
Sunset	7,128	\$2,095	-\$1,480	\$87	\$433	\$231	\$70	\$49	\$1,484	-\$610
Total DUEs/Average Fee Per DUE	115,461	\$933	-\$433	\$87	\$433	\$87	\$69	\$87	\$1,262	\$329
Total DUEs / Cost	115,461	\$107,765,458	-\$50,000,000	\$10,000,000	\$50,000,000	\$10,000,000	\$8,000,000	\$10,000,000	\$145,765,458	\$38,000,000

Notes:
 1. Fee per DUE based on nexus using South Placer Model.
 2. Fee per DUE based on flat fee.
 Source: Fehr & Peers, April 10, 2007

Attachment A

Cost Share Distribution for Roadway Projects

Placer Parkway - Cost Per DUE by Fee District (Flat Fee Per DUE)					
District	New DUEs	Total Cost Share	Cost Per DUE	Credit to Fee Program	Cost Per DUE with Credits
Dry Creek	16,284	\$1,410,375	\$87	\$0	\$87
Granite Bay	2,249	\$194,793	\$87	\$0	\$87
Lincoln	17,774	\$1,539,354	\$87	\$0	\$87
Newcastle/Horseshoe Bar	2,879	\$249,367	\$87	\$0	\$87
Placer Central	6,591	\$570,812	\$87	\$0	\$87
Placer West	2,037	\$176,462	\$87	\$0	\$87
Rocklin	16,715	\$1,447,654	\$87	\$0	\$87
Roseville West	31,701	\$2,745,601	\$87	\$0	\$87
Roseville East	12,103	\$1,048,273	\$87	\$0	\$87
Sunset	7,128	\$617,310	\$87	\$0	\$87
Total/Average Cost Per DUE	115,461	\$10,000,000	\$87	\$0	\$87
Total Cost/Fee Credit Summary			\$10,000,000	\$0	\$10,000,000

Sierra Collge Boulevard - Cost Per DUE by Fee District

District	Total DUEs	1. SR 193 to Rocklin N. Limit		2. Rocklin N. Limit to Taylor Road		3. Taylor Road to Granite Dr	
		Percent Use	Cost Share	Percent Use	Cost Share	Percent Use	Cost Share
Dry Creek	16,284	0.4%	\$51,512	1.4%	\$130,012	0.7%	\$11,685
Granite Bay	2,249	1.3%	\$179,479	1.5%	\$133,179	2.0%	\$35,062
Lincoln	17,774	35.3%	\$4,790,827	20.7%	\$1,864,378	14.5%	\$256,859
Newcastle/Horseshoe Bar	2,879	4.6%	\$629,054	4.3%	\$390,067	7.1%	\$126,474
Placer Central	6,591	25.7%	\$3,490,921	25.4%	\$2,286,637	23.1%	\$409,327
Placer West	2,037	2.4%	\$329,258	1.8%	\$161,937	1.1%	\$19,248
Rocklin	16,715	16.1%	\$2,180,349	28.2%	\$2,537,679	37.0%	\$655,260
Roseville West	31,701	7.1%	\$958,021	5.0%	\$451,074	3.9%	\$69,936
Roseville East	12,103	3.3%	\$452,619	3.4%	\$302,849	10.4%	\$184,652
Sunset	7,128	3.7%	\$503,870	8.3%	\$749,009	0.2%	\$3,397
Total/Average Cost Per DUE	115,461	100.0%	\$13,565,910	100.0%	\$9,006,820	100.0%	\$1,771,900

Sierra College Boulevard (continued) - Cost Per DUE by Fee District

District	Total DUEs	5. I-80 to Rocklin Road		6. Rocklin Road to City Limit		7. City Limit to Douglas Blvd.	
		Percent Use	Cost Share	Percent Use	Cost Share	Percent Use	Cost Share
Dry Creek	16,284	0.1%	\$2,057	0.2%	\$5,252	0.0%	\$103
Granite Bay	2,249	4.0%	\$127,005	4.0%	\$107,612	6.3%	\$213,906
Lincoln	17,774	11.0%	\$351,565	5.5%	\$147,841	6.9%	\$236,972
Newcastle/Horseshoe Bar	2,879	7.4%	\$235,131	7.4%	\$198,322	7.6%	\$258,029
Placer Central	6,591	12.3%	\$391,162	9.3%	\$249,731	10.7%	\$365,279
Placer West	2,037	0.9%	\$28,283	0.5%	\$12,078	0.6%	\$19,593
Rocklin	16,715	34.2%	\$1,092,325	33.7%	\$905,452	37.7%	\$1,286,414
Roseville West	31,701	0.3%	\$10,438	1.4%	\$37,293	0.7%	\$22,501
Roseville East	12,103	29.8%	\$951,420	37.8%	\$1,013,820	29.5%	\$1,007,388
Sunset	7,128	0.0%	\$1,337	0.2%	\$6,449	0.0%	\$302
Total/Average Cost Per DUE	115,461	100%	\$3,190,725	100%	\$2,683,850	100%	\$3,410,488

Sierra College Boulevard (continued) - Cost Per DUE by Fee District

District	Total DUEs	8. Douglas Blvd. to Eureka Rd.		9. Eureka Rd. to Roseville Pkwy.		10. Roseville Pkwy. to Sacramento Co. Line		Total Cost Share	Cost Per DUE	Credit to Fee Program	Cost Per DUE with Credits
		Percent Use	Cost Share	Percent Use	Cost Share	Percent Use	Cost Share				
Dry Creek	16,284	0.1%	\$3,804	0.1%	\$1,920	0.6%	\$22,002	\$228,346	\$14	\$1	\$13
Granite Bay	2,249	17.2%	\$751,539	12.6%	\$259,350	6.2%	\$243,771	\$2,050,904	\$912	\$1,211	-\$299
Lincoln	17,774	6.1%	\$265,927	6.5%	\$134,488	8.0%	\$315,425	\$8,364,282	\$471	\$0	\$471
Newcastle/Horseshoe Bar	2,879	6.2%	\$270,620	5.7%	\$116,919	2.8%	\$108,819	\$2,333,436	\$810	\$43	\$767
Placer Central	6,591	7.1%	\$311,028	6.6%	\$137,158	3.8%	\$147,530	\$7,788,774	\$1,182	\$34	\$1,148
Placer West	2,037	0.6%	\$25,726	0.6%	\$11,600	0.8%	\$31,746	\$639,469	\$314	\$8	\$305
Rocklin	16,715	28.3%	\$1,237,522	27.1%	\$559,963	20.6%	\$807,959	\$11,262,924	\$674	\$12	\$662
Roseville West	31,701	9.4%	\$410,994	10.7%	\$221,236	19.4%	\$761,329	\$2,942,822	\$93	\$26	\$67
Roseville East	12,103	23.6%	\$1,032,070	27.1%	\$558,807	32.3%	\$1,264,869	\$6,768,493	\$559	\$156	\$403
Sunset	7,128	1.6%	\$70,421	3.1%	\$63,120	5.5%	\$216,378	\$1,614,283	\$226	\$0	\$226
Total/Average Cost Per DUE	115,461	100.0%	\$4,379,650	100.0%	\$2,064,562	100.0%	\$3,919,828	\$43,993,733	\$381	\$6,012,578	\$329
Total Cost/Fee Credit Summary									\$43,993,733	\$6,012,578	\$37,981,155

Lincoln Bypass - Cost Per DUE by Fee District

District	New DUEs	Percent Use	Cost Share	Cost Per DUE	Credit to Fee Program	Cost Per DUE with Credits
Dry Creek	16,284	1.8%	\$531,275	\$33	\$0	\$33
Granite Bay	2,249	0.6%	\$169,746	\$75	\$0	\$75
Lincoln	17,774	32.3%	\$9,697,055	\$546	\$56	\$489
Newcastle/Horseshoe Bar	2,879	0.2%	\$48,711	\$17	\$0	\$17
Placer Central	6,591	0.8%	\$239,354	\$36	\$0	\$36
Placer West	2,037	6.6%	\$1,968,330	\$966	\$0	\$966
Rocklin	16,715	12.3%	\$3,685,359	\$220	\$0	\$220
Roseville West	31,701	20.6%	\$6,176,386	\$195	\$0	\$195
Roseville East	12,103	8.5%	\$2,554,984	\$211	\$0	\$211
Sunset	7,128	16.4%	\$4,928,800	\$692	\$0	\$692
Total/Average Cost Per DUE	115,461	100.0%	\$30,000,000	\$260	\$1,000,000	\$251
Total Cost/Fee Credit Summary				\$30,000,000	\$1,000,000	\$29,000,000

I-80/Douglas Boulevard Interchange - Cost Per DUE by Fee District						
District	Total DUEs	Percent Use	Cost Share	Cost Per DUE	Credit Per DUE to Fee Program	Cost Per DUE with Credits
Dry Creek	16,284	0.3%	\$98,274	\$6	\$0	\$6
Granite Bay	2,249	5.0%	\$1,465,713	\$652	\$0	\$652
Lincoln	17,774	9.3%	\$2,699,303	\$152	\$0	\$152
Newcastle/Horseshoe Bar	2,879	0.9%	\$248,956	\$86	\$0	\$86
Placer Central	6,591	1.0%	\$297,830	\$45	\$0	\$45
Placer West	2,037	0.9%	\$269,331	\$132	\$0	\$132
Rocklin	16,715	11.2%	\$3,249,203	\$194	\$0	\$194
Roseville West	31,701	18.0%	\$5,221,527	\$165	\$210	-\$45
Roseville East	12,103	47.7%	\$13,864,481	\$1,145	\$1,460	-\$315
Sunset	7,128	5.6%	\$1,626,584	\$228	\$0	\$228
Total/Average Cost Per DUE	115,461	100.0%	\$29,041,204	\$252	\$24,334,208	\$41
Total Cost/Fee Credit Summary				\$29,041,204	\$24,334,208	\$4,706,996

Note: The fee credit for Roseville is based on the entire original improvement cost plus Roseville's fair share of the additional cost (\$15.31M + 65.7%(\$29.04M - \$15.31M) = \$24.33M. Roseville will be reimbursed the remaining amount of \$4.71M from the other SPRTA districts since they fronted the cost of the improvement. Roseville fee credits are based on cost share percentages between the East and West districts (Roseville West = 27.4% and Roseville East = 72.6% of the \$24.33 million credit).

SR 65 Widening - Cost Per DUE by Fee District (Flat Fee Per DUE)					
District	New DUEs	Total Cost Share	Cost Per DUE	Credit to Fee Program	Cost Per DUE with Credits
Dry Creek	16,284	\$7,051,873	\$433	\$0	\$433
Granite Bay	2,249	\$973,963	\$433	\$0	\$433
Lincoln	17,774	\$7,696,771	\$433	\$0	\$433
Newcastle/Horseshoe Bar	2,879	\$1,246,835	\$433	\$0	\$433
Placer Central	6,591	\$2,854,059	\$433	\$0	\$433
Placer West	2,037	\$882,311	\$433	\$0	\$433
Rocklin	16,715	\$7,238,268	\$433	\$0	\$433
Roseville West	31,701	\$13,728,005	\$433	\$0	\$433
Roseville East	12,103	\$5,241,367	\$433	\$0	\$433
Sunset	7,128	\$3,086,548	\$433	\$0	\$433
Total/Average Cost Per DUE	115,461	\$50,000,000	\$433	\$0	\$433
Total Cost/Fee Credit Summary			\$50,000,000	\$0	\$50,000,000

I-80/Rocklin Road Interchange Improvements - Cost Per DUE by Fee District						
District	New DUEs	Interchange Improvements		Cost Per DUE	Credit to Fee Program	Cost Per DUE with Credits
		Percent Use	Cost Share			
Dry Creek	16,284	1.5%	\$154,286	\$9	\$0	\$9
Granite Bay	2,249	2.0%	\$197,785	\$88	\$0	\$88
Lincoln	17,774	1.2%	\$117,633	\$7	\$0	\$7
Newcastle/Horseshoe Bar	2,879	2.3%	\$231,394	\$80	\$0	\$80
Placer Central	6,591	0.2%	\$20,321	\$3	\$0	\$3
Placer West	2,037	0.2%	\$16,963	\$8	\$0	\$8
Rocklin	16,715	73.1%	\$7,310,599	\$437	\$0	\$437
Roseville West	31,701	11.3%	\$1,134,317	\$36	\$0	\$36
Roseville East	12,103	4.7%	\$467,494	\$39	\$0	\$39
Sunset	7,128	3.5%	\$349,207	\$49	\$0	\$49
Total/Average Cost Per DUE	115,461	100%	\$10,000,000	\$87	\$0	\$87
Total Cost				\$10,000,000	\$0	\$10,000,000

Auburn-Folsom Widening - Cost Per DUE by Fee District

District	New DUEs	Douglas Blvd to Sacramento County Line		Cost Per DUE	Credit to Fee Program	Cost Per DUE with Credits
		Percent Use	Cost Share			
Dry Creek	16,284	1.4%	\$110,738	\$7	\$0	\$7
Granite Bay	2,249	20.7%	\$1,652,067	\$735	\$0	\$735
Lincoln	17,774	8.0%	\$640,378	\$36	\$0	\$36
Newcastle/Horseshoe Bar	2,879	6.6%	\$530,289	\$184	\$0	\$184
Placer Central	6,591	2.2%	\$175,076	\$27	\$0	\$27
Placer West	2,037	0.9%	\$72,635	\$36	\$0	\$36
Rocklin	16,715	15.7%	\$1,254,949	\$75	\$0	\$75
Roseville West	31,701	20.0%	\$1,603,211	\$51	\$0	\$51
Roseville East	12,103	18.2%	\$1,459,444	\$121	\$0	\$121
Sunset	7,128	6.3%	\$501,212	\$70	\$0	\$70
Total/Average Cost Per DUE	115,461	100%	\$8,000,000	\$69	\$0	\$69
Total Cost				\$8,000,000	\$0	\$8,000,000

Attachment B

SPRTA and Non-SPRTA Trip Credits

Fee District Credits

Pre-SPRTA Credits (Fees collected through local fee programs)

Prior to the implementation of the SPRTA fee program, some fee districts had already accumulated funding for certain roadway projects from prior traffic impact fees. Funding has already been collected for portions of the Sierra College Boulevard widening, Lincoln Bypass, and I-80/Douglas Boulevard interchange. Therefore, the SPRTA traffic fees were updated to reflect the funding that has already been collected by each fee district as described below. Approximately \$31.3 million has already been collected by the participating fee districts through local fee programs.

- **City of Roseville** has already collected and constructed (or is currently constructing) about \$2.7 million in improvements to Sierra College Boulevard.

The original SPRTA fee program credited the City of Roseville \$15.31 million for the cost of the I-80/Douglas Boulevard interchange project, which was the original cost estimate. Since the cost of the I-80/Douglas Boulevard interchange project has been increased to reflect actual construction costs (\$29.04 million), Roseville will be credited the original cost estimate (\$15.31 million) plus their fair share of the additional cost (65.7 percent). This equates to a fee credit of \$24.33 million ($\$15.31\text{M} + 65.7\% (\$29.04\text{M} - \$15.31\text{M}) = \24.33M). Roseville will be reimbursed the remaining amount of \$4.71 million from the other SPRTA districts since they fronted the cost of the improvement.

The City of Roseville fee credits have been distributed based on cost share percentages between the Roseville West and Roseville East fee districts.

- **Placer County** has already collected about \$3.1 million for improvements to Sierra College Boulevard. The majority of the fee credit was given to Granite Bay.
- **City of Rocklin** has already collected \$200,000 for improvements to Sierra College Boulevard.
- **City of Lincoln** has already collected \$1 million for the Lincoln Bypass.

The fee credits per DUE were calculated based on the updated fee credits presented above and the total number of new DUEs per fee district. As shown in Table 4 in the memorandum, an average fee credit of \$271 per DUE was applied to the total fees to account for funds already collected by the jurisdictions.

SPRTA Credits (Fees Collected by SPRTA)

The traffic fees collected as of April 2006 were provided by PCTPA for each SPRTA jurisdiction. Placer County provided detailed information on fees collected for each district within the County. Table B-1 summarizes the fees collected during each fiscal year by jurisdiction. As shown, nearly \$16.9 million has been collected since the fee program began in 2002. Please note that the dates shown in the table

reflect the time period in which the fees were received by SPRTA. Typically, SPRTA receives funds one or two quarters after the fees are actually collected by the jurisdictions.

Jurisdiction/Fee District	Fees Received by SPRTA During Fiscal Year				Total	Amount Applied to Fee Update ²	Total DUEs	Credit Per DUE
	2002-03	2003-04	2004-05	2005-06 ¹				
Dry Creek	\$453,474	\$82,968	\$111,486	\$25,632	\$673,560	\$647,928	16,284	\$39.79
Granite Bay	\$125,677	\$79,883	\$305,341	\$143,532	\$654,434	\$510,901	2,249	\$227.16
Newcastle/Horseshoe Bar	\$85,168	\$84,242	\$56,787	\$100,552	\$326,750	\$226,197	2,879	\$78.56
Placer Central	\$108,826	\$155,998	\$124,066	\$147,574	\$536,464	\$388,890	6,591	\$59.01
Placer West	\$8,570	\$13,244	\$10,221	\$6,079	\$38,113	\$32,035	2,037	\$15.72
Sunset	\$2,196,536	\$398,560	\$165,840	\$149,901	\$2,910,836	\$2,760,935	7,128	\$387.36
Lincoln	\$535,706	\$802,432	\$1,004,343	\$825,115	\$3,167,596	\$2,342,482	17,774	\$131.80
Rocklin	\$707,041	\$1,295,157	\$1,316,429	\$1,255,616	\$4,574,243	\$3,318,628	16,715	\$198.55
Roseville	\$1,263,636	\$1,428,157	\$1,002,904	\$359,755	\$4,054,452	\$3,694,696	43,804	\$84.35
Total	\$5,484,634	\$4,340,643	\$4,097,417	\$3,013,756	\$16,936,448	\$13,922,693	115,461	\$120.58

Notes:
1. SPRTA fees provided by SPRTA, collected as of April 2006. Fiscal year is July 1st – June 30th. Placer County districts provided by County.
2. Since base year model is 2004, only fees collected through fiscal year 2004-05 were applied to fee update.
Source: PCTPA, April 2006 and Placer County, August 2006.

The fees collected to date were applied to the total fee for each SPRTA district as a credit. However, since the base year version of the South Placer model is 2004, only fees collected through fiscal year 2004-05 were applied as credits (\$13.9 million). Since funds collected through June 2005 (i.e., the end of fiscal year 2004-05) reflect fees collected by the jurisdictions through the end of 2004, this amount corresponds with development included in the base year model. An average credit of \$121 per DUE was applied to reflect funds collected through 2004-05 as shown in Table 4 in the memorandum.

RESOLUTION NO. 07-03

**A RESOLUTION OF THE BOARD OF DIRECTORS OF THE
SOUTH PLACER REGIONAL TRANSPORTATION AUTHORITY
AMENDING THE REGIONAL TRANSPORTATION AND AIR QUALITY MITIGATION
FEE FOR ALL NEW DEVELOPMENTS WITHIN THE AREA OF JURISDICTION
OF THE AUTHORITY**

A. **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

B. **WHEREAS**, the adoption of the Regional Transportation and Air Quality Mitigation Fee included the requirement that, on an annual basis, the Board review the estimated cost of the Facilities, the continued need for the Facilities and the reasonable relationship between such need and the impacts of the various types of development pending or anticipated and for which the Fee is charged, and may change the Fee based upon that review.

C. **WHEREAS**, the Board of Directors of the Authority finds as follows:

(i) The purpose of the Fee is to finance the public facilities (the "Facilities") described and identified in the to reduce the impacts of increased traffic caused by New Development within the area of jurisdiction of the Authority;

(ii) The Fee shall be used to finance the Facilities (including, without limitation, planning, design, administration, environmental compliance, and construction costs of the Facilities);

(iii) The estimated cost of the Facilities, the need for the Facilities and the reasonable relationship between such need and the impacts of the various types of development pending or anticipated and for which the Fee is charged continues to exist.

D. **WHEREAS**, the revised Regional Transportation and Air Quality Mitigation Fee schedule, as adjusted to include updated costs for the Lincoln Bypass, reduce the costs for the Placer Parkway, and to add the widening of Auburn-Folsom Road, SR 65 widening, and reconstruction of the I-80/Rocklin Road Interchange, was available for public inspection and review more than ten (10) days prior to this public hearing;

NOW, THEREFORE, pursuant to the authority of Section 5.M of the Joint Exercise of Powers Agreement for the Planning, Design, Financing, Acquisition and Construction of Regional Transportation Improvements, dated January 23, 2002, ("JPA

Agreement"), it is hereby resolved by the Board that:

1. Fee Adjustment. The Regional Transportation and Air Quality Mitigation Fee schedule, as shown in Attachment B, is hereby adjusted to reflect the updated costs for the Lincoln Bypass, reduce the costs to the Placer Parkway, and to add the widening of Auburn-Folsom Road, SR 65 widening, and reconstruction of the I-80/Rocklin Road Interchange.
2. Adoption. Pursuant to Section 8 of the JPA Agreement, this Resolution is adopted unanimously.
3. Judicial Review. Any judicial action or proceeding to attack, review, set aside, void, or annul this Resolution shall be brought within one hundred twenty (120) days after the effective date set forth below.
4. Effective Date. This Resolution and the Fee hereby approved shall be effective August 1, 2007.

Passed and Adopted by the Board of the South Placer Regional Transportation Authority, this 23rd day of May, 2007, by the following vote on roll call:

AYES Board Members:
NOES Board Members:
ABSENT Board Members:

Peter Hill, Chair

ATTEST:

Celia McAdam, Executive Director



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

TO: Board of Directors

DATE: May 9, 2007

FROM: Celia McAdam, Executive Director

SUBJECT: FY 2007/08 ADMINISTRATIVE BUDGET

Action Requested

Board approval of the FY 2007/08 budget for the administration of the South Placer Regional Transportation Authority.

Background

Under the Implementation Plan adopted by the Board in April 2002, SPRTA allocates not more than \$150,000 annually for the administration of the Authority. The intent is for that amount to cover administrative contracts, including traffic modeling, legal services, and PCTPA's expenses to administer the Authority on an actual cost basis.

Discussion

The most notable issue in the FY 2007/08 budget continues to be the costs for the comprehensive traffic modeling and nexus analysis needed to develop a comprehensive update to the Regional Transportation and Air Quality Mitigation Fee Program that were approved under earlier letters of task agreement.

Costs for other consulting contracts, including legal services and financial audits, are also included.

CM:ss

Table 1

**SPRTA Administrative Budget Summary
FY 2007/08**

Expenditures			
	Adopted		
	Proposed	FY 2006/07	Difference
PCTPA Administrative Contract	\$53,383	\$50,239	\$3,144
Legal Services	\$10,000	\$10,000	\$0
Traffic Modeling/Nexus Analysis	\$80,000	\$85,000	(\$5,000)
Financial Audits	\$3,000	\$3,000	\$0
Direct Expenses (note 1)	\$1,000	\$1,000	\$0
Contingency funds	\$0	\$0	\$0
Total	\$147,383	\$149,239	(\$1,856)

Revenues			
	Adopted		
	Proposed	FY 2006/07	Difference
SPRTA Fees	\$147,383	\$149,239	(\$1,856)
Carryover - traffic modeling	\$0	\$0	\$0
Total	\$147,383	\$149,239	(\$1,856)

Contingency Funds	Proposed	FY 2006/07	Difference
	\$0	\$0	\$0

Revenue to Expenditure Comparison			
	Proposed	Adopted FY 2006/07	
Surplus/(Deficit)	\$0	\$0	

Note 1: Direct expenses include postage, printing, advertising, and meeting expenses.



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

TO: Board of Directors

DATE: May 9, 2007

FROM: Celia McAdam, Executive Director

**SUBJECT: REGIONAL TRANSPORTATION AND AIR QUALITY
MITIGATION FEE ALLOCATION REQUEST FOR PHASE 2 OF
THE I-80 CAPACITY IMPROVEMENT PROJECT**

Action Requested

Board adoption of Resolution #07-04, allocating \$6,286,000 of Regional Transportation and Air Quality Mitigation Fees under the Rail and Transit Project category to the California Department of Transportation (Caltrans) for construction of Phase 2 of the I-80 Capacity and Operational Improvements Project (the "Bottleneck").

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.

In December 2005, the Board adopted clarifications to South Placer Regional Transportation and Air Quality Mitigation Fee which specifies that high occupancy vehicle lanes to support rail connector buses, commuter bus, and/or fixed route bus service are an allowable expense under the Rail and Transit Project category.

The adopted Implementation Plan includes \$7 million for Rail and Transit purposes. The Board has previously allocated \$690,000 of these funds to Phase 1 of the I-80 Bottleneck.

Discussion

The I-80 Capacity and Operational Improvements Project will provide high occupancy vehicle and auxiliary lanes on I-80 between the Placer/Sacramento County line and SR 65. This segment supports the Amtrak Thruway rail connector bus, the Placer Commuter Service, the Roseville Commuter Service, and Placer County Transit connections to light rail, thus meeting the criteria for allocation under the Rail and Transit Project category.

Phase 1 of this project, which received a \$690,000 allocation in May 2006, began construction on April 16, 2007.

Board of Directors
ALLOCATION REQUEST FOR I-80 CAPACITY IMPROVEMENTS
May 2007
Page two

Phase 2 of this project will construct carpool and auxiliary lanes on I-80 in both directions from the Placer/Sacramento County line to approximately Eureka Road. The primary funding for this project will come from the remainder of the \$71.6 million in Federal earmarks through the Safe, Accountable, Flexible, and Efficient Transportation Enhancement Act – A Legacy for Users (SAFETEA-LU), which requires 10-20% of local matching funds, as well as recently approved state Corridor Mobility Improvement Account funds.

Caltrans is now ready to acquire right of way and complete the design of the project so that it will be ready start the bid process by the end of 2007. While the Mitigation Fee portion of this funding will not need to be expended until the bid process begins, agreements to commit the various funding sources must be in place to move forward.

Staff recommends the Board allocate \$6,286,000 of Regional Transportation and Air Quality Mitigation Fees to the I-80 Capacity and Operational Improvements Project Phase 2.

CM:ss

RESOLUTION NO. 07-04

A RESOLUTION OF THE BOARD OF DIRECTORS OF THE SOUTH PLACER REGIONAL TRANSPORTATION AUTHORITY ALLOCATING REGIONAL TRANSPORTATION AND AIR QUALITY MITIGATION FEE PROGRAM FEES TO PHASE 2 OF THE I-80 CAPACITY AND OPERATIONAL IMPROVEMENTS PROJECT

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 Authority updated the Regional Transportation and Air Quality Mitigation Fee Improvement Program and Implementation Plan, as specified in Authority Resolution #05-07 dated December 7, 2005, which specified that I-80 high occupancy vehicle lanes and park and ride lots as rail and transit projects to be funded; and

WHEREAS, the Capital Improvement Program has specified a total contribution to rail and transit projects at \$7,000,000 (seven million dollars); and

WHEREAS, the California Department of Transportation (Caltrans) is the lead agency for this state highway project under Cooperative Agreement with the Placer County Transportation Planning Agency; and

WHEREAS, funding for the majority of this \$80,232,000 project is provided by the Corridor Mobility Improvement Account (CMIA) and Federal earmarks under the Safe, Accountable, Flexible, and Efficient Transportation Enhancement Act – A Legacy for Users (SAFETEA-LU)

WHEREAS, Federal earmarks under SAFETEA-LU to fund this project require local matching funds, such as those provided by the Mitigation Fee.

NOW, THEREFORE, BE IT RESOLVED THAT the Authority allocates \$6,286,000 to the Placer County Transportation Planning Agency to be provided as local matching funds for expenditure for the benefit of Phase 2 of the I-80 Capacity and Operational Improvements Project between the Placer/Sacramento County line and SR 65.

Passed and Adopted by the Board of the South Placer Regional Transportation Authority, this 23rd day of May, 2007, by the following vote on roll call:

AYES Board Members:

NOES Board Members:

ABSENT Board Members:

Peter Hill, Chair

ATTEST:

Celia McAdam, Executive Director



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

TO: Board of Directors

DATE: May 10, 2007

FROM: Celia McAdam, Executive Director

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

Action Requested

1. Board adoption of Resolution #07-05, allocating \$40,000 of Regional Transportation and Air Quality Mitigation Fees to the Lincoln Bypass for right of way appraisal.
2. Board authorization for the Executive Director to negotiate and award a contract not to exceed \$40,000 with a certified right of way appraisal firm to conduct expedited appraisals for specified Lincoln Bypass right of way parcels.

Background

Staff has been pursuing opportunity to expedite the construction of this important project through the use of design-sequencing approach.

Normally, state highway projects are required to have all design completed and right of way acquired before a construction contract can be put out to bid. The design-sequencing approach allows us to begin construction on the portions of the Bypass that have already completed the acquisition of right of way. As the remaining right of way is acquired, construction will commence. The net result is that we can begin construction of the Bypass in May 2008, about a year ahead of schedule.

While the design-sequencing approach does not require that all the right of way be acquired to begin construction, significant progress on the acquisition is needed. Specifically, at minimum, appraisals and purchase offers must have been submitted to the property owners on all parcels.

The State Legislature has only authorized a limited number of slots for pilot projects to use the design-sequencing approach. Special permission from Caltrans is being sought to designate the Lincoln Bypass for one of the available slots. Staff will provide the latest information on the progress of that effort at your Board meeting.

SPRTA Board of Directors
MITIGATION FEE ALLOCATION AND CONTRACT AWARD FOR LINCOLN BYPASS
May 2007
Page 2

Discussion

Caltrans is working as quickly as they can to appraise and make offers for all the properties needed for the Lincoln Bypass. However, they have identified seven (7) parcels that they will not be able to get to in the next 60 days as needed to take advantage of the design-sequencing opportunity. To get the appraisals done in time, Caltrans has requested SPRTA's assistance in contracting for the needed services.

Because this action fits into the Board's longstanding direction that transportation projects be built as quickly and cost-effectively as possible, staff has worked with Caltrans and released a Request for Proposal for the right of way appraisal services ahead of this Board meeting. Should the Board opt not to approve the allocation or contracting, the RFP would be rescinded.

Caltrans has estimated that the cost for the appraisal services on the seven parcels to be \$25,000 to \$40,000. The adopted Implementation Plan includes \$20 million for the Lincoln Bypass; an additional \$10 million is included in the comprehensive update of the Fee Program being considered earlier on this agenda. To date, \$7,386,000 has been allocated for this project.

The Technical Advisory Committee has reviewed this request and recommends approval.

CM:ss

RESOLUTION NO. 07-05

**A RESOLUTION OF THE BOARD OF DIRECTORS OF THE
SOUTH PLACER REGIONAL TRANSPORTATION AUTHORITY
ALLOCATING REGIONAL TRANSPORTATION AND AIR QUALITY
MITIGATION FEE PROGRAM FEES TO THE LINCOLN BYPASS**

WHEREAS, the South Placer Regional Transportation Authority ("Authority") was formed to provide for the coordinated planning, design, financing, acquisition, determination of the timing of construction, and construction, of certain transportation improvements located in the area of jurisdiction of the Authority; and

WHEREAS, the Authority adopted the Regional Transportation and Air Quality Mitigation Fee to finance specified transportation facilities, as specified in Authority Resolution #02-06 dated April 10, 2002; and

WHEREAS, the Capital Improvement Program has specified a total contribution to the Lincoln Bypass project on State Route 65 at \$30,000,000 (thirty million dollars); and

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

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

NOW, THEREFORE, BE IT RESOLVED THAT the Authority allocates \$40,000 to the South Placer Regional Transportation Authority for expenditure for right of way appraisal services for the benefit of the Lincoln Bypass project.

Passed and Adopted by the Board of the South Placer Regional Transportation Authority, this 23rd day of May, 2007 by the following vote on roll call:

AYES Board Members:

NOES Board Members:

ABSENT Board Members:

Peter Hill, Chair

ATTEST:

Celia McAdam, Executive Director



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

TO: Board of Directors

DATE: May 9, 2007

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

**SUBJECT: PLACER PARKWAY CORRIDOR PRESERVATION PROJECT &
PLACER RANCH SPECIFIC PLAN COORDINATION**

Action Requested

None. For information only.

Background

The Placer Ranch Specific Plan (PRSP) is one of several proposed developments in or near the Placer Parkway's study area in southwestern Placer County and south Sutter County. The approximate 2,200-acre site is to be a mix of industrial, commercial, office, professional, along with a branch campus of California State University (CSU) Sacramento.

The PRSP site is located in the Parkway's Eastern Segment. One common corridor alternative crosses over the proposed PRSP site. One feature being considered by Placer County and PRSP is an east-west roadway from SR 65 to Fiddymont Road. Although, this future roadway is not apart of the Placer Parkway Corridor Preservation project, it could potentially become a segment of the Parkway, if approved. Reserving the space for the Parkway's 1,000-foot wide corridor width is a problem for the PRSP.

Discussion

The Placer Parkway process is independent of the proposed PRSP. It was recognized early on that concurrent review of urban development proposals in the County along with the Placer Parkway would create challenges for all involved. Coordination with each county and individual developer has been an on-going process.

If PRSP does not account for the Parkway's 1,000-foot corridor, it could have potential consequences for the Parkway. Whether it becomes a problem or not will depend upon how the Placer County Board of Supervisors considers the PRSP proposal. Initial concerns for the Parkway are possible effects on the project's scope, schedule, and costs. An addition concern would be the risk of conflicting with resources agency concurrence on a number of key issues.

The staff is encouraging County staff to ensure the PRSP's environmental document contains provisions for the Parkway. Options, generally, discussed to date include an alternative PRSP land plan that recognizes the full corridor width or an option to delay any urban development within the corridor until the Placer Parkway roadway alignment, within the selected corridor, can be completed via a Tier 2 analysis.



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

DATE: May 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 April 22, the staff met with representatives of Miller Holdings (property owners on north side of the proposed Sutter Pointe Specific Plan for a project update and to share information on the integrated regional transportation fee program.
- April 4 – 16, the staff met with individual Placer County Board of Supervisors to discuss Placer Parkway and Placer Ranch Specific Plan coordination.
- April 9, the staff met with Brookfield Specific Plan representatives for a project update and to discuss corridor alternative alignment.
- April 10, Supervisors Holmes and Uhler hosted a meeting on Placer Parkway and Placer Ranch Specific Plan (PRSP). Attendees included Placer County staff, PRSP representatives, Federal Highway Administration (FHWA) staff, and PCTPA staff/consultant team. The issues focused corridor width, timing, and potential effects on each project.

To accommodate both proposals, Placer County staff offered a potential 'compromise'. Generally, the PRSP proposal would show the 1,000'-wide corridor, the east-west roadway alignment, and future urban development within the corridor alignment. Via the developer agreement, PRSP would not allow any construction within the corridor area until PCTPA completed its Tier 2 roadway alignment analysis. PRSP representatives agreed to consider the compromise idea. PCTPA agreed to clarify, if possible, the consequences of a reduced corridor width on the Parkway project. On April 24, Placer County staff indicated that PRSP determined the compromise would undermine the economic viability of Placer Ranch to the extent that it is infeasible.

- On April 19, the staff attended a Sutter Pointe 'scoping meeting'. The purpose of the meeting was to inform the public of the project and to get input on issues to be included in the draft environmental impact report. The proposal is for a 7,500-

SPRTA Board of Directors
STATUS REPORT – PLACER PARKWAY
May 8, 2007
Page 2

acre area in southwest Sutter County in a 9,500-acre Industrial/Commercial Reserve area. The proposal consists of several residential/mixed use development and employment center development phases over 30 years. The staff submitted a comment letter on April 30. It emphasized Sutter County and the developer's participation on the Parkway project and requested the DEIR consider impacts of the two corridor alternatives which would cross the proposal area.

- On May 2, a FHWA staff briefing was conducted to facilitate review/comment on the FHWA draft version. FHWA staff agreed to try and turn-around comments by May 31.
- On May 3, a Sutter County staff briefing was conducted. After the orientation, the County staff discussion focused on traffic, SR 70/99 concept interchanges, Sankey Road relocation, farmland impacts, and growth. County staff agreed to try and turn-around comments by May 31.

Public Outreach

Based on the newsletter, the staff responded to several resident questions about potential project impacts on specific properties and alternatives considerations.

Technical Studies

Work was completed on all 12 Technical Studies on the FHWA draft version for comment. This work included updating the Air Quality and completing the MEPLAN reports.

Environmental Document Preparation

- On April 24, Caltrans submitted its revisions on 2nd AD Tier 1 EIS/EIR.
- On May 1, the FHWA draft version was distributed.

Administrative Record

Wok continued on the draft table of contents and document description index.

Engineering Summary Report

Work continued on the draft, which provides a record of engineering decisions involved in the project.