



TECHNICAL MEMORANDUM

Date: April 11, 2007

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

From: Sarah Brandenberg & Alan Telford, Fehr & Peers

Subject: 2007 SPRTA Traffic Impact Fee Update

RS05-2169

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

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

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

BACKGROUND

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

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

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

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

PROPOSED 2007 UPDATE

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

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

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

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

METHODOLOGY

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

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

Land Use Growth Estimates

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

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

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

DUE Growth Estimates

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

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

Fee District Cost Share

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

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

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

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

program.

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

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

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

CHANGE IN TRAFFIC FEES

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

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

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

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

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

Table 5 - Proposed 2007 SPRTA Fee Per DUE

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

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

Attachment A

Cost Share Distribution for Roadway Projects

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

Sierra Collge Boulevard - Cost Per DUE by Fee District

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

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

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

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

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

Lincoln Bypass - Cost Per DUE by Fee District

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

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

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

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

I-80/Rocklin Road Interchange Improvements - Cost Per DUE by Fee District

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

Auburn-Folsom Widening - Cost Per DUE by Fee District

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

Attachment B

SPRTA and Non-SPRTA Trip Credits

Fee District Credits

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

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

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

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

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

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

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

SPRTA Credits (Fees Collected by SPRTA)

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

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

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

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

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