



A G E N D A

**Wednesday, October 27, 2021
10:45 AM**

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

PUBLIC PARTICIPATION PROCEDURES

The SPRTA Board meeting will be open to in-person attendance. In addition, remote teleconference participation is available to Board members and the public pursuant to the provisions of Government Code section 54953(e) due to the COVID-19 state emergency proclamation and recommendations for social distancing. 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 or 530-823-4030 or by mail to: PCTPA, 299 Nevada Street, Auburn, CA 95603.

Remote access: <https://placer-ca-gov.zoom.us/j/91653895065>

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

Webinar ID: 916 5389 5065

- A. Flag Salute**
- B. Roll Call**
- C. Approval of Action Minutes: June 23, 2021** **Action**
Pg. 1
- D. Agenda Review**
- E. Public Comment**
- F. Regional Transportation and Air Quality Mitigation Fee Allocation** **Info**
Request for Atlantic Street Westbound I-80 Ramp Pg. 4
Aaron Hoyt
 - Adopt Resolution to increase the allocation from \$600,000 to \$650,000 of Regional Transportation and Air Quality Mitigation Fees to the City of Roseville for the Atlantic Street Westbound I-80 Ramp.

- | | | |
|-----------|---|---|
| G. | CLOSED SESSION: Pursuant to Government Code §54956.8
CONFERENCE WITH REAL PROPERTY NEGOTIATORS <ul style="list-style-type: none">• Property: APN 014-183-029-000
Agency Negotiators: Mike Luken, DeeAnne Gillick, Sloan Sakai
Yeung & Wong LLP
Negotiating Parties: Wayne Strauch and Candice L. Stephenson
Under negotiation: Price and terms of payment | Action |
| H. | AB 361 Remote Teleconferencing
<i>DeeAnne Gillick, Sloan Sakai Yeung & Wong LLP</i> <ul style="list-style-type: none">• Make findings and declaring intent to continue remote
teleconference meetings pursuant to Government Code section
54953(e) due to the Governor’s COVID-19 State of Emergency
Proclamation and state regulations related to physical distancing. | Action
Pg. 6 |
| I. | Executive Director’s Report | Info |
| J. | Board Direction to Staff | |
| K. | Informational Items <ol style="list-style-type: none">1. TAC Minutes<ol style="list-style-type: none">a. August 10, 2021b. September 7, 2021c. October 12, 20212. Financial Reports<ol style="list-style-type: none">a. June 30, 2021 | Info

Pg. 11
Pg. 13
Pg. 15
Under
Separate
Cover |

Next regularly scheduled SPRTA Board Meeting
December 1, 2021



ACTION MINUTES

June 23, 2021

A regular meeting of the South Placer Regional Transportation Authority Board convened on Wednesday, June 23, 2021 at approximately 11:55 a.m. at the Placer County Board of Supervisors Chambers, 175 Fulweiler Avenue, Auburn, California. In addition to in-person participation, this meeting was open to the public via remote access 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 April 28, 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.

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

Staff report provided by Aaron Hoyt, Senior Transportation Planner

Mr. Hoyt provided an overview of the second mini-workshop to kick-off the nexus study component of the regional fee program update. The presentation included background, a stakeholder outreach summary, Tier I and Tier II nexus study overview, nexus study project costs and need, determining trips, assessing costs to land uses, fair share calculation, recommendations, and schedule. The full presentation is available at https://pctpa.net/sprta/agendas/2021/06_slides.pdf.

Public comment was received from:

- Mike Garabedian, Placer County Tomorrow

FY 2020/21 ADMINISTRATIVE BUDGET AMENDMENT #2

Staff report provided by Aaron Hoyt, Senior Planner

Upon motion by Broadway and second by Joiner, the Board approved the FY 2020/21 budget amendment #2 for the administration of the South Placer Regional

Transportation Authority by the following roll call vote:

AYES: Broadway, Holmes, Houdesheldt, Joiner

NOES: None

ABSTAIN: None

FY 2021/22 ADMINISTRATIVE BUDGET

Staff report provided by Mike Luken, Executive Director

Upon motion by Broadway and second by Houdesheldt, the Board approved the FY 2021/22 budget for the administration of the South Placer Regional Transportation

Authority by the following roll call vote:

AYES: Broadway, Holmes, Houdesheldt, Joiner

NOES: None

ABSTAIN: None

NEVADA STATION OPERATING BUDGET – FY 2021/22 AND 2022/23

Staff report provided by Mike Luken, Executive Director

Upon motion by Houdesheldt and second by Joiner, the Board approved the Nevada Station budget for fiscal years FY 2021/22 and FY 2022/23 as provided and certified

that the budget includes required bond payments by the following roll call vote:

AYES: Broadway, Holmes, Houdesheldt, Joiner

NOES: None

ABSTAIN: None

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

Staff report provided by David Melko, Senior Transportation Planner

Public comment was received by:

- Mike Garabedian, Placer County Tomorrow

Upon motion by Houdesheldt and second by Broadway, the Board adopted 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 by the following roll call votes:

AYES: Broadway, Holmes, Houdesheldt, Joiner

NOES: None

ABSTAIN: None

EXECUTIVE DIRECTOR’S REPORT

Mike Luken reported that we are getting great use out of the Streetlight data. It is also being utilized for various projects in the City of Roseville and City of Lincoln and to establish where those traveling to the confluence trail are coming from in an effort to address parking issues.

ADJOURN

The SPRTA Board meeting concluded at approximately 1:00 p.m.

A video of this meeting is available at:

<https://pctpa.net/http-pctpa-net-sprta-board-of-directors-meeting-agendas/>

Michael W. Luken, Executive Director

Jim Holmes, Chair

ML:ss



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

TO: SPRTA Board of Directors

DATE: October 27, 2021

FROM: Aaron Hoyt, Senior Planner

SUBJECT: REGIONAL TRANSPORTATION AND AIR QUALITY MITIGATION FEE ALLOCATION REQUEST FOR ATLANTIC STREET WESTBOUND I-80 RAMP

Action Requested

Adopt Resolution #21-07 to increase the allocation from \$600,000 to \$650,000 of Regional Transportation and Air Quality Mitigation Fees to the City of Roseville for the Atlantic Street Westbound I-80 Ramp.

Background

The Regional Transportation and Air Quality Mitigation Fee Program ("Fee Program") includes \$4.54 million for the Atlantic Street Westbound I-80 Ramp project. The project was incorporated into the Fee Program during the 2014 update adopted by the SPRTA Board in October 2014.

Caltrans District 3 and the City of Roseville entered into an agreement to address the traffic back up onto both Eureka Road and Atlantic Street caused by the single lane metered on-ramp. The project will widen the ramp to provide two general purpose and one high occupancy vehicle (HOV) lane. In this agreement, the City of Roseville agreed to fund the environmental document and Caltrans would fund construction through the State Highway Operations Protection Program (SHOPP), ultimately reducing the cost on the fee Program. The SPRTA Board allocated \$600,000 to fund the environmental document through the adoption of resolution 15-02 on June 24, 2015.

Discussion

Caltrans and the City of Roseville identified the need to upgrade the current traffic signals at the Atlantic Street Westbound I-80 ramp intersection. The additional cost was deemed to be the city's responsibility because they maintain the traffic signals in the corridor. The City of Roseville is requesting an allocation increase of \$50,000 to purchase and install the new traffic signal equipment. The additional funding in combination with a remaining balance of \$13,766.04 from the environmental document provides \$63,766.04 to cover the anticipated expenses.

Allocation Request

The City of Roseville is requesting a second allocation of \$50,000 to purchase and install new traffic signal equipment for the Atlantic Street Westbound I-80 Ramp project. The allocation will increase the total outlay of funds to \$650,000.

The SPRTA Technical Advisory Committee (TAC) concurs with the proposed allocation.

AH:RC:ML:ss

RESOLUTION NO. 21-07

**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 ATLANTIC STREET WESTBOUND I-80 RAMP**

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 #14-04 dated October 22, 2014; and

WHEREAS, the Capital Improvement Program has specified a total contribution to the Atlantic Street Westbound I-80 Ramp as \$4.54 million; and

WHEREAS, the City of Roseville was the lead agency for the Atlantic Street Westbound I-80 Ramp project approval and environmental document notice of determination that was submitted on November 7, 2019; and

WHEREAS, Caltrans completed the final design and has begun construction on the \$9.1 million Westbound I-80 Ramp project, which is a significant cost savings to the program; and

WHEREAS, the City of Roseville is requesting additional funding for the purchase and installation of traffic signal equipment to integrate with the city's existing system per the maintenance agreement with Caltrans;

NOW, THEREFORE, BE IT RESOLVED THAT the Authority allocates \$50,000 to the City of Roseville for expenditure for the construction phase of the Atlantic Street Westbound I-80 Ramp.

Passed and Adopted by the Board of the South Placer Regional Transportation Authority, this 27th day of October 2021, by the following vote on roll call:

AYES Board Members:

NOES Board Members:

ABSENT Board Members:

Jim Holmes, Chair

ATTEST:

Michael W. Luken, Executive Director



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

TO: SPRTA Board of Directors

DATE: October 27, 2021

FROM: DeeAnne Gillick, Senior Counsel, Sloan Sakai Yeung & Wong

SUBJECT: AB 361 REMOTE TELECONFERENCING

Action Requested

It is recommended that the South Placer Regional Transportation Authority (SPRTA) Board approve Resolution No. 21-08 making findings and declaring its intent to continue remote teleconference meetings pursuant to Government Code section 54953(e) due to the Governor's COVID-19 State of Emergency Proclamation and state regulations related to physical distancing.

Background

SPRTA has been conducting its public meetings under the Governor's Executive Orders issued in connection to the COVID-19 pandemic and its related health and safety risks which allowed legislative bodies to hold meetings exclusively by teleconference. In recent months SPRTA Board meetings have been utilizing a hybrid model allowing either in person attendance or electronic attendance by Board members and the public. Effective October 1, 2021, Assembly Bill (AB) 361 allows local legislative bodies to continue to hold modified remote meetings during a proclaimed state of emergency, if state or local officials have imposed or recommended measures related to physical distancing which warrant holding meetings remotely.

Governor Newsom's Emergency Orders modified certain requirements of the Brown Act related to open public meetings which continue under the provisions of AB 361 to allow for the following relaxed teleconference rules:

- Waives the requirement that there be a physical meeting location open to the public to attend Board meetings and comment during the meeting;
- Waives the requirement that the agenda identify and notice each teleconference location of each member of the Board that is participating by teleconference;
- Waives the requirement that each teleconference location be accessible to the public;
- Waives the requirement that members of the public be able to address the Board at each teleconference location;
- Waives the requirement that local agencies post agendas at all teleconference locations;
- Waives the requirement that at least a quorum of the Board participate from within the boundaries of the territory of the Board's jurisdiction;

AB 361 imposes additional rules for certain teleconference meetings as follows:

SPRTA Board of Directors
AB 361 Remote Teleconferencing
October 27, 2021
Page 2

- Agencies cannot require that written comments be submitted in advance of a meeting, and agencies may only close the comment period at the same time it is closed during the meeting.
- The public must be given an opportunity to comment directly during the meeting and public comment periods. There must be a live time, call in or internet based public comment option.
- In the event of a disruption in broadcasting the meeting, the legislative body shall take no further action until meeting access is restored to the public.

In order for the Board to continue the relaxed teleconference meeting rules under AB 361, the Board meetings must meet one of the following provisions:

(A) The local agency is holding a meeting during a proclaimed state of emergency, and state or local officials have imposed or recommended measures to promote social distancing; or

(B) The local agency is holding a meeting during a proclaimed state of emergency for the purpose of determining, by majority vote, whether as a result of the emergency, meeting in person would present imminent risks to the health or safety of attendees; or

(C) The local agency is holding a meeting during a proclaimed state of emergency and has determined, by majority vote, that, as a result of the emergency, meeting in person would present imminent risks to the health or safety of attendees.

The AB 361 modified teleconference meeting rules can only be used in the event there is a Governor issued state of emergency. The Governor's COVID-19 state of emergency satisfies this requirement.

The second prong of item (A) above is satisfied currently as state officials imposed and recommended measures to promote social distancing. California Division of Occupational Safety and Health ("Cal/OSHA") regulations related to COVID-19 recommend physical distancing and regulates "close contact" which occurs when individuals are within six feet of another in certain circumstances. Staff prepared the agenda and noticed this October 2021 Board meeting due to satisfying this provision of AB 361 authorizing relaxed teleconference meeting rules.

Discussion

If the Board desires to continue to meet utilizing the above-described relaxed teleconference meeting rules, AB 361 requires an ongoing finding every 30 days that the Board has reconsider the circumstances of the state of emergency and that the state emergency continues to impact the ability to "meet safely in person," or that state or local officials continue to recommend measures to promote social distancing. Gov. Code § 54953(e)(3).

If the Governor's state of emergency remains and the Cal OSHA Regulations related to physical distancing remain in place, the ongoing findings can be made by the Board. It is recommended that the Commission take action at each meeting making continued findings related to the COVID-19 situation.

SPRTA Board of Directors
AB 361 Remote Teleconferencing
October 27, 2021
Page 3

COVID-19 continues to pose significant health risks and is highly contagious. The proliferation of the Delta variant of the virus continues to pose significant risks. Deaths and illnesses due to the virus continue and modified procedures and restrictions apply due to these health and safety concerns.

At the next regularly scheduled Board meeting in December 2021 the Board will consider the status of the ongoing emergency and facts related to the health and safety of meeting attendees due to COVID-19 and consider further findings related to Board meetings pursuant to the provisions of AB 361.

DG:ML:ss

RESOLUTION NO. 21-08

**A RESOLUTION MAKING FINDINGS AND DECLARING ITS INTENT TO CONTINUE
REMOTE TELECONFERENCE MEETINGS
PURSUANT TO GOVERNMENT CODE SECTION 54953(e)**

WHEREAS, the South Placer Regional Transportation Authority (SPRTA) is committed to preserving and nurturing public access and participation in meetings of the Board; and

WHEREAS, all legislative body meetings of SPRTA are open and public, as required by the Ralph M. Brown Act (Cal. Gov. Code 54950 – 54963), so that any member of the public may attend, participate, and observe the Board conduct its business; and

WHEREAS, Governor Newsom signed AB 361, amending the Brown Act, including Government Code section 54953(e), which makes provisions for remote teleconferencing participation in meetings by members of a legislative body, without compliance with the requirements of Government Code section 54953(b)(3), subject to the existence of certain conditions; and

WHEREAS, a required condition of AB 361 is that a state of emergency is declared by the Governor pursuant to Government Code section 8625, proclaiming the existence of conditions of disaster or of extreme peril to the safety of persons and property within the state caused by conditions as described in Government Code section 8558; and

WHEREAS, such conditions now exist in the State, specifically, the Governor of the State of California proclaimed a state of emergency on March 4, 2020, related to the threat of COVID-19, which remains in effect; and

WHEREAS, California Department of Public Health and the federal Centers for Disease Control and Prevention caution that the Delta variant of COVID-19, currently the dominant strain of COVID-19 in the country, is more transmissible than prior variants of the virus, may cause more severe illness, and that even fully vaccinated individuals can spread the virus to others resulting in rapid and alarming rates of COVID-19 cases and hospitalizations (<https://www.cdc.gov/coronavirus/2019-ncov/variants/delta-variant.html>); and

WHEREAS, the California Division of Occupational Safety and Health (“Cal/OSHA”) regulations at Title 8 Section 3205 recommends physical distancing in the workplace as precautions against the spread of COVID-19 and imposes certain restrictions and requirements due to a “close contact” which occurs when individuals are within six feet of another in certain circumstances; and

WHEREAS, the proliferation of the Delta variant of the virus continues to pose imminent risk to health and safety and the Board hereby recognizes the proclamation of state of emergency by the Governor of the State of California and the regulations of Cal/OSHA recommending physical distancing; and

WHEREAS, to allow for physical distancing and remote meeting attendance, the Board intends to invoke the provisions of AB 361 as provided in Government Code section

54953, subd. (e) and such meetings of the SPRTA Board and any legislative bodies of SPRTA shall comply with the requirements to provide the public with access to the meetings as prescribed in section 54953, subd. (e)(2).

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

1. The Recitals set forth above are true and correct and are incorporated into this Resolution by this reference.
2. The meetings of the Board may be held with relaxed teleconference rules pursuant to the provisions of subdivision (e)(2), due to the current Governor's state of emergency proclamation and Cal/OSHA recommendations for social distancing satisfying subdivision (e)(1)(A), of section 54953 of the Government Code.
3. Staff is hereby directed to take all actions necessary to carry out the intent and purpose of this Resolution including, conducting open and public meetings of the Board and all SPRTA legislative bodies in accordance with subdivision (e) of Government Code section 54953 for remote teleconference meetings.
4. Staff is further directed to continue to monitor the health and safety conditions related to COVID-19, the status of the Governor's state of emergency proclamation, the state regulations related to social distancing, and the local orders related to health and safety, and present to the Board at its next regularly scheduled meeting the related information and recommendations for continued remote meetings pursuant to the provisions of paragraph Government Code section 54953, subdivision (e)(3), and to consider extending the time during which the Board may continue to meet by teleconference without compliance with paragraph (3) of subdivision (b) of section 54953.

Passed and Adopted by the Board of the South Placer Regional Transportation Authority, this 27th day of October 2021, by the following vote on roll call:

AYES Board Members:

NOES Board Members:

ABSENT Board Members:

Jim Holmes, Chair

ATTEST:

Michael W. Luken, Executive Director

SOUTH PLACER REGIONAL TRANSPORTATION AUTHORITY

Technical Advisory Committee Meeting Minutes

August 10, 2021 – 2:00 p.m.

ATTENDANCE: Jim Bermudez, City of Lincoln
Amber Conboy, Placer County
Ken Grehm, Placer County
Katie Jackson, Placer County
Richard Moorehead, Placer County
Justin Nartker, City of Rocklin
Jana Cervantes, City of Roseville
Mark Johnson, City of Roseville

CONSULTANT: Don Hubbard, TE, WSP
Billy Park, TE, WSP

STAFF: Rick Carter
Aaron Hoyt
David Melko
Solvi Sabol

Model and Fee Program Update

Aaron Hoyt explained the purpose of the today's meeting was to review the draft validation results and go over the Model Development Report and Model User Guide. Aaron introduced Don Hubbard, WSP.

Mr. Hubbard explained the three components needed to develop a model include 1) Land Use Data, 2) Roadway Network, and 3) Model Scripts. The CUBE software is needed to run the model. Mr. Hubbard added that you need actual traffic data to determine if the base year model is replicating actual conditions. Future land use sets and road networks are then used to establish future year modes. A User Manual and Development Report will be provided with the model. Mr. Hubbard introduced Billy Park, WSP.

Mr. Park explained that land use data is one of the three basic components needed to run the model. SACOG's 2016 land use file was used and split into TAZ's to provide better detail. Road network is another component of developing the model and WSP started with SACOG's road network and added detail in Placer County to make it suitable for our use. WSP looked to the state's criteria to determine if the model is sufficiently accurate. Mr. Park pointed to the graph showing Caltrans acceptable range noting that this varies as traffic varies daily and explained that they will need to refine the AM peak hour as it falls outside of the allowable deviation. Mr. Hubbard explained that this type of deviation is very normal during the validation process.

Mr. Hubbard said that future year models were divided into two groups - with the sales tax measure and without the sales tax measure. We'll find that the existing deficiencies in the road network will get worse without the sales tax measure. The model does incorporate all projects reflected in the RTP.

The model documentation will include the Model Development Report and the Model User Guide and provided the table of contents for each. Mr. Hubbard said that the development report will include SB 743 requirements. The land development inducement affects would have to be addressed separately. The model will not be able to determine how much development will occur as a result of a transportation network being built.

Mr. Hubbard explained that the plans for completing the model and explained that in addition to the development report and user guide, WSP will need to prepare a set of files for distribution.

While there will be an opportunity to add and remove projects, the TAC needs to discuss the overall program and cost. The TAC discussed bikeway and alternative transportation projects. Mr. Hubbard explained that these types of projects are difficult to address in the fee program as most bike users, for instance, aren't biking for a specific purpose, i.e., commuting to work. Aaron said that he will ask jurisdictions if they have bikeway projects they want included and based on this, decide how and if these types of projects can be equitably addressed in the fee program.

Mr. Hubbard went over the Nexus Study Milestones and the schedule to date.

The TAC meeting concluded at approximately 2:55 p.m.

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SOUTH PLACER REGIONAL TRANSPORTATION AUTHORITY

Technical Advisory Committee Meeting Minutes

September 7, 2021 – 2:00 p.m.

ATTENDANCE: Steve Prosser, City of Lincoln
Amber Conboy, Placer County
Ken Grehm, Placer County
Katie Jackson, Placer County
Richard Moorehead, Placer County
Justin Nartker, City of Rocklin
Mike Dour, City of Roseville
Jake Hanson, City of Roseville
Mark Johnson, City of Roseville

CONSULTANT: Don Hubbard, TE, WSP
Billy Park, TE, WSP

STAFF: Rick Carter
Aaron Hoyt
Mike Luken
Solvi Sabol

Model and Fee Program Workshop

Aaron Hoyt explained that at today's workshop we'll be reviewing the next steps in the modeling effort. Aaron introduced Don Hubbard from WSP.

Mr. Hubbard explained that he'll provide an overview of where they are in the process, looking at growth forecasts, forecast deficiencies, cost estimates and funding sources.

Future Year Model Buildout Land Use Growth Forecasts

Mr. Hubbard explained that the model includes certain land assumptions, and showed those buildouts assumed in a 2040 scenario for Roseville West, Dry Creek, City of Lincoln, City of Rocklin, and Placer Central. Mr. Hubbard asked the TAC to confirm with the accuracy of the buildouts with their respective planning departments. It was noted that Amoruso Ranch was not included in West Roseville land use assumptions.

Mr. Hubbard said that that there are 33,000 residential dwelling units in the 2040 forecast. Mr. Hubbard stressed the importance of paying a regional fee of these proportional improvements and creating balance between land use and what the network can bear. Mr. Hubbard demonstrated the roadway deficiencies of a 2019 road network with 2040 land use assumptions.

Project Lists and Cost Estimates

Aaron went through the progression of the Tier I project list from inception, and updates that occurred in 2007 and 2014, adding that the draft 2021 update includes the I-80 Auxiliary Lane project and may include alternative modes upon further discussion. We will provide a list of

the project costs and allocations to date and determine if we are amending costs for the projects that have been completed.

Mr. Hubbard showed a graph which compared Caltrans costs to ENR CCI for California cities and explained that in recent years, these have been substantially different noting that the actual expenses are significantly more than the ENR forecasts. Mr. Hubbard said the fee per DUE can be based on a future cost of a project build out. The TAC maintained that historically, the cost per DUE was based on the present cost of project. While it may not be exact, the TAC concurred that they can reasonably determine escalation costs by periodically doing updates to account for project differences. Aaron said we confirm this direction before deciding on DUE costs.

Mr. Hubbard explained that other sources of funding for clarification include committed state and federal funds, pre-SPRTA credits from Sierra College and Lincoln Bypass, and fees already collected.

Mr. Hubbard went over the schedule to date.

There was discussion on of these assumptions how it translates to Tier II. While Tier II is a flat fee based on units, we had considered looking at a nexus program to address the City of Lincoln's concerns. Tier II is not spread to all development; it's only spread to new growth developments. The TAC previously concurred to evaluate Tier II as a full nexus program, noting potential challenges with conversion should that be the direction of the TAC after reviewing the analysis.

With regard to Tier II fee deferrals, Mark Johnson, City of Roseville, stated that at this time, the City does not want to discontinue the Tier II fee deferral. Rick Carter and Mike Luken met with Jeff Short, North State BIA, and will continue discussions on phasing out fee deferrals. Additionally, there is an opportunity that Tier II can be funded through the BOLD program.

The TAC meeting concluded at approximately 3:02 p.m.

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SOUTH PLACER REGIONAL TRANSPORTATION AUTHORITY
Technical Advisory Committee Meeting Minutes

October 12, 2021 – 2:00 p.m.

ATTENDANCE: Steve Prosser, City of Lincoln
Merril Buck, Town of Loomis
Amber Conboy, Placer County
Ken Grehm, Placer County
Katie Jackson, Placer County
Richard Moorehead, Placer County
Justin Nartker, City of Rocklin
Mike Dour, City of Roseville
Jake Hanson, City of Roseville
Mark Johnson, City of Roseville
Jason Shykowski, City of Roseville

STAFF: Rick Carter
David Melko
Aaron Hoyt
Mike Luken
Solvi Sabol

BOLD Program Administrative Fees

Rick Carter explained that we are proposing an administrative fee to cover the costs related to the administering the BOLD program. This program is a funding mechanism that facilitates financing for developers to pay fees related for infrastructure and fee obligations. Unlike the SCIP program, the BOLD program requires we reimburse developers directly which requires approximately two hours of staff time or about \$250 per developer request. This amount would be deducted from the developer reimbursement and is an allowable request under the BOLD program. The TAC concurred with the staff request.

Atlantic Street I-80 WB Ramps Allocation

Aaron Hoyt said that the Atlantic Street Westbound I-80 Ramp project was incorporated into the Fee Program during the 2014 update and adopted by the SPRTA Board in October 2014. Caltrans and the City of Roseville identified the need to upgrade the current traffic signals at the Atlantic Street Westbound I-80 ramp intersection. Caltrans and the City of Roseville came to agreement whereby the City of Roseville would fund the environmental document and Caltrans would fund construction. The City of Roseville is requesting a second allocation of \$50,000 to purchase and install new traffic signal equipment for the Atlantic Street Westbound I-80 Ramp project. The allocation will increase the total outlay of funds to \$650,000. We will be bringing this to the Board this month. The TAC concurred with the requested action.

I-80 Aux Lanes – Resolution of Necessity.

David Melko explained that we received Board authorization in June to acquire the Strauch-Stephenson property for the I-80 Auxiliary Lanes Project. The property is currently vacant and located adjacent to the westbound I80/Douglas Blvd Interchange on-ramp. The property owner has agreed to the compensation offer and has been cooperative in working to execute the required ROW contract and transfer deeds. That said, here are title issues with the property. The title issues need to be resolved to transfer the property to Caltrans clear of any encumbrances and is insurable. Because of the June 2022 CTC SCCP and TCEP funding deadlines for allocation of construction monies, advancing a Resolution of Necessity is being considered to obtain possession of the property to stay on the project schedule. The TAC concurred with this approach.

Other Items

- a) Model fee update: Aaron Hoyt explained that the consultant, WSP, is wrapping up a number of items including following up on build out land use comments received at the September TAC meeting. Aaron said he will be sending out model development and user guide reports and buildout scenario land use files for confirmation. Aaron added we are also working on project costs and funding sources that will help fully deliver those projects. We will also be circling back on how we factor in alternative modes. We are slated to provide a model workshop to the Board in December and will sharing a presentation of that with the TAC in November.

The TAC meeting concluded at approximately 2:25 p.m.

RC:ML:ss