



A G E N D A

**Wednesday, August 26, 2009
10:45 am**

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

- A. Flag Salute**
- B. Roll Call**
- C. Approval of Minutes: June 24, 2009** **Action**
Pg. 1
- D. Agenda Review**
- E. Public Comment**
- F. Regional Transportation and Air Quality Mitigation Fee Allocation Request for Sierra College Boulevard Widening, Segment 5 and 6** **Action**
Pg. 3
- G. Placer Parkway Corridor Preservation Project & Tier 1 EIS/EIR LEDPA Concurrence Coordination** **Info**
Pg. 7
- H. Executive Director's Report**
- I. Board Direction to Staff**
- J. Informational Items** **Info**
 - 1. Technical Advisory Committee Minutes: August 11, 2009 Pg. 10

**SOUTH PLACER REGIONAL TRANSPORTATION AUTHORITY
MINUTES
June 24, 2009**

The South Placer Regional Transportation Authority met on Wednesday, June 24, 2009 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 Scott Aaron
 Linda Stackpoole Sue Sholtis
 Kirk Uhler Stan Tidman

APPROVAL OF MINUTES

Upon motion by Hill and second by Gray, the Board unanimously approved the minutes of the April 22, 2009 meeting as submitted.

PUBLIC COMMENT

Gunnar Henriouille, a Colfax resident, provided a handout for the Board and addressed the Board regarding energy issues. Henriouille referred all to the website www.theoil drum.com for additional information.

CONSENT CALENDAR

Upon motion by Hill and second by Stackpoole, the Board unanimously approved the consent calendar as submitted.

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

Celia McAdam noted every year we conduct a public hearing and adopt an annual inflationary adjustment to the fee program based on the published Construction Cost Index. This year, however, staff is recommending we open the public hearing and continue the hearing to October.

The 2009 Comprehensive Fee Program Update, which provides for the most current cost estimates for projects to be funded by the fee, should be completed and brought before the Board by September. If the Fee Update is approved we will not need to adopt the inflationary adjustment.

Chair Kirk Uhler opened the public hearing. There were no public comments.

The public hearing was continued to October 28, 2009.

FY 2009/10 ADMINISTRATIVE BUDGET

Celia McAdam asked the Board to approve the FY 2009/10 administrative budget.

Upon motion by Hill and second by Gray, the Board unanimously approved the FY 2009/10 budget for the administration of the South Placer Regional Transportation Authority.

REGIONAL TRANSPORTATION AND AIR QUALITY MITIGATION FEE ALLOCATION REQUEST FOR I-80/DOUGLAS BOULEVARD INTERCHANGE REIMBURSEMENT

Celia McAdam asked the Board to approve the final reimbursement allocation to the City of Roseville for the I-80/Douglas Boulevard Interchange. McAdam noted a portion of this allocation will be paid out to those jurisdictions who previously assigned their shares of stimulus money to the City of Roseville.

Upon motion by Stackpoole and second by Gray, the Board unanimously adopted Resolution #09-03 allocating \$2,116,131 of Regional Transportation and Air Quality Mitigation Fees to the City of Roseville to complete the reimbursement for the I-80/Douglas Boulevard Interchange.

PLACER PARKWAY CORRIDOR PRESERVATION PROJECT & TIER 1 EIS/EIR LEDPA CONCURRENCE COORDINATION

Stan Tidman apprised the Board that we have reached a tentative agreement with the regulatory agencies designating Alternative 5 as the Least Environmentally Damaging Practicable Alternative (LEDPA) corridor. Tidman summarized ongoing staff efforts towards obtaining the LEDPA.

Staff will be submitting a formal LEDPA request to be approved by the Environmental Protection Agency. In addition, a meeting has been scheduled for August 5 to begin the work on the last concurrence point.

Celia McAdam noted staff continues to move forward with the work on the environmental work under CEQA.

EXECUTIVE DIRECTOR'S REPORT

None.

Meeting adjourned at 11:10 a.m.

Celia McAdam
Executive Director

Kirk Uhler, Chair



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TO: Board of Directors

DATE: August 13, 2009

FROM: Celia McAdam, Executive Director

SUBJECT: REGIONAL TRANSPORTATION AND AIR QUALITY MITIGATION FEE ALLOCATION REQUEST FOR SIERRA COLLEGE BOULEVARD WIDENING, SEGMENT 5 AND 6

ACTION REQUESTED

Board adoption of Resolution #09-04 allocating \$3,432,850 of Regional Transportation and Air Quality Mitigation Fees to the City of Rocklin to construct Segment 5 and a portion of Segment 6 of the Sierra College Boulevard Widening Project.

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. Based on the cost estimate available at the time, the original program included \$39.6 million towards the Sierra College Widening Project in 10 segments.

Segment 5 will widen Sierra College Boulevard to 6 lanes from I-80 to Rocklin Road. Segment 6 provides 6 lanes between Rocklin Road and the southern Rocklin City Limits. The portion of Segment 6 that is being requested will extend that 6 lane widening to just north of El Don Drive. Details of these segments are shown in Attachment 1.

In October 2006, the Board adopted an update to the Regional Transportation and Air Quality Mitigation Fee program which updated the estimated cost to \$43,993,733 for Sierra College Boulevard, with \$3,190,725 million for Segment 5 and \$2,683,850 million for all of Segment 6.

DISCUSSION

The City of Rocklin has requested an allocation of \$3,238,624 to construct Segment 5 and \$194,226 for a portion of Segment 6, for a total request of \$3,432,850 for the Sierra College Boulevard Widening Project.

It should be noted that the actual cost for Segment 5, including the previous allocation of \$515,000 for design, is approximately \$553,000 higher than the estimate included in the currently adopted Fee Program. A comprehensive update is expected to be brought to the Board in September to adjust the program to include this minor change to the actual cost and make other needed updates.

The TAC has reviewed and concurs with this request. Staff recommends approval.

RESOLUTION NO. 09-04

**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 THE SIERRA COLLEGE BOULEVARD
WIDENING PROJECT, SEGMENTS 5 AND 6 (PARTIAL)**

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 adopted a comprehensive update to the Regional Transportation and Air Quality Mitigation Fee, as specified in Authority Resolution #07-03 dated May 23, 2007; and

WHEREAS, the Capital Improvement Program has specified a total contribution to the Sierra College Boulevard Widening Project at \$43,993,733 in ten segments; and

WHEREAS, the City of Rocklin has now completed environmental and design work for Segments 5 and a portion of Segment 6, which will widen Sierra College Boulevard from just north of El Don Road to I-80. The City is now requesting \$3,432,850 to construct this facility;

NOW, THEREFORE, BE IT RESOLVED THAT the Authority allocates \$3,432,850 to the City of Rocklin to construct Segment 5 and a portion of Segment 6 of the Sierra College Boulevard Widening Project.

Passed and Adopted by the Board of the South Placer Regional Transportation Authority, this 26th day of August, 2009 by the following vote on roll call:

AYES Board Members:

NOES Board Members:

ABSENT Board Members:

Kirk Uhler, Chair

ATTEST:

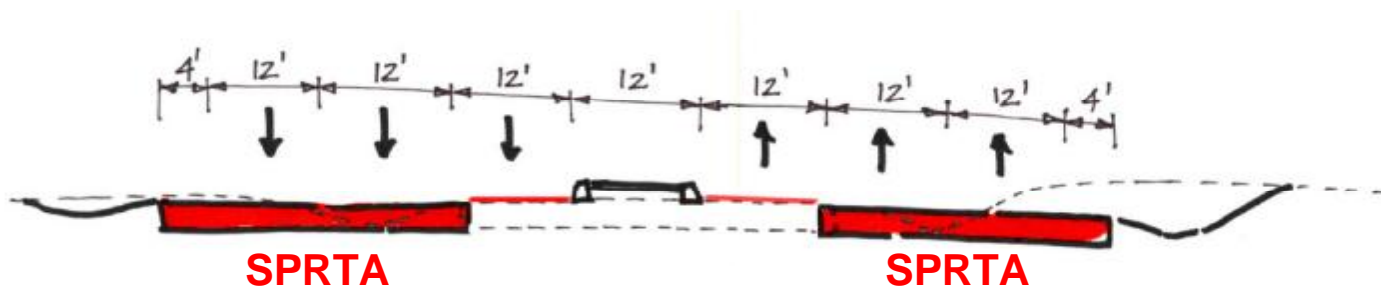
Celia McAdam, Executive Director

Widening at Sierra College Blvd on Segment 5

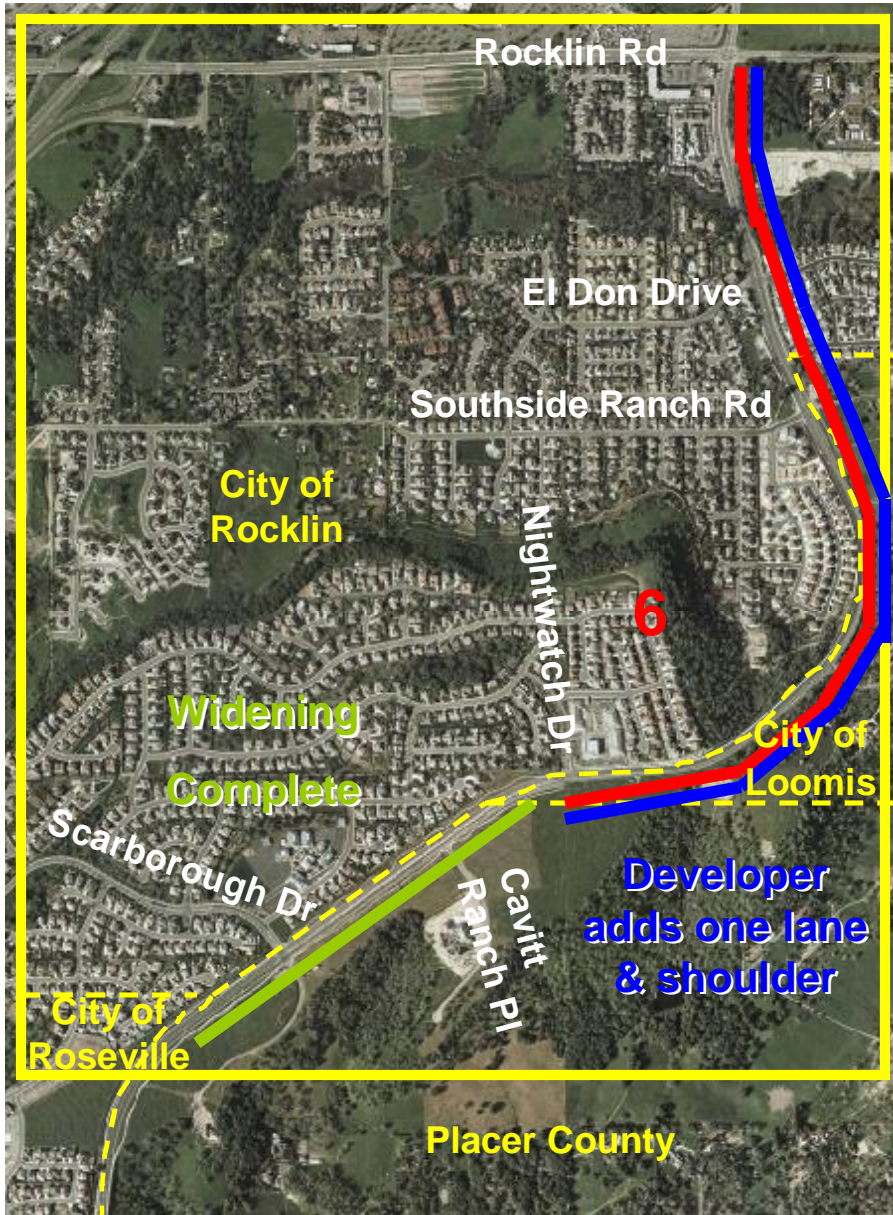
I:80 to Rocklin Rd: 6 Lanes



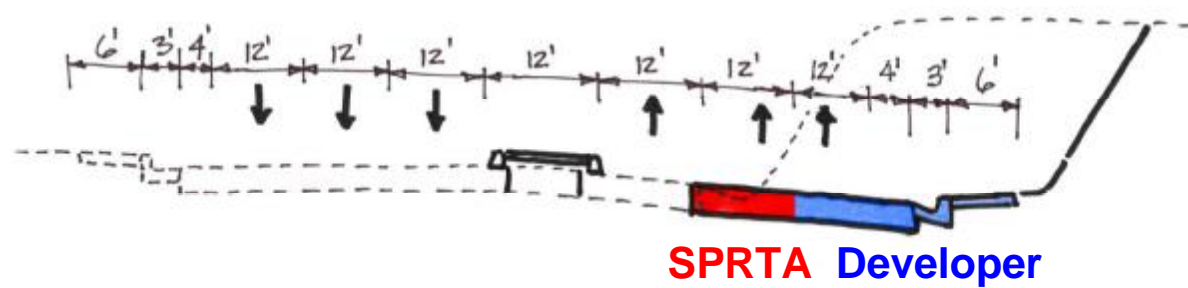
Cross section for Segment 5



Widening at Sierra College Blvd on Segment 6
 Rocklin Rd to Southern City Limits of Rocklin: 6 Lanes



Cross section for Segment 6





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TO: Board of Directors

DATE: August 11, 2009

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

**SUBJECT: PLACER PARKWAY CORRIDOR PRESERVATION PROJECT & TIER 1
EIS/EIR LEDPA CONCURRENCE COORDINATION**

Action Requested

None. For information and discussion only.

Background

Project Management

- On June 11, attended a meeting with SACOG-U.S. Army Corps of Engineers (Corps) on the Six County Aquatic Resources Inventory. Corps representatives from the Sacramento District and Headquarters (HQ) attended. As part of the Existing Local Partners agenda item, the Parkway and its environmental process were highlighted along with an overview of the modified NEPA/404 process. This included several early consultation/process observations concluding that the time/cost for the six-year unfinished process would not send a positive signal to other transportation agencies.

SPRTA Board Chair Uhler made several comments on related political realities. SPRTA Board (alternate) and SACOG Board member Cosgrove added remarks on the process. There were no Corps comments.

- Work continued on the conservation framework (or general approach), which is to help secure regulatory agencies' (Corps/USEPA) Tier 1 concurrence that Alternative #5 would be the corridor most likely to contain the Least Environmentally Damaging Practicable Alternative (LEDPA). The details of this framework would be worked out and implemented in Tier 2. At the May 29 meeting, tentative LEDPA agreement was reached based on the transportation agencies (FHWA/Caltrans/SPRTA) providing more specifics on proposed conservation easements (CE). The CE could be used to help preclude new interchanges for an approximate 5.1-mile segment (Natomas East Main Drainage Canal to the west edge of the Reasons Farm 'panhandle' – the potential location of a future Watt Ave. interchange).
 - On June 12, an outline listing the general attributes of a CE and a boundary map were provided to the regulatory agencies.
 - On June 26, USEPA provided feedback and requested more information on alternative documentation, concern with local jurisdictions as potential CE

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holders, airspace rights to restrict interchange structures, and additional buffer width (if the future freeway is on the corridor's edge).

- On July 8, the transportation agencies replied to these concerns:
 - Documentation. Indicated that the FEIR will include the conservation framework, as refinement language to the 2007 Draft Tier 1 EIS/EIR. If the modified NEPA/404 process can be completed, the FEIS will also describe the regulatory agencies' LEDPA concurrence and the conservation framework.
 - Local jurisdictions as CE Holders. Clarified that local jurisdictions would be CE holders of last resort – after (in order of priority) non-profits and federal/state agencies.
 - Airspace Rights. Suggested more specific language to restrict potential of any interchange structures over the buffer for Parkway connection.
 - Buffer Width. Recommended a 25' width along the future roadway in the event the roadway were to be located at the very edge of the corridor.
- Later in July, the regulatory agencies provided separate responses with more feedback on these issues.
- On July 31, the transportation agencies' provided another set of clarifications. Generally, this response concluded that the transportation agencies' solutions addressed each issue and were consistent with the intent of the conservation framework.
- At the August 5 meeting, the following were addressed:
 - The outstanding conservation easement (CE) issues were resolved. The Corps will check with legal counsel on a couple of points.
 - Specific guidance was detailed by USEPA for the updated LEDPA concurrence request letter.
 - It was agreed that a simple Mitigation Framework was appropriate for this Tier 1 project. It would consist of listing appropriate Tier 1 mitigation commitments, acknowledging compliance (at Tier 2) with the compensatory mitigation final rule, and re-emphasizing the Parkway buffer would not count towards any mitigation.

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- On July 24, at a SACOG request, an update via telephone with a number of Washington, D.C. HQ-based Corps staff was conducted. The discussion focused on LEDPA concurrence progress and general issues related to early consultation/process.

Discussion

July pessimism replaced the cautious optimism (reported at the Board's June meeting), for completing the conservation framework and securing LEDPA concurrence. The regulatory agencies' late May request for additional CE detail resulted in preparing three rounds of clarifying information. To further complicate the situation, the USEPA staffer who acted in a 'clearinghouse' role for the regulatory agencies left on maternity leave in mid-July.

However, the resources agencies came to the August 5 meeting clearly interested in completing outstanding issues on the conservation framework, which would lead to LEDPA concurrence. Further, agreement was quickly reached on the information required for the Mitigation Framework – the last concurrence point in the modified NEPA/404 process.

A preliminary draft Mitigation Framework has been completed for USEPA comment. Any revisions are to be packaged-up with an amended LEDPA concurrence request for Corps/USEPA approval.

Based on this progress, the staff is now working, again, to complete the Final Tier 1 EIS/EIR. Completing the combined NEPA/CEQA document will avert separate processing, will reduce costs, and will avoid potential public confusion with two sets of environmental documents and public hearings. The challenge to meet with our summer 2009 release is to get this regulatory agencies' 'sign-off' as soon as possible. Concurrence on these last two points is required before the NEPA part of the document can be published.

SOUTH PLACER REGIONAL TRANSPORTATION AUTHORITY
Technical Advisory Committee Meeting Minutes
August 11, 2009

ATTENDANCE: Steve Palmer, City of Lincoln
Bob Blaser, Placer County Public Works
Rick Dondro, Placer County Public Works
Andrew Gaber, Placer County Public Works
Larry Wing, City of Rocklin
Rob Jensen, City of Roseville
Scott Gandler, City of Roseville
Mike Wixon, City of Roseville

Sarah Brandenburg, Fehr & Peers

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

Regional Transportation and Air Quality Mitigation Fee Program Comprehensive Update

Sarah Brandenburg provided a handout to TAC members that reflected updates to the cost adjustments, expenditures and allocation of fee credits to the fee program comprehensive update.

Rob Jensen expressed his concern on how fees were allocated to projects. Jensen led a discussion regarding how to reflect funding already distributed. Rick Dondro stated there may have to be adjustments made in districts that have significant differences in DUEs built versus planned.

Celia McAdam noted the actual project costs for Sierra College Boulevard Segment 5 are higher than projected and need to be incorporated into the update. Brandenburg to verify the updated dollar amount with Dave Palmer from Rocklin.

Brandenburg will run new numbers and updated information will be provided for the September 8 TAC meeting. The updated comprehensive fee update needs to go before the Board for approval no later than October.

Regional Transportation and Air Quality Mitigation Fee Program Allocation – Sierra College Blvd. Segment 5 and 6 (partial)

Celia McAdam referred TAC members to the cash flow summary worksheet and revenue by jurisdiction handouts. Rocklin has requested a \$3.432M allocation for Sierra College Boulevard Segment 5 and 6. McAdam reminded TAC members to continue to provide updated project cost information on their projects.

TAC concurred with Rocklin's allocation request for the Sierra College Boulevard project.

Placer Parkway Environmental Document Status Report Update

Celia McAdam noted a meeting was conducted on August 5 with regulatory agencies which resulted in tentative agreement on the Least Environmentally Damaging Practicable Alternative (LEDPA) and accompanying terminology.

Stan Tidman summarized the mitigation framework and LEDPA discussions which outline a conservation easement to discourage new interchanges and a refined no development buffer.

McAdam noted we are looking at the Tier 1 document being completed by the end of this year and inquired if any jurisdiction was interested in taking over the Tier 2 (construction level) process. Rob Jensen and Bob Blaser stated they were open to discuss this topic.

Meeting adjourned at 2:50 p.m.