



**SOUTH YUBA TRANSPORTATION
IMPROVEMENT AUTHORITY**
915 Eighth Street, Suite 109A
Marysville, California



AUGUST 3, 2021 – 4:00 P.M.

In person meeting: This meeting will be open to in-person attendance. To remain in compliance with the state’s public health guidance and CalOSHA COVID-19 Emergency Temporary Regulations [8 CCR §3205], **masks are encouraged to be worn by individuals who are not fully vaccinated while inside the Government Center and while in the Board Chambers.**

Zoom meeting: The Board proceedings are available via Zoom and you may participate in Public Comment by using the “raise hand” function. Executive Order N-08-21 paragraph 42 authorizes local legislative bodies to hold public meetings via teleconference and to make public meetings accessible telephonically or otherwise electronically to all members of the public. Members of the public are encouraged to observe and participate in the teleconference.

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Meeting ID: 865 6772 7663

Welcome to the South Yuba Transportation Improvement Authority meeting. As a courtesy to others, please turn off cell phones or other electronic devices, which may disrupt the meeting. If attending via Zoom, please have your microphones muted at times when you are not speaking. The public will be given opportunity to comment on action items on the agenda when the item is heard and comments shall be limited to three minutes per individual or group.

CALL TO ORDER: Welcome. As a courtesy to others, please turn off cell phones or other electronic devices which might disrupt the meeting. Thank you.

I **ROLL CALL** – Directors Bradford, Pendergraph, Vasquez, West

II **PUBLIC COMMUNICATIONS:** Any person may speak about any subject of concern within the jurisdiction of the authority which is not on today’s agenda. The total amount of time allotted shall be limited to a total of 15 minutes and each individual or group will be limited to no more than 3 minutes. Prior to this time, speakers are requested to fill out a “Request to Speak” card and submit it to the secretary.

III **ACTION ITEMS**

A. Approve meeting minutes of February 2, 2021.

B. Receive presentation and approve Draft Comprehensive Implementation Strategy; and

[https://www.yuba.org/departments/community_development/south_yuba_transportation_improvement_authority_\(sytia\).php](https://www.yuba.org/departments/community_development/south_yuba_transportation_improvement_authority_(sytia).php)

o Direct staff to issue Request for Proposal to prepare Project Study Reports; and

o Direct staff to work with Sacramento Area Council of Governments to update programming in the Metropolitan Transportation Plan and Transportation Improvement Program; and

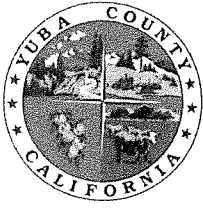
o Direct staff to present to the Board of Supervisors a funding proposal to fund right of way acquisition for Plumas Lake Boulevard Extension and State Route 70 South Bound Loop on ramp.

C. Receive presentation regarding Administrative component, and Program/Project Management components for South Yuba Transportation Improvement Authority operations, and provide direction to staff.

V **BOARD AND STAFF MEMBERS REPORTS**

VI **ADJOURN**

In compliance with the Americans with Disabilities Act, the meeting room is wheelchair accessible and disabled parking is available. If you have a disability and need disability-related modifications or accommodations to participate in this meeting, please contact the Clerk of the Board's office at (530) 749-7510 or (530) 749-7353 (fax). Requests must be made two full business days before the start of the meeting.



SOUTH YUBA TRANSPORTATION IMPROVEMENT AUTHORITY



MINUTES FEBRUARY 2, 2021

Call to order 4:00 p.m. with a quorum being present as follows: Directors Gary Bradford, Jay Pendergraph, Andy Vasquez, and Rick West. Also present were County Administrator Kevin Mallen and, Secretary/Board Clerk Rachel Ferris. Chair Bradford presided.

I ROLL CALL – Directors Bradford, Pendergraph, Vasquez, and West – all present

II PUBLIC COMMUNICATIONS: None

III ACTION ITEMS

A. Approve meeting minutes of August 4, 2020.

MOTION: Move to approve

MOVED: Jay Pendergraph SECOND: Rick West

AYES: Gary Bradford, Jay Pendergraph, Andy Vasquez, Rick West

NOES/ABSENT/ABSTAIN: None

Approved via unanimous Roll Call Vote

B. Receive update on Comprehensive Implementation Strategy (CIS) and provide input on direction. County Administrator Kevin Mallen and Liz Diamond of Dokken Engineering, provided a PowerPoint presentation including the following, and responded to inquiries.

- CIS Progress and Goals
- Short-term and long-term goals
- Costs and funding
- Consideration of various locations for:
 - Access points
 - Realignment
 - Alternatives

Public comments received from Ms. Julie Hanson

Following discussion direction was provided to include:

- LOCAL PARTNERS ESTABLISHED WITH THE Highway 65 Sports and Entertainment zone
- Continue to work with SACOG and CalTrans
- Consideration of drainage issues, and possible impacts to Beale Air Force Base

IV BOARD AND STAFF MEMBERS REPORTS – None

V ADJOURN: 4:13 p.m.

Chair

SECRETARY ATTEST:
RACHEL FERRIS
CLERK OF THE BOARD OF SUPERVISORS

Approved: _____

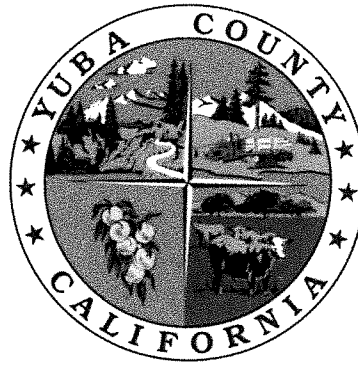
The County of Yuba

Community Development & Services Agency

Michael Lee, Director

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August 3, 2021

TO: SYTIA Board of Directors

FROM: Michael Lee, Yuba County CDSA Director

SUBJ: Presentation and Action on SYTIA Comprehensive Implementation Strategy (CIS)

RECOMMENDATION:

- 1) Review and Approve the Draft CIS;
- 2) Direct staff to issue Requests for Proposal to prepare Project Study Reports for the following two projects:
 - a. East Wheatland Expressway
 - b. SR 65/S. Beale Road Interchange with Extension to Forty Mile Road
- 3) Direct staff to work with SACOG to update programming in the Metropolitan Transportation Plan (MTP) and Metropolitan Transportation Improvement Program (MTIP) so SYTIA projects can move forward and are eligible for grant programs.
- 4) Direct staff to present to the Board a funding proposal from SYTIA impact fees to fund right of way acquisition for the Plumas Lake Boulevard Extension & SR 70 SB Loop On-Ramp project upon completion of design or when the opportunity to acquire right of way arises. County staff is currently pursuing design of this project using a different funding source.

BACKGROUND:

The Board previously approved work on a comprehensive implementation strategy for the transportation improvements covered by the South Yuba Transportation Improvements Authority (SYTIA). At the Board's February 2, 2021 meeting, staff presented goals for the study and exhibits for the four SYTIA projects:

- Plumas Lake Boulevard Extension & SR 70 Southbound (SB) Loop On-Ramp
- SR 65/S. Beale Rd Interchange with Extension to Forty Mile Road
- East Wheatland Expressway
- SR 65 Realignment

The exhibits showed the geometrics of potential alternatives and demonstrated how these projects could advance independently of each other yet allow for a future SR 65 realignment.

An outline of the next study activities was also provided, including:

- Traffic evaluation of the SR 65/S. Beale Interchange and East Wheatland Expressway to support future funding applications
- Prepare project cost estimates for purposes of developing project funding strategies and funding early delivery steps
- Develop a funding source assessment and strategy
- Outline project delivery steps for the SYTIA projects

DISCUSSION:

The traffic analysis, cost estimates, funding source assessment and strategies, together with project delivery process information, have been completed and compiled in the Draft CIS, attached.

Exhibits of the projects can be found in Chapter 2 of the CIS, starting on page 6. The intent of the exhibits is to help define the overall scope and independent utility of each project and demonstrate potential alternatives using required geometric standards/curvatures. This allows for better cost estimating. It is not the intent of the exhibits to limit alternatives for each project. Those will be developed or refined during the individual project’s approval processes. Project development process information can be found in Chapter 5 of the CIS.

Based on the preliminary project geometrics, order of magnitude cost estimates were developed and include construction, right of way, environmental permitting/mitigation, and project delivery costs. Detailed information about assumptions and cost components for each project can be found in Chapter 3 of the CIS and is summarized below.

Estimated Project Costs*							
	21/22	22/23	23/24	24/25	25/26	Future	Total
East Wheatland Expressway	\$600	\$1,200	\$4,100	\$3,500	\$2,700	\$79,800	\$91,900
SR 65/S. Beale Rd Interchange w/ Ext. to 40 Mile Rd	\$850	\$1,700	\$5,300	\$4,500	\$3,300	\$99,550	\$115,200
Plumas Lake Blvd Ext./SR 70 SB Ramp		\$4,000	\$23,100	\$16,800	\$0	\$0	\$43,900
Subtotal without SR 65 Realignment:	\$1,450	\$6,900	\$32,500	\$24,800	\$6,000	\$179,350	\$251,000
SR 65 Realignment						\$369,600	\$369,600
GRAND TOTAL:	\$1,450	\$6,900	\$32,500	\$24,800	\$6,000	\$548,350	\$620,600
*Costs in thousands; timing based on unconstrained funds and possible delivery timeframes.							

The projects are not listed in any priority order and estimates are shown over time to provide a sense of the project delivery timeframes if funding was not a constraint. Given the magnitude of the costs and the limited financial resources available, project delivery will occur over a much longer time frame.

Limited funding is also the reason the SR 65 Realignment project, which would close the gap between a SR 65/S. Beale Interchange project and the East Wheatland Expressway project, is proposed to be deferred. There are simply not the funds available anywhere on the horizon to

advance such a project. The other projects will also serve near term traffic needs, while preserving the ability in the future to advance the full realignment.

Even with the deferral of the SR 65 Realignment project, SYTIA funds alone will not totally fund the remaining three projects, nor was the SYTIA Traffic Impact Fee (TIF) program set up to do so. The TIF study identified \$250,000,000 in project costs and allocated \$100,000,000 to be raised by the TIF. It is therefore important to have a strategy for each project to move it forward and make each competitive for outside funding sources for the non-TIF cost component. Chapter 4 of the CIS discusses the overall funding outlook, funding sources assessment, and potential funding strategies. One such strategy is advancing project readiness.

Both the SR 65/S. Beale Rd Interchange with Extension to Forty Mile Road project and the East Wheatland Expressway project must progress through the project delivery approval process before they will be competitive for significant funding from grant sources. In both cases that step is preparation of a Project Study Report (PSR). Using the TIF to fund this first step for each project is a good investment. Staff is requesting the Board authorize initiation of the PSR process for both projects at this time. Staff would circulate a Request for Proposal (RFP) from qualified consultants for each project and return to the Board with recommendations for consultant selection and contract awards.

The Plumas Lake Boulevard Extension & SR 70 SB Loop On-Ramp project already has a completed PSR and Project Report (PR), the latter being the project approval document required by Caltrans for a project on the State Highway system. The project is currently in the final design phase, which will be ongoing over the next year. That phase was funded by the County through other impact fees and did not use SYTIA funds. The next phase needing funding is the Right of Way acquisition phase, estimated at \$4 million. In the months ahead, the County will be reviewing potential funding sources and will likely return to the SYTIA Board to request a contribution, or to assist should an opportunity present itself with an adjacent landowner.

FISCAL IMPACT:

There is no direct fiscal impact to the current recommendations.

The cost of a PSR for the SR 65/S. Beale Rd Interchange with Extension to Forty Mile Road project is estimated at \$850,000 and the East Wheatland Expressway PSR at \$600,000. The SYTIA TIF account has adequate funds to cover the cost of both PSRs. Staff would return to the Board for allocation after the RFP process is complete and contracts have been negotiated.

Attachments:

SYTIA DRAFT Comprehensive Implementation Strategy

The County of Yuba

Community Development & Services Agency

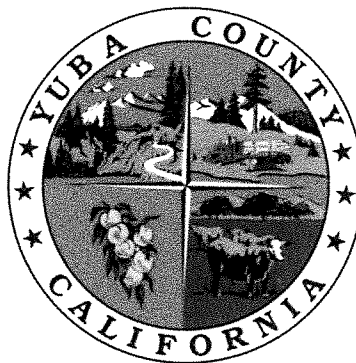
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To: South Yuba Transportation Improvement Authority (SYTIA)

From: Michael Lee, CDSA Director

Subject: Discussion regarding need for Administrative component and Program/Project Management components for SYTIA operations

Date: August 3, 2021

RECOMMENDATION:

Hear discussion and provide direction to staff regarding implementation of Administrative component and Program/Project Management components for SYTIA operations.

BACKGROUND:

Administrative Costs

Inherent with any impact fee program there are administrative costs associated with running the program. These include, but are not limited to, the collection of money, deposit of money, financial tracking for audit purposes, annual Mitigation Fee Act reporting, scheduling and clerking meetings, A-87 costs, etc... To date, the County has been handling all these functions without recouping any of our costs of administration. All of the other fee programs in which the County administers have an administrative fee component. However, the implementing resolution for this fee program did not contemplate such an administrative fee and it remained silent in that regard.

In addition to the administrative component, there are also costs associated with program and project management. Since the SYTIA JPA is in its infancy, the JPA does not have any dedicated staff. Instead, County staff have taken on the responsibility of managing the Program Management of SYTIA operations, while both County and City staff have assumed responsibility of Project Management duties. To date, this workload has been absorbed without reimbursement for staff time.

Program Management Costs

Program Management duties have been handled by County staff, and it is contemplated that will continue until such time that the JPA has its own dedicated staff. Typical Program Management duties include, but are not limited to, preparing staff reports, coordinating Board meetings, negotiating and/or conditioning proposed development projects such as the casino, preparing and updating implementing resolutions, periodically updating the Nexus Study, etc...

Project Management Costs

Project Management duties have been handled by both County and City staff, and it is contemplated that this will continue to be a shared duty. Typical Project Management duties include, but are not limited to, preparing Requests for Proposals from qualified consultants, Project Development Team (PDT) meetings, consultant interaction and management, preparing and awarding consultant contracts, reviewing consultant invoices and processing for payment, attending Board meetings, etc...

DISCUSSION:

Administrative Fee

Staff feel that it is both fair and reasonable that these costs are compensated for through the fee program. The typical administrative component on other fee programs the County administers is 3% of the gross impact fees collected, so we would propose that amount for the SYTIA impact fee program. If the Board is supportive of this proposal, staff will prepare a resolution and return to your Board for adoption. Staff recommends that this administrative component take effect on July 1, 2021, or the beginning of the current fiscal year, for cleaner tracking/auditing purposes.

Program and Project Management Fees

For the Program Management and Project Management components, staff is recommending reimbursement of actual costs or the labor and materials billed against the program for work products as identified above.

Both County and City staff are mindful of limiting the amount of staff time billed to SYTIA to preserve the revenues and maximize the amount of funds that can be allocated toward project delivery. If the Board agrees with charging SYTIA for these services, staff will report back at the end of FY 21/22 with a summary of charges.

FISCAL IMPACT:

The fiscal impact will vary based on direction from the Board.