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**A G E N D A**

**Wednesday, June 23, 2021  
10:45 AM**

**Placer County Board of Supervisor Chambers  
175 Fulweiler Avenue, Auburn, CA 95603**

**PUBLIC PARTICIPATION PROCEDURES**

To remain in compliance with the state's current public health guidance, we will limit in-person attendance to just 25% of the room's capacity and will require 6 feet of social distancing inside and outside the meeting room. There will be no standing room allowed in the meeting room. If all seats are occupied, citizens will be asked to wait outside. Due to the reduced capacity, we ask that citizens only be in the meeting room during the item they wish to participate and then leave to allow others to participate in the meeting. This meeting will be available on livestream. These restrictions are subject to change depending on updated COVID-19 restrictions.

Public Comment will be opened for each agenda item, and citizens may comment virtually through a Zoom meeting webinar utilizing the "raise hand" function. If you are participating by phone, please dial \*9 to "raise hand" and queue for Public Comment. Please raise your hand at the time the Chair announces the item. Public comments will also be accepted at [ssabol@pctpa.net](mailto:ssabol@pctpa.net) or 530-823-4030 or by mail to: PCTPA, 299 Nevada Street, Auburn, CA 95603.

**Remote access:** <https://placer-ca-gov.zoom.us/j/92697428916>

**You can also dial in using your phone:** US: +1 877 853 5247 or 888 788 0099 (Toll Free)

**Webinar ID:** 926 9742 8916

- A. Flag Salute**
- B. Roll Call**
- C. Approval of Action Minutes: April 28, 2021** **Action**  
Pg. 1
- D. Agenda Review**
- E. Public Comment**
- F. Mini-Workshop on Nexus Study Analysis Framework for Tier I & II Impact Fee Update** **Info**  
Pg. 3  
*Aaron Hoyt*
  - PCTPA staff and the consultant team will present an overview and lead a discussion on the nexus study analysis framework for the tier I and II regional impact fee update and provide a summary of the February 2021 stakeholder outreach.

- |           |  |                         |
|-----------|--|-------------------------|
| <b>G.</b> | <b>FY 2020/21 Administrative Budget – Amendment #2</b><br><i>Aaron Hoyt</i> <ul style="list-style-type: none"><li>• Board approval of the FY 2020/21 budget amendment #2 for the administration of the South Placer Regional Transportation Authority.</li></ul>   | <b>Action</b><br>Pg. 17 |
| <b>H.</b> | <b>FY 2021/22 Administrative Budget</b><br><i>Mike Luken</i> <ul style="list-style-type: none"><li>• Board approval of the FY 2021/22 budget for the administration of the South Placer Regional Transportation Authority.</li></ul>   | <b>Action</b><br>Pg. 19 |
| <b>I.</b> | <b>Nevada Station Operating Budget</b><br><i>Mike Luken</i> <ul style="list-style-type: none"><li>• Approve Nevada Station Building budget for fiscal years 2021/22 and 2022/23 as shown in Attachment 1 and certify that this budget includes required bond payments.</li></ul>   | <b>Action</b><br>Pg. 21 |
| <b>J.</b> | <b>I-80 Auxiliary Lanes Project – Approving Right-of-Way Contract and Executing Certificate of Acceptance and Deeds</b><br><i>David Melko</i> <ul style="list-style-type: none"><li>• Adopt Resolution No. 21-06 approving the acquisition of real property and Temporary Construction Easement at 210 South Harding, Roseville (APN: 014-183-029) and authorize the Executive Director to complete these real property transactions for the I-80 Auxiliary Lanes Project.</li></ul> | <b>Action</b><br>Pg. 24 |
| <b>K.</b> | <b>Executive Director’s Report</b>   | <b>Info</b>             |
| <b>L.</b> | <b>Board Direction to Staff</b>  |                         |
| <b>M.</b> | <b>Informational Items</b>   | <b>Info</b>             |
|           | 1. TAC Minutes   |                         |
|           | a. May 11, 2021  | Pg. 46                  |
|           | b. June 8, 2021  | Pg. 48                  |
|           | 2. Financial Reports   |                         |
|           | a. March 31, 2021  | Under                   |
|           | b. December 31, 2021   | Separate<br>Cover       |

Next regularly scheduled SPRTA Board Meeting  
August 25, 2021



## **ACTION MINUTES**

### **April 28, 2021**

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A regular meeting of the South Placer Regional Transportation Authority Board convened on Wednesday, April 28, 2021 at 10:50 a.m. at the Placer County Board of Supervisors Chambers, 175 Fulweiler Avenue, Auburn, California. This meeting was open to the public via remote access only under Governor Newsom's March 12, 2020 Executive Order N-29-20.

#### **BOARD IN**

##### **ATTENDANCE:**

Ken Broadway  
Jim Holmes, Chair  
Bruce Houdesheldt  
Paul Joiner

##### **STAFF:**

Aaron Hoyt  
Mike Luken  
David Melko  
Solvi Sabol

Chair Holmes explained the meeting procedures to the Board and public as it relates to participating by means of a teleconference under Governor Newsom's March 12, 2020 Executive Order N-25-20.

#### **APPROVAL OF MINUTES**

Upon motion by Joiner and second by Broadway, the minutes of January 27, 2021 were unanimously approved by the following roll call vote:

**AYES:** Broadway, Holmes, Houdesheldt, Joiner

**NOES:** None

**ABSTAIN:** None

#### **AGENDA REVIEW**

The agenda as presented was accepted.

#### **CONSENT CALENDAR**

- Authorizing Execution of Master Agreements, Program Supplements, Fund Transfer Agreements, Baseline Agreements, or Cooperative Agreements with the State of California for Federal-Aid Transportation Programs and Projects.

Upon motion by Houdesheldt and second by Broadway, the consent calendar item was unanimously approved by the following roll call vote:

**AYES:** Broadway, Holmes, Houdesheldt, Joiner

**NOES:** None

**ABSTAIN:** None

**PUBLIC HEARING: SOUTH PLACER REGIONAL TRANSPORTATION AND AIR QUALITY MITIGATION FEE PROGRAM INFLATIONARY ADJUSTMENT 2021**

*Staff report provided by Aaron Hoy*

Chair Holmes opened the Public Hearing. There was no public testimony received.

Upon motion by Broadway and second by Joiner the Board approved Resolution #21-02, adopting the inflationary adjustment for the South Placer Regional Transportation and Air Quality Mitigation Fee by the following roll call vote:

**AYES:** Broadway, Holmes, Houdesheldt, Joiner

**NOES:** None

**ABSTAIN:** None

**I-80 AUXILIARY LANES PROJECT - APPROVING RIGHT-OF-WAY CONTRACTS AND EXECUTING CERTIFICATE OF ACCEPTANCE AND DEEDS**

*Staff report provided by David Melko.*

Public comment was received from:

- Michael Garabedian, Lincoln resident

Upon motion by Houdesheldt and second by Broadway, the Board adopted Resolution No. 21-03 and Resolution No. 21-04 approving the acquisition of real property and Temporary Construction Easements and authorize the Executive Director to complete the real property transactions for the I-80 Auxiliary Lanes Project by the following roll call vote:

**AYES:** Broadway, Holmes, Houdesheldt, Joiner

**NOES:** None

**ABSTAIN:** None

**EXECUTIVE DIRECTOR'S REPORT**

Mike Luken reported that with regard to the I-80 Auxiliary Lane funding gap which was discussed at the April 28, 2021 PCTPA Board meeting under Item I, CRRSAA Highway Funding Allocation and RTIP Amendment, it may be necessary to make a Board policy decision to use SPRTA funds as a last resort in order to fully fund this project.

**ADJOURN**

The SPRTA Board meeting concluded at approximately 11:10 a.m.

\_\_\_\_\_  
Michael W. Luken, Executive Director

\_\_\_\_\_  
Jim Holmes, Chair

ML:ss



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

**TO: SPRTA Board of Directors**

**DATE: June 23, 2021**

**FROM: Aaron Hoyt, Senior Planner**

**SUBJECT: MINI-WORKSHOP ON NEXUS STUDY ANALYSIS FRAMEWORK FOR TIER I & II IMPACT FEE UPDATE**

**Action Requested**

None.

**Background**

For the past 18 years, the Regional Transportation and Air Quality Mitigation Fee (Tier I and II) has provided timely and strategic funding for high priority transportation projects in South Placer County. The Tier I fee program was enacted in 2002. Updates to reflect current cost estimates, changes in project scopes, and updates to the traffic model nexus analysis were adopted in 2006, 2009, and 2014. The Tier II fee was enacted in 2009 and is a uniform developer agreement fee for developments not originally incorporated in Tier 1 that will fund Placer Parkway.

The Tier I and II fees rely on a travel demand forecasting (TDF) model to estimate the proportion of travel associated within a particular area and calculate the corresponding fee. TDF models and fee programs need regular updates from a technical and statutory perspective. Staff kicked off the model and regional fee update with the first of four mini-workshops in January 2021. The workshop highlighted the program history, provided an overview of the project scope of work, public engagement plan, and presented the project schedule milestones over the next two years.

**Discussion**

The regional Tier I and Tier II fee program funds 11 critical regionally serving projects that have been in our collective planning documents for over 20-years. The Tier I and II fee programs provide the much-needed funding to leverage other state and federal funds to make these projects a reality. Setting these fees require the use of a travel demand forecasting model to estimate the percentage of traffic from new land use developments using these projects and adherence to the Mitigation Fee Act.

Staff will engage the SPRTA Board during the second mini-workshop to kick-off the nexus study component of the regional fee program update. The workshop will broadly discuss the process to update the regional fee program, but also seek support from the Board on a proposed framework to guide the process.

**SPRTA Board of Directors**  
**Model & Impact Fee Program Update**  
**June 2021**  
**Page 2**

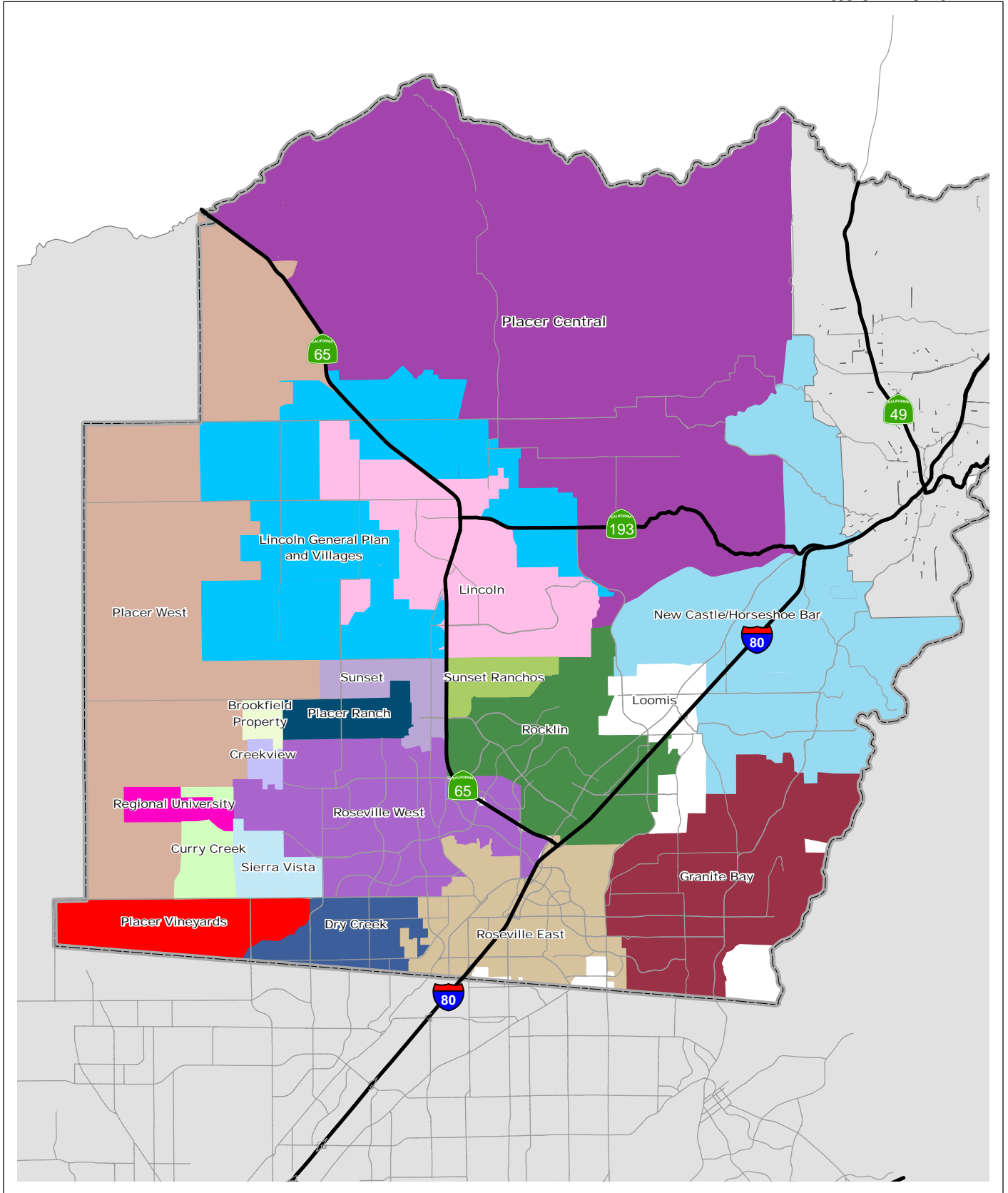
The nexus study framework is comprised of several decision points to guide the consultant's work efforts. With each of the decision points, several options exist that may ultimately lead to differing outcomes. While we can estimate the relative impacts of the decision points, we will not know the full impact on the associated fees until the draft analysis is complete. Therefore, staff is only seeking support for the framework identified below and results of the fee analysis will be brought back to the Board for future discussions and final direction. The nexus study framework includes the following decision points, which staff will further discuss during the meeting:

- Tier II Fee Program: Do we want to evaluate the Tier II program as a district-based fee rather than uniform fee?
  - At the onset of the model and fee update, staff acknowledged the interest to revisit the uniform nature in which fees are levied across the nine new growth areas as adopted in 2009 (see Attachment 1). A district-based approach would strictly apply the Tier II fee based on proportional share, which could likely result in higher fees for certain new growth areas and less for others.
- The Analysis Period: Do we maintain the current practice of assessing fees based on the amount of traffic generated by a new land use development during a typical weekday PM peak hour?
  - Each of the SPRTA member jurisdictions have developed their roadway network to accommodate traffic flows based on the PM peak hour of the day, which typically coincides between 4:00 and 6:00 PM. Staff recommends maintaining the current practice.
- What Defines a Trip: Do we want to maintain the current practice of splitting a trip between its origin and destination?
  - Applying a fee can be attributed to residential uses, non-residential uses, or split between the two. The current practice equally splits the fee between residential and non-residential uses. Any change could incentivize or de-incentivize certain land use types. Staff recommends maintaining the current practice.
- Exemptions to the Regional Fee: Do we want to expand the list of development types that are currently exempt from paying the regional fee?
  - Currently, public K-8 schools, public high schools, and accessory dwelling units below 750 square feet are exempt from paying Tier 1 or Tier 2 fees. Exempting additional land use types will likely increase cost for the remaining land use types. Staff recommends maintaining the current practice.
- Project List: Do we want to add additional project(s) to the program?
  - There is precedent for this and the action will likely increase the overall cost of the program. Examples could include additional roadway projects, transit capital investments, and bike paths. An analysis will need to be run to determine whether the project would capture enough regional traffic from future land use developments to determine whether it is regionally serving. Staff is recommending the inclusion of the I-80 Auxiliary Lane Project and is open to further discussions about other project nominations.

**SPRTA Board of Directors**  
**Model & Impact Fee Program Update**  
**June 2021**  
**Page 3**

In addition to the nexus study framework, staff will provide a brief summary of the stakeholder meetings that occurred in February. This was the first of several engagement points to seek feedback on the current program and discuss how the fee programs are integrated into the larger funding plan for the South Placer area. The summary reports of these meetings are included in Attachment 2.

AH:ML:ss



**LEGEND**

**Existing Districts**

- Dry Creek
- Granite Bay
- Lincoln
- New Castle/Horseshoe Bar
- Placer Central
- Placer West
- Rocklin
- Roseville East
- Roseville West
- Sunset

**New Growth Areas**

- Curry Creek
- Placer Vineyards
- Regional University
- Sierra Vista
- Sunset Ranchos (included if densified)
- Brookfield
- Creekview
- Placer Ranch
- Lincoln General Plan and Villages
- Brookfield



NOT TO SCALE

**SPRTA FEE DISTRICTS**





SPRTA Travel Demand Model & Impact Fee Update  
Stakeholder Meeting 1 | February 17, 2021

Introduction

On February 17, 2021 from 11:00 a.m. – 12:30 p.m., Placer County Transportation Planning Agency (PCTPA) held a stakeholder meeting focused on the South Placer Regional Transportation Authority (SPRTA) Travel Demand Model and Impact Fee Update. The purpose of this meeting was to provide a project overview and allow stakeholders an opportunity to learn more and ask questions regarding the SPRTA Model and Fee Program Update.

During this meeting, Aaron Hoyt, Senior Planner at Placer County Transportation Planning Agency (PCTPA), presented on the project background, public outreach, and the project schedule, while Don Hubbard, Senior Technical Principal in Transportation Planning/Modeling at WSP, presented on the nexus study, model update, and regional impact fee program. Interactive discussion periods were dispersed throughout the meeting, providing an opportunity for participants to share their comments and ask questions.

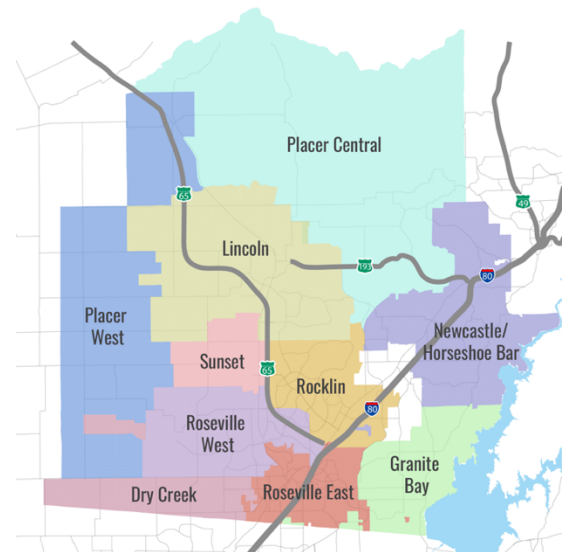


*The stakeholder meeting was an opportunity for stakeholders in the South Placer Region to learn more and ask questions regarding the model and fee program update.*

About the Project

PCTPA staff is embarking on the development of a new SPRTA Travel Demand Model and a SPRTA Tier I and II regional fee update. The updated model will be the primary tool used to update the SPRTA Nexus Study, which will begin summer 2021. Although PCTPA needs a new model the Nexus Study, the intention is for the model to be useful for a variety of users, including member agencies, developers, and consultants. The model should be especially useful for traffic impact studies that aim to identify where network improvements are needed and to fulfill the new SB-743 requirements.

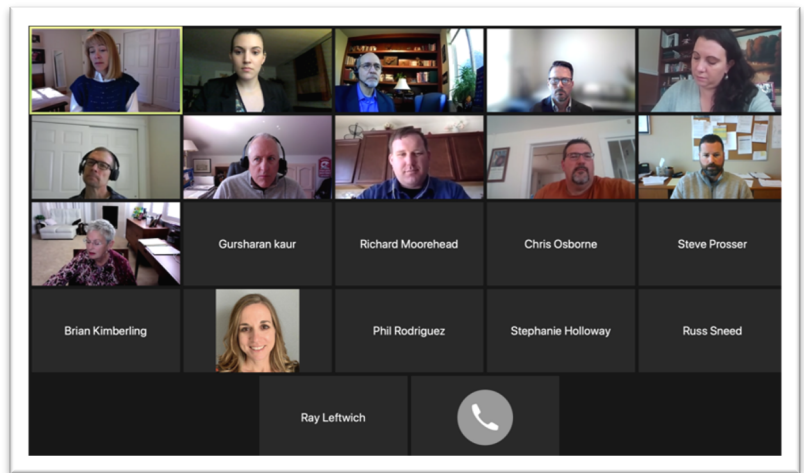
Over the next two years, this update will engage the SPRTA Board on various policy decisions and require participation from technical staff, all while being closely coordinated with the South Placer Funding Strategy.



*The SPRTA Travel Demand Model and Impact Fee Update affects the above zones in the South Placer region.*

### Meeting Format

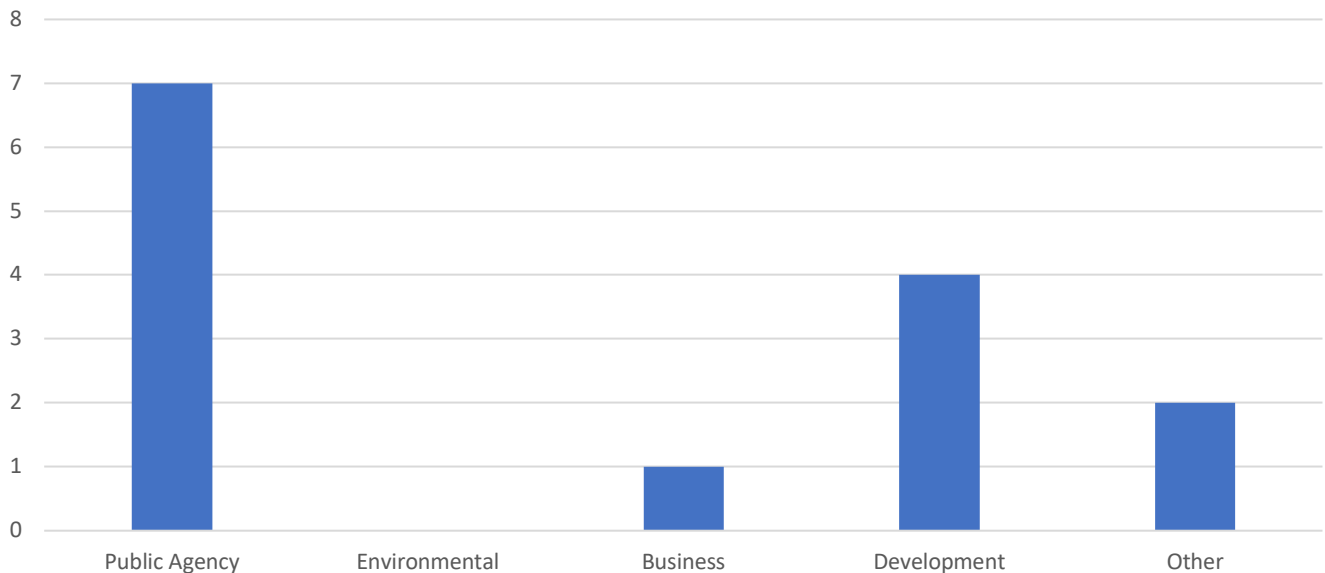
The SPRTA Travel Demand Model & Impact Fee Stakeholder Meeting was held online, through Zoom. The meeting began with Gladys Cornell, Principal of AIM Consulting, providing a meeting orientation with instructions on how to participate, and introducing the project team before launching a live poll to learn who was at the meeting, and their purpose for being there.



*A total of 16 people attended the virtual stakeholders meeting.*

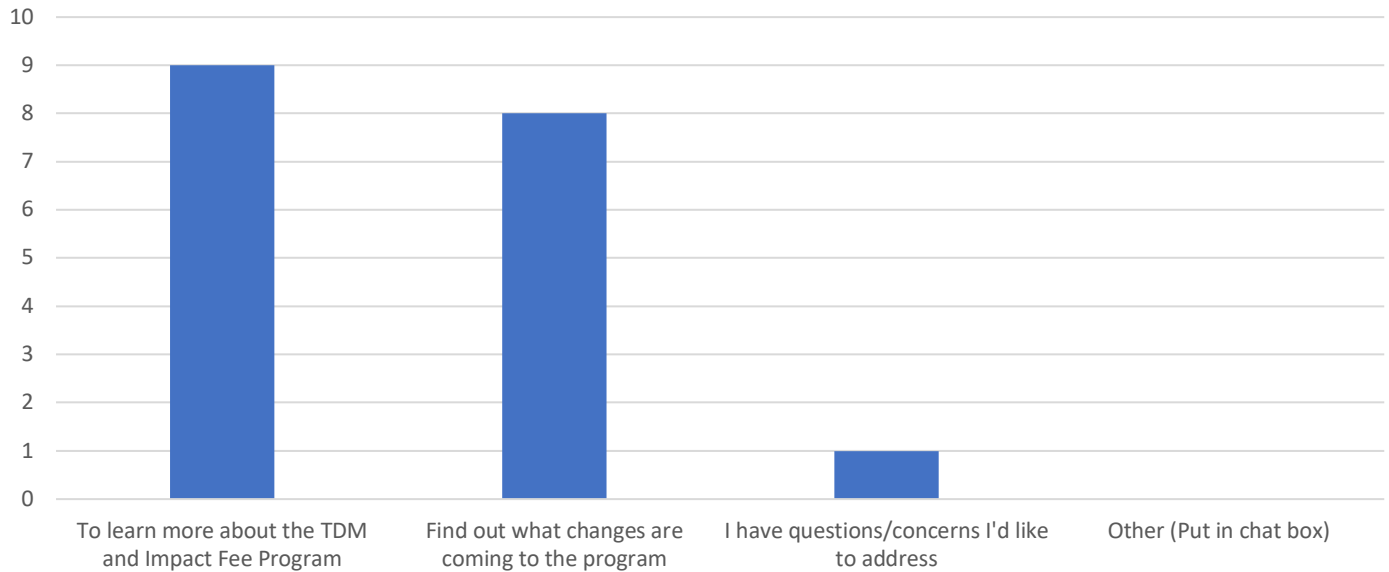
### Live Poll Results

#### Q1: Do you represent...



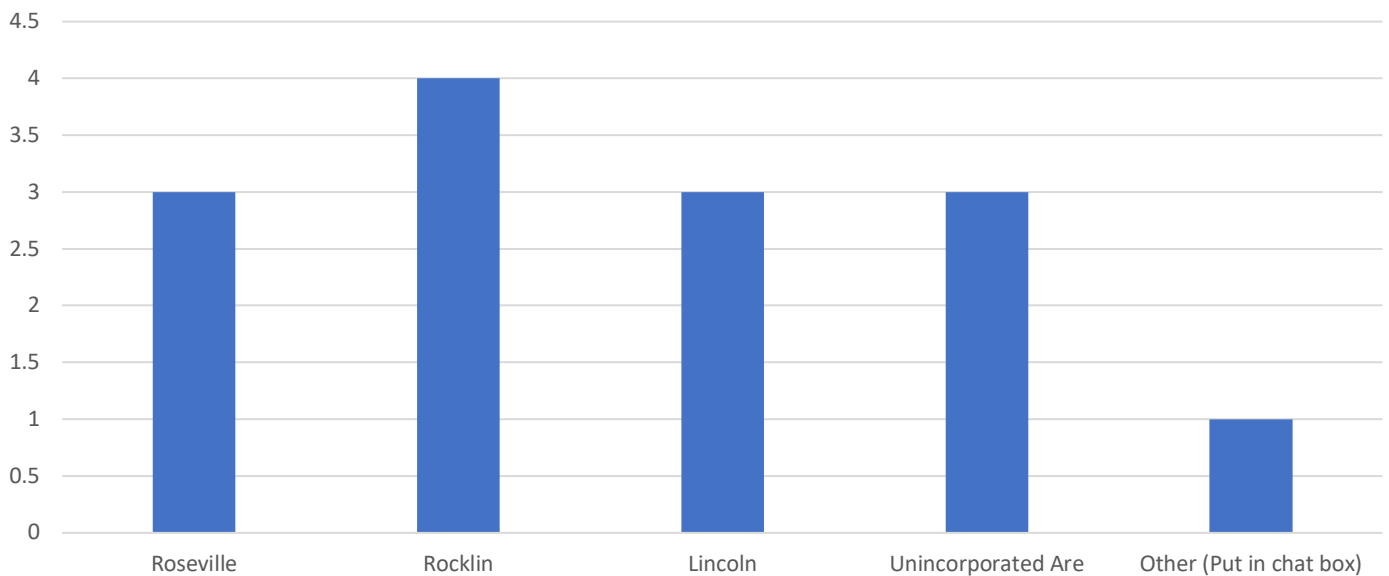
*According to the live poll, 7 attendees represented Public Agencies, 1 attendee represented a Business, 4 attendees represented the Development Community, and 2 attendees stated "Other".*

### Q2: What is your goal/objective for this meeting?



The second question asked that participants share their purpose for attending the meeting. 9 participants stated that they were attending “To learn more about the TDM and Impact Fee Program.” 8 participants selected that they were there to “Find out what changes are coming to the program,” and 1 participant stated, “I have questions/ concerns I’d like to address.”

### Q3: What geographic region do you represent?



Finally, the third question asked, “What geographic region do you represent?” 3 participants selected Roseville, 4 selected Rocklin, 3 selected Lincoln, 3 selected unincorporated area, and 1 stated “Other.”

Gladys then shared the results of the poll before introducing Aaron Hoyt, Senior Planner at PCTPA.

Project Background

Aaron began by providing a brief background of the project. The SPRTA fee program began with conceptualization in 2000, became formalized in 2002, and the tier II fee program was implemented in 2009. He also listed the 5 projects that the program began with: Placer Parkway, Sierra College Boulevard, Douglas Boulevard, Lincoln Bypass, and transit.

Aaron stressed the importance of updating the model by explaining that the Nexus study must be updated every 5 five years. The Nexus study requires a model that accounts for current development plans, such as the Amoruso Ranch and Sunset Area plans in South Placer. He also emphasized the critical role that community and stakeholder engagement will play throughout this process, in coordination with the South Placer Funding Strategy.

Aaron then closed out the project background presentation by talking about the South Placer Regional Funding Outlook, and how the SPRTA Travel Demand Model & Impact Fee Update relates to the overall funding strategy for South Placer.

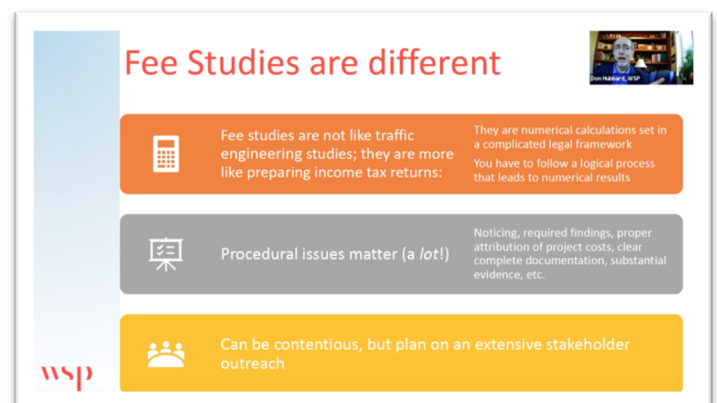
Next, the project team opened the session up for discussion. Participants were welcomed to ask a question in the chat box or raise their virtual hand (using the Zoom reaction feature) to be called on and un-muted. No questions were asked during the first discussion section.

Next, Don Hubbard presented on the SPRTA Nexus Study Update.

Presentation on SPRTA Nexus Study Update

The first application of the new TDM would be the SPRTA Nexus Study, which was set to take place in the summer of 2021. Don touched on the difference between a Nexus Study and other traffic studies, and the need to rely on extensive stakeholder outreach to ensure that all perspectives are heard. Don discussed the requirements of the Mitigation Fee Act and walked through the steps to complete a Nexus Study.

Don then talked the group through some examples that demonstrated different traffic improvement



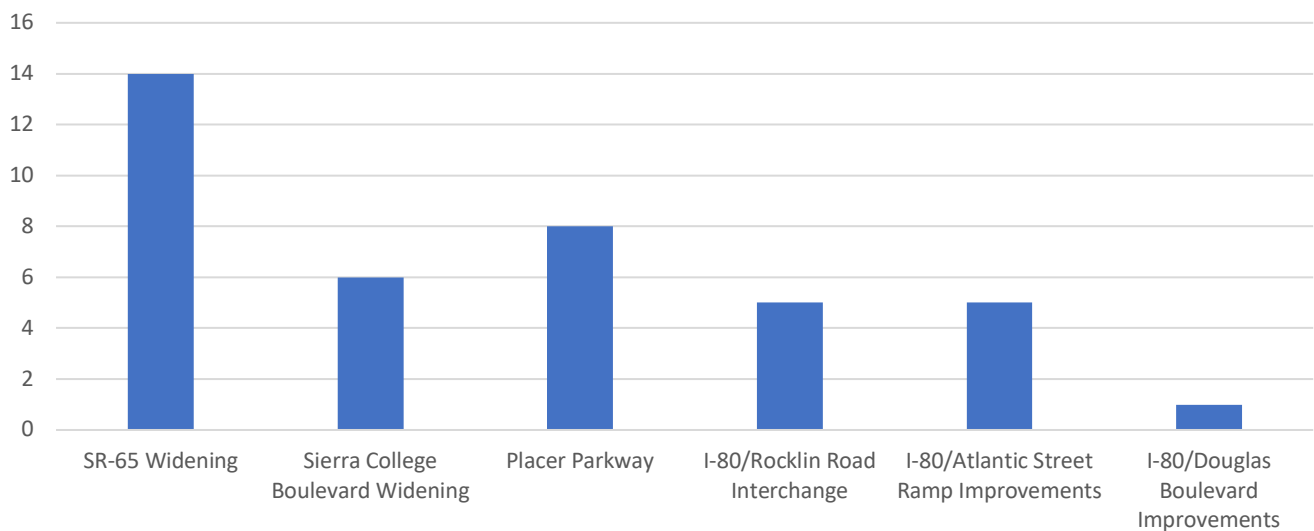
*Don Hubbard with WSP presented on the SPRTA Nexus Study.*

situations and the percentage that new development could be charged. He finished the Nexus Study section by talking about policy options, which the SPRTA Board would provide direction on later this year, and SB-743 and the application of mitigation fees.

Next, the project team opened the meeting up for another discussion session. Participants were welcomed to ask a question in the chat box or raise their virtual hand (using the Zoom reaction feature) to be called on and un-muted. When no questions were asked, Gladys prompted the group discussion by asking more live polling questions.

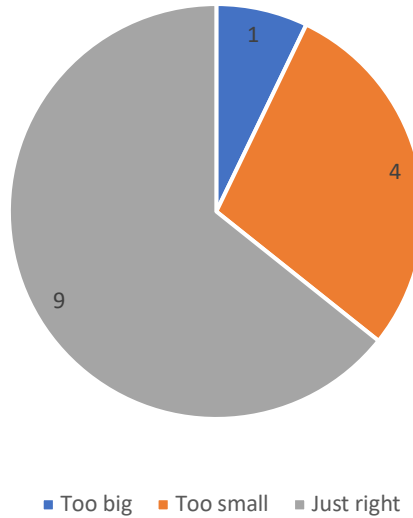
Discussion/ Live Poll Results

Q1: What are your top 3 project priorities?  
(Multiple Choice)



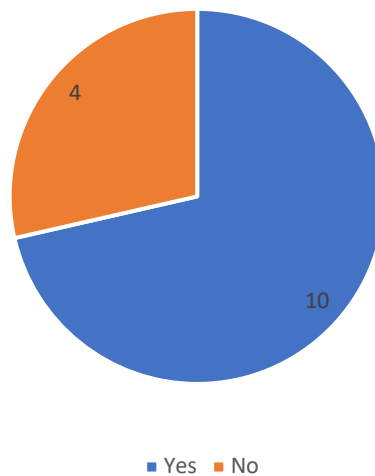
*The first question asked, “What are your top 3 project priorities?” This was a multiple-choice question. 14 attendees stated “SR-65 Widening,” 6 attendees selected “Sierra College Boulevard Widening,” 8 selected “Placer Parkway,” 5 selected “I-80/ Rocklin Road Interchange,” 5 selected “I-80/ Atlantic Street Ramp Improvements,” and 1 selected “I-80/ Douglas Boulevard Ramp Improvements.”*

**Q2: Do you think that the SPRTA Fee Program is...**



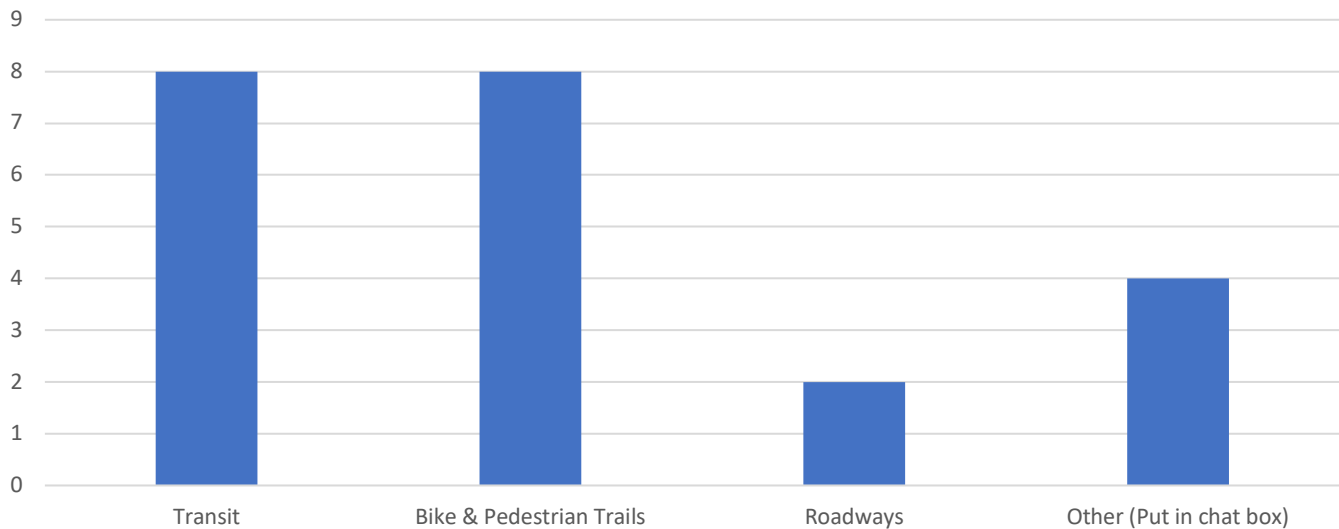
*The second question asked whether participants think the SPRTA Fee Program is too big, too small, or just right. 1 participant answered, "Too big," 4 answered "Too small," and 9 answered "Just right."*

**Q3: Should the SPRTA Fee Program include other regional mobility options?**



*The third question asked, "Should the SPRTA Fee program include other regional mobility options?" 10 participants answered "Yes" and 4 answered "No."*

**If yes, please select other mobility options that should be included in the program: (Multiple Choice)**



*Finally, the last question, which was multiple-choice, prompted participants who answered yes to the previous question to select other mobility options that should be included in the program. 8 participants selected “Transit,” 8 selected “Bike & Pedestrian Trails,” 2 selected “Roadways,” and 4 selected “Other.”*

After the live polling was completed and shared, Gladys opened up the session for any last questions. Stakeholder Susan Rohan asked in response to the questionnaire, “In the modeling, are you going to use all your standard assumptions from the pre-COVID era?” She was curious to know whether the model would be adjusted at all due to the COVID-19 pandemic, and the increased population in the area. She asked whether changes would be made if the new data suggested new interests and demands. Don Hubbard responded that if research projects new data, it will be accounted for, changes will be made, and information will be provided to the public. Don then stated that upcoming slides in the presentation would show emerging trends due to COVID.

Susan followed up on her question by asking, “Are you going to use something like 9 or 11 trips per house?” Don stated that the total amount of traffic hadn’t changed very much, but had been redistributed, and that Placer County was almost back where it was pre-COVID, with less severe peaking. Aaron then added a few comments about future expectations of new residents moving to Placer County and alternative transportation modes. Aaron explained that SPRTA includes a set aside for transit capital and was previously used to conduct a Bus Rapid Transit (BRT) study that identified potential future BRT needs and potential routes. The SPRTA fees can be used for the purchase of extra buses or electrification facilities; however, AB 1600 limits fee programs from funding ongoing operations for transit service.

Aaron then wrapped up by stating that this Nexus study happens every five years and they will continue to observe the needs of Placer County.

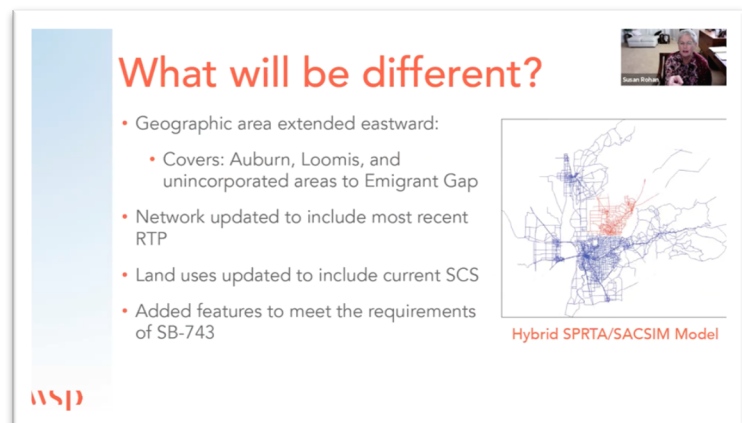
Next, Don Hubbard presented on the technical aspects of the Placer County Model Update.

Presentation on Placer County Model Update

Don began by listing the goals of model development, which included producing a model that was suitable for the upcoming Nexus Study, traffic studies for planning and design, and traffic impact studies for Environmental Impact Reports (EIR) (including Vehicle Miles Traveled (VMT) analysis). The model also needed to provide a high level of detail and good geographic coverage for Placer County and be easy to use with a short run time.

Don reviewed the differences between this new model and the previous one, and spent some time talking about the features that would be added to meet the requirements of SB-743, including extended geographic location. He then walked the participants through the effects of COVID-19 and upcoming trends. Don explained the year-on-year traffic rates, and how it has now rebounded since early 2020 to only 6.5% lower than the average daily traffic volume compared to 2019 results. He then highlighted COVID-19 trends that projected how the traffic and commute trips will increase and decrease, and how factors like autonomous vehicles, work from home, and home deliveries affected VMT.

Next, the project team opened the meeting up for another discussion session. Participants were welcomed to ask a question in the chat box or raise their virtual hand (using the Zoom reaction feature) to be called on and unmuted. Susan asked a clarifying question in regard to the Hybrid SPRTA/SACSIM Model map. She asked whether the red areas on the map were going to be new areas of impact. Don clarified that the blue areas are the road network file from SACSIM (SACOG’s model), and the red areas represent Southwest Placer County’s model.



*Stakeholder Susan Rohan had a question about the SACISM and SPRTA Map that Don presented. The red area represented Southwest Placer County and the blue area represented regional road networks.*

The map distinguishes between the Placer County road network and the regional road network. He went on to explain that with SB-743, with the new model, there will be a lot more detail in the other counties than in the previous models, because the true length

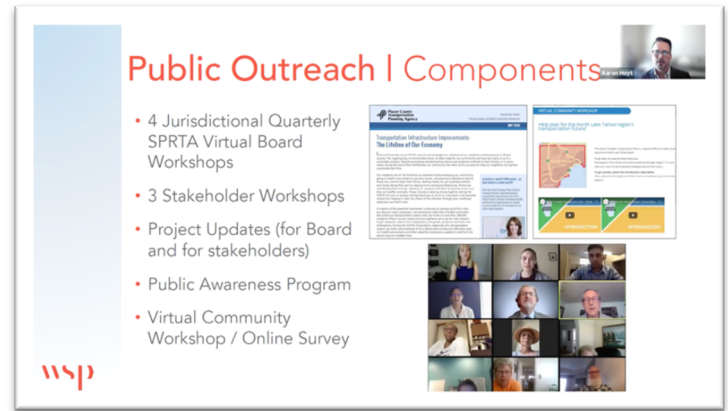


of each trip will need to be accounted for. Susan’s question was the only one asked during the discussion section.

Next, Aaron presented on public and stakeholder outreach.

Presentation on Public & Stakeholder Outreach

Aaron first acknowledged the coordination that will be taking place between public outreach for this project and the PCTPA funding strategy. He stated the project team’s intent to get buy in from stakeholders, in addition to providing them with advanced notice of changes that may occur.

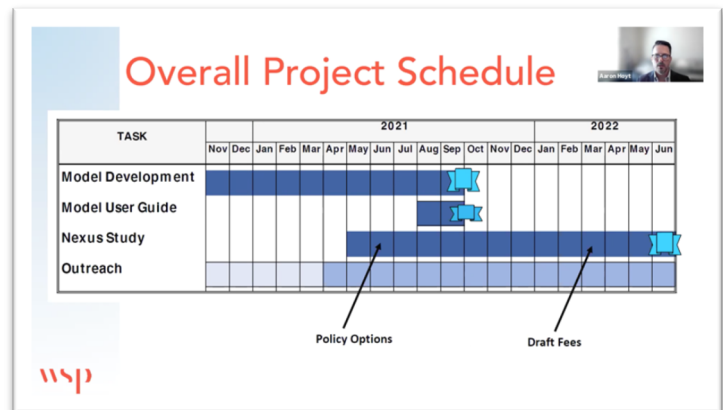


*Aaron Hoyt presented on Public & Stakeholder Outreach*

Aaron outlined the main components of public outreach, which included presentations during 4 SPRTA Board workshops, 3 interactive stakeholder workshops, project updates, an online workshop/survey, and other electronic communications, like an informational video. He then provided a timeline of outreach before handing the presentation off to Don, who discussed the overall project schedule.

Project Schedule

To conclude the presentation portion of the workshop, Don outlined the schedule for the SPRTA Travel Demand Model and Tier I and II Impact Fee Update. Currently, the model is being developed, with ongoing outreach throughout the entire process. Outreach will intensify once the Nexus Study has begun in May.



*Aaron Hoyt presented on the Public Outreach components of the project, and schedule.*

### Discussion

The meeting ended with the project team opening the session up for another discussion session. Participants were welcomed to ask a question in the chat box or raise their virtual hand (using the Zoom reaction feature) to be called on and un-muted. No questions were asked.

### Awareness

For the Stakeholders Meeting, the project team was focused on garnering participation from the stakeholders in the South Placer region. A total of 16 stakeholders attended the virtual stakeholders meeting.

The project team constructed email invitations in Constant Contact and sent them to a predetermined list of approximately 60 stakeholders. The invitee list was made up of stakeholders representing the development community, business, agency, or environmental. The project team also sent two follow up email invitations via personal email. An informational project update was attached to each personal email invitation. The original email invitation, two follow-up email invitations, project update, and full presentation can be found in the Appendix.



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

**TO: SPRTA Board of Directors**

**DATE: June 23, 2021**

**FROM: Aaron Hoyt, Senior Planner  
Mike Luken, Executive Director**

**SUBJECT: FY 2020/21 ADMINISTRATIVE BUDGET AMENDMENT #2**

**Action Requested**

Board approval of the FY 2020/21 budget amendment #2 for the administration of the South Placer Regional Transportation Authority.

**Background**

Under the Implementation Plan adopted by the Board in April 2002, SPRTA allocates \$3,000,000 over the course of the anticipated 20-year implementation period, or an average of \$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**

At the June 2020 meeting, the Board approved a FY 2020/21 budget of \$254,124, which included an estimated one-year consultant cost to create a new South Placer County traffic model and perform a comprehensive update of the SPRTA fees. The firm, WSP, was selected to lead the effort and their contract total of \$493,591 would be spread across two fiscal years. Administrative Budget Amendment #1 was approved January 2021 that included two modifications and increased the annual budget by \$140,000. The budget increase included the purchase of a one-year license to access smartphone travel data, at a cost of \$120,000, for use in calibrating and validating the traffic model. The budget increase also shifted \$20,000 from the second year WSP's contract to the first year to cover anticipated costs.

Administrative Budget Amendment #2, as shown in Attachment 1, proposes to increase WSP's budget for FY 2020/21 by \$25,000, for a total of \$170,000. The proposed increase will allow the consultant to continue working on the model development and maintain the proposed schedule. The total amount of the contract will not change, and this is merely a shift from the second to the first year of costs.

The amended total budget is proposed at \$419,124. The SPRTA Technical Advisory Committee (TAC) has reviewed this proposed budget and recommends the Board approve the budget as presented.

AH:ML:ss

**Table 1**

**SPRTA Administrative Budget Summary  
FY 2020/21 Amendment #2**

<b>Expenditures</b>	<b>Proposed Amend #2 Jun-21 FY 2020/21</b>	<b>Adopted Amend #1 Jan 2021 FY 2020/21</b>	<b>Adopted June 2020 FY 2020/21</b>	<b>Difference Amend #1 &amp; Amend #2</b>
PCTPA Administrative Contract	\$118,874	\$118,874	\$118,874	\$0
Legal Services	\$2,500	\$2,500	\$2,500	\$0
Traffic Model and Fee Update Consultant	\$170,000	\$145,000	\$125,000	\$25,000
Travel Data Contract	\$120,000	\$120,000	\$0	\$0
Financial Audits	\$6,250	\$6,250	\$6,250	\$0
Direct Expenses (note 1)	\$1,000	\$1,000	\$1,000	\$0
Accounting Services	\$500	\$500	\$500	\$0
Contingency funds	\$0	\$0	\$0	\$0
<b>Total</b>	<b>\$419,124</b>	<b>\$394,124</b>	<b>\$254,124</b>	<b>\$25,000</b>

<b>Revenues</b>	<b>Proposed Amend #2 Jun-21 FY 2020/21</b>	<b>Adopted Amend #1 Jan 2021 FY 2020/21</b>	<b>Adopted June 2020 FY 2020/21</b>	<b>Difference Amend #1 &amp; Amend #2</b>
SPRTA Fees	\$419,124	\$394,124	\$254,124	\$25,000
<b>Total</b>	<b>\$419,124</b>	<b>\$394,124</b>	<b>\$254,124</b>	<b>\$25,000</b>

<b>Contingency Funds</b>	<b>FY 2020/21</b>	<b>FY 2020/21</b>	<b>FY 2020/21</b>	<b>Difference</b>
	\$0	\$0	\$0	\$0

<b>Revenue to Expenditure Comparison</b>	<b>Proposed Amend #2 Jun-21 FY 2020/21</b>	<b>Adopted Amend #1 Jan 2021 FY 2020/21</b>	<b>Adopted June 2020 FY 2020/21</b>
Surplus/(Deficit)	\$0	\$0	\$0

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



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

**TO: SPRTA Board of Directors**

**DATE: June 23, 2021**

**FROM: Mike Luken, Executive Director**

**SUBJECT: FY 2021/22 ADMINISTRATIVE BUDGET**

**Action Requested**

Board approval of the FY 2021/22 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 \$3,000,000 over the course of the anticipated 20-year implementation period, or an average of \$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**

As shown in Attachment 1, the FY 2021/22 administrative budget is proposed at \$358,677. This second year of an increased level is due to the continuing work on a new South Placer County traffic model and perform a comprehensive update of the SPRTA fees.

The Board should note that SPRTA budgets cover expected expenses, but all billings are at actual cost with no year-to-year carryover.

Including FY 2020/21, this brings the costs for SPRTA administration to \$1.54 million over the past 20 years. The need to increase the SPRTA administrative costs will be looked at further as part of the comprehensive SPRTA fee update.

The SPRTA Technical Advisory Committee (TAC) has reviewed this proposed budget on June 8<sup>th</sup> and recommends the Board approve the budget as presented.

ML:ss

**SPRTA Administrative Budget  
Fiscal Year 2021/22**

<b>Expenditures</b>	<b>FY 2021/22</b>	<b>FY 2020/21</b>	
	<b>Budget</b>	<b>Budget</b>	<b>Difference</b>
PCTPA Administrative Contract	\$ 121,212	\$ 118,874	\$ 2,338
Legal Services	\$ 5,000	\$ 2,500	\$ 2,500
Traffic Modeling/Nexus Analysis	\$ 223,590	\$ 170,000	\$ 53,590
Travel Data Contract	\$ 0	\$ 120,000	\$ (120,000)
Financial Audits	\$ 6,375	\$ 6,250	\$ 125
Direct Expenses (note 1)	\$ 2,000	\$ 1,000	\$ 1,000
Accounting Services	\$ 500	\$ 500	\$ 0
Contingency funds	\$ 0	\$ 0	\$ 0
<b>Total</b>	<b>\$ 358,677</b>	<b>\$ 419,124</b>	<b>\$ (60,447)</b>
<b>Revenues</b>			
	<b>FY 2021/22</b>	<b>FY 2020/21</b>	
	<b>Annual Budget</b>	<b>Budget</b>	<b>Difference</b>
SPRTA Fees	\$ 358,677	\$ 419,124	\$ (60,447)
SPRTA Fees/Carryover	\$ 0	\$ 0	\$ 0
<b>Total</b>	<b>\$ 358,677</b>	<b>\$ 419,124</b>	<b>\$ (60,447)</b>
<b>Contingency Funds</b>			
	<b>Budget</b>	<b>Budget</b>	<b>Actual</b>
	\$ 0	\$ 0	\$ 0
<b>Revenue to Expenditure Comparison</b>			
	<b>Budget</b>	<b>Budget</b>	<b>Actual</b>
Surplus/(Deficit)	\$ 0	\$ 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: June 23, 2021**

**FROM: Michael Luken, Executive Director**

**SUBJECT: NEVADA STATION OPERATING BUDGET**

### **ACTION REQUESTED**

Approve Nevada Station Building budget for fiscal years 2021/22 and 2022/23 as shown in Attachment 1 and certify that this budget includes required bond payments.

### **BACKGROUND**

In December 2003, the Placer County Transportation Planning Agency (PCTPA) and the South Placer Regional Transportation Authority (SPRTA) completed the purchase of the Nevada Station office building at 249-299 Nevada Street in Auburn to house the Agencies' operations. In doing so, the Agencies have also become a landlord, charged with the responsibility of operating and maintaining the building, negotiating commercial leases, and resolving property and tenant issues.

Because of certain powers needed to obtain bond financing that are not specifically held by PCTPA, SPRTA agreed to be the conduit for the financing of the purchase of the Nevada Station. Under this arrangement, SPRTA is listed as the official owner of the building and fully leases it to PCTPA. PCTPA, in turn, handles all management, operations, maintenance and repairs, tenant leasing, rental collection, and bond payments. Once the bonds have been fully repaid, SPRTA will sell the building to PCTPA for \$10. Under the terms of the ownership arrangement, the bi-annual budget is approved by both SPRTA and PCTPA.

In July 2014, the PCTPA and SPRTA Boards approved the refinancing of the original 2003 property lease revenue bonds. These 2014 lease revenue bonds assume the final amortization dates of the original loan, June 2023 and June 2029, and interest payments on the remaining term of the debt has been reduced by nearly 50%.

### **DISCUSSION**

The budget to actual detail for FY 2019/20 and 2020/21 (as estimated through 6/30/21), as well as the proposed annual budgets for FY 2021/22 and 2022/23, are shown in Attachment 1.

### ***FY 2019/20 and 2020/21 Budget to Actual Recap***

Although improving, the overall economy and 2020 COVID-19 pandemic has affected the Nevada Station. In the last period, two tenants terminated their leases, two new tenants entered into lease agreements, and one tenant extended their lease into one of the vacant offices. As a result of the terminations and new lease agreements, actual revenues for these two years were slightly below budgeted revenues. While nine of the ten office suites are

**SPRTA Board of Directors**  
**NEVADA STATION OPERATING BUDGET**  
**June 23, 2021**  
**Page 2**

currently leased, the lease rates have remained at or slightly below market rate to attract and retain building tenants.

During this past two-year period, expenditures were within budget except for the following areas: (1) attorney expenses related to legal review of the property management services contract, (2) additional locksmith expenditures for the installation of pushbutton keys for the exterior tenant restrooms, (3) increased security expenses due to installation of the new security camera system and nighttime drive-by security guard, and (4) additional PCTPA administration expenses, mainly attributable to the security system installation and setup.

Major repairs and maintenance in the last period included: metal roof, ground floor eave repair and southside siding replacement in fall 2019 and exterior painting of the entire building in spring 2020.

***FY 2021/22 and 2022/23 Budget Outlook***

The budget conservatively projects FY 2021/22 and 2022/23 rental revenue with minor increases and estimates the one unoccupied office vacancy assuming a December 2021 occupancy at standard market rates.

The financial outlook for Nevada Station has improved slightly with operating surpluses projected for both years of the proposed budget, including the reestablishment of necessary maintenance reserves and repayment of obligations.

The proposed biannual budget includes set aside cash reserves, \$27,500 and \$32,500 per respective years, for future maintenance including:

- Ongoing maintenance – Parking lot repaving and restriping
- Ongoing and future maintenance - Replacement of existing HVAC equipment

In 2010-2011, PCTPA had transferred agency reserves to Nevada Station due to the property's cash shortfalls, now with a remaining June 30, 2021 balance of \$70,000. The proposed biannual budget includes the \$20,000 repayment to PCTPA towards this payable.

MUFG Union Bank, which services the bonds, requires that the Agency certify that bond payments are included in the building's operating budget and have been included accordingly. Both the PCTPA and SPRTA TAC have reviewed the biannual budget and concur with staff recommendation of the Board's certification and approval of the Nevada Station Operating Budget.

ML:ss



NEVADA STATION - OPERATING BUDGET  
 BUDGET TO ACTUAL: FY's 2019/20 - 2020/21  
 PROPOSED BUDGET: FY's 2021/22 - 2022/23

	FY 2019/20		FY 2020/21		PROPOSED BUDGET	
	BUDGET	ACTUAL	BUDGET	ESTIMATED	FY 2021/22	FY 2022/23
<b>GROSS INCOME - PROJECTED</b>						
TENANT RENTAL INCOME	367,887	315,280	377,234	300,133	323,703	346,440
INTEREST INCOME	500	1,334	500	50	100	100
LESS: 5% VACANCY & CREDIT LOSS	(8,358)	-	(8,570)	-	(7,923)	(8,835)
<b>TOTAL EFFECTIVE INCOME</b>	<b>360,029</b>	<b>316,614</b>	<b>369,164</b>	<b>300,183</b>	<b>315,880</b>	<b>337,705</b>
<b>OPERATING EXPENSES - PROJECTED</b>						
ACCOUNTANT/ATTORNEY	500	3,567	500	-	500	500
CARPET CLEANING	250	150	250	-	250	250
ELEVATOR MAINT/LICENSE	2,750	2,813	3,000	2,434	2,500	2,750
FIRE EXTINGUISHERS	100	84	100	-	100	100
GARBAGE DISPOSAL & RECYCLING	4,000	4,395	4,250	4,147	4,250	4,500
GUTTER CLEANING	150	-	150	-	150	150
HVAC MAINTENANCE	1,250	1,545	1,500	1,118	1,500	1,500
INSURANCE	3,750	3,591	4,000	4,682	4,750	5,000
JANITORIAL SERVICE	4,000	4,890	4,250	5,020	4,000	4,250
LANDSCAPING SERVICE	5,750	5,700	5,750	5,700	6,400	7,050
LIGHTING	750	743	750	684	750	750
LOCKSMITH	250	522	250	3,528	500	500
MANAGEMENT - PCTPA ADMINISTRATION	15,000	25,731	15,000	16,369	17,329	18,005
MANAGEMENT - PROPERTY MANAGEMENT	10,000	-	10,000	9,116	10,000	12,500
MISC REPAIRS & EXPENSES	5,000	4,951	5,000	1,481	5,000	5,000
PCWA	2,500	2,381	2,750	2,169	2,250	2,500
PG&E	1,750	1,204	2,000	1,837	1,750	2,000
PHONE (ELEVATOR/ALARM)	500	411	500	538	550	600
PLUMBING / ELECTRICAL	2,000	2,003	2,250	505	1,500	1,750
REAL ESTATE TAXES	2,500	2,333	2,500	2,232	2,250	2,500
RESTROOM SUPPLIES	1,000	1,384	1,000	893	1,000	1,250
SECURITY	1,000	378	1,000	11,423	9,750	10,000
SEWER FEES	3,500	3,526	3,500	3,381	3,500	3,500
WINDOW WASHING	1,000	-	1,000	1,400	1,000	1,000
TRANSFER TO RESERVE - HVAC (12 units)	12,500	12,500	15,000	17,500	20,000	25,000
TRANSFER TO RESERVE - EXTERIOR PAINTING	5,000	5,000	5,000	5,000	5,000	5,000
TRANSFER TO RESERVE - PARKING LOT PAVING	-	-	-	-	-	-
TRANSFER TO RESERVE - ROOF & SIDING	5,000	5,000	5,000	5,000	2,500	2,500
<b>TOTAL OPERATING EXPENSES</b>	<b>91,750</b>	<b>94,802</b>	<b>96,250</b>	<b>106,156</b>	<b>109,029</b>	<b>120,405</b>
<b>NET INCOME</b>	<b>268,279</b>	<b>221,812</b>	<b>272,914</b>	<b>194,027</b>	<b>206,851</b>	<b>217,300</b>
<b>NON-OPERATING EXPENSES</b>						
DEBT SERVICE (Principal + Interest)	190,482	189,547	191,099	191,099	190,951	190,038
BOND TRUSTEE ADMIN FEE	2,150	2,150	2,150	1,730	2,150	2,150
MISC. NON-OPERATING	750	668	750	130	750	750
LEASE COMMISSIONS	2,500	3,398	2,500	2,101	2,500	2,500
TENANT IMPROVEMENTS	5,000	6,143	5,000	2,000	5,000	5,000
BOND COUNSEL	500	-	500	-	500	500
<b>TOTAL NON-OPERATING EXPENSES</b>	<b>201,382</b>	<b>201,906</b>	<b>201,999</b>	<b>197,060</b>	<b>201,851</b>	<b>200,938</b>
DUE TO PCTPA - PROPERTY MGMT.	10,137	10,137	-	-	-	-
DUE TO PCTPA - NOTE PAYABLE	15,000	15,000	30,000	30,000	5,000	15,000
<b>NET OPERATING CASH FLOW</b>	<b>51,896</b>	<b>(5,232)</b>	<b>40,915</b>	<b>(33,033)</b>	<b>0</b>	<b>1,362</b>

**TO:           SPRTA Board of Directors                                  DATE: June 23, 2021**

**FROM:       David Melko, Senior Transportation Planner**

**SUBJECT:   I-80 AUXILIARY LANES PROJECT – APPROVING RIGHT-OF-WAY  
CONTRACT AND EXECUTING CERTIFICATE OF ACCEPTANCE  
AND DEEDS**

**Action Requested**

Adopt Resolution No. 21-06 approving the acquisition of real property and Temporary Construction Easement at 210 South Harding, Roseville (APN: 014-183-029) and authorize the Executive Director to complete these real property transactions for the I-80 Auxiliary Lanes Project.

**Background**

The Placer County Transportation Planning Agency (PCTPA), in cooperation with Caltrans, Placer County, City of Rocklin, and City of Roseville propose to reduce congestion and increase safety by constructing capacity enhancements and interchange improvements on I-80 in Roseville and Rocklin at two locations: (1) eastbound from SR 65 through the Rocklin Road Interchange, and (2) westbound from Douglas Boulevard through the Riverside Avenue Interchange. The eastbound direction includes modifying the off ramp at Rocklin Road from one-lane to two-lanes. The westbound direction includes extending the existing 5th lane from Douglas Boulevard to Riverside Avenue and improvements to the on and off ramps at Douglas Boulevard and Riverside Avenue (I-80 Auxiliary Lanes Project).

PCTPA is the implementing agency for the planning, environmental and final design phases of the I-80 Auxiliary Lanes Project. SPRTA is the implementing agency for the right-of-way phase. Caltrans will advertise, award, and administer (AAA) construction of the project.

Federal and state environmental documentation was approved for the I-80 Auxiliary Lanes Project in August and October 2016, respectively. A revalidation of the environmental documents was approved in October 2020. The project was awarded construction funding by the California Transportation Commission in December 2020.

**Discussion**

The I-80 Auxiliary Lanes Project will impact four parcels: one privately owned parcel located at the southerly end of 210 South Harding Boulevard and adjacent to the right-of-way line of Interstate 80 near Douglas Boulevard; two parcels owned by the City of Roseville; and a sliver of China Garden Road owned by the City of Rocklin. It is the privately owned parcel that is the subject of this staff report. Below is a table of the required privately owned right-of-way and easement:

**SPRTA Board of Directors  
I-80 AUXILIARY LANES PROJECT –  
APPROVING RIGHT-OF-WAY CONTRACTS AND  
EXECUTING CERTIFICATE OF ACCEPTANCE AND DEEDS  
JUNE 23, 2021  
Page 2**

Property Owner	APN	Acquisition Type Required	Size (Sq. Ft.)	Acquisition Progress
Marjorie B. Strauch & Candice L. Stephenson	014-183-029	Fee & Temporary Construction Easement	4,310 & 2,985	Under Negotiation

SPRTA initiated the right-of-way phase in June 2020 after Board approval of Resolution No. 20-08 establishing the administrative process for project right-of-way acquisition. Notices of Intent to inspect and appraise was sent to the property owner in June 2020 by certified mail. The Executive Director authorized Dokken Engineering to proceed with the right-of-way acquisition in September 2020.

**Strauch Stephenson**

A fee acquisition is required of a portion of a parcel owned by Marjorie B. Strauch and Candice L. Stephenson as trustees located at the southerly end of 210 South Harding Boulevard and adjacent to the right-of-way line of Interstate 80 near Douglas Boulevard. A Temporary Construction Easement is also required on the same parcel for use as a work area during project construction.

SPRTA, is required to obtain a formal valuation of the affected property and submit a fair market value offer of compensation to the property owners. An appraisal for a portion of the 210 South Harding Boulevard parcel was completed by Pattison & Associates, Inc. in June 2020, with the appraisal review completed by Ryan Valuation Services in July 2020. Pattison & Associates revised their appraisal in March 2021 to include a cost to cure damage to relocate a water and electrical line, an electrical panel/circuit breaker box, and replace two electrical outlet boxes on poles that will be impacted by project work. These items will be relocated and/or replaced by the property owner and are necessary for the property owner to lease the property, used seasonally for Christmas Tree sales.

A formal acquisition offer of \$87,100 was initially presented to the property owners in November 2020. A revised offer of \$100,245 was presented to Candice L. Stephenson in April 2021. Ms. Stephenson was subsequently notified by email in May that the previously requested new PG&E easement is not needed and that \$4,045 was being deducted from the revised offer. The updated settlement of \$96,200, including the terms of the acquisition have been agreed to by Ms. Stephenson; however, it may be necessary to modify the final acquisition documents to reflect the proper legal ownership of the property. The Executive Director is requesting the authority to make these non-substantial modifications to the final documents.

**SPRTA Board of Directors  
I-80 AUXILIARY LANES PROJECT –  
APPROVING RIGHT-OF-WAY CONTRACTS AND  
EXECUTING CERTIFICATE OF ACCEPTANCE AND DEEDS  
JUNE 23, 2021  
Page 3**

Staff recommends that the Board adopt the resolution to approve the acquisition of real property and Temporary Construction Easement and authorize the Executive Director to complete these real property transactions for the I-80 Auxiliary Lanes Project. The SPRTA Technical Advisory Committee (TAC) concurs with the project right-of-way acquisition.

**RESOLUTION NO. 21-06**

**A RESOLUTION OF THE BOARD OF DIRECTORS OF THE  
SOUTH PLACER REGIONAL TRANSPORTATION AUTHORITY  
ACCEPTING A GRANT DEED AND TEMPORARY CONSTRUCTION EASEMENT  
FOR THE INTERSTATE 80 AUXILIARY LANE PROJECT  
(210 SOUTH HARDING, ROSEVILLE: APN: 014-183-029)**

**WHEREAS**, the Board of Directors of the South Placer Regional Transportation Authority may not have deeds or grants conveying in or easement upon real property accepted for recordation without its consent evidenced by its certificate or resolution of acceptance in accordance with Section 27281 of the California Government Code; and

**WHEREAS**, the Board of Directors of the South Placer Regional Transportation Authority, by Resolution No. 20-08, established an administrative process for right-of-way acquisition for the Interstate 80 Auxiliary Lane Project, which designated the Executive Director or designee as the officer authorized to accept and execute deeds and grants; and

**WHEREAS**, the real property interests which are subject of this resolution of acceptance consist of a fee acquisition and Temporary Construction Easement located at the southerly end of 210 South Harding Boulevard and adjacent to the right-of-way line of Interstate 80, in the City of Roseville, and the Placer County Assessor has designated the Property Interests as a portion of APN: 014-183-029; and

**WHEREAS**, the Board of Directors of the South Placer Regional Transportation desires to acquire the real property interest and Temporary Construction Easement, which is the subject of this resolution for purposes of the Interstate 80 Auxiliary Lane Project; and

**WHEREAS**, the Board of Directors of the South Placer Regional Transportation Authority finds and determines that the Grant Deed and the Temporary Construction Easement for the Interstate 80 Auxiliary Lane Project, described and depicted in the Right of Way Contract – State Highway, Grant Deed and the Temporary Construction Easement in the substantial form as attached to the staff report, is acceptable for recordation.

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

1. The Right of Way Contract – State Highway is approved in substantial form attached hereto as Attachment 1 and the Executive Director or designee shall execute said Right of Way Contract – State Highway and take all necessary action to carry-out the Right of Way Contract – State Highway.

2. The fee acquisition for APN: 014-183-029, described in Exhibit A and depicted in Exhibit B and attached to the Grant Deed in substantial form as shown in Attachment 1 to the staff report is accepted.
3. The Temporary Construction Easement for APN: 014-183-029, described in Exhibit A-1 and depicted in Exhibit B-1 and attached to the Temporary Construction Easement Deed in substantial form as shown in Attachment 1 to the staff report is accepted.
4. The Executive Director or designee shall finalize as necessary and execute said Grant Deed and the Temporary Construction Easement Deed.
5. The Executive Director or designee is hereby directed to execute said Certificate of Acceptance.
6. The Executive Director or designee shall cause the Grant Deed and the Temporary Construction Easement Deed with the executed Certificate of Acceptance to be recorded in the Clerk-Recorder of Placer County.
7. The Executive Director or designee shall disburse funds as required for the fee acquisition and the Temporary Construction Easement of APN: 014-183-029.

**PASSED AND ADOPTED** by the Board of Directors of the South Placer Regional Transportation Authority, this 23<sup>rd</sup> day of June 2021, by the following vote on roll call:

AYES            Board Members:

NOES            Board Members:

ABSENT        Board Members:

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Jim Holmes, Chair

ATTEST:

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Executive Director

SOUTH PLACER REGIONAL TRANSPORTATION AUTHORITY  
**RIGHT OF WAY CONTRACT - STATE HIGHWAY**  
RW 08-03 (REV 04/2021)

DIST	CO	RTE	POST	EXP AUTH
03	PLA	80		
Caltrans Parcels 37821-1 & 37821-2			DATE _____, 2021	
Location Roseville, California				

**GRANTOR**

MARJORIE B. STRAUCH AND CANDICE L. STEPHENSON, CO-TRUSTEES OF SURVIVOR'S TRUST UNDER "TRUST AGREEMENT AND DECLARATION OF TRUST" DATED MARCH 15, 1984, AS TO AN UNDIVIDED ONE-HALF (1/2) INTEREST; AND MARJORIE B. STRAUCH AND CANDICE L. STEPHENSON, CO-TRUSTEES OF "MARITAL TRUST" UNDER "TRUST AGREEMENT AND DECLARATION OF TRUST" DATED MARCH 15, 1984, AS TO AN UNDIVIDED ONE-HALF (1/2) INTEREST

This Right of Way Contract ("Contract") is made and entered into this \_\_\_ day of \_\_\_\_\_, 2021, by and MARJORIE B. STRAUCH AND CANDICE L. STEPHENSON, CO- TRUSTEES OF SURVIVOR'S TRUST UNDER "TRUST AGREEMENT AND DECLARATION OF TRUST" DATED MARCH 15, 1984, AS TO AN UNDIVIDED ONE-HALF (1/2) INTEREST; AND MARJORIE B. STRAUCH AND CANDICE L. STEPHENSON, CO-TRUSTEES OF "MARITAL TRUST" UNDER "TRUST AGREEMENT AND DECLARATION OF TRUST" DATED MARCH 15, 1984, AS TO AN UNDIVIDED ONE-HALF (1/2) INTEREST ("Grantor"), and South Placer Regional Transportation Authority, a California Joint Powers Authority ("Grantee").

The Grantors are the owners of that certain real property situated in the County of Placer, State of California and also known as Assessor Parcel Number 014-183-029 and Caltrans Number 37821-1 & 37821-2 ("Property"); and

The Grantee desires to acquire fee property in the form of a Grant Deed and a Temporary Construction Easement (TCE), upon, over, under and across that portion of the Property which is more particularly described in Exhibit "A" and "A-1", respectively, and depicted in Exhibit "B" and "B-1", respectively, attached hereto and made a part hereof ("PROPERTY"); and

Exhibit "A" and "A-1" and depicted in Exhibit "B" and "B-1" in the form of a Grant Deed and TCE, covering the PROPERTY particularly described in the above instrument has been executed and delivered to Jason Andrews, Right of Way Agent for the South Placer Regional Transportation Authority.

In consideration of which, and the other considerations hereinafter set forth, it is mutually agreed as follows:

1. (A) The parties have herein set forth the whole of their agreement. The performance of this agreement constitutes the entire consideration for said document and shall relieve the Grantee of all further obligation or claims on this account, or on account of the location, grade, or construction of the proposed public improvement.
- (B) Grantee requires said PROPERTY described in Exhibit "A" and "A-1" and depicted in Exhibit "B" and "B-1", for the purpose of construction of roadway improvements, for State highway purposes, a public use for which Grantee has the authority to exercise the power of eminent domain. Grantor(s) is compelled to sell, and Grantee is compelled to acquire the PROPERTY.

Both Grantor(s) and Grantee recognize the expense, time, effort, and risk to both parties in determining the compensation for the PROPERTY by eminent domain litigation. The compensation set forth herein for the PROPERTY is in compromise and settlement, in lieu of such litigation.

- (C) The parties to this contract shall, pursuant to Section 21.7(a) of Title 49, Code of Federal Regulations, comply with all elements of Title VI of the Civil Rights Act of 1964. This requirement under Title VI and the Code of Federal Regulations is to complete the USDOT- Non-Discrimination Assurance requiring compliance with Title VI of the Civil Rights Act of 1964, 49 C.F.R. Parts 21 and 28 C.F.R. Section 50.3.

**RIGHT OF WAY CONTRACT - STATE HIGHWAY**

RW 08-03 (REV 04/2021)

- (D) Further, no person in the United States shall, on the grounds of race, color, or national origin, be excluded from participation in, be denied the benefits of, or be otherwise subjected to discrimination under any program or activity that is the subject of this contract.

## 2. The Grantee shall:

- (A) Pay the undersigned Grantors the sum of \$96,200.00 for the PROPERTY, or interest conveyed by above document(s) when title to said PROPERTY vests in the Grantee free and clear of all liens, encumbrances, assessments, easements, and leases (recorded and/or unrecorded) and taxes, except:
- a. Taxes for the tax year in which this escrow closes shall be cleared and paid in the manner required by Section 5086 of the Revenue and Taxation Code, if unpaid at the close of escrow.
  - b. Covenants, conditions, restrictions, and reservations of record, or contained in the above referenced document.
  - c. Easements or rights of way over said land for public or quasi-public utility or public street purposes, if any.
  - d. Mineral of whatsoever kind, subsurface and surface substances, including but not limited to coal, lignite, oil, gas, uranium, clay, rock, sand and gravel in, on, under and that may be produced from the Land, together with all rights, privileges, and immunities relation thereto, whether or not appearing in the Public Records.
- (B) Pay all escrow and recording fees incurred in this transaction and, if title insurance is desired by the Grantee, the premium charged ~~for~~. Said escrow and recording charges shall not, however, include documentary transfer tax.
- (C) Have the authority to deduct and pay from the amount shown on Clause 2(A) above, any amount necessary to satisfy any bond demands and delinquent taxes due in any year except the year in which this escrow closes, together with penalties and interest thereon, and/or delinquent and unpaid non delinquent assessments which have become a lien at the close of escrow.
3. Permission is hereby granted the Grantee or its authorized agent to enter upon Grantor's land where necessary within the certain area as described in Exhibit "A" and "A-1" and depicted in Exhibit "B" "B-1", attached hereto and made a part hereof, for the purpose of **construction of roadway improvements for State highway purposes.**
4. This TCE shall begin on September 2, 2021 and terminate on September 2, 2024 or completion of the project, whichever occurs first.
5. The undersigned grantor(s) warrant(s) that they are owner(s) in fee simple of the PROPERTY affected by this Contract as described in **CLAUSE 3** above and that they have the exclusive right to grant this conveyance of the PROPERTY,
6. It is agreed and confirmed by the parties hereto that notwithstanding other provisions in this contract, the right of possession and use of the subject PROPERTY by the State, including the right to remove and dispose of improvements, shall commence on the date the amount of funds as specified in Clause 2(A) herein are deposited into the escrow controlling this transaction. The amount shown in Clause 2(A) herein includes, but is not limited to, full payment for such possession and use, including damages, if any, from said date.



**RIGHT OF WAY CONTRACT - STATE HIGHWAY**RW 08-03 (REV 04/2021)

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7. The Grantor agrees that no improvements, other than those already on the PROPERTY, shall be placed thereof; and the planting of any crops, trees, or shrubs or alterations, repairs, or additions to existing improvements which may hereafter be placed thereon are at Grantor's risk and without expectation of payment if removed by the Grantee.
  - (A) The said improvements, which the grantor reserves the right to cap and relocate, consist of irrigation and electrical lines. Grantor will have 90 days from the close of escrow to relocate the irrigation and electrical lines out of the project area as described and depicted in Clause 1(B).

In the event said right of way area has not been cleared of said improvements on or before said date, the Grantee, or its authorized agent, is hereby granted the right to enter upon the adjacent Property of the Grantor for the purpose of moving said improvements clear of the right of way and onto Grantor's adjacent Property without incurring any liability or responsibility for the location or condition of said improvements.
8. In consideration of the Grantee's waiving the defects and imperfections in the record title, as set forth in Paragraph 2(A)a), the undersigned Grantor covenants and agrees to indemnify and hold the Grantee harmless from any and all claims that other parties may make or assert on the title to the premises. The Grantor's obligation herein to indemnify the Grantee shall not exceed the amount paid to the Grantor under this contract.
9. All work done under this agreement shall conform to all applicable building, fire and sanitary laws, ordinances, and regulations relating to such work, and shall be done in a good and workmanlike manner. All structures, improvements, or other facilities, when removed, and relocated, or reconstructed by the Grantee, shall be left in as good condition as found.
10. Grantor warrants that there are no oral or written leases on all or any portion of the PROPERTY exceeding a period of one month, and the grantor agrees to hold Grantee harmless and reimburse Grantee for any and all of its losses and expenses occasioned by reason of any lease of said PROPERTY held by any tenant of grantor for a period exceeding one month.
11. It is agreed that this transaction and the net proceeds of the amount payable under Clause 2(A) above shall be handled through an escrow with First American Title Company located at 484 N. Prospect St., Suite C, Porterville, CA 93257, their Escrow No. 6107173.
12. With respect to this Contract, any or all of the rights or obligations of the Grantee may be transferred, either in whole or in part, to the State of California, Department of Transportation and/or to any private, public, or governmental association, agency, or entity, whether now existing or hereafter created.

**IN WITNESS WHEREOF, the parties have executed this agreement the day and year first above written.**

GRANTOR:

MARJORIE B. STRAUCH AND CANDICE L. STEPHENSON, CO-TRUSTEES OF SURVIVOR'S TRUST UNDER "TRUST AGREEMENT AND DECLARATION OF TRUST" DATED MARCH 15, 1984, AS TO AN UNDIVIDED ONE-HALF (1/2) INTEREST; AND MARJORIE B. STRAUCH AND CANDICE L. STEPHENSON, CO-TRUSTEES OF "MARITAL TRUST" UNDER "TRUST AGREEMENT AND DECLARATION OF TRUST" DATED MARCH 15, 1984, AS TO AN UNDIVIDED ONE-HALF (1/2) INTEREST

\_\_\_\_\_  
Marjorie B. Strauch, Co-Trustee

\_\_\_\_\_  
Candice L. Stephenson, Co-Trustee

GRANTEE:

SOUTH PLACER REGIONAL TRANSPORTATION, A CALIFORNIA JOINT POWERS AUTHORITY

BY: \_\_\_\_\_

NAME: Michael Luken

ITS: Executive Director

Date: \_\_\_\_\_

**AGENCY COUNSEL**

Approved as to Legal Form:

\_\_\_\_\_  
DeeAnne Gillick, Attorney

**RECOMMENDED FOR APPROVAL:**

BY: \_\_\_\_\_  
Jamie Formico  
Right of Way Manager  
Dokken Engineering

Signature Attest

BY: \_\_\_\_\_

NAME: Solvi Sabol

ITS: Clerk of the Board of Directors

**NO FEE DOCUMENT**  
Government Code §6103 & §27383

RECORDING REQUESTED BY AND  
WHEN RECORDED MAIL TO:

South Placer Regional Transportation Authority  
299 Nevada Street  
Auburn, CA 95603

The Above Space For Recorder's Use Only

OK to Accept: \_\_\_\_\_  
Date: \_\_\_\_\_

Project Name: I-80 Auxiliary Lanes Project  
APN(s): 014-183-029  
Caltrans No. 37821-1  
Title No. 54076107173  
Escrow No. 6107173

THIS TRANSACTION IS EXEMPT FROM CALIFORNIA DOCUMENTARY TRANSFER TAX PURSUANT TO SECTION 11922 OF THE CALIFORNIA REVENUE AND TAXATION CODE. THIS DOCUMENT IS EXEMPT FROM RECORDING FEES PURSUANT TO SECTIONS 6103 and 27383 OF THE CALIFORNIA GOVERNMENT CODE.

## GRANT DEED

FOR VALUABLE CONSIDERATION, receipt and sufficiency of which is hereby acknowledged, MARJORIE B. STRAUCH AND CANDICE L. STEPHENSON, CO-TRUSTEES OF SURVIVOR'S TRUST UNDER "TRUST AGREEMENT AND DECLARATION OF TRUST" DATED MARCH 15, 1984, AS TO AN UNDIVIDED ONE-HALF (1/2) INTEREST; AND MARJORIE B. STRAUCH AND CANDICE L. STEPHENSON, CO-TRUSTEES OF "MARITAL TRUST" UNDER "TRUST AGREEMENT AND DECLARATION OF TRUST" DATED MARCH 15, 1984, AS TO AN UNDIVIDED ONE-HALF (1/2) INTEREST ("GRANTOR"), hereby grants to the South Placer Regional Transportation Authority, a California Joint Powers Authority, all that real property situated in the County of Placer, State of California, described as follows:

See Exhibit "A", legal description, and Exhibit "B", plat to accompany legal description, attached hereto and made a part hereof.

This conveyance is made for the purpose of a freeway and the GRANTOR hereby releases and relinquishes any and all abutter's rights of access, appurtenant to GRANTOR's remaining property, in and to the freeway.

Executed this \_\_\_\_\_ day of \_\_\_\_\_, 20\_\_\_\_\_

GRANTOR:

MARJORIE B. STRAUCH AND CANDICE L. STEPHENSON, CO-TRUSTEES OF  
SURVIVOR'S TRUST UNDER "TRUST AGREEMENT AND DECLARATION OF TRUST"  
DATED MARCH 15, 1984, AS TO AN UNDIVIDED ONE-HALF (1/2) INTEREST

By: \_\_\_\_\_  
Marjorie B. Strauch, Co-Trustee

By: \_\_\_\_\_  
Candice L. Stephenson, Co-Trustee

MARJORIE B. STRAUCH AND CANDICE L. STEPHENSON, CO-TRUSTEES OF  
"MARITAL TRUST" UNDER "TRUST AGREEMENT AND DECLARATION OF TRUST"  
DATED MARCH 15, 1984, AS TO AN UNDIVIDED ONE-HALF (1/2) INTEREST

By: \_\_\_\_\_  
Marjorie B. Strauch, Co-Trustee

By: \_\_\_\_\_  
Candice L. Stephenson, Co-Trustee

## EXHIBIT "A"

All that portion of the Northwest Quarter of Section 12, Township 10 North, Range 6 East, Mount Diablo Meridian, County of Placer, State of California, as described in the GRANT DEED to MARJORIE B. STRAUCH, Et Al, recorded on February 6, 1995, in Document No. 95-06356, Official Records of Placer County, being a portion of PARCEL 2, as shown on the PARCEL MAP recorded on October 17, 1980, in Book 17 of Parcel Maps, Page 63, Official Records of said county, more particularly described as follows:

All that portion of said PARCEL 2 lying southeasterly of the following described line:

COMMENCING at a 1-½" brass-disk, on the centerline of Harding Boulevard, as shown on said PARCEL MAP, from whence a similar brass-disc on said centerline bears North 10° 17' 24" West 256.40 feet;

THENCE FROM SAID POINT OF COMMENCEMENT, South 01° 50' 23" West 597.57 feet to an angle point on the northwesterly right-of-way line of Interstate 80, as conveyed to the State of California by way of the Grant Deed recorded on November 8, 1965, in Book 1088, Official Records, Page 531, Official Records of said county, said angle point is at the northerly terminus of the course shown as "N. 32° 30' 46" E. 77.14 feet" in said Grant Deed, also being the POINT OF BEGINNING;

THENCE FROM SAID POINT OF BEGINNING, leaving said right-of-way, North 25° 51' 49" East 471.16 feet

Thence North 29° 28' 26" East 99.86 feet to the southerly corner of that parcel of land described in the CERTIFICATE OF CORRECTION, recorded on January 30, 1981, in Volume 2352, Page 664, Official Records of said county, said corner lying on said northwesterly right-of-way line of Interstate 80, and the end of the herein described line; from whence the POINT OF COMMENCEMENT bears North 69° 51' 36" West 250.82 feet.

This conveyance is made for the purpose of a freeway and the GRANTOR hereby releases and relinquishes any and all abutter's rights of access, appurtenant to GRANTOR's remaining property, in and to the freeway.

Bearing and distances used herein are grid based upon the California State Plane Coordinate System, Zone 2 NAD 83 (2004.69). To obtain ground distances divide distances shown by the combined grid factor of 0.999934.

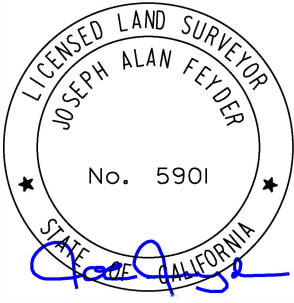
This real property description has been prepared  
By me, under my direction, in conformance  
with the Professional Land Surveyors Act.

Signature: 

Date: April 15, 2020

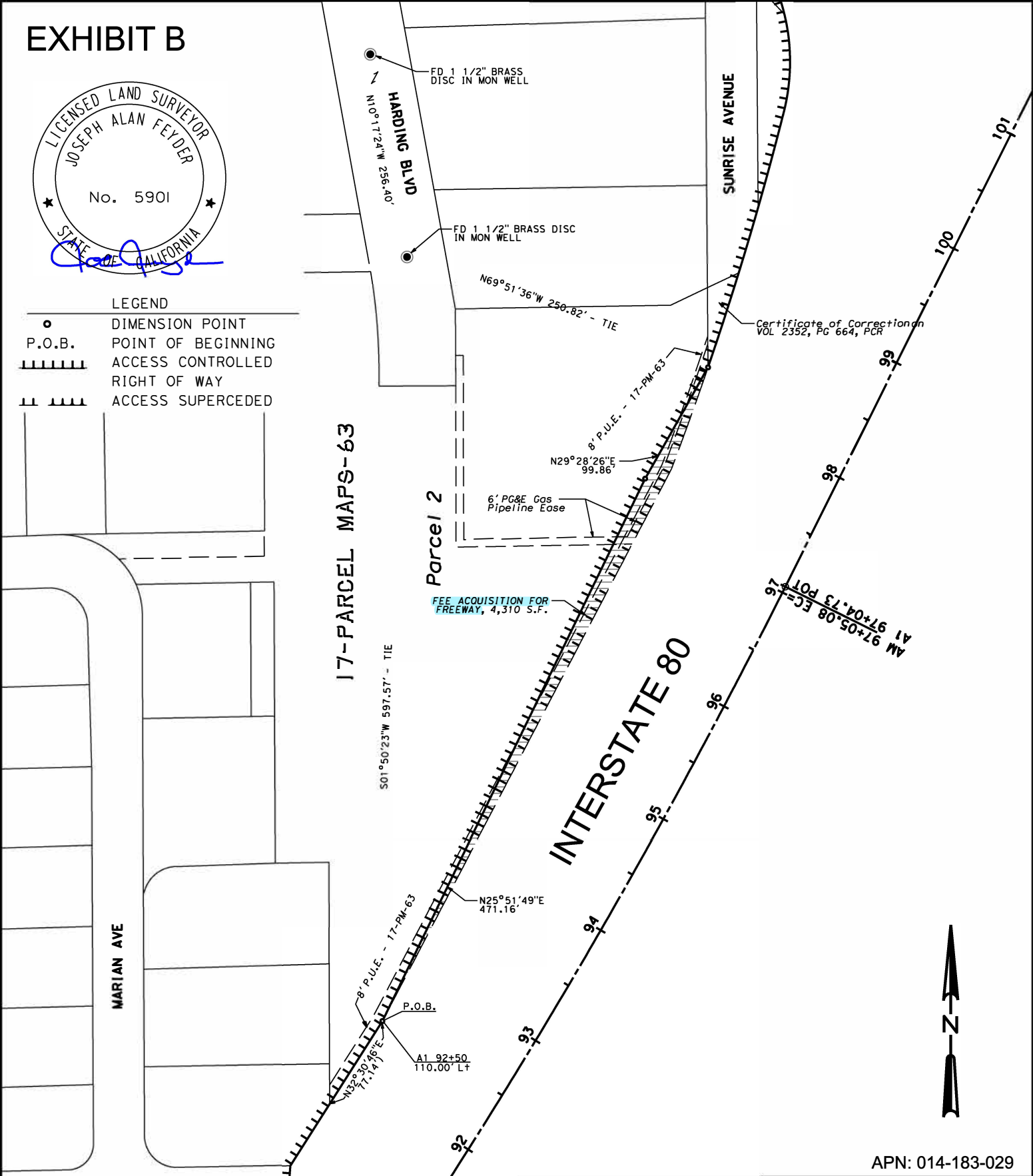


# EXHIBIT B



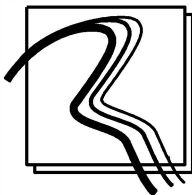
### LEGEND

- DIMENSION POINT
- P.O.B. POINT OF BEGINNING
- ===== ACCESS CONTROLLED
- RIGHT OF WAY
- ==== ACCESS SUPERCEDED



APN: 014-183-029

R. E. Y. ENGINEERS, Inc.  
 Civil Engineers / Land Surveyors  
 905 SUTTER STREET, SUITE 905  
 FOLSOM, CA 95630  
 (916) 366-3040 Fax (916) 366-3303



SOUTH PLACER REGIONAL TRANSPORTATION AUTHORITY	
<b>FEE ACQUISITION FOR FREEWAY MARJORIE B. STRAUCH, ET AL</b>	
DATE: SEPT 29, 2020	SCALE: 1"=100'
37	

**CALIFORNIA ALL-PURPOSE ACKNOWLEDGMENT**

STATE OF CALIFORNIA

COUNTY OF \_\_\_\_\_

On \_\_\_\_\_, \_\_\_\_ before me, \_\_\_\_\_,  
personally appeared \_\_\_\_\_,  
who proved to me on the basis of satisfactory evidence to be the person(s) whose names(s) is/are subscribed to the  
within instrument and acknowledged to me that he/she/they executed the same in his/her/their authorized  
capacity(ies), and that by his/her/their signature(s) on the instrument the person(s), or the entity upon behalf of  
which the person(s) acted, executed the instrument.

I certify under PENALTY OF PERJURY under the laws of the State of California that the foregoing paragraph is  
true and correct.

WITNESS my hand and official seal.

\_\_\_\_\_  
(SIGNATURE OF NOTARY)

**OPTIONAL**

Though the data below is not required by law, it may prove valuable to persons relying on the document and could  
prevent fraudulent reattachment of this form

<b>CAPACITY CLAIMED BY SIGNER</b>	<b>DESCRIPTION OF ATTACHED DOCUMENT</b>
<input type="checkbox"/> INDIVIDUAL	_____
<input type="checkbox"/> CORPORATE OFFICER	TITLE OR TYPE OF DOCUMENT
_____	_____
<input type="checkbox"/> PARTNER(S) <input type="checkbox"/> LIMITED	_____
<input type="checkbox"/> GENERAL	NUMBER OF PAGES
<input type="checkbox"/> ATTORNEY-IN-FACT	_____
<input type="checkbox"/> TRUSTEE(S)	DATE OF DOCUMENT
<input type="checkbox"/> GUARDIAN/CONSERVATOR	_____
<input type="checkbox"/> OTHER _____	SIGNER(S) OTHER THAN NAMED ABOVE
_____	

**SIGNER IS REPRESENTING:**  
(NAME OF PERSON(S) OR ENTITY(IES))

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_



Recording requested by:  
South Placer Regional Transportation  
Authority

RECORDING REQUESTED BY AND  
WHEN RECORDED MAIL TO:

South Placer Regional Transportation Authority  
299 Nevada Street  
Auburn, CA 95603

No fee pursuant to Government Code § 6103  
No Documentary Transfer Tax per R&T Code § 11922  
No Recording Fee per Government Code § 27383

## **TEMPORARY CONSTRUCTION EASEMENT DEED**

(To the South Placer Regional Transportation Authority)

APN: 014-183-029-000

Caltrans No. 37821-2

For a valuable consideration, receipt of which is hereby acknowledged,

MARJORIE B. STRAUCH AND CANDICE L. STEPHENSON, CO-TRUSTEES OF SURVIVOR'S TRUST UNDER "TRUST AGREEMENT AND DECLARATION OF TRUST" DATED MARCH 15, 1984, AS TO AN UNDIVIDED ONE-HALF (1/2) INTEREST; AND MARJORIE B. STRAUCH AND CANDICE L. STEPHENSON, CO-TRUSTEES OF "MARITAL TRUST" UNDER "TRUST AGREEMENT AND DECLARATION OF TRUST" DATED MARCH 15, 1984, AS TO AN UNDIVIDED ONE-HALF (1/2) INTEREST (hereinafter referred to as "Grantor"),

hereby grants to the

South Placer Regional Transportation Authority, a California Joint Powers Authority, ("Grantee").

A temporary easement for the purposes of facilitating construction of adjacent public street improvements and related purposes, in, on, over, under, through, along, and across that certain parcel of land located in the County of Placer, State of California described in Exhibit "A-1" and depicted in Exhibit "B-1", attached hereto and incorporated herein.

This Temporary Construction Easement shall commence after Grantee acceptance of this Temporary Construction Easement Deed, as evidenced by the Grantee's execution of the Certificate of Acceptance and Consent to Recordation attached hereto, and when escrow closes. If the deed is to be recorded by the Grantee, commencement shall be the date in which the check is mailed from the Grantee to the Grantor. This Temporary Construction Easement shall automatically terminate upon completion of Grantee's construction or three (3) years after the commencement, whichever occurs first. In any event, this Temporary Construction Easement shall terminate on or before September 2, 2024. Upon termination, the Temporary Construction Easement area will be generally restored

by Grantee to a comparable or better condition as that which existed prior to Grantee's access and use.

Executed this \_\_\_\_\_ day of \_\_\_\_\_, 20\_\_\_\_\_.

GRANTOR:

MARJORIE B. STRAUCH AND CANDICE L. STEPHENSON, CO-TRUSTEES OF SURVIVOR'S TRUST UNDER "TRUST AGREEMENT AND DECLARATION OF TRUST" DATED MARCH 15, 1984, AS TO AN UNDIVIDED ONE-HALF (1/2) INTEREST; AND MARJORIE B. STRAUCH AND CANDICE L. STEPHENSON, CO-TRUSTEES OF "MARITAL TRUST" UNDER "TRUST AGREEMENT AND DECLARATION OF TRUST" DATED MARCH 15, 1984, AS TO AN UNDIVIDED ONE-HALF (1/2) INTEREST

By: \_\_\_\_\_  
MARJORIE B. STRAUCH, Co-Trustee

By: \_\_\_\_\_  
CANDICE L. STEPHENSON, Co-Trustee

MARJORIE B. STRAUCH AND CANDICE L. STEPHENSON, CO-TRUSTEES OF "MARITAL TRUST" UNDER "TRUST AGREEMENT AND DECLARATION OF TRUST" DATED MARCH 15, 1984, AS TO AN UNDIVIDED ONE-HALF (1/2) INTEREST

By: \_\_\_\_\_  
MARJORIE B. STRAUCH, Co-Trustee

By: \_\_\_\_\_  
CANDICE L. STEPHENSON, Co-Trustee

## EXHIBIT "A-1"

All that portion of the Northwest Quarter of Section 12, Township 10 North, Range 6 East, Mount Diablo Meridian, County of Placer, State of California, as described in the GRANT DEED to MARJORIE B. STRAUCH, Et Al, recorded on February 6, 1995, in Document No. 95-06356, Official Records of Placer County, being a portion of PARCEL 2, as shown on the PARCEL MAP recorded on October 17, 1980, in Book 17 of Parcel Maps, Page 63, Official Records of said county, more particularly described as follows:

All that portion of said PARCEL 2, being a strip of land 5.00 feet in width, lying northwesterly of the following described line:

COMMENCING at a 1-½" brass-disk, on the centerline of Harding Boulevard, as shown on said PARCEL MAP, from whence a similar brass-disc on said centerline bears North 10° 17' 24" West 256.40 feet;

THENCE FROM SAID POINT OF COMMENCEMENT, South 01° 50' 23" West 597.57 feet to an angle point on the northwesterly right-of-way line of Interstate 80, as conveyed to the State of California by way of the Grant Deed recorded on November 8, 1965, in Book 1088, Official Records, Page 531, Official Records of said county, said angle point is at the northerly terminus of the course shown as "N. 32° 30' 46" E. 77.14 feet" in said Grant Deed, also being the POINT OF BEGINNING;

THENCE FROM SAID POINT OF BEGINNING, leaving said right-of-way, North 25° 51' 49" East 471.16 feet

Thence North 29° 28' 26" East 99.86 feet to the southerly corner of that parcel of land described in the CERTIFICATE OF CORRECTION, recorded on January 30, 1981, in Volume 2352, Page 664, Official Records of said county, said corner lying on said northwesterly right-of-way line of Interstate 80, and the end of the herein described line; from whence the POINT OF COMMENCEMENT bears North 69° 51' 36" West 250.82 feet.

The sidelines of the above described strip of land shall be extended to terminate at said right of way line of Interstate 80 and the westerly line of said Certificate of Correction.

Bearing and distances used herein are grid based upon the California State Plane Coordinate System, Zone 2 NAD 83 (2004.69). To obtain ground distances divide distances shown by the combined grid factor of 0.999934.

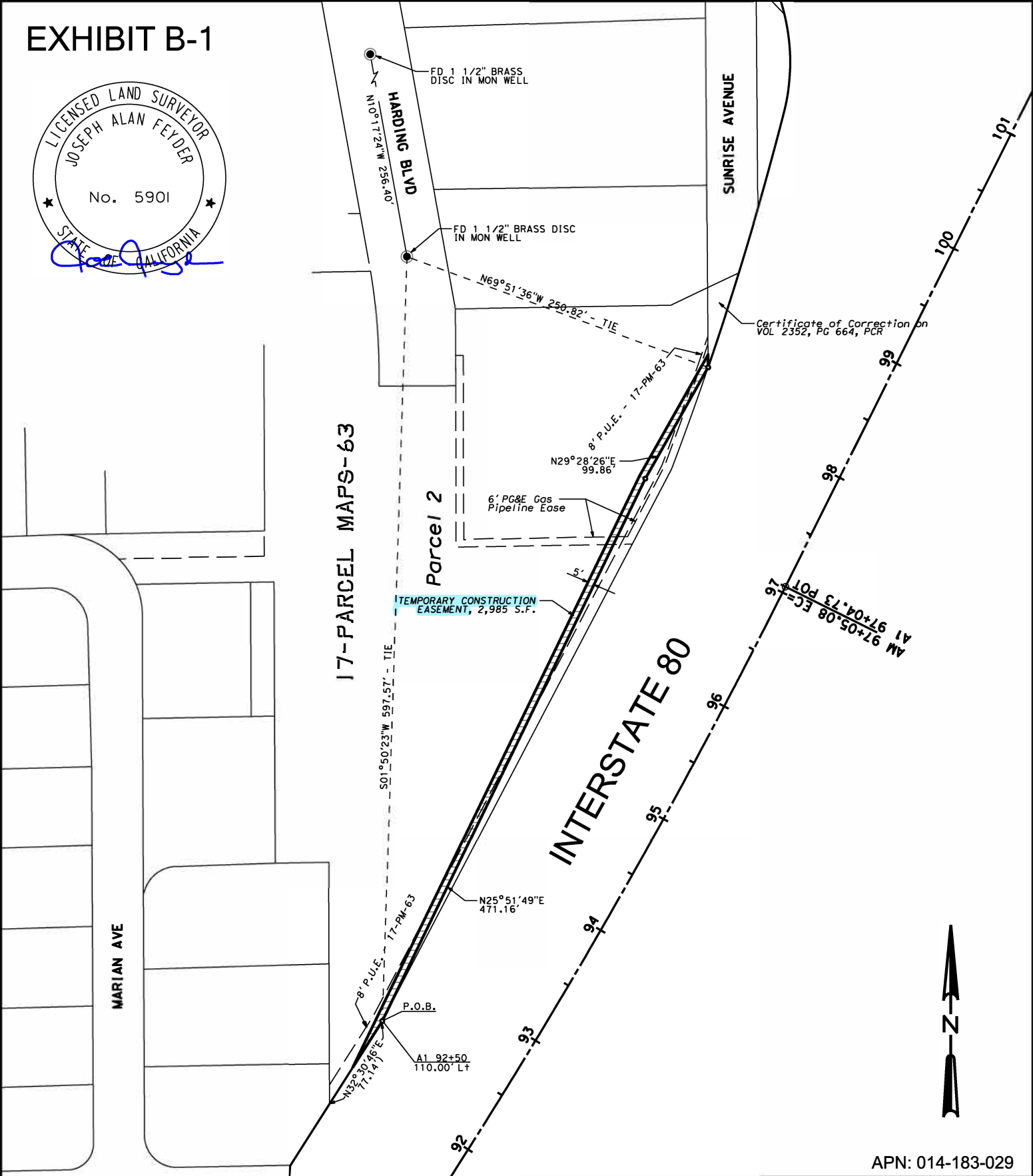
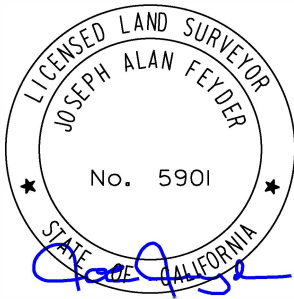
This real property description has been prepared  
By me, under my direction, in conformance  
with the Professional Land Surveyors Act.

Signature: Joe Feyder

Date: July 1, 2020



# EXHIBIT B-1



APN: 014-183-029

**R. E. Y. ENGINEERS, Inc.**  
 Civil Engineers / Land Surveyors  
 905 SUTTER STREET, SUITE 905  
 FOLSOM, CA 95630  
 (916) 366-3040 Fax (916) 366-3303



SOUTH PLACER REGIONAL TRANSPORTATION AUTHORITY		
<b>TEMPORARY CONSTRUCTION EASE.</b> <b>MARJORIE B. STRAUCH, ET AL</b>		
DATE: JULY 1, 2020	SCALE: 1"=100'	43

**ACKNOWLEDGMENT**

A notary public or other officer completing this certificate verifies only the identity of the individual who signed the document to which this certificate is attached, and not the truthfulness, accuracy, or validity of that document.

State of California

County of \_\_\_\_\_

On \_\_\_\_\_ before me, \_\_\_\_\_, Notary Public, personally appeared \_\_\_\_\_, who proved to me on the basis of satisfactory evidence to be the person(s) whose name(s) is/are subscribed to the within instrument and acknowledged to me that he/she/they executed the same in his/her/their authorized capacity(ies), and that by his/her/their signatures(s) on the instrument the person(s), or the entity upon behalf of which the person(s) acted, executed the instrument.

I certify under PENALTY OF PERJURY under the laws of the State of California that the foregoing paragraph is true and correct.

WITNESS my hand and official seal.

Signature \_\_\_\_\_

(Seal)



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

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**CERTIFICATE OF ACCEPTANCE AND CONSENT TO RECORDATION  
GOVERNMENT CODE SECTION 27281**

THIS IS TO CERTIFY, that the interest in real property conveyed by the deed or grant dated **June**, **2021** from Marjorie B. Strauch and Candice L. Stephenson, Co-Trustees of Survivor’s Trust under “Trust Agreement and Declaration of Trust” dated March 15, 1984, as to an undivided one-half (1/2) interest; and Marjorie B. Strauch and Candice L. Stephenson, Co-Trustees of “Marital Trust” under “Trust Agreement and Declaration of Trust” dated March 15, 1984, as to an undivided one-half (1/2) interest (“Grantor”), to the South Placer Regional Transportation Authority (“Grantee”), a California Joint Powers Authority, is hereby accepted by the undersigned officer on behalf of the Board of Directors of the South Placer Regional Transportation Authority adopted on June 23, 2021 in accordance with the provisions of Government Code section 27281, and the Grantee consents to recordation thereof by its duly authorized officer.

By: \_\_\_\_\_ Dated: \_\_\_\_\_

Michael W. Luken

Executive Director of the South Placer Regional Transportation Authority

# **SOUTH PLACER REGIONAL TRANSPORTATION AUTHORITY**

## **Technical Advisory Committee Meeting Minutes**

**May 11, 2021 – 1:30 p.m.**

**ATTENDANCE:** Steve Prosser, City of Lincoln  
Amber Conboy, Placer County  
Katie Jackson, Placer County  
Richard Moorehead, Placer County  
Justin Nartker, City of Rocklin  
Jake Hanson, City of Roseville  
Mark Johnson, City of Roseville  
Jason Shykowski, City of Roseville

**STAFF:** Aaron Hoyt  
Mike Luken  
Solvi Sabol

### **Model and Fee Program – Policy / Technical Update**

Aaron Hoyt explained that we are at the point in the schedule where we will be exploring the fee side of the update. This involves considering existing policies and practices and deciding if there are any new topical areas we want to bring to the Board in June. The June workshop will include discussion of the nexus study and technical background. Aaron Hoyt introduced Don Hubbard, WSP.

Mr. Hubbard said that updating fees triggers a lot of questions. To that end, there are also several policy options that merit reaffirming.

- Mr. Hubbard went over the pros and cons of Districts versus Uniform Fees noting the affect they would have on development agreements. Would the PDT like to recommend a change to the current policies? Placer County and Roseville both affirmed that there are provisions that allows for new fees in development agreements.

Mike Luken added that in talking to the City managers and the County CEO, they would need to research further the cancelling the deferral as they understood it was part of existing development agreements. Rich Moorehead explained that we agreed to the explore a nexus-based analysis, adding that the implications of implementation are another subject.

- With regard to fee exemptions, Mr. Hubbard said the current practice is unclear and asked if the PDT if would like to recommend explicit fee exemptions. He explained the importance of setting clear policies in the interest of fairness and to provide clarity in how they are administered in the different jurisdictions. The jurisdictions said that with the exceptions of accessory dwelling units and public schools, all developments are subject to fees. The TAC agreed to continue with these current policy exemptions.
- Mr. Hubbard asked if the TAC wants to continue the 50/50 SPRTA attribution between trip origin and trip destination. The TAC agreed they want to continue with this practice.



- Mr. Hubbard explained that the current practice of “Pass-by-Trips” is unclear and that the TAC should look into specifics on how these are currently handled. He suggested calculating the trip length from the model which would be tied into the deficiency analysis and explained the defensibility in using this practice. The TAC conveyed that they would need to go back and look at how other fees are assessed before committing to a change in the current method.
- The TAC concurred that they want to continue using the PM peak hour as the basis for determining deficiencies.
- Mr. Hubbard asked if we should continue using the ENR index to update costs. He added that ENR has costs rising 15% while Caltrans has costs increasing by 56%. The TAC was not inclined to decide a change to the cost update formula at this time.
- Mr. Hubbard explained that about 2/3 of the stakeholder participants felt that the program size was about right and about 1/3 wanted to add non-auto modes. He asked if projects should be added or dropped from the list. The TAC agreed that we could explore adding a project to get a sense of the percent however this would only be an exercise to determine the percent.

**Next SPRTA TAC Meeting:** June 8, 2021 at 2:00 p.m.

**SPRTA Board Meeting:** June 23, 2021

The TAC meeting concluded at approximately 3:00 p.m.

SS:ML

# **SOUTH PLACER REGIONAL TRANSPORTATION AUTHORITY**

## **Technical Advisory Committee Meeting Minutes**

**June 8, 2021 – 2:00 p.m.**

**ATTENDANCE:** Steve Prosser, City of Lincoln  
Amber Conboy, Placer County  
Ken Grehm, Placer County  
Stephanie Hollaway, Placer County  
Katie Jackson, Placer County  
Richard Moorehead, Placer County  
Justin Nartker, City of Rocklin  
Jake Hanson, City of Roseville  
Mark Johnson, City of Roseville  
Jason Shykowski, City of Roseville

**STAFF:** Aaron Hoyt  
Mike Luken  
David Melko  
Solvi Sabol

### **Model and Fee Program Workshop**

Aaron Hoyt said that at this month's workshop, we will be presenting to the Board a framework in which to guide us in the nexus study. This framework is based on last month's TAC discussion where we explored the fee side of the update, Aaron affirmed that this will be a broad-based discussion on how to update the regional fee program. While we are looking for Board feedback, no formal action will be taken this month. Mike Luken added that this was both an informational and policy discussion that would have to occur now and likely again once the fee analysis is complete because at this time, the Board lacks the context of the impact of these policy decisions. Aaron explained that as we move forward in the nexus study process, we will be exploring various decision points with the Board including:

1. Tier II Fee Program Evaluation: Evaluating the advantages and disadvantages of a district-based fee versus a uniform fee.
2. Analysis Period: Currently fees are assessed on traffic generated by new development.
3. Accounting for Trip Origin or Destination: Currently trips are attributed based on 50% origin and 50% destination.
4. Exemptions to the Regional Fee: Development exemptions are currently limited to public K-8 schools, high schools and accessory dwelling units not exceeding a certain size.
5. Project List: Explore adding additional projects that are regionally serving to the program. An example of this would be analyzing the I-80 Auxiliary Lanes project.

Aaron went over the Model and Fee schedule noting that the model should be ready in July. This mini-workshop to evaluate the policies is the first stage in the nexus study. As we move forward in the fee development process, we will be ramping up outreach efforts.

### **FY 2020/21 Administrative Budget - Amendment #2**

Aaron Hoyt explained that in January 2021 we brought Amendment #1 to the Board. This included costs for the Streetlight contract for a not to exceed amount of approximately \$116,000 and moving \$20,000 from the WSP budget from the second year to the first year.

WSP has underestimated the initial work that could be completed in this first year and the progress they have made to date. They are asking for another contract amendment, moving \$25,000 from the second year to the first year. This would not change the overall cost of the total contract amount. The TAC concurred with bringing FY 2020/21 Administrative Budget – Amendment #2 to the Board in June.

### **FY 2021/22 Administrative Budget**

Mike Luken presented the FY 2021/22 Administrative Budget noting the administrative costs decreased by approximately \$60,477. These costs cover the contract for the Travel Model Update, legal services, and PCTPA's expenses to administer the Authority on an actual cost basis. The TAC concurred with bringing the FY 2021/22 Administrative Budget to the Board in June.

### **Cash Flow**

Mike Luken presented the TAC with an updated spreadsheet summarizing the cash flow for the SPRTA fee program. This cash flow projection is for internal use only and does not go to the Board. He pointed out the Rocklin Road Interchange allocation of \$2.5 million dollars which was done this fiscal year. Mike noted the allocation of \$400,000 toward the I-80 Auxiliary Lanes. Mike explained that this project has a significant funding gap and while we are pursuing an earmark, the ultimate backstop would be SPRTA funds. To that end, we will be analyzing this project to validate eligibility on a regional level and have plugged in a projected allocation of \$4 million if the earmark does not materialize. Mike said that at some point we will be providing cash flow projections for Tier II once Phase 1 is under construction. Mike will email the cash flow spreadsheet to the TAC for their review after the meeting.

### **Nevada Station Budget**

Mike Luken explained that SPRTA owns the Nevada Station building and every two years we bring an operating budget to the Board for approval. Mike reported that all but one of our ten offices are full. He added we are still paying down bonds and associated costs. We reduced payment to PCTPA for outstanding debt as we have incurred some maintenance and security costs and are starting to replace our HVAC units. The TAC agreed to bring the Nevada Station budget to the SPRTA Board for approval this month.

### **I-80 Auxiliary Lanes ROW Acquisition**

David Melko explained that the I-80 Auxiliary Lanes requires acquiring a privately owned parcel located at the south end of South Harding Boulevard and adjacent to the right-of-way (ROW) line of Interstate 80 near Douglas Boulevard. The property owners seem agreeable to the fair market value. We will be going to the Board this month with several actions related to this ROW acquisition. These include: 1) approving the ROW contract; 2) executing the grant deed and the temporary construction easement deed; 3) accepting the temporary construction easement for this parcel; and 4) authorizing the Executive Director to take actions related to this ROW acquisition.

**SPRTA Board Meeting:** June 23, 2021

**Next SPRTA TAC Meeting:** August 10<sup>th</sup> at 2:00 p.m.

The TAC meeting concluded at approximately 2:45 p.m.

SS:ML