



A G E N D A

SPECIAL MEETING

Wednesday, October 18, 2023
10:45 a.m.

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

PUBLIC PARTICIPATION PROCEDURES

PUBLIC PARTICIPATION INSTRUCTIONS: This meeting will be conducted as an in-person meeting at the locations noted above. A remote teleconference Zoom address is listed for the public's convenience and in the event a Board Member requests remote participation due to just cause or emergency circumstances pursuant to Government Code section 54953(f). Please be advised that if a Board Member is not participating in the meeting remotely, remote participation for members of the public is provided for convenience only, and in the event that the Zoom connection malfunctions for any reason, the Board of Directors reserves the right to conduct the meeting without remote access. By participating in this meeting, you acknowledge that you are being recorded.

Agendas, Supplemental Materials and Minutes of the Board of Directors are available on the internet at: <https://www.pctpa.net/sprta-meetings>. Public records related to an agenda item that are distributed less than 72 hours before this meeting are available for public inspection during normal business hours at the Agency office located at 299 Nevada Street, Auburn, and will be made available to the public on the Agency website.

Remote access: <https://placer-ca-gov.zoom.us/j/92436091928>

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

Webinar ID: 924 3609 1928

- A. Flag Salute
- B. Roll Call
- C. Approval of Minutes: September 27, 2023
- D. Agenda Review
Matt Click, Executive Director

Action
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Info

- E. AB 2449** **Action**
Matt Click, Executive Director
- If necessary, based on a Director’s announcement, the Board will consider approval of any Directors’ request to participate remotely and utilize a “just cause” or “emergency circumstance” exception for remote meeting participation pursuant to AB 2449 (Gov. Code 54953(f)).
- F. Public Comment**
Persons may address the Board on items not on this agenda. Please limit comments to three (3) minutes.
- G. 10:45 - PUBLIC HEARING: Adoption of Regional Transportation and Air Quality Mitigation Fee Comprehensive Update 2023** **Action**
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Rick Carter, Deputy Executive Director
- Conduct a public hearing to consider an update to the Regional Transportation and Air Quality Mitigation Fee.
 - Approve refunding of fee credits for the Dry Creek, Newcastle/Horseshoe Bar, Placer West, and Rocklin fee districts.
 - Approve Resolution #23-05:
 - a. Accepting the Nexus Study Update Report for the Regional Transportation and Air Quality Mitigation Fee
 - b. Setting fees for the Regional Transportation and Air Quality Mitigation Fee
 - c. Adopting a Capital Improvement Program
- H. Nevada Station Building Sale and Bond Relinquishment** **Action**
Pg. 59
Adopt Resolution No. 23-06 for the sale of the Nevada Station Building and to payoff the Lease Revenue Bond.
- J. Executive Director’s Report** **Info**
- K. Board Direction to Staff**
- L. Informational Items** **Info**
1. SPRTA TAC Minutes:
 - October 3, 2023 Pg. 64

**Next regularly scheduled SPRTA Board Meeting
December 6, 2023**



ACTION MINUTES September 27, 2023

A special meeting of the South Placer Regional Transportation Authority Board convened on Wednesday, September 27, 2023, at approximately 9:38 a.m. at the Placer County Board of Supervisors Chambers, 175 Fulweiler Avenue, Auburn, California.

BOARD IN

ATTENDANCE:

Ken Broadway, Chair
Bruce Houdesheldt, Vice Chair
Paul Joiner
Suzanne Jones

STAFF:

Matt Click
Rick Carter
Mike Costa
Jodi LaCosse
David Melko
Cory Peterson
Solvi Sabol

APPROVAL OF ACTION MINUTES: August 23, 2023

Upon motion by Jones and second by Houdesheldt the June 28, 2023 meeting minutes were unanimously approved.

AGENDA REVIEW

Matt Click noted that Item G. Regional Transportation and Air Quality Mitigation Nexus Study Assumption and Fee Deferral Program Proposal, reflects that it is an informational item, however we will be asking the Board to act on this item. Legal counsel confirmed that because the description reflects that an action is requested and final approval is not being asked for today, the Board may act on this item without a Brown Act conflict.

AB 2449

Matt Click, informed the Board that all Board Members are present and there is no action necessary for this item.

PUBLIC COMMENT

No public comment.

REGIONAL TRANSPORTATION AND AIR QUALITY MITIGATION NEXUS STUDY ASSUMPTIONS AND FEE DEFERRAL PROGRAM PROPOSAL

Staff report presented by Rick Carter, Deputy Executive Director. Consultant support provided by Don Hubbard, GHD.

Staff Action Requested:

1. Approve staff recommendations related to assumptions in the nexus study.
2. Approve staff recommendations denying the proposal for a fee deferral program for the Tier 1 Fee Program.

Rick went over the staff approach as they relate to the stakeholders' comments. He noted the reference to a reduction in fees for *West* Roseville, as referred to in the text of the staff report, was a typo and should have been shown as *East* Roseville, consistent with the tables in the staff report. These included (1) the project cost and funding assumption changes as they relate to the high cost of the I-80/SR 65 Interchange, (2) three versus four residential unit size tiers, and (3) the fee deferral request. The Board inquired on various issues regarding the fee calculations, tiers, fee deferral, and fee credits.

Public comment was provided by Jeff Short, North State Building Industry Association. He reiterated the BIA's desire for four fee tiers and asked that the fee increase be implemented with a transportation sales tax measure and/or other sources of outside funding. Lastly, he said that the BIA is not advocating for a fee deferral for Tier 1 fees.

Houdesheldt made a motion that we approved staff's recommendations for the nexus study, change fee calculations based on the funding assumption for the I-80 /SR 65 Interchange as proposed, and deny the proposal for the fee deferral program for Tier 1 program, and consider the three versus four tier proposal issue at later time. No vote was taken; motion did not move forward.

Director Houdesheldt amended his motion to approve staff recommendations related to the nexus study based on three residential tiers, change fee calculations based on the funding assumption for the I-80 /SR 65 Interchange as proposed, and deny the proposal for the fee deferral program for Tier 1. No second was made; motion does not move forward.

Director Jones made a motion to approve staff's recommendations related to the nexus study based on four residential tiers, change the fourth tier to anything over and above 3,500 square feet. This motion includes noting the correction to the staff memo which reflects a decrease of \$460 (31% reduction) for Roseville *West* which should have been shown as Roseville *East*. Director Joiner seconded the motion. Motion passed with the following roll call vote:

AYES: Broadway, Houdesheldt, Joiner, Jones,
NOES: None
ABSTAIN: None

EXECUTIVE DIRECTOR'S REPORT

Matt Click reported that he had nothing further to report.

ADJOURN

The SPRTA Board meeting concluded at approximately 11:00 a.m.

NEXT BOARD MEETING: Wednesday, October 18th at 10:45 a.m.

A video of this meeting is available at: <https://www.pctpa.net/2023-09-27-sprta-meeting>

Matt Click, Executive Director

Ken Broadway, Chair

ss:mbc



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

TO: SPRTA Board of Directors

DATE: October 18, 2023

FROM: Rick Carter, Deputy Executive Director

SUBJECT: PUBLIC HEARING: ADOPTION OF REGIONAL TRANSPORTATION AND AIR QUALITY MITIGATION FEE COMPREHENSIVE UPDATE 2023

ACTION REQUESTED

1. Conduct a public hearing to consider an update to the Regional Transportation and Air Quality Mitigation Fee.
2. Approve refunding of fee credits for the Dry Creek, Newcastle/Horseshoe Bar, Placer West, and Rocklin fee districts.
3. Approve Resolution #23-05:
 - a. Accepting the Nexus Study Update Report for the Regional Transportation and Air Quality Mitigation Fee
 - b. Setting fees for the Regional Transportation and Air Quality Mitigation Fee
 - c. Adopting a Capital Improvement Program

BACKGROUND

In April 2002, the SPRTA Board adopted the Regional Transportation and Air Quality Mitigation Fee (known as the Tier 1 Fee Program), which assessed new development for its impacts on specified regional transportation facilities, which went into effect on July 1, 2002. The Tier 1 Fee Program had subsequent updates in 2006, 2007, 2009, and 2014.

Under the provisions of the SPRTA Joint Powers Authority (JPA), the Tier 1 Fee Program must be updated on a regular basis to incorporate changes in project costs, land use and resultant dwelling unit equivalents, and other key components to ensure ongoing equity. Additionally, the Mitigation Fee Act (Government Code section 66000 et seq.) prescribes certain requirements when establishing, increasing, or imposing a fee as a condition of approval of a development project.

A Nexus Study Update Report, dated July 2023, was prepared in coordination with the SPRTA member agencies and made available to stakeholders for comment. A revised Nexus Study Update Report, dated October 2023, (the “nexus study”) has been prepared in response to stakeholder comments and Board direction and is included as Exhibit A to Resolution 23-05.

DISCUSSION

Nexus Study Summary of Changes

The key provisions of this update are intended to reflect the most current information regarding planned development, traffic modelling, and project needs. Specifically, the nexus study updates previous work in several ways:

- It incorporates new land use forecasts for south Placer County, which were prepared based on updated information from the member agencies.
- The status of individual projects was updated, including payments already made towards the cost of projects.
- Project costs were updated, based on new estimates and construction cost inflation.
- The trip generation rates were updated to reflect the new data found in the 11th edition of Institute of Transportation Engineers' (ITE's) Trip Generation Manual
- The percentage of the need for new projects that is attributable to new development was re-calculated using the latest version of the SPRTA demand model.
- Board policies regarding SPRTA contribution to certain projects, where that share is less than the maximum allowed by State law, have been updated.
- A new method of computing fees for residential units was developed based on requirements mandated by AB-602 and SB-13, which went into effect in 2022.

Fee Levels

Of particular interest is the new fee level, which can be found in Chapter 4 of the nexus study. The average fee per dwelling unit equivalent (DUE) rose \$930 to \$2,596, driven mainly by the need to increase SPRTA's contribution to the I-80/SR 65 interchange and increases in project construction costs generally. However, the increase in fees vary significantly between fee districts. Developments in the Rocklin fee district will have the highest increase at \$2118, because development there adds the most traffic to the projects with the highest cost increases (the I-80/SR 65 interchange and Rocklin Road Interchange). In contrast, developments in the East Roseville fee district's fees would be reduced by \$561 due to the fact that it adds less traffic to the projects with the highest cost increases, and because they benefit from previous payments (fee credits) have reduced its remaining future contribution to the projects most relevant to that district.

The nexus study provides the required nexus analysis on which the fee update is based and affirms the findings required by the Mitigation Fee Act. The table below summarizes the fee as the cost per DUE by fee district. Tables 13 and 14 on pages 30 through 32 of the nexus study provide the detailed fees by district and land use.

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Computation of New Fee/DUE by District

SPRTA Fee District	Share of Project Costs	Growth in DUEs	New SPRTA Fee
	(A)	(B)	(C)=(A)/(B)
Dry Creek	\$16,951,180	14,610	\$1,160
Granite Bay	\$376,674	1,214	\$310
Lincoln	\$102,432,745	26,020	\$3,937
Newcastle/Horseshoe Bar	\$2,316,555	1,120	\$2,068
Placer Central	\$4,758,160	1,491	\$3,191
Placer West	\$692,838	339	\$2,044
Rocklin	\$37,857,862	8,370	\$4,523
Roseville West	\$58,799,570	29,812	\$1,972
Roseville East	\$5,269,321	5,699	\$925
Sunset	\$62,724,755	23,872	\$2,628
Total	\$292,179,659	112,548	
Average			\$2,596

Fees on Residential Units

The nexus study establishes fees for residential units based on four size ranges, or “tiers”. AB-602 requires that a nexus study adopted after July 1, 2022 shall calculate a fee imposed on a housing development project proportionately to the square footage of the proposed unit or make certain findings if using an alternate methodology. Section 2.2 of the nexus study identifies that trip generation is not directly proportional to floor area and uses an alternate methodology showing that a fee based on trips generated by floor area “tiers” is reasonable. The table below shows DUEs per unit based on the floor area tier. Table 13 on page 30 of the nexus study provides detailed fees by district and residential land use type.

Residential Tier DUEs Per Unit

Residential Unit Size Tier	DUEs per Unit
Less than 1,500 sq. ft	0.83
1,500 to 2,500 sq. ft.	1.00
Greater than 2,500 to 3,500 sq. ft.	1.08
Greater than 3,500 sq. ft.	1.14

Refund of Fee Credits

Under Section 10.D. of the SPRTA Joint Powers Agreement (JPA), jurisdictions may apply local funds as a fee credit with Board approval. All districts except Sunset have previously applied these local funds, which currently total about \$4.3 million. This results in credits ranging from \$1 to \$1,680 per DUE within the districts to which credits are applied. Over time, the balance of the credits are reduced as building permits are paid. Additionally, the dollar per DUE credit is reduced each time additional DUEs are added with the comprehensive fee update. The credit amount balance, dollar value of permits

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paid, and credits taken must be tracked and accounted for in order to properly recalculate the credits with each fee update. Four of the ten districts now have credit balances below \$150,000. The average value of these credits is \$11.52 per DUE. It is proposed to refund these balances to the district's member agency, which would eliminate the tracking and accounting of these district's credits. These balances as of July 1, 2021 were: Dry Creek (\$15,886); Newcastle/Horseshoe Bar (\$105,904), Placer West (\$14,403), and Rocklin (\$145,245).

Fee Program Update Adoption and Setting of Fees

The Regional Transportation and Air Quality Mitigation Fee Program has undergone significant scrutiny and participation by the jurisdiction staff and stakeholders in its development and is now ready for adoption. All legal requirements, including public notices, have been met.

The fee program update must be adopted by unanimous vote of the four SPRTA members, and is specified in Resolution #14-04. Once adopted, the new fees will go into effect January 1, 2024.

Capital Improvement Program Adoption

AB-602 requires "large jurisdictions" to adopt a Capital Improvement Plan ("CIP") as part of the nexus study. Staff presented a draft CIP at the August 2023 Board meeting, which laid out the anticipated cost and timing of capital improvements based on revenue forecasts in the July nexus study. The final CIP (Exhibit B to Resolution 23-05) has been revised based on the latest nexus study. The funding of projects has been extended or delayed to match the latest revenue forecast but their overall priority order has not changed. Adoption of this CIP does not allocate funding to any project; allocations are separate project specific Board actions.

RC:mbc

RESOLUTION NO. 23-05

**A RESOLUTION OF THE BOARD OF DIRECTORS OF THE
SOUTH PLACER REGIONAL TRANSPORTATION AUTHORITY
AMENDING THE REGIONAL TRANSPORTATION AND
AIR QUALITY MITIGATION FEE
FOR ALL NEW DEVELOPMENTS WITHIN
THE AREA OF JURISDICTION OF THE AUTHORITY**

The following resolution was duly passed by the Board of the South Placer Regional Transportation Authority at a regular meeting held October 18, 2023, by the following vote on roll call:

- A. **WHEREAS**, California Government Code Section 66000, et seq., (hereinafter Mitigation Fee Act) provides for the establishment of development impact fees to mitigate the impacts of new development; and
- B. **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
- C. **WHEREAS**, the Board of Directors of the Authority ("Board") adopted Resolution 02-06 on April 10, 2002, establishing a traffic impact fee, known as the Regional Transportation and Air Quality Mitigation Fee (hereinafter, the "**Fee**"), for all New Developments within the area of jurisdiction of the Authority; and
- D. **WHEREAS**, the Board has adopted Resolution No. 06-03 on October 25, 2006, Resolution No. 07-03 on May 23, 2007, Resolution No. 09-05 on October 28, 2009, and Resolution 14-04 on October 7, 2014 updating and modifying the amount of the Fee;
- E. **WHEREAS**, the Board of Directors of the Authority again desires to update and modify the amount of the Fee due to changed circumstances; and
- F. **WHEREAS**, a Nexus Study Update Report dated October 2023 was prepared by GHD, Inc. which details the relationship between the use of and need for the proposed fees for the facilities; the types of development on which the fees are imposed; and the relationship between the amount of the fees and cost of the public facilities, which has been presented to the Board; and is attached hereto as **Exhibit "A"** and made a part hereof; and

- G. **WHEREAS**, the Nexus Study Update Report includes an analysis of the vehicle trip generation of residential housing in relation to floor area, identifies that this relationship is not linear, and identifies fee structure based on size ranges that bears a reasonable relationship between the fee charged and the vehicle trips generated.
- H. **WHEREAS**, a Capital Improvement Program was prepared and is attached hereto as **Exhibit "B"** and made a part hereof; and
- I. **WHEREAS**, on October 18, 2023 the Board conducted a duly noticed public hearing on the proposed on the Fee, and the Nexus Study Update Report and Capital Improvement Program was available for public inspection and review fourteen (14) days prior to this public hearing; and
- J. **WHEREAS**, all written and oral presentations on these matters have been duly considered by the Board; and
- K. **WHEREAS**, the Board of Directors of the Authority finds as follows:
- (i) The purpose of the Fee is to finance the public facilities (the "**Facilities**") described and identified in the Improvement Program and Implementation Plan to reduce the impacts of increased traffic caused by New Development within the area of jurisdiction of the Authority;
 - (ii) The Fee shall be used to finance the Facilities (including, without limitation, planning, design, administration, environmental compliance, and construction costs of the Facilities);
 - (iii) There is a need in the described impact area for the Facilities described in the Improvement Program;
 - (v) The facts and evidence presented establish that there is a reasonable relationship between the need for the described Facilities and the types of development for which the Fee is charged, and also that there is a reasonable relationship between the Fee's use and the types of development for which the Fee is charged, as these reasonable relationships are in more detail described in the Nexus Study Update Report;
 - (vi) The cost estimates are reasonable cost estimates for constructing the Facilities, and the Fee expected to be generated by New Development will not exceed the total of these costs; and
 - (vii) That square footage is not an appropriate metric for calculating traffic impact fees for residential developments, based on substantial evidence showing that the number of vehicle trips generated by residential units is not proportional to the floor area
 - (viii) An alternative basis of calculating traffic impact fees, based on the expected number of trips generated by small, medium, large and very large units, but

not directly proportional to floor area, would bear a reasonable relationship between the fee charged and the burden posed by the development

(ix) That the differences in trip generation characteristics between single-family residences, multi-family residences, mobile homes in mobile home parks, and age-restricted senior residences, justifies using separate fee levels for these different types of unit, and

(x) That differentiating between small, medium, large, and very large units within each category of housing would ensure that smaller developments are not charged disproportionate fees.

(xi) On December 4, 2019, the Placer County Transportation Planning Agency adopted a Final Environmental Impact Report (FEIR) for the Placer County 2040 Regional Transportation Plan. The Regional Transportation Plan includes the Facilities to be funded under the updated Fee program. The Board hereby determines that it is appropriate to use the FEIR, and has considered the FEIR, in connection with the Authority's approval of the updated Fee program. The FEIR identifies certain significant environmental effects of the Regional Transportation Plan and includes mitigation measures to substantially lessen such environmental effects. The Board finds that the mitigation measures identified in the FEIR are the responsibility of the agencies constructing the Facilities, and are not the responsibility of the Authority. The FEIR contemplates, and the Board recognizes, that subsequent environmental analysis will be prepared prior to construction of the Facilities. Accordingly, the use of the collected Fee is expressly conditioned on the completion, approval, and consideration, of the necessary environmental reviews. This Resolution is not intended to, and shall not, predetermine the outcome of any such necessary environmental reviews.

NOW, THEREFORE, pursuant to the authority of Section 5.M of the Amended and Restated Joint Exercise of Powers Agreement for the Planning, Design, Financing, Acquisition and Construction of Regional Transportation Improvements, dated October 2003, ("**JPA Agreement**"), it is hereby resolved by the Board that:

1. Definitions.

"Authority" is defined in Recital A.

"Building Permit" is defined as the permit required by each member agency to do, or to cause to be done, any work regulated by the member agency's building code.

"Exempted Development" means the expansion, alteration, enlargement, conversion or replacement of an existing building, or the construction of new accessory buildings from which no additional dwelling units are created or no additional vehicular trips will be produced over and above those produced by the existing use, as determined by the Director of Public Works of the city or county collecting the Fee.

"Facilities" is defined in Recital G.

" Fee" means the updated Regional Transportation and Air Quality Mitigation Fee approved by this Resolution.

"Implementation Plan" means the Implementation Plan attached to Resolution 02-06, as supplemented by the Technical Memorandum attached to this Resolution as Exhibit "A."

"Improvement Program" means the Improvement Program attached to Resolution 02-06, as supplemented by the Nexus Study Update Report attached to this Resolution as Exhibit "A."

"New Development" means the original construction of residential buildings, original construction of commercial, industrial or other non-residential buildings, or the expansion, alteration, enlargement, conversion or replacement of existing buildings, or the construction of new accessory buildings.

"Secretary" means the Secretary of the Authority.

2. Imposition of Updated Fee . The updated Fee shall be paid upon issuance of any Building Permit by all New Development in the said area of benefit, except for Exempted Development. The amount of the Fee may be assessed by the city or county collecting the Fee at Building Permit application or at Building Permit issuance. The Director of Public Works of the city or county collecting the Fee shall determine (i) if the development lies within the area of benefit, (ii) the type of development, and (iii) the corresponding Fee to be charged in accordance with this Resolution.

When an application for a Building Permit is filed to convert an existing development to another type of development that falls within a different land use category, the Director of Public Works of the city or county collecting the Fee shall determine the amount of the Fee under this paragraph. The amount of the Fee shall be the difference obtained by subtracting the Fee calculated for the existing development from the Fee calculated for the proposed development. If the difference is 0 or a negative number, no Fee shall be owing.

3. Amount of Updated Fee . Fees for all New Development within the area of benefit are indicated in the Nexus Study Update Report attached as Exhibit "A." Fees may be adjusted pursuant to Paragraph 7 of this Resolution. No Fee may be waived by a member agency.

4. Use of Fee. The Fee shall be used solely to pay for (i) the Facilities, including, without limitation, planning, design, administration, environmental compliance, and construction costs, of the Facilities and the Authority; (ii) for reimbursing the Authority for New Development's fair share of those capital improvements already constructed; or (3) to reimburse other developers who have constructed Facilities described in the Improvement Program.

5. Capital Improvement Plan. The Capital Improvement Plan is attached as Exhibit "B" is hereby adopted.

6. Credits. In the event a property within the area of benefit is also included in a public financing district which has provided or will provide financing for any of the Facilities and is or will be subject to assessments or special taxes from that public financing district, a credit shall be provided against the Fee applicable to said property, and the amount of the credit shall be based on the comparison of the cost of the Facilities to be financed by said financing district and the cost of Facilities to be financed by the Fee. The amount of the credit shall be determined by the Authority's Board of Directors.

7. Fee Adjustments. A developer of any project subject to the Fee may apply to the Board for a reduction or an adjustment of the Fee, based upon the absence of any reasonable relationship between the traffic impacts of that development and either the amount of the Fee charged or the type of Facility to be financed. The application shall be made in writing and filed with the Secretary of the Authority at the time of the filing of the request for a Building Permit. The application shall state in detail the factual basis for the claim of waiver, reduction, or adjustment. The Board shall consider the application at a hearing held within sixty (60) days after the filing of the adjustment application. The decision of the Board shall be final. If a reduction, adjustment, or waiver is granted, any change in the approved project shall invalidate the waiver, adjustment, or reduction of the Fee.

8. Annual Adjustment. On an annual basis, the Board shall review the estimated cost of the Facilities, the continued need for the Facilities and the reasonable relationship between such need and the impacts of the various types of development pending or anticipated and for which the Fee is charged, and may change the Fee based upon that review. If the relationship between the need and the impacts of the various types of development pending or anticipated still exists, the Fee shall be automatically adjusted annually based upon the Construction Costs Index for April 1 as published in the Engineering News Record publication, unless otherwise determined by the Board.

9. Fee Collection. The Fee shall be collected by each member agency of the Authority. Each member agency will be responsible to notify a developer of any project subject to the Fee of the right to apply to the Authority for a reduction or adjustment of the Fee, as provided by Paragraph 7 of this Resolution. Each member agency shall forward collected Fees to the Authority on at least a quarterly basis. Notwithstanding the foregoing, fees collected from properties applying for financing from the Statewide Community Infrastructure Program (SCIP) within the jurisdictions of the City of Lincoln, the City of Roseville, the City of Rocklin, or the County of Placer shall be collected and remitted in accordance with the terms and conditions of that certain Fee Collection and Disbursement Agreement among the Authority, the City of Lincoln, the City of Roseville, the City of Rocklin and the California Statewide Communities Development Authority (CSCDA), dated March 28, 2007. Notwithstanding the foregoing, fees collected from properties applying for financing from the Bond Opportunities for Land Development (BOLD) program within the jurisdictions of the City of Lincoln, the City of Roseville, the City of Rocklin, of the County of Placer shall be collected and remitted in accordance with the terms and conditions of that certain CFMA BOLD PROGRAM Joint Community

Facilities Agreement among the Authority, the City of Lincoln, the City of Roseville, the City of Rocklin, the County of Placer, and the California Municipal Finance Authority (CMFA), dated December 2, 2020. Each member agency shall account to the Authority at the time of forwarding the Fee for the amount of the Fee, the type and nature of development and the property to which the Fee is related.

10. Supplemental Fees. Developers may, from time to time, propose projects, the impact of which upon the Facilities is significantly greater than that used to calculate the Fee established herein. The applicable member agency, with the concurrence of the Board, may make such a determination on a case-by-case basis and impose a Supplemental Fee for a project upon the making of necessary findings pursuant to Government Code Section 66001. The determination shall be based upon the application for a Building Permit and any additional information requested by the member agency or by the Board. The member agency or the Board may require the developer to submit engineering data, calculations, or other project information which, in its judgment, is necessary to make a determination.

11. Dispute Resolution. Any dispute regarding any matter relating to the imposition or non-imposition of the Fee shall be resolved by the Board or the Board's designee.

12. Actions of Member Agencies. The staff of the Authority is directed to prepare and forward to each member agency this Resolution and appropriate notices and forms for implementation of the Fee by each member agency.

13. Adoption. Pursuant to Section 8 of the JPA Agreement, this Resolution is adopted unanimously.

14. Judicial Review. Any judicial action or proceeding to attack, review, set aside, void, or annul this Resolution shall be brought within one hundred twenty (120) days after the effective date set forth below.

15. Effective Date. This Resolution and the Fee hereby approved shall be effective January 1, 2024.

Matt Click
Executive Director

Ken Broadway
Chair

Attest: _____
Solvi Sabol, Board Secretary



Nexus Study Update Report

South Placer Regional Transportation Authority

October 2023



GHD Inc.

220 21st Street

Sacramento, CA 95835

Tel (916) 245-4226 | Donald.Hubbard@GHD.com | ghd.com

Executive Summary

The purpose of this report is to present the methodology for the nexus study in relation to updating the South Placer Regional Transportation Authority's Tier I fee, pursuant to the requirements of the Mitigation Fee Act. The report updates previous work in several ways:

- It incorporates new land use forecasts for south Placer County, which were prepared based on updated information from the member agencies.
- The status of individual projects was updated, including payments already made towards the cost of some projects.
- Project costs were updated, based on new estimates and construction cost inflation.
- The trip generation rates were updated to reflect the new data found in the 11th edition of Institute of Transportation Engineers' (ITE's) *Trip Generation Manual*
- The percentage of the need for new projects that is attributable to new development was re-calculated using the latest version of the SPRTA demand model.
- Board policies regarding SPRTA contribution to certain projects, where that share is less than the maximum allowed by State law, have been updated.
- A new method of computing fees for residential units was developed based on requirements mandated by AB-602 and SB-13, which went into effect in 2022.

These updates enable SPRTA to re-affirm the findings required by the Mitigation Fee Act, which are shown in Chapter 5.

Of particular interest is the potential new fee level, which can be found in Chapter 4. The average potential fee per vehicle-trip rose \$930 to \$2,596, driven mainly by the need to increase SPRTA's contribution to the I-80/SR 65 interchange and increases in project construction costs generally. However, the increase in fees varies significantly between fee districts. Developments in the Rocklin fee district will have the highest increase at \$2,118, because development there adds the most traffic to projects with highest cost increases (the I-80/SR 65 interchange and the Rocklin Road Interchange). In contrast, developments in the Roseville East fee district's fees would be reduced by \$561 due to the fact that it adds little traffic to the projects with the highest cost increases, and because they benefit from the fact that previous payments (fee credits) have reduced its remaining future contribution to the projects most relevant to that district.

Please note that this study produces only recommended changes to fees. The SPRTA Board may, at their discretion, choose to set fee rates for any given development type and fee district at a level lower than that calculation in this report. They may not, however, set the fees higher than those supported by a nexus calculation described herein.

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1. Introduction

1.1 Purpose of this report

California's Mitigation Fee Act requires local agencies that impose a fee as a condition of approval of a development project to, among other things, determine that a reasonable relationship (a "nexus") exists between the fee's use and the type of development project on which the fee is imposed. The Act further requires that this relationship be reviewed periodically to ensure that the nexus remains valid and that the assumptions used to compute the fees are reasonable. The purpose of this report is to fulfill this requirement and to give policy makers an analytical basis for determining whether the fee schedule should be adjusted going forward.

1.2 Background on the SPRTA Program

The Placer County Transportation Planning Agency (PCTPA) adopted a Regional Transportation Funding Strategy in August 2000 which included the development of a regional transportation impact fee program. PCTPA staff worked with the jurisdictions of South Placer County, as well as the development community, environmentalists, and community groups to develop a program and mechanism to implement this impact fee. The South Placer Regional Transportation Authority (SPRTA), formed in January 2002, is the result of those efforts. SPRTA is a joint powers authority comprised of the Cities of Lincoln, Rocklin, Roseville, and the County of Placer. The Authority is governed by a Board of Directors representing the JPA member jurisdictions and is staffed by the Placer County Transportation Planning Agency. The Board meets monthly or as needed.

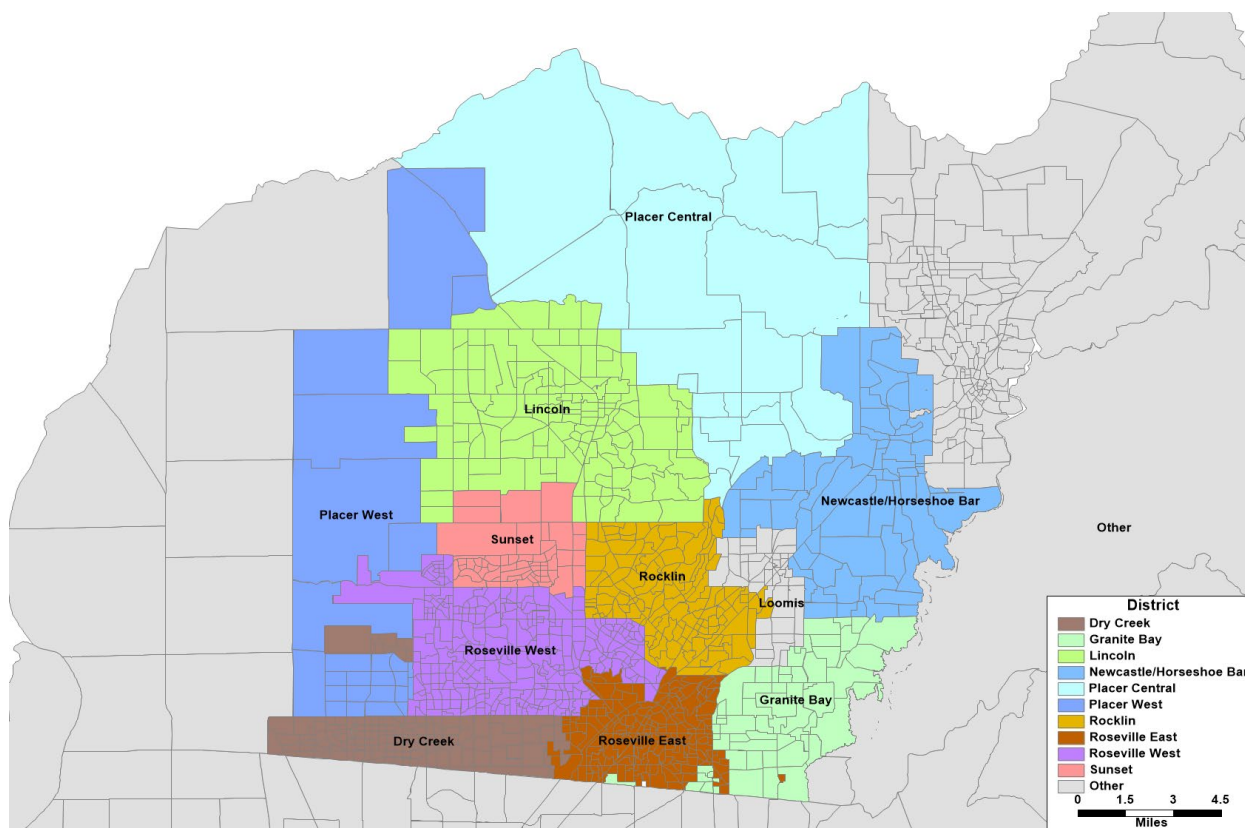
From its inception, SPRTA has been part of an overall funding strategy rather than a stand-alone program. In most cases SPRTA provides only partial funding for a project, with the remaining funds coming from other sources. This is discussed in a later section of this report.

SPRTA fees are assessed as a mixture of district-based fees and flat fees. For most SPRTA projects, project costs assigned to the individual districts vary based on each district's percent use of the project improvements. For example, developments in Lincoln have a stronger nexus to the Lincoln Bypass project than developments in Granite Bay, and so would pay a high fee as their contribution to that particular project. SPRTA's contributions to Regional Transit and SR 65 Widening, are assessed as a flat fee, meaning that similar developments would pay the same rate no matter where they are built within the SPRTA region. Figure 1 shows the ten fee districts in the SPRTA program. As will be discussed in a later section of this report, a traffic forecasting model was used to determine how much development in each district contributed to the need for each improvement on the project list.

Not all development that occurs in the SPRTA districts pays a SPRTA impact fee. State¹ and Federal development projects are exempt from local fees as a matter of law, as are accessory dwelling units with a floor area of less than 750 square feet. Public kindergarten through grade 12 schools are also exempt from the fee as a matter of SPRTA policy.

¹ The proposed branch campus of the California State University system is a special case. The developer of the area around the proposed site signed a development agreement whereby they agreed to pay the SPRTA fee on behalf of CSU.

Figure 1: SPRTA Fee Districts



1.3 Previous Nexus Study Updates

The SPRTA fee was originally established to provide funding for the following projects:

- Placer Parkway (\$50 million)
- Sierra College Boulevard Widening (\$39.6 million)
- I-80/Douglas Boulevard Interchange Improvements (\$15.31 million)
- Lincoln Bypass (\$10 million)
- Transit Capital Improvement Projects (\$7 million)

In 2006 the program was updated to increase SPRTA's contribution to the estimated cost of widening Sierra College Boulevard from \$39.6M to \$44.0M, and SPRTA's contribution to the Lincoln Bypass from \$10M to \$20M.

In 2007, the cost estimates for the original projects were again updated and the program was expanded to cover these additional projects:

- Hwy 65 Widening (\$50 million)
- I-80/Rocklin Road Interchange Improvements (\$10 million)
- Auburn-Folsom Widening (\$8 million)

Also in 2007, SPRTA's contribution to Placer Parkway was reduced from \$50M to \$10M, while the program's contribution to the Lincoln Bypass was increased from \$20M to \$30M. SPRTA fees were increased by 24% to cover the additional projects and cost inflation on the original projects.

In 2009 the program was updated a third time, taking advantage of a new traffic model with updated land use and road network forecasts. The key difference between the 2009 and 2007 program updates was the addition of the Placer Vineyards specific plan, Regional University specific plan, and new projects in

the City of Lincoln's sphere of influence. The addition of these developments spread project costs over a larger number of units, which resulted in a 14% lower fee per unit despite two years of cost inflation.

The program was updated a fourth time in 2014. Another three projects were added to the project list, namely:

- I-80/SR 65 Interchange Improvements (\$5 million)
- Douglas Blvd WB I-80 Ramp (\$740,000)
- Atlantic Street WB I-80 Ramp (\$4.54 million)

Land development assumptions and project costs were again updated. The key difference between the 2014 update and earlier updates is that by 2014 the program had collected over \$39 million in fee revenues which offset inflationary adjustments and the additional cost of the three new projects and allowed for an overall reduction in fees by 7.8%.

The current study will be the fifth update to the program.

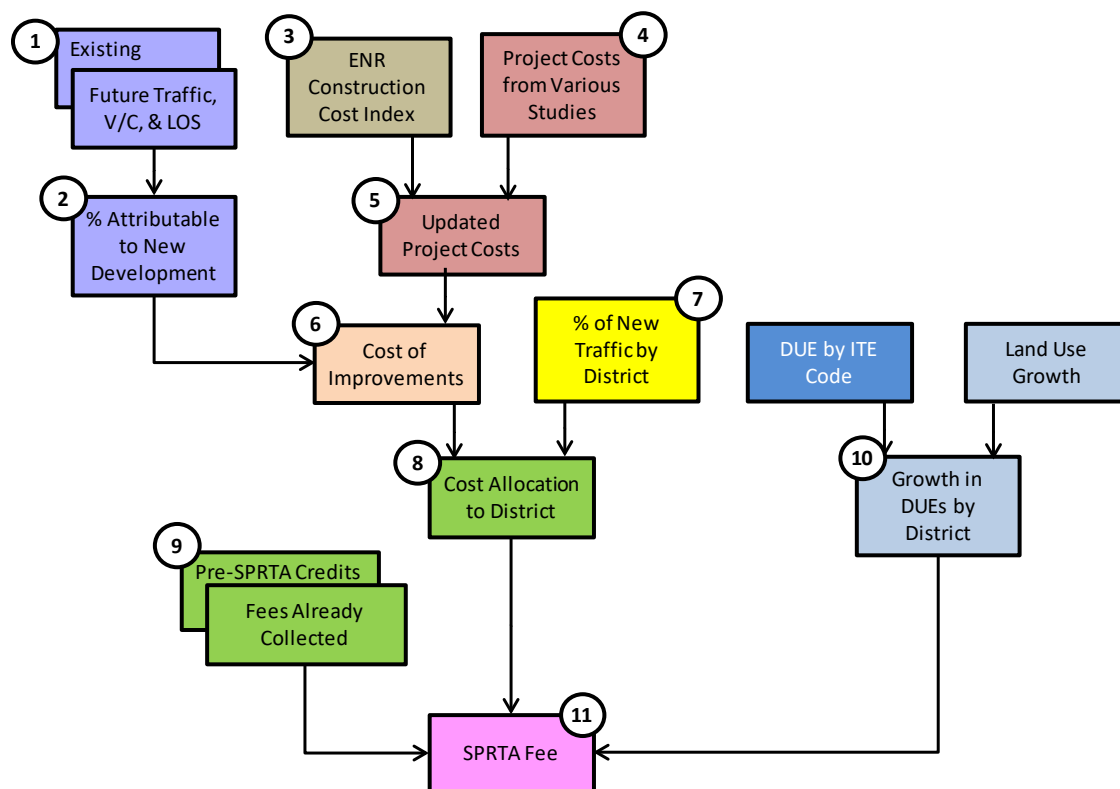
2. Fee Calculation Methodology

An overview of the methodology used to compute the new, recommended SPRTA fees is provided in the section below, followed by sections providing more in-depth discussion of the key components. These are followed by section describing the resulting fees and the revenues that would be generated by the SPRTA program.

2.1 Overview of Fee Calculation Methodology

The methodology used in the fee computation is outlined in Figure 2 below.

Figure 2: Steps in the Fee Calculation



The major steps include:

- 1) The starting point was the set of outputs from the SPRTA travel demand model that were used to determine the volume-to-capacity (V/C) ratio for each project under existing and 2040 (SACOG's planning horizon year from the most recent Sustainable Communities Strategy) conditions.
- 2) The V/C ratios were then used to determine the percentage of the need for each project that is attributable to new development.
- 3) The Engineering News-Record's (ENR's) Construction Cost Index was then used to determine cost inflation factors that allow cost estimates done in different years to be converted to 2023 dollars. Per SPRTA policy, the inflation factors are established based on the ENR historical Construction Cost Indexes (CCI) for the "20-city average" and San Francisco.
- 4) Cost estimates for each of the projects were taken from studies commissioned by the member agencies or by SPRTA.

- 5) The cost estimates from Step 4, which were done in different years, were then inflated to 2023 dollars using the CCI inflationary adjustments developed in Step 3.
- 6) The outputs from Steps 2 and 5 were used to determine the share of project costs attributable to new development.
- 7) Select Link analyses were then performed on each of the projects using the SPRTA travel demand model. This enabled the study team to identify the share of project costs from Step 6 that is attributable to each of the 10 SPRTA districts, and to traffic from growth outside the SPRTA area. Although no fees can be collected from developments outside the SPRTA area, their share of traffic growth must be accounted for so the developments in the SPRTA areas are not charged for impacts created by other projects.
- 8) Multiplying the costs attributable to new development from Step 6 by the percentages in Step 7 resulted in the share of project costs attributable for new development in each SPRTA fee district.
- 9) In some cases, member agencies provided advance funding for specific projects. In such cases, credits for the advanced funding were applied to the associated member agency fee districts which reduces the remaining obligation for those districts and thus reduces their net fees going forward. Similarly, past fees collected from each district are also applied as credit towards their total obligation.
- 10) The expected growth in the number of units of each land use type for each district was derived from approved land use data, accounting for existing development that has already occurred. The number of new units for each development type was then multiplied by the ITE trip generation rate to produce the total number of new trips associated with each type of land use development. This was converted into Dwelling Unit Equivalents (DUEs), which are equivalent to the number of trips generated by the average single-family dwelling during the PM peak hour (the analysis period for the SPRTA program).
- 11) The updated fees/DUE to be collected in each district was then computed by dividing the remaining costs attributable to the district (from Steps 8 and 9) by the number of future DUEs expected in that district (from Step 10).

Later chapters of this report will describe how the various inputs used in this methodology were updated and will show the results in terms of recommended revised fees for each fee district.

2.2 Changes to Comply with AB-602

California Government Code Section 66016.5(a)(5)(A), which is new with the enactment of AB-602, states that,

“A nexus study adopted after July 1, 2022, shall calculate a fee imposed on a housing development project proportionately to the square footage of proposed units of the development. A local agency that imposes a fee proportionately to the square footage of the proposed units of the development shall be deemed to have used a valid method to establish a reasonable relationship between the fee charged and the burden posed by the development.”

Until now, the SPRTA program residential fee rates have been charged per dwelling unit, with no adjustment for the size of the unit, so an additional step is now needed to fulfil this new State requirement. The SPRTA member agencies were consulted, and although CGC Section 66016.5(a)(5)(B) allows agencies to opt out of basing fees on floor area if certain findings are made, a consensus was reached among member agencies to apply a lesser fee to smaller units and a greater fee to larger units in order to comply with the new government code. To simplify the administration of the new system, units will be grouped into four size categories, namely small (less than 1,500 square feet), medium (1,500 to 2,500 square feet), large (2,500 to 3,500 square feet), and very large (greater than 3,500 square feet).

There are no well-established sources for trip generation rates based on residential unit size. However, data on the number of persons per household can be obtained from the U.S. Census Bureau’s American

Housing Survey, and data on the number of trips by household size is available from NCHRP Report 716, *Travel Demand Forecast: Parameters and Techniques*. This data was combined as shown in Table 1.

The average size of new single-family dwellings in the SPRTA fee area is 1,900 square feet, which falls within the Medium size category (1,500-to-2,500 square feet). This was set equal to 1 Dwelling Unit Equivalent (DUE) for the purposes of the SPRTA fee program. Small units generate on average 83% as many trips as Medium units, and so are calculated at 0.83 DUEs. Similarly, new homes in the Large category generate on average 108% as many trips as Medium units (1.08 DUEs), and Very Large homes generate 114% as much and so were assigned a value of 1.14 DUE.

AB-602 applies to all residential developments. Therefore, a further decision was made to apply the small/medium/large/very-large fee structure ratios to other residential land use developments in addition to the associated ITE trip generation ratios. The application of ITE trip rates is a historical industry standard for the SPRTA member agencies and surrounding region and remains allowable under a different sub-section of AB-602, which reads:

CGC Section 66016.5(a)(5)(C) “*This paragraph does not prohibit an agency from establishing different fees for different types of developments.*”

The American Housing Survey only has data on the number of persons per household for single-family dwellings (Table 1 uses SFD data). DUEs for other types of housing were therefore calculated based on their respective PM peak-hour trip-generation rates found in ITE’s *Trip Generation Manual*. This is shown in Table 2.

Table 1: Computation of Average Trip Generation by Dwelling Size Category

Persons per Household	Trips per Household (A)	Less than 1,500 sq.ft.			1,500 to 2,500 sq.ft.			2,500 to 3,500 sq.ft.			Greater than 3,500 sq.ft.		
		Number of Units (B)	Percent of Units (C)=(B)*Σ(B)	Trips (D)=(A)*(C)	Number of Units (E)	Percent of Units (F)=(E)*Σ(E)	Trips (G)=(A)*(F)	Number of Units (H)	Percent of Units (I)=(H)*Σ(H)	Trips (J)=(A)*(I)	Number of Units (K)	Percent of Units (L)=(K)*Σ(K)	Trips (M)=(A)*(L)
1	4.1	21,895	39%	1.58	7,828	20%	0.81	1,539	12%	0.51	849	11%	0.44
2	8.2	18,076	32%	2.61	14,701	37%	3.04	4,853	39%	3.20	2,901	36%	2.98
3	11.2	7,592	13%	1.50	6,928	17%	1.96	1,937	16%	1.74	1,162	15%	1.63
4	16.1	5,355	9%	1.52	5,928	15%	2.41	2,409	19%	3.12	1,697	21%	3.42
5	18.6	2,368	4%	0.78	2,754	7%	1.29	1,087	9%	1.63	838	10%	1.95
6	18.6	907	2%	0.30	989	2%	0.46	407	3%	0.61	348	4%	0.81
7+	18.6	525	1%	0.17	553	1%	0.26	202	2%	0.30	196	2%	0.46
Total		56,718	100%	8.46	39,681	100%	10.22	12,433	100%	11.11	7,990	100%	11.68
Average Persons Per Household			2.17			2.66			2.90			3.08	
Trip-Gen Rate as a % of SFD Average			83%			100%			108%			114%	

Sources: Column (A) - NCHRP Report 716, Columns (B), (E), and (H) - American Housing Survey

Table 2: Computation of Dwelling DUEs by Size and Dwelling Type

ITE Land Use Code	SPRTA Land Use Category	P.M. Peak Hour Trip Rate Per Unit ¹	Trip Length ²	% New Trips ²	VMT per Unit	DUE per Unit for Homes 1,500 to 2,500 sq.ft.	DUE for Units Smaller than 1,500 sq.ft.	DUE for Units Sized 2,500-3,500 sq.ft.	DUE for Units Larger than 3,500 sq.ft.
		(A)	(B)	(C)	(D)=(A)*(B)*(C)	(E)=(D) normalized to Average SFD	(F)=(E)*83%	(G)=(E)*108%	(G)=(E)*114%
210	Single Family	0.94 /DU	5.0	100	4.70	1.00	0.83	1.08	1.14
220	Apartment	0.51 /DU	5.0	100	2.55	0.54	0.45	0.59	0.62
230	Low-Rise Condominium	0.36 /DU	5.0	100	1.80	0.38	0.32	0.41	0.44
231	Medium-Rise Condominium	0.17 /DU	5.0	100	0.85	0.18	0.15	0.20	0.21
240	Mobile Home Park	0.58 /DU	5.0	100	2.90	0.62	0.51	0.67	0.70
251	Senior, Single-Family	0.30 /DU	5.0	100	1.50	0.32	0.26	0.34	0.36
252	Senior, Multi-Family	0.25 /DU	5.0	100	1.25	0.27	0.22	0.29	0.30

1) Source: ITE Trip Generation, 11th Edition. Note that ITE's national rates are based on the national average-sized house.

2) Source: ITE Journal, May 1992

Note: The figures shown in gray font in Columns F, G, and H are somewhat theoretical because units of these types are not built in these sizes in western Placer County

2.3 SB-13 Compliance

In addition to the considerations discussed above pursuant to AB-602, a separate piece of legislation, SB-13, passed in 2019, establishes a new system for assessing fees on accessory dwelling units (ADUs). It amended CGC Section 65852.2(3)(A)(f)(3) to read,

“A local agency, special district, or water corporation shall not impose any impact fee upon the development of an accessory dwelling unit less than 750 square feet. Any impact fees charged for an accessory dwelling unit of 750 square feet or more shall be charged proportionately in relation to the square footage of the primary dwelling unit.”

Based on this sub-section, if an accessory dwelling unit (ADU) is smaller than 750 square feet then it is exempt from SPRTA fees. Fees assessed on ADU's larger than 750 square feet require a two-part calculation. First, the SPRTA fee that would be charged to the primary unit is calculated, then the fee on the ADU is computed based on the ratio of its floor area in relation to the primary unit. For example, if the primary dwelling was 2,000 sq.ft. and would be charged a fee of \$800, then an ADU 1,000 sq.ft. in size on that property would be charged a fee of \$400.

For reference, 32% of the ADU's built in the SPRTA area in the 5-year period ending in 2022 were smaller than 750 sq.ft. and so would have been exempt from fees had AB-602 been enforceable during that period. This percentage may change over time based on market demands.

3. Updates of Key Inputs

One of the purposes of a nexus study update is to provide an opportunity to revise the inputs used to compute the fee. This chapter discusses several key inputs to the fee calculation and how they were updated.

3.1 Land Use Forecasts

The land use forecasts for the current study were developed using the land use assumptions from the 2014 study as a base. The 2014 assumptions were then adjusted to match existing conditions, taking into account developments that occurred in the 2014-2022 period. Staff from the SPRTA member jurisdictions then reviewed and revised the assumptions for future development in respective areas based on their knowledge of development projects currently planned. Among the key assumptions for various districts were:

- **Dry Creek:** Build-out of Regional University, Riolo Vineyards, Morgan Knowles, and Placer Vineyards - Phase 1
- **Granite Bay:** Only a small amount of new development is expected; less than 800 new DUEs in total, and little non-residential development
- **Lincoln:** General Plan buildout within the existing City limits, plus a portion of development within the Lincoln's SOI (primarily in Villages 1, 5, and 7)
- **Newcastle /Horseshoe Bar:** Only 837 new DUEs and very little non-residential development.
- **Placer Central:** Build-out of Bickford Ranch and The Ridge
- **Placer West:** Minimal rural residential growth assumed.
- **Rocklin:** Near build-out of residential and assumed 2035 absorption of non-residential. 1,500 additional students at William Jessup University and 6,000 additional students at Sierra College
- **Roseville West:** Build-out of Fiddymont Ranch Specific Plan Amendment #3, West Park Rezone, Sierra Vista Specific Plan (maintaining Urban Reserve), Creekview Specific Plan, Reasons Farm Business Park, and Amoruso Ranch
- **Roseville East:** Moderate amount of development, focused mainly on multi-family residential units
- **Sunset:** Placer Ranch Specific Plan, including a future university with 25,000 students, and 20-year growth projections from the Sunset Area Plan.

Note that these assumptions do not correspond to full build-out of each jurisdiction's general plan. General Plan land uses are not associated with a particular time horizon and full buildout might not occur for many decades. The assumptions used for the current study represent the staffs' consensus view of what might realistically occur in the next 20 years.

Table 3, Figure 3, and Figure 4 summarize these growth forecasts.

Table 3: Forecast of Growth by SPRTA Fee District

Land Use Category	Unit	Forecast of Growth by Land Use										Total
		Dry Creek	Granite Bay	Lincoln	Newcastle /Horseshoe Bar	Placer Central	Placer West	Rocklin	Roseville West	Roseville East	Sunset	
Single Family Dwelling	DU	8,490	462	15,059	621	1,056	336	1,855	10,309	429	3,395	42,012
Apartment	DU	4,137	469	3,427	398	21	0	4,186	9,542	2,314	1,504	25,998
Senior Detached	DU	1,192	145	0	0	950	0	0	83	0	1,050	3,420
Convalescent Hospital	1,000 SF	0	0	0	0	0	0	0	0	-9	0	-9
Shopping Center	1,000 SF	751	93	3,327	84	88	0	634	5,365	1,287	1,891	13,520
Mall	1,000 SF	0	0	0	0	0	0	0	0	0	0	0
Community Commercial	1,000 SF	0	0	0	0	0	0	0	0	0	0	0
Club	1,000 SF	0	0	0	0	0	0	0	0	0	0	0
Hotel	Room	0	0	0	0	0	0	321	286	253	353	1,213
Golf Course	Hole	0	0	0	0	0	0	0	0	0	0	0
K-12 School	student	5,592	392	10,172	523	0	0	1,343	11,169	2,312	2,050	33,553
University/College	student	6,000	0	0	0	0	0	7,500	0	0	24,954	38,454
Office	1,000 SF	326	94	1,922	0	0	0	247	2,330	543	1,999	7,462
Industrial Park	1,000 SF	422	111	1,816	179	0	0	35	6,907	1,118	8,241	18,828
Light Industrial	1,000 SF	0	0	0	0	0	0	142	200	0	2,372	2,714
Church	1,000 SF	246	22	140	19	4	8	41	404	73	-16	941
Medical/Dental Office	1,000 SF	0	30	0	16	0	0	203	0	63	0	311
Hospital	1,000 SF	0	0	0	0	0	0	320	0	163	0	483
Fire Station, Museum, Water Treatment	1,000 SF	382	35	33	0	0	0	5	440	67	12	973
Post Office, Library, Government Building	1,000 SF	0	0	29	0	0	0	1	0	25	400	455
City Park	Acre	51	12	0	0	65	0	0	387	0	70	585
Cemetery	Acre	3	0	0	0	0	0	0	0	0	0	3
Total		27,592	1,864	35,925	1,840	2,183	344	16,833	47,422	8,638	48,275	

Figure 3: Residential Growth Assumptions

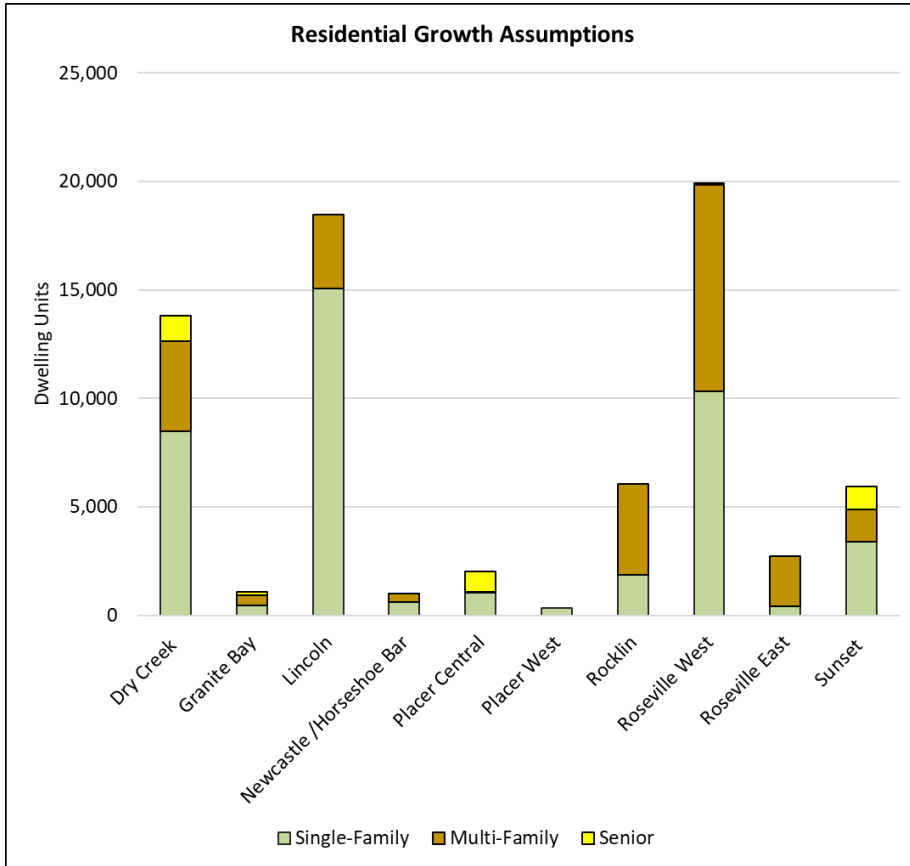
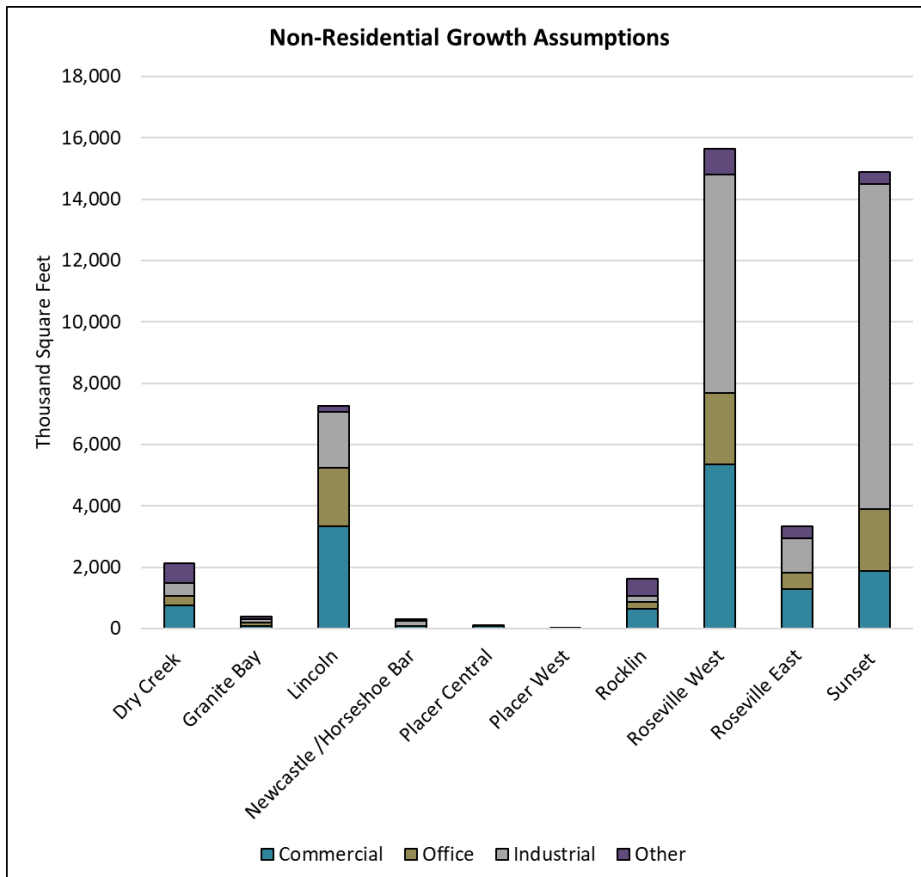


Figure 4: Non-Residential Growth Assumptions



The SPRTA fee program denominates its fee schedule in units of Dwelling Unit Equivalent (DUEs). DUEs are used to compare the trip-making characteristics of various land use types to that of the average single-family residential dwelling unit. A land use's DUE factor is based on the number of trips made to or from the site in the PM peak hour, the average length of those trips, and percentage of trips that are new to the roadway system as a result of the subject land use². This is the historical methodology and industry standard used for transportation impact nexus studies within the SPRTA member agencies and the surrounding region. Table 4 shows the DUE factors for the land use types used in the fee calculation.

The land use forecasts from Table 3 were multiplied by the DUE factors from Table 4 to produce a growth forecast in DUEs for each district. This is shown in Figure 5, which compares the assumed growth by district in the current study with the assumptions used in the 2014 nexus study. Several aspects of this figure are noteworthy:

- Some growth that was in 2014's future forecast has now occurred, which reduces the amount expected going forward. This is particularly noticeable in the Lincoln, Rocklin, and Roseville West districts which have been the site of active development in recent years.
- The addition of the Sunset Area Plan, including Placer Ranch, greatly increased the amount of development expected to occur in the Sunset district.

The net result of these changes is that the overall growth in DUEs went from 129,141 in the 2014 nexus study to 112,548 in the current study, a reduction of 13%.

² Some uses, such as gas stations and coffee shops, may serve what are termed "pass-by trips", meaning that the driver stopped there during the course of a trip that would have taken place in any case. These trips are not considered an addition to the traffic on the adjacent road because the vehicle would have used that road anyway.

Table 4: Dwelling Unit Equivalence (DUE) Factor for Different Land Use Categories

ITE Code	Land Use Category	P.M. Peak Hour	Trip Length ²	% New Trips ²	VMT per Unit	2023 SPRTA DUE per Unit
		Trip Rate Per Unit ¹				
Industrial						
110	Light Industrial	0.65 /1,000 s.f.	5.1	92	3.05	0.649
130	Industrial Park	0.34 /1,000 s.f.	5.1	92	1.60	0.339
140	Manufacturing	0.74 /1,000 s.f.	5.1	92	3.47	0.739
150	Warehousing	0.18 /1,000 s.f.	5.1	92	0.84	0.180
151	Mini-Warehousing	0.15 /1,000 s.f.	3.1	92	0.43	0.091
Residential						
210	Single Family	0.94 /Dwelling Unit	5.0	100	4.70	1.000
220	Apartment	0.51 /Dwelling Unit	5.0	100	2.55	0.543
230	Low-Rise w/ Ground Floor Commercial	0.36 /Dwelling Unit	5.0	100	1.80	0.383
231	Medium-Rise w/ Ground Floor Commercial	0.17 /Dwelling Unit	5.0	100	0.85	0.181
240	Mobile Home Park	0.58 /Dwelling Unit	5.0	100	2.90	0.617
251	Senior, Single-Family	0.30 /Dwelling Unit	5.0	100	1.50	0.319
252	Senior, Multi-Family	0.25 /Dwelling Unit	5.0	100	1.25	0.266
Lodging						
310	Hotel	0.59 /Room	6.4	71	2.68	0.570
311	All Suites Hotel	0.36 /Room	6.4	71	1.64	0.348
312	Business Hotel	0.31 /Room	6.4	71	1.41	0.300
320	Motel	0.36 /Room	6.4	59	1.36	0.289

1) Source: ITE Trip Generation, 11th Edition, except where indicated with an asterisk, which are from the 10th edition

2) Source: ITE Journal, May 1992

**Table 4: Dwelling Unit Equivalence (DUE) Factor for Different Land Use Categories
(continued)**

ITE Code	Land Use Category	P.M. Peak Hour		Trip Length ²	% New Trips ²	VMT per Unit	2023 SPRTA DUE per Unit
		Trip Rate Per Unit ¹	(A)				
Recreational							
411	City Park	0.11	/Acre	6.4	90	0.63	0.135
430	Golf Course	2.91	/Hole	7.1	90	18.59	3.956
444	Movie Theater	6.17	/1,000 s.f.	2.3	85	12.06	2.566
492	Health/Fitness Club	1.31	/1,000 s.f.	3.0	75	2.95	0.627
493	Athletic Club	6.29	/1,000 s.f.	3.0	75	14.15	3.011
495	Recreational Community Center	2.50	/1,000 s.f.	3.0	75	5.63	1.197
Institutional							
536	Private School (K - 12)*	5.50	Students	4.3	80	18.92	4.026
560	Church	0.49	/1,000 s.f.	3.9	90	1.72	0.366
565	Day Care Center	11.12	/1,000 s.f.	2.0	74	16.46	3.502
590	Library	8.16	/1,000 s.f.	3.9	90	28.64	6.094
Medical							
254	Assisted Living	0.24	/bed	2.8	74	0.50	0.106
610	Hospital	1.69	/1,000 s.f.	6.4	77	8.33	1.772
620	Nursing Home	0.59	/1,000 s.f.	2.8	75	1.24	0.264
630	Clinic	3.69	/1,000 s.f.	4.8	92	16.30	3.467
Office							
710	Up to 50,000 s.f.	1.94	/1,000 s.f.	5.1	92	9.10	1.937
	50,001 - 150,000 s.f.	1.66	/1,000 s.f.	5.1	92	7.79	1.657
	150,001 - 300,000 s.f.	1.45	/1,000 s.f.	5.1	92	6.80	1.448
	300,001 - 500,000 s.f.	1.31	/1,000 s.f.	5.1	92	6.15	1.308
	500,000 - 800,000 s.f.	1.21	/1,000 s.f.	5.1	92	5.68	1.208
	> 800,000 s.f.	1.12	/1,000 s.f.	5.1	92	5.26	1.118
720	Medical - Dental Office Building	3.93	/1,000 s.f.	5.1	77	15.43	3.284

1) Source: ITE Trip Generation, 11th Edition, except where indicated with an asterisk, which are from the 10th edition

2) Source: ITE Journal, May 1992

Table 1: Computation of Average Trip Generation by Dwelling Size Category (continued)

ITE Code	Land Use Category	P.M. Peak Hour		Trip Length ²	% New Trips ²	VMT per Unit	2023 SPRTA DUE per Unit
		Trip Rate Per Unit ¹	(A)				
Retail							
812	Building Materials & Lumber Yard	2.25	/1,000 s.f.	1.7	36	1.38	0.293
815	Discount Store	4.86	/1,000 s.f.	1.8	57	4.99	1.061
816	Hardware Store	2.98	/1,000 s.f.	1.7	36	1.82	0.388
817	Nursery	6.94	/1,000 s.f.	1.7	36	4.25	0.904
820	Shopping Center						
	< 200,000 s.f.	5.04	/1,000 s.f.	1.8	59	5.35	1.138
	200,001-500,000 s.f.	3.97	/1,000 s.f.	2.3	76	6.95	1.478
	500,000s.f.-1,000,000 s.f.	3.21	/1,000 s.f.	3.0	78	7.51	1.598
	>1,000,000 s.f.	2.64	/1,000 s.f.	3.6	78	7.42	1.580
931	Quality Restaurant	7.80	/1,000 s.f.	2.5	79	15.41	3.278
932	High Turnover Restaurant	9.05	/1,000 s.f.	1.9	76	13.07	2.780
933	Fast Food w/o Drive-In	33.21	/1,000 s.f.	1.7	49	27.66	5.886
934	Fast Food Drive-In	33.03	/1,000 s.f.	1.7	49	27.51	5.854
941	Quick Lube Vehicle Shop	4.85	/Src. Pos.	2.2	83	8.86	1.884
942	Automobile Care Center	2.25	/1,000 s.f.	2.2	83	4.11	0.874
841	New Car Sales	3.75	/1,000 s.f.	2.4	76	6.84	1.455
843	Automobile Parts Sales	4.90	/1,000 s.f.	3.6	78	13.76	2.927
944	Gasoline/Service Station	13.91	/Fueling Pos.	1.9	20	5.29	1.125
945	Gas/Serv. Stn. W/Conv. Market	18.42	/Fueling Pos.	1.9	20	7.00	1.489
848	Tire Store	3.75	/1,000 s.f.	2.2	80	6.60	1.404
850	Supermarket	8.95	/1,000 s.f.	1.7	48	7.30	1.554
851	Convenience Market	49.11	/1,000 s.f.	1.5	22	16.21	3.448
857	Discount Club	4.19	/1,000 s.f.	2.3	79	7.61	1.620
862	Home Improvement Superstore	2.29	/1,000 s.f.	1.8	52	2.14	0.456
863	Electronics Superstore	4.25	/1,000 s.f.	1.8	60	4.59	0.977
864	Toy/Childrens Superstore	5.00	/1,000 s.f.	1.8	59	5.31	1.130
880	Drugstore W/O Drive-Thru	8.51	/1,000 s.f.	1.8	47	7.20	1.532
881	Drugstore W/Drive-Thru	10.25	/1,000 s.f.	1.8	51	9.41	2.002
890	Furniture Store	0.52	/1,000 s.f.	3.6	78	1.46	0.311
911	Walk-In Bank	12.41	/1,000 s.f.	1.6	77	15.29	3.253
912	Drive-In Bank	21.01	/1,000 s.f.	1.6	57	19.16	4.077

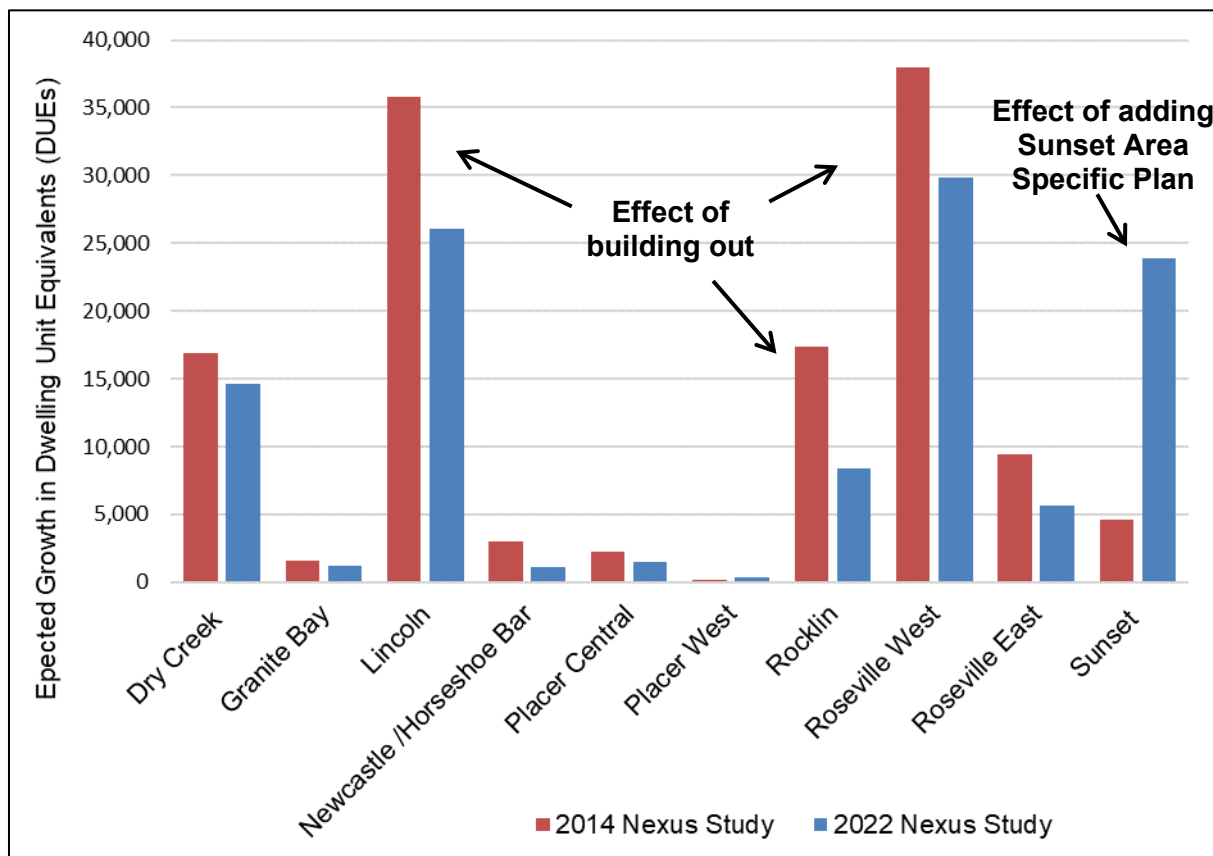
1) Source: ITE Trip Generation, 11th Edition, except where indicated with an asterisk, which are from the 10th edition

2) Source: ITE Journal, May 1992

Table 5: Forecast of Growth by SPRTA Fee District in DUEs

Land Use Category	Unit	DUE per Unit	Forecast of Growth in DUEs											Total
			Dry Creek	Granite Bay	Lincoln	Newcastle /Horseshoe Bar	Placer Central	Placer West	Rocklin	Roseville West	Roseville East	Sunset		
Single Family Dwelling	DU	1.000	8,490	462	15,059	621	1,056	336	1,855	10,309	429	3,395	42,012	
Apartment	DU	0.543	2,245	254	1,859	216	11	0	2,271	5,177	1,255	816	14,105	
Senior Detached	DU	0.319	380	46	0	0	303	0	0	26	0	335	1,091	
Convalescent Hospital	1,000 SF	0.079	0	0	0	0	0	0	0	0	-1	0	-1	
Shopping Center	1,000 SF	1.265	949	117	4,207	106	111	0	802	6,784	1,628	2,392	17,096	
Mall	1,000 SF	2.031	0	0	0	0	0	0	0	0	0	0	0	
Community Commercial	1,000 SF	2.040	0	0	0	0	0	0	0	0	0	0	0	
Club	1,000 SF	3.011	0	0	0	0	0	0	0	-1	0	0	-1	
Hotel	Room	0.570	0	0	0	0	0	0	183	163	144	201	692	
Golf Course	Hole	3.956	0	0	0	0	0	0	0	0	0	0	0	
K-12 School	student	0.110	614	43	1,117	57	0	0	147	1,226	254	225	3,684	
University/College	student	0.186	1,118	0	0	0	0	0	1,398	0	0	4,651	7,167	
Office	1,000 SF	1.438	469	135	2,763	0	0	0	355	3,350	781	2,874	10,727	
Industrial Park	1,000 SF	0.339	143	38	616	61	0	0	12	2,344	380	2,797	6,391	
Light Industrial	1,000 SF	0.649	0	0	0	0	0	0	92	130	0	1,539	1,761	
Church	1,000 SF	0.366	90	8	51	7	1	3	15	148	27	-6	344	
Medical/Dental Office	1,000 SF	3.284	0	97	0	53	0	0	665	0	207	0	1,022	
Hospital	1,000 SF	1.772	0	0	0	0	0	0	567	0	289	0	856	
Fire Station, Museum, Water Treatment	1,000 SF	0.235	90	8	8	0	0	0	1	103	16	3	229	
Post Office, Library, Government Building	1,000 SF	11.601	0	3	339	0	0	0	6	0	290	4,640	5,279	
City Park	Acre	0.135	7	2	0	0	9	0	0	52	0	9	79	
Cemetery	Acre	4.669	15	0	0	0	0	0	0	0	0	0	15	
Total			14,610	1,214	26,020	1,120	1,491	339	8,370	29,812	5,699	23,872	112,548	

Figure 5: Comparison of Growth Assumptions in the 2014 and Current Nexus Studies



3.2 Transportation Network Assumptions

The assumptions used for the future transportation network included all of the projects in SACOG’s financially-constrained RTP 2040 project list. In addition, the internal road networks for the development projects that were assumed to occur (Placer Ranch for example) were assumed to be built out.

An anomalous situation arose with respect to Valley View Parkway. This was a new road which, if built, would connect Park Boulevard (Whitney Ranch) to Sierra College Boulevard as part of the Clover Valley development in northeastern Rocklin. Although this roadway is part of an approved development agreement, the City of Rocklin now believes that the agreement will expire (in 2025) without the road being built. This road was therefore omitted from the assumed future road network.

3.3 Project Cost Estimates

Cost estimates for each project on the SPRTA project list were prepared by SPRTA or the lead agency for the project. These cost estimates were prepared in different years, and so needed to be converted to reflect current costs. SPRTA policy is to apply inflationary adjustments based on the average of the Engineering News Record’s (ENR’s) Construction Cost Index (CCI) for 20 cities across the country and the index for the city of San Francisco. Table 6 shows the cost inflation factor used for project cost estimates prepared in different years.

Table 6: Project Cost Inflation Factor

Date	ENR 20 Cities Index	ENR San Francisco Index	Average	Annual % Change	Period	Inflation Factor to Match 2023 Prices
	(A)	(B)	(C)= [(A)+(B)] /2			
Apr-09	8,528	9,756	9,142		2009-2023	56.14%
Apr-10	8,677	9,730	9,204	0.67%	2010-2023	55.10%
Apr-11	9,027	10,161	9,594	4.24%	2011-2023	48.79%
Apr-12	9,273	10,371	9,822	2.38%	2012-2023	45.33%
Apr-13	9,484	10,373	9,929	1.08%	2013-2023	43.77%
Apr-14	9,750	10,895	10,322	3.97%	2014-2023	38.29%
Apr-15	9,992	11,163	10,577	2.47%	2015-2023	34.96%
Apr-16	10,280	11,559	10,920	3.24%	2016-2023	30.73%
Apr-17	10,678	11,696	11,187	2.45%	2017-2023	27.60%
Apr-18	10,972	12,015	11,493	2.74%	2018-2023	24.20%
Apr-19	11,228	12,322	11,775	2.45%	2019-2023	21.23%
Apr-20	11,413	12,817	12,115	2.88%	2020-2023	17.83%
Apr-21	11,849	13,157	12,503	3.21%	2021-2023	14.17%
Apr-22	12,899	15,104	14,001	11.98%	2022-2023	1.95%
Apr-23	13,230	15,320	14,275	1.95%	2023-2023	0.00%

Table 7 shows how the cost inflation factor from Table 6 was applied to the cost estimates for the remaining construction phases to arrive at the current cost estimate for remaining work. Note that in some cases the project has already been constructed, though not fully paid for, so those costs are fixed at the actual amount paid. In such cases there was no need to apply a cost inflation factor and they are represented as zero remaining construction costs in Table 7. In cases where the project is partially complete (some portion has been constructed), the cost for the completed work is omitted for the same reasons as completed projects so the inflation factor is only applied to the remaining work. Table 10 includes both the cost of completed work and the cost of the remaining work.

Significant changes to projects, beyond inflationary increases, are as follows:

- An updated scope and cost estimate for the I-80/SR 65 Interchange was available which increased the total project cost from about \$120 million (2014 dollars) to about \$586 million for Phases 1 and 2 of the interchange. In addition, the SPRTA fee cost share was increased from a fixed \$5 million to a \$135 million share.
- The I-80/Rocklin Rd Interchange's scope was modified at Caltrans' request to include auxiliary lanes, adding about \$12 million to the total project cost. In 2022, the Board added the I-80 Auxiliary Lane project with a SPRTA fee cost share of \$15.7 million. These projects' total costs and the SPRTA fee cost share are included in Table 10.

Table 7: Estimated Project Costs in Millions of 2022 Dollars

Project ID	Projects	Status	Remaining Construction, Most Recent Project Costs (\$M)	Year of Cost Estimate	Escalation Rate	Remaining Construction Estimated Project Costs in 2023 \$M	
						(A)	(B) = (A) * (B)
A	Placer Parkway	Future Improvement	\$783.06	2021	14.2%		\$893.99
	Sierra College Blvd						
B	Seg 1a - SR 193 to Twelve Bridges	Future Improvement	\$0.00	2015	35.0%		\$0.00
B	Seg 1b - Twelve Bridges Dr to Northern Rocklin City Limits	Future Improvement	\$11.97	2015	35.0%		\$16.15
C	Seg 2a - Northern Rocklin City Limits to Loomis Town Limits	Future Improvement	\$3.51	2014	38.3%		\$4.85
C	Seg 2b - Loomis Town Limits to Taylor Road	Future Improvement	\$6.66	2014	38.3%		\$9.21
D	Seg 3 - Taylor Road to Granite Drive	Complete	\$0.00	N/A	N/A		\$0.00
F	Seg 5 - I-80 EB Ramp to Rocklin Road	Partially Complete	\$3.19	2009	56.1%		\$4.98
G	Seg 6 - Rocklin Road to Southern Rocklin City Limits	Partially Complete	\$2.59	2009	56.1%		\$4.04
H	Seg 7 - Southern Rocklin City Limits to Douglas Boulevard	Complete	\$0.00	N/A	N/A		\$0.00
I	Seg 8 - Douglas Boulevard to Eureka Road	Future Improvement	\$1.50	2014	38.3%		\$2.07
J	Seg 9 - Eureka Road to East Roseville Parkway	Future Improvement	\$2.33	2014	38.3%		\$3.22
K	Seg 10 - East Roseville Parkway to County Line	Future Improvement	\$4.43	2014	38.3%		\$6.12
L	Lincoln Bypass	Partially Complete	\$90.00	2022	2.0%		\$91.76
M	I-80/Douglas Blvd Interchange	Complete	\$0.00	N/A	N/A		\$0.00
N	SR 65 Widening	Future Improvement	\$115.00	2020	17.8%		\$135.50
O	I-80 Rocklin Road, with WB Aux Lane	Future Improvement	\$52.00	2023	N/A		\$52.00
P&Q	Auburn Folsom Rd	Complete	\$0.00	N/A	N/A		\$0.00
R	I-80 / SR 65 Interchange						
	I-80 / SR 65 Interchange Phase 1	Complete	\$0.00	N/A	N/A		\$0.00
	I-80 / SR 65 Interchange Phase 2	Future Improvement	\$495.00	2020	17.8%		\$583.26
S	I-80/Douglas Blvd Ramp Improvements	Future Improvement	\$1.79	2022	2.0%		\$1.82
T	I-80/Atlantic WB Ave Ramp Improvements	In Construction	\$0.00	N/A	N/A		\$0.00
U	Regional Transit Project & Facilities	Future Improvement	\$100.00	2023	N/A		\$100.00
V	I-80 Auxiliary Lane (WB)	In Construction	\$0.00	2023	N/A		\$0.00
W	I-80 Auxiliary Lane (EB)	In Construction	\$0.00	2023	N/A		\$0.00
	Total		\$1,141.85				\$1,909.00

3.4 Level of Service Policy

3.4.1 Role of LOS Policy

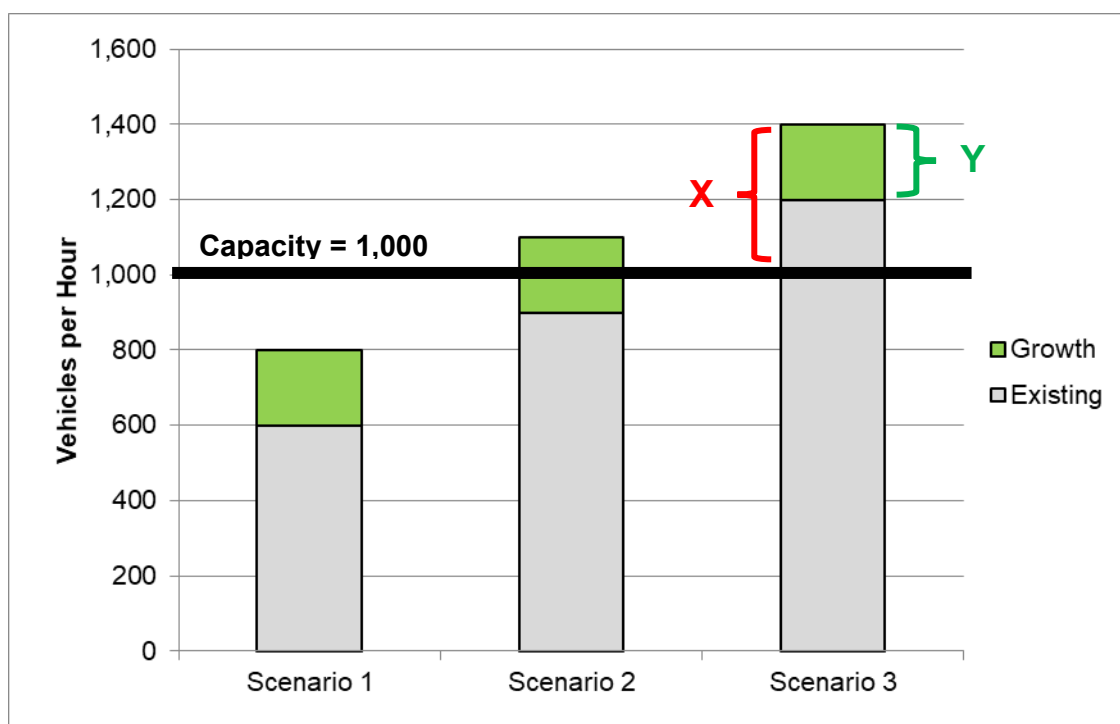
AB-602 introduced the following requirement for all nexus studies, that, like this one, are adopted after July 1, 2022:

Section 66016.5(a)(2): “When applicable, the nexus study shall identify the existing level of service for each public facility, identify the proposed new level of service, and include an explanation of why the new level of service is appropriate.”

The reason that level-of-service (LOS) is important in a nexus study is because it defines when a deficiency occurs and the percentage of the deficiency that is attributable to new development. This is illustrated with the three scenarios shown in Figure 6. In the figure, for each scenario the gray bar represents the existing traffic volume and the green bar represents the additional traffic that is expected to be generated by new land development. The thick black bar represents the capacity of the road at a given LOS. In this case, for illustrative purposes the LOS policy allows up to 1,000 vehicles per hour. Then:

- Under Scenario 1, the road would be able to accommodate the expected growth in traffic and still maintain an acceptable LOS. No fee could be collected to add capacity, since none is needed.
- Under Scenario 2, the road can accommodate the existing level of traffic, but the expected growth in traffic would push volumes beyond what the road can handle at the target LOS. In that case the need for additional capacity is entirely attributable to new development, and a fee could be charged to new development to cover 100% of the cost of capacity improvements.
- Under Scenario 3, the road is already deficient, and the addition of new traffic would exacerbate the problem. In such a case the portion of the need for improvement would be Y/X, as shown in Figure 6.

Figure 6: Effect of LOS on Determination of Percent Attributable to New Development



These examples illustrate the central importance of the LOS policy in determining whether a fee can be imposed on new development for a given improvement and, if so, how much of the cost new development should bear. Note that in these examples the amount of new traffic attributable to new development was identical in every case, but the fees to be imposed on new development ranged from zero to 100% of the cost of improvement depending on the LOS policy.

3.4.2 SPRTA LOS Policy

SPRTA is a multi-jurisdictional agency and as such many of its policies reflect those of the member agencies. The LOS is one such policy. The LOS policies of the individual member agencies, which were used in the fee calculation, are described below:

Lincoln – The City’s LOS policy is found in General Plan Policy T-2.3³, which reads, “*Strive to maintain a LOS C at all signalized intersections in the City during the p.m. peak hours. Exceptions to this standard may be considered for intersections where the city determines that the required road improvements are not acceptable (i.e., due to factors such as the cost of improvements exceeding benefits achieved, results are contrary to achieving a pedestrian design, or other factors) or that based upon overriding considerations regarding project benefits, an alternative LOS may be accepted. For purposes of this policy, City intersections along McBean Park Drive between East Avenue and G Street, and G Street between First Street and Seventh Street, are excluded from the LOS C standard, and will operate at a lower LOS.*”

Rocklin - The City’s LOS policy is found in General Plan Policy C-10⁴, which reads, “*A. Maintain a minimum traffic Level of Service “C” for all signalized intersections during the p.m. peak hour on an average weekday, except in the circumstances described in C-10.B and C. below.*

B. Recognizing that some signalized intersections within the City serve and are impacted by development located in adjacent jurisdictions, and that these impacts are outside the control of the City, a development project which is determined to result in a Level of Service worse than “C” may be approved, if the approving body finds (1) the diminished level of service is an interim situation which will be alleviated by the implementation of planned improvements or (2) based on the specific circumstances described in Section C. below, there are no feasible street improvements that will improve the Level of Service to “C” or better as set forward in the Action Plan for the Circulation Element.

C. All development in another jurisdiction outside of Rocklin’s control which creates traffic impacts in Rocklin should be required to construct all mitigation necessary in order to maintain a LOS C in Rocklin unless the mitigation is determined to be infeasible by the Rocklin City Council. The standard for determining the feasibility of the mitigation would be whether or not the improvements create unusual economic, legal, social, technological, physical or other similar burdens and considerations.”

Roseville - The City’s LOS policy is found in General Plan Policy CIRC2.1⁵, which reads, “*Maintain a LOS “C” standard at a minimum of 70 percent of all signalized intersections and roadway segments in the City during the a.m. and p.m. peak hours. Exceptions to the LOS “C” standard may be considered where improvements required to achieve the standard would adversely affect pedestrian, bicycle, or transit access, and where feasible LOS improvements and travel demand-reducing strategies have been exhausted.*”

³ See: <https://www.lincolncalifornia.gov/en/business-and-development/resources/Documents/general-plan-2050.pdf>

⁴ See: https://www.rocklin.ca.us/sites/main/files/file-attachments/chapter_iv_c_circulation_element_0.pdf?1648508338

⁵ See: https://cdnsm5-hosted.civiclive.com/UserFiles/Servers/Server_7964838/File/Government/Departments/Development%20Services/Planning/General%20Plan/Final%20General%20Plan%202020/03%20Circulation_Final.pdf

Unincorporated Placer County - The County's LOS policy is found in General Plan Policy 3.A.7⁶, which reads, "*The County shall develop and manage its roadway system to maintain the following minimum levels of service (LOS), or as otherwise specified in a community or specific plan).*

- a. *LOS "C" on rural roadways, except within one-half mile of state highways where the standard shall be LOS "D".*
- b. *LOS "C" on urban/suburban roadways except within one-half mile of state highways where the standard shall be LOS "D".*
- c. *An LOS no worse than specified in the Placer County Congestion Management Program (CMP) for the state highway system.*

Temporary slippage in LOS C may be acceptable at specific locations until adequate funding has been collected for the construction of programmed improvements. The County may allow exceptions to the level of service standards where it finds that the improvements or other measures required to achieve the LOS standards are unacceptable based on established criteria. In allowing any exception to the standards, the County shall consider the following factors:

- *The number of hours per day that the intersection or roadway segment would operate at conditions worse than the standard.*
- *The ability of the required improvement to significantly reduce peak hour delay and improve traffic operations.*
- *The right-of-way needs and the physical impacts on surrounding properties.*
- *The visual aesthetics of the required improvement and its impact on community identity and character.*
- *Environmental impacts including air quality and noise impacts.*
- *Construction and right-of-way acquisition costs.*
- *The impacts on general safety.*
- *The impacts of the required construction phasing and traffic maintenance.*
- *The impacts on quality of life as perceived by residents.*
- *Consideration of other environmental, social, or economic factors on which the County may base findings to allow an exceedance of the standards.*

Exceptions to the standards will only be allowed after all feasible measures and options are explored, including alternative forms of transportation.

⁶ See: <https://www.placer.ca.gov/DocumentCenter/View/8575/Transportation-and-Circulation-PDF>

4. Updated Fee Calculation

The updated inputs described in Chapter 3 were used to carry out the methodology described in Chapter 2, producing the results described in this chapter. These results show the maximum fee permissible under state law. Funding projects at less than the maximum would create a funding gap that would need to be filled with funds from some other source.

4.1 Allocation of Project Costs to Fee Districts

Table 8 shows how the percentage of the need for each SPRTA project that is attributable to new development was computed, based on the existing and future LOS. In most cases the computation was as described in Chapter 2, but there were three situations where a different approach was taken, namely:

- In some cases⁷, some or all of the improvements have already been constructed. In such cases the number of lanes used in the calculation of Existing LOS is for the pre-construction condition.
- In the cases of Placer Parkway and the Lincoln Bypass an entirely new road is being built to accommodate development. In such cases, we have assumed that, but for new development, there would be no need for the road.
- In the case of transit projects, the percentage attributable to new development was based on new development's share of future DUEs.

New development's share of the responsibility for each project improvement, as computed in Table 8, includes all ten SPRTA fee districts as well as areas not included in SPRTA, such as the growth in trips passing through the SPRTA area without stopping. Table 9 shows the disaggregation for responsibility to each area, based on select link analysis performed using the SPRTA travel demand model.

Table 10 combines that percentage attribution by district from Table 9 and the project cost information from Table 7 to find the remaining costs for each project that is attributable to future development in the SPRTA area. Note that in several cases the newest cost estimates are lower than the original estimates, and SPRTA has already collected an amount exceeding that needed for SPRTA's contribution to the project. The project-specific surplus has been subtracted from the future SPRTA funding needed for those projects.

Table 11 takes SPRTA's share of the future cost for each project from Table 10 and splits it among the fee districts based on their respective shares as shown in Table 9. Some projects, indicated with asterisks in Table 11, were determined by the SPRTA Board to be regional in nature with the benefits shared by the residents of all SPRTA members. In such cases, SPRTA's share of project costs were distributed pro rata among the districts based on their respective shares of the growth in DUEs.

Table 11 also accounts for credits that some fee districts have that reflect contributions made to certain project prior to the establishment of the SPRTA program.

Also included in Table 11 are the costs incurred by PCTPA to administer the program. This includes the anticipated costs of updating the travel demand model used in the nexus analysis, the cost of consulting fees for periodic nexus study updates, and staff time used to administer the program.

⁷ Specifically, the I-80/Douglas Boulevard interchange and segments 3, 5, 6, and 7 of Sierra College Boulevard.

Table 8: Computation of the Percentage of the Need for a Project that is Attributable to New Development

Project ID	Project Name	LOS Standard	Existing (2019)					Future (2040) Without Improvements					% of Deficiency Attributable to New Development* (L)-(N-J)/(N-1)					
			1-Way Traffic Volume (B)	# of Lanes (C)	Capacity /Lane (D)	Total Capacity (E)=(C)*(D)	V/C Ratio (F)=(B)/(E)	LOS (G)	Deficiency ? (H) worse than (A)?	Capacity Based On LOS Standard (I)	V/C Ratio based on LOS Standard (J)=(B)/(I)	Volume (K)		V/C Ratio (L)=(K)/(E)	LOS (M)	Deficiency ? (N) worse than (A)?	V/C Ratio based on LOS Standard (O)=(K)/(I)	
A	Placer Parkway (East)																	100%
B	Sierra College Boulevard																	
C	Segment #1 (SR 193 to Rocklin City N. Limit)	C	641	1	750	750	0.85	D	Yes	600	1.07	1,086	1.45	F	Yes	1.81	92%	
D	Segment #2 (Rocklin N. Limit to Loomis N. Limit)	C	524	1	750	750	0.70	C	No	600	0.87	909	1.21	F	Yes	1.52	100%	
E	Segment #3 (Taylor Rd to Granite Dr)	C	1,199	1	850	850	1.41	F	Yes	680	1.76	1,752	2.06	F	Yes	2.58	52%	
F	Segment #4 (I-80 EB Ramps to Rocklin Rd)	C	954	1	750	750	1.27	F	Yes	600	1.59	1,218	1.62	F	Yes	2.03	43%	
G	Segment #5 (Rocklin Rd to Rocklin S. Limit)	C	1,097	2	800	1,600	0.69	C	No	1,280	0.86	1,484	0.93	E	Yes	1.16	100%	
H	Segment #6 (Rocklin S. Limit to Douglas Blvd)	C	1,366	1	850	850	1.61	F	Yes	680	2.01	1,745	2.05	F	Yes	2.57	36%	
I	Segment #7 (Douglas Blvd to Eureka Rd)	C	1,682	2	850	1,700	0.99	E	Yes	1,360	1.24	2,186	1.29	F	Yes	1.61	61%	
J	Segment #8 (Eureka Rd to E. Roseville Pkwy)	C	1,456	2	850	1,700	0.86	D	Yes	1,360	1.07	1,918	1.13	F	Yes	1.41	83%	
K	Segment #9 (E. Roseville Pkwy to Sac County Line)	C	2,497	2	850	1,700	1.47	F	Yes	1,360	1.84	3,593	2.11	F	Yes	2.64	49%	
L	Lincoln Bypass	C	1,023	1	1,000	1,000	1.02	F	Yes	800	1.28	1,193	1.19	F	Yes	1.49	43%	
M	I-80 / Douglas Boulevard Interchange	D	1,240	1	850	850	1.46	F	Yes	765	1.62	1,458	1.72	F	Yes	1.91	31%	
N	SR-65 Widening	D	5,548	3	2,000	6,000	0.92	E	Yes	5,400	1.03	6,856	1.14	F	Yes	1.27	90%	
O	I-80 / Rocklin Road Interchange	C	1,672	2	850	1,700	0.98	E	Yes	1,360	1.23	2,406	1.42	F	Yes	1.77	70%	
P	Auburn-Folsom Rd Widening (Douglas Blvd to Eureka Rd)	E	2,193	2	800	1,600	1.37	F	Yes	1,600	1.37	2,817	1.76	F	Yes	1.76	51%	
Q	Auburn-Folsom Rd Widening (South of Eureka Rd)	E	2,438	2	800	1,600	1.52	F	Yes	1,600	1.52	3,316	2.07	F	Yes	2.07	51%	
R	I-80/SR 65 Interchange	D	4,925	2	2,000	4,000	1.23	F	Yes	3,600	1.37	5,987	1.50	F	Yes	1.66	44%	
S	Douglas Blvd WB I-80 Ramp	D	569	2	300	600	0.95	E	Yes	540	1.05	804	1.34	F	Yes	1.49	89%	
T	Atlantic Street WB I-80 Ramp	D	698	1	500	500	1.40	F	Yes	450	1.55	798	1.60	F	Yes	1.77	29%	
U	Transit Projects																37%	
V	I-80 WB Aux Lanes	D	6,367	4	2,000	8,000	0.80	C	No	7,200	0.89	7,648	0.96	E	Yes	1.06	100%	
W	I-80 EB Aux Lanes	D	7,154	3	1,400	4,200	1.70	F	Yes	3,780	1.89	8,409	2.00	F	Yes	2.22	27%	

* Note: If there is no existing deficiency then 100% of the need for additional capacity is attributable to new development

Table 9: Share of Project Costs Attributable to New Development by SPRTA Fee District or Non-SPRTA Area

Project ID	Project	Area's Share of the Growth Attributable to New Development in SPRTA and Other Areas												Total
		Dry Creek	Granite Bay	Lincoln	Newcastle /Horseshoe Bar	Placer Central	Placer West	Rocklin	Roseville West	Roseville East	Sunset	All Non-SPRTA Areas		
A	Placer Parkway (East) County	1.8%	0.1%	32.6%	0.1%	1.1%	0.3%	10.6%	6.0%	0.3%	24.2%	22.8%	100.0%	
B	Sierra College Blvd (SR 193 to Rocklin City N. Limit)	0.0%	0.2%	45.1%	2.0%	17.1%	0.1%	4.5%	0.2%	0.6%	5.3%	24.9%	100.0%	
C	Sierra College Blvd (Rocklin N. Limit to Loomis N. Limit)	0.0%	0.4%	44.7%	0.5%	15.2%	0.1%	9.2%	0.3%	1.2%	0.3%	28.1%	100.0%	
D	Sierra College Blvd (Taylor Rd to Granite Dr)	0.2%	0.3%	27.1%	4.0%	8.4%	0.1%	21.1%	1.3%	1.6%	0.5%	35.4%	100.0%	
F	Sierra College Blvd (I-80 EB Ramps to Rocklin Rd)	0.1%	1.0%	11.7%	2.8%	4.1%	0.0%	33.6%	0.2%	3.1%	0.3%	43.0%	100.0%	
G	Sierra College Blvd (Rocklin Rd to Rocklin S. Limit)	0.0%	1.2%	12.6%	3.1%	4.1%	0.0%	24.5%	0.2%	4.2%	0.1%	50.0%	100.0%	
H	Sierra College Blvd (Rocklin S. Limit to Douglas Blvd)	0.3%	10.9%	8.7%	4.4%	2.6%	0.0%	12.5%	2.3%	15.3%	2.4%	40.6%	100.0%	
I	Sierra College Blvd (Douglas Blvd to Eureka Rd)	0.1%	6.4%	11.0%	2.4%	1.7%	0.0%	10.3%	10.1%	8.1%	9.0%	40.7%	100.0%	
J	Sierra College Blvd (Eureka Rd to E. Roseville Pkwy)	0.3%	4.0%	13.3%	2.1%	1.5%	0.1%	9.4%	11.6%	5.5%	11.1%	41.2%	100.0%	
K	Sierra College Blvd (E. Roseville Pkwy to Sac County Line)	1.0%	1.4%	15.9%	0.6%	0.7%	0.1%	5.8%	16.2%	3.9%	17.6%	36.8%	100.0%	
L	Lincoln Bypass	1.0%	0.2%	53.7%	0.1%	0.3%	0.5%	2.7%	6.1%	0.8%	9.5%	25.2%	100.0%	
M	I-80 / Douglas Boulevard Interchange	0.2%	0.0%	33.2%	0.7%	0.8%	0.1%	4.6%	3.4%	2.3%	17.7%	36.9%	100.0%	
N	SR-65 Widening	1.4%	0.1%	30.9%	0.0%	0.2%	0.1%	3.2%	12.4%	0.4%	19.7%	31.6%	100.0%	
O	I-80 / Rocklin Road Interchange	0.8%	0.5%	4.4%	0.5%	0.3%	0.0%	52.8%	1.9%	0.1%	13.3%	25.4%	100.0%	
P	Auburn-Folsom Rd Widening (Douglas Blvd to Eureka Rd)	1.3%	6.8%	16.0%	1.8%	0.9%	0.1%	5.6%	13.0%	1.7%	14.6%	38.3%	100.0%	
Q	Auburn-Folsom Rd Widening (South of Eureka Rd)	1.6%	2.1%	16.8%	1.4%	0.8%	0.1%	5.6%	14.7%	1.8%	16.5%	38.6%	100.0%	
R	I-80/SR 65 Interchange	2.6%	0.2%	25.2%	0.1%	0.2%	0.1%	4.1%	16.0%	0.5%	18.2%	32.8%	100.0%	
S	Douglas Blvd WB I-80 Ramp	8.3%	1.5%	1.0%	0.2%	0.1%	0.1%	0.8%	35.7%	24.5%	1.5%	26.3%	100.0%	
T	Atlantic Street WB I-80 Ramp	0.0%	0.0%	0.6%	0.0%	0.0%	0.0%	1.1%	58.7%	5.8%	0.5%	33.3%	100.0%	
U	Transit Projects													
V	I-80 WB Auxiliary Lane (Douglas Blvd to Riverside Ave)	0.1%	0.2%	29.7%	1.4%	1.1%	0.1%	11.2%	11.8%	1.2%	3.7%	39.6%	100.0%	
W	I-80 EB Auxiliary Lane (SR-65 to Rocklin Rd)	0.5%	0.4%	2.1%	1.0%	0.1%	0.0%	60.9%	2.3%	0.1%	0.1%	32.6%	100.0%	

Table 10: Computation of the SPRTA's Share Project Costs

Project ID	Project Name	SPRTA Cost for Completed Construction Work (A)	Remaining Construction Project Cost Estimate (B)	% of Need Attributable to All Future Development (C)	Remaining Construction Costs Attributable to All Future Development (D) = (B)*(C)	SPRTA Area Share of All Future Development (E)	Costs Attributable to SPRTA Development by Formula (F) = (A)+(D)*(E)	Costs Attributable to SPRTA Development Due to Other Funding Sources and/or Board Policy (G)	Actual Costs Attributable to SPRTA Development (H) = lesser of (F) and (G)	SPRTA Fees Previously Collected (thru June 2021) (J)	Costs Attributable to Future SPRTA Development & Not Yet Collected (K) = (H) - (J)
A	Placer Parkway (East)		\$893,992,673	100%	\$893,992,673	77.2%	\$690,570,438	\$10,690,362	\$10,690,362	\$10,690,362	\$0
B	Sierra College Boulevard		\$16,154,266	92%	\$14,791,458	75.1%	\$11,112,003		\$11,112,003	\$5,657,792	\$5,454,211
C	Segment #1 (SR 193 to Rocklin City N. Limit)		\$14,063,376	100%	\$14,063,376	71.9%	\$10,108,390		\$10,108,390	\$3,878,611	\$6,229,779
D	Segment #2 (Rocklin N. Limit to Loomis N. Limit)		\$0		\$0		\$1,810,000		\$1,810,000	\$891,866	\$918,134
F	Segment #3 (Taylor Rd to Granite Dr)		\$4,981,024	43%	\$2,127,816	57.0%	\$4,252,879		\$4,252,879	\$1,648,605	\$2,604,274
G	Segment #4 (I-80 EB Ramps to Rocklin Rd)		\$4,044,562	100%	\$4,044,562	50.0%	\$2,022,281		\$2,022,281	\$246,874	\$2,007,015
H	Segment #5 (Rocklin Rd to Rocklin S. Limit)		\$0		\$0		\$2,569,604		\$2,569,604	\$1,181,590	\$1,388,014
I	Segment #6 (Rocklin S. Limit to Douglas Blvd)		\$2,074,326	61%	\$1,265,690	59.3%	\$750,206		\$750,206	\$2,325,967	\$1,575,761
J	Segment #7 (Douglas Blvd to Eureka Rd)		\$3,223,637	83%	\$2,669,033	58.8%	\$1,570,425		\$1,570,425	\$1,093,614	\$476,812
K	Segment #8 (Eureka Rd to E. Roseville Pkwy)		\$6,120,476	49%	\$3,004,049	63.2%	\$1,897,429		\$1,897,429	\$2,099,887	\$202,458
L	Segment #9 (E. Roseville Pkwy to Sac County Line)		\$91,756,915	43%	\$39,691,287	74.8%	\$53,056,372		\$53,056,372	\$10,216,055	\$22,183,945
M	Lincoln Bypass		\$0		\$0		\$5,116,131		\$5,116,131	\$4,403,728	\$712,403
N	I-80 / Douglas Boulevard Interchange		\$135,504,446	90%	\$121,730,643	68.4%	\$83,298,691		\$83,298,691	\$6,532,857	\$71,867,143
O	I-80 / Rocklin Road Interchange, with WB Aux lane		\$52,000,000	70%	\$36,489,484	74.6%	\$27,221,504		\$27,221,504	\$4,481,755	\$5,102,369
P	Auburn-Folsom Rd Widening (Douglas Blvd to Eureka Rd)		\$0		\$0		\$8,000,000		\$8,000,000	\$2,897,631	\$133,509,172
R	I-80/SR 65 Interchange		\$583,258,269	44%	\$259,497,395	67.2%	\$177,223,166		\$135,000,000	\$1,490,828	\$133,509,172
S	Douglas Blvd WB I-80 Ramp		\$1,824,943	89%	\$1,624,476	73.7%	\$1,197,743		\$1,197,743	\$269,448	\$928,295
T	Atlantic Street WB I-80 Ramp		\$0		\$0		\$950,000		\$950,000	\$1,857,074	\$1,207,074
U	Transit Projects		\$100,000,000	37%	\$37,447,786	100.0%	\$37,447,786		\$37,447,786	\$2,093,446	\$18,928,245
V	I-80 WB Aux Lanes		\$34,600,000	100%	\$34,600,000	60.4%	\$20,910,476		\$13,000,000	\$2,700,000	\$13,000,000
W	I-80 EB Aux Lanes		\$14,900,000	27%	\$4,039,641	67.4%	\$2,723,196		\$2,700,000	\$2,700,000	\$2,700,000
	Total		\$1,958,498,915		\$1,471,079,368	75%			\$358,889,062	\$65,957,989	\$292,931,073
	As a percent of total updated cost estimate								18%	3%	15%

Table 11: Estimated Project Costs Applicable to Future Development in SPRTA Area

Project ID	Project Name	Costs Attributable to Future SPRTA Development & Not Yet Collected	Dry Creek	Granite Bay	Lincoln	Newcastle /Horseshoe Bar	Placer Central	Placer West	Rocklin	Roseville West	Roseville East	Sunset	Total for Development in SPRTA Areas
A	Placer Parkway (East)*	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
B	Sierra College Blvd (SR 193 to Rocklin City N. Limit)	\$5,454,211	\$1,371	\$16,193	\$3,271,857	\$147,488	\$1,240,635	\$5,139	\$328,429	\$13,457	\$43,431	\$386,211	\$5,454,211
C	Sierra College Blvd (Rocklin N. Limit to Loomis N. Limit)	\$6,229,779	\$2,322	\$31,095	\$3,874,997	\$45,907	\$1,320,451	\$7,378	\$794,360	\$25,821	\$105,629	\$1,820	\$6,229,779
D	Sierra College Blvd (Taylor Rd to Granite Dr)	\$918,134	\$2,574	\$4,469	\$385,023	\$56,801	\$119,989	\$752	\$299,944	\$16,022	\$23,210	\$7,340	\$918,134
F	Sierra College Blvd (I-80 EB Ramps to Rocklin Rd)	\$2,604,274	\$3,047	\$45,611	\$536,409	\$128,868	\$188,100	\$0	\$1,536,892	\$9,990	\$141,430	\$13,927	\$2,604,274
G	Sierra College Blvd (Rocklin Rd to Rocklin S. Limit)	\$2,007,015	\$539	\$48,873	\$507,015	\$125,665	\$163,157	\$0	\$981,891	\$8,246	\$166,462	\$5,177	\$2,007,015
H	Sierra College Blvd (Rocklin S. Limit to Douglas Blvd)	\$1,388,014	\$7,029	\$254,783	\$203,146	\$102,004	\$59,903	\$99	\$292,255	\$53,789	\$358,511	\$56,494	\$1,388,014
I	Sierra College Blvd (Douglas Blvd to Eureka Rd)	\$1,575,761	\$3,527	\$171,372	\$293,636	\$63,751	\$45,473	\$632	\$273,049	\$267,616	\$216,606	\$239,899	\$1,575,761
J	Sierra College Blvd (Eureka Rd to E. Roseville Pkwy)	\$476,812	\$2,376	\$32,527	\$107,847	\$16,911	\$12,137	\$415	\$76,154	\$93,920	\$44,769	\$89,796	\$476,812
K	Sierra College Blvd (E. Roseville Pkwy to Sac County Line)	\$202,458	\$3,058	\$4,429	\$51,041	\$2,053	\$2,155	\$327	\$18,554	\$51,850	\$12,657	\$56,335	\$202,458
L	Lincoln Bypass	\$22,183,945	\$304,710	\$45,694	\$15,926,726	\$24,174	\$98,182	\$149,860	\$766,258	\$1,793,494	\$249,642	\$2,803,204	\$22,183,945
M	I-80 / Douglas Boulevard Interchange	\$712,403	\$2,401	\$1	\$374,630	\$8,054	\$9,236	\$1,192	\$51,474	\$38,948	\$26,424	\$200,043	\$712,403
N	SR-65 Widening	\$71,867,143	\$9,329,312	\$715,317	\$16,614,679	\$715,438	\$952,269	\$216,491	\$5,344,823	\$19,036,624	\$3,638,855	\$15,243,336	\$71,867,143
O	I-80 / Rocklin Road Interchange	\$18,928,245	\$202,698	\$137,158	\$1,111,384	\$190,483	\$69,761	\$1,122	\$13,388,708	\$491,551	\$13,262	\$3,382,117	\$18,928,245
P	Auburn-Folsom Rd Widening (Douglas Blvd to Eureka Rd)	\$5,102,369	\$108,013	\$565,967	\$1,318,727	\$145,220	\$77,365	\$8,778	\$460,435	\$1,070,465	\$144,536	\$1,202,862	\$5,102,369
Q	Auburn-Folsom Rd Widening (South of Eureka Rd)	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
R	I-80/SR 65 Interchange	\$133,509,172	\$5,259,789	\$319,537	\$50,153,219	\$277,700	\$303,672	\$233,329	\$8,055,012	\$31,760,644	\$965,502	\$36,180,767	\$133,509,172
S	Douglas Blvd WB I-80 Ramp	\$928,295	\$104,631	\$19,166	\$12,210	\$2,323	\$1,595	\$918	\$10,002	\$449,680	\$308,413	\$19,337	\$928,295
T	Atlantic Street WB I-80 Ramp	\$1,207,074	\$17	\$405	\$10,122	\$0	\$0	\$0	\$20,533	\$1,062,187	\$105,564	\$8,246	\$1,207,074
U	Transit Projects*	\$7,906,554	\$1,026,376	\$85,297	\$1,827,885	\$78,710	\$104,765	\$23,817	\$588,017	\$2,094,338	\$400,333	\$1,677,015	\$7,906,554
V	I-80 WB Aux Lanes	\$13,000,000	\$15,135	\$41,971	\$6,392,396	\$294,682	\$233,164	\$31,396	\$2,410,648	\$2,527,721	\$250,745	\$602,141	\$13,000,000
W	I-80 EB Aux Lanes	\$2,700,000	\$21,328	\$14,951	\$82,808	\$38,188	\$33,227	\$75	\$2,437,910	\$90,861	\$4,945	\$5,706	\$2,700,000
	Total SPRTA Costs Attributed by District		\$16,380,785	\$2,262,425	\$102,346,159	\$2,272,813	\$4,909,990	\$679,802	\$37,531,079	\$58,197,917	\$6,551,262	\$61,792,775	\$292,931,073
	Administrative Costs (1.5% of total SPRTA project costs)*		\$570,395	\$47,403	\$1,015,824	\$43,742	\$58,222	\$13,236	\$326,783	\$1,163,960	\$222,480	\$931,979	\$4,393,966
	Pre-SPRTA Credits		\$0	\$-1,933,154	\$-929,237	\$0	\$-210,053	\$0	\$0	\$-562,249	\$-1,504,421	\$0	\$-5,139,113
	Total	\$292,931,073	\$16,951,180	\$376,674	\$102,432,745	\$2,316,555	\$4,758,160	\$692,838	\$37,857,862	\$58,799,570	\$5,269,321	\$62,724,756	\$292,185,925

* Note: Allocated pro rata based on the number of DUEs

4.2 Recommended Updated Fees

The recommended new fee per DUE was computed by taking the project costs for each SPRTA district from Table 11 and dividing it by the number of new DUEs expected in each district, from

Table 5. The results are shown in Table 12.

Table 12: Computation of New Fee/DUE by District

SPRTA Fee District	Share of Project Costs	Growth in DUEs	New SPRTA Fee
	(A)	(B)	(C)=(A)/(B)
Dry Creek	\$16,951,180	14,610	\$1,160
Granite Bay	\$376,674	1,214	\$310
Lincoln	\$102,432,745	26,020	\$3,937
Newcastle/Horseshoe Bar	\$2,316,555	1,120	\$2,068
Placer Central	\$4,758,160	1,491	\$3,191
Placer West	\$692,838	339	\$2,044
Rocklin	\$37,857,862	8,370	\$4,523
Roseville West	\$58,799,570	29,812	\$1,972
Roseville East	\$5,269,321	5,699	\$925
Sunset	\$62,724,755	23,872	\$2,628
Total	\$292,179,659	112,548	
Average			\$2,596

As can be seen in Table 12, the fees vary significantly between fee districts. This is due to differences in how often the trips associated with new development would use expensive facilities. For example, the Lincoln fee district has the highest fees because development there adds the most traffic to the highest-cost project (the I-80/SR 65 interchange). In contrast, the Granite Bay fee district's fees are low because development there would add little traffic to the most expensive projects. It also benefits from the fact that previous payments have reduced its remaining future contribution to the projects most relevant to that district.

Table 13: Updated Recommended Fees for Residential Land Uses

Residential Land Use Category	Unit	2023 SPRTA DUE per Unit	Dry Creek	Granite Bay	Lincoln	Newcastle /Horseshoe Bar	Placer Central	Placer West	Rocklin	Roseville West	Roseville East	Sunset
Single-Family Dwelling												
Small (< 1,500 sq.ft.)	DU	0.83	\$963	\$257	\$3,268	\$1,716	\$2,648	\$1,696	\$3,754	\$1,637	\$767	\$2,181
Medium (1,500-2,500 sq.ft.)	DU	1.00	\$1,160	\$310	\$3,937	\$2,068	\$3,191	\$2,044	\$4,523	\$1,972	\$925	\$2,628
Large (>2,500-3,500 sq.ft.)	DU	1.08	\$1,253	\$335	\$4,252	\$2,233	\$3,446	\$2,207	\$4,885	\$2,130	\$999	\$2,838
Very Large (>3,500 sq.ft.)	DU	1.14	\$1,323	\$354	\$4,488	\$2,357	\$3,637	\$2,330	\$5,156	\$2,248	\$1,054	\$2,995
Apartment												
Small (< 1,500 sq.ft.)	DU	0.45	\$522	\$140	\$1,772	\$930	\$1,436	\$920	\$2,035	\$888	\$416	\$1,182
Medium (1,500-2,500 sq.ft.)	DU	0.54	\$627	\$168	\$2,126	\$1,116	\$1,723	\$1,104	\$2,442	\$1,065	\$499	\$1,419
Large (>2,500-3,500 sq.ft.)	DU	0.59	\$685	\$183	\$2,323	\$1,220	\$1,882	\$1,206	\$2,668	\$1,164	\$546	\$1,550
Very Large (>3,500 sq.ft.)	DU	0.62	\$719	\$192	\$2,441	\$1,282	\$1,978	\$1,267	\$2,804	\$1,223	\$573	\$1,629
Low-Rise Condominium												
Small (< 1,500 sq.ft.)	DU	0.32	\$371	\$99	\$1,260	\$662	\$1,021	\$654	\$1,447	\$631	\$296	\$841
Medium (1,500-2,500 sq.ft.)	DU	0.38	\$441	\$118	\$1,496	\$786	\$1,212	\$777	\$1,719	\$749	\$351	\$998
Large (>2,500-3,500 sq.ft.)	DU	0.41	\$476	\$127	\$1,614	\$848	\$1,308	\$838	\$1,854	\$809	\$379	\$1,077
Very Large (>3,500 sq.ft.)	DU	0.44	\$510	\$136	\$1,732	\$910	\$1,404	\$899	\$1,990	\$868	\$407	\$1,156
Mid-Rise Condominium												
Small (< 1,500 sq.ft.)	DU	0.15	\$174	\$47	\$591	\$310	\$479	\$307	\$678	\$296	\$139	\$394
Medium (1,500-2,500 sq.ft.)	DU	0.18	\$210	\$56	\$713	\$374	\$577	\$370	\$819	\$357	\$167	\$476
Large (>2,500-3,500 sq.ft.)	DU	0.20	\$232	\$62	\$787	\$414	\$638	\$409	\$905	\$394	\$185	\$526
Very Large (>3,500 sq.ft.)	DU	0.21	\$244	\$65	\$827	\$434	\$670	\$429	\$950	\$414	\$194	\$552
Mobile Home Park												
Small (< 1,500 sq.ft.)	DU	0.51	\$594	\$159	\$2,016	\$1,059	\$1,634	\$1,046	\$2,316	\$1,010	\$473	\$1,345
Medium (1,500-2,500 sq.ft.)	DU	0.62	\$716	\$191	\$2,429	\$1,276	\$1,969	\$1,261	\$2,791	\$1,217	\$571	\$1,621
Large (>2,500-3,500 sq.ft.)	DU	0.67	\$777	\$208	\$2,638	\$1,385	\$2,138	\$1,369	\$3,030	\$1,321	\$620	\$1,760
Very Large (>3,500 sq.ft.)	DU	0.70	\$812	\$217	\$2,756	\$1,447	\$2,233	\$1,430	\$3,166	\$1,381	\$647	\$1,839
Senior, Single-Family												
Small (< 1,500 sq.ft.)	DU	0.26	\$302	\$81	\$1,024	\$538	\$830	\$531	\$1,176	\$513	\$240	\$683
Medium (1,500-2,500 sq.ft.)	DU	0.32	\$370	\$99	\$1,256	\$660	\$1,018	\$652	\$1,443	\$629	\$295	\$838
Large (>2,500-3,500 sq.ft.)	DU	0.34	\$394	\$105	\$1,338	\$703	\$1,085	\$695	\$1,538	\$671	\$314	\$893
Very Large (>3,500 sq.ft.)	DU	0.36	\$418	\$112	\$1,417	\$744	\$1,149	\$736	\$1,628	\$710	\$333	\$946
Senior, Multi-Family												
Small (< 1,500 sq.ft.)	DU	0.22	\$256	\$69	\$870	\$457	\$705	\$452	\$1,000	\$436	\$204	\$581
Medium (1,500-2,500 sq.ft.)	DU	0.27	\$309	\$83	\$1,047	\$550	\$849	\$544	\$1,203	\$525	\$246	\$699
Large (>2,500-3,500 sq.ft.)	DU	0.29	\$336	\$90	\$1,142	\$600	\$925	\$593	\$1,312	\$572	\$268	\$762
Very Large (>3,500 sq.ft.)	DU	0.30	\$348	\$93	\$1,181	\$620	\$957	\$613	\$1,357	\$592	\$277	\$788

Table 14: Updated Recommended Fees for Non-Residential Land Uses

ITE Code	Land Use Category	SPRTA DUE	Dry Creek	Granite Bay	Lincoln	Newcastle /Horseshoe Bar	Placer Central	Placer West	Rocklin	Roseville West	Roseville East	Sunset
Industrial												
110	Light Industrial	0.65 /1,000 s.f.	\$754	\$202	\$2,559	\$1,344	\$2,074	\$1,328	\$2,940	\$1,282	\$601	\$1,708
130	Industrial Park	0.34 /1,000 s.f.	\$394	\$105	\$1,338	\$703	\$1,085	\$695	\$1,538	\$671	\$314	\$893
140	Manufacturing	0.74 /1,000 s.f.	\$859	\$230	\$2,913	\$1,530	\$2,361	\$1,512	\$3,347	\$1,460	\$684	\$1,944
150	Warehousing	0.18 /1,000 s.f.	\$209	\$56	\$709	\$372	\$574	\$368	\$814	\$355	\$166	\$473
151	Mini-Warehousing	0.15 /1,000 s.f.	\$174	\$47	\$591	\$310	\$479	\$307	\$678	\$296	\$139	\$394
Lodging												
310	Hotel	0.59 /Room	\$685	\$183	\$2,323	\$1,220	\$1,882	\$1,206	\$2,668	\$1,164	\$546	\$1,550
311	All Suites Hotel	0.36 /Room	\$418	\$112	\$1,417	\$744	\$1,149	\$736	\$1,628	\$710	\$333	\$946
312	Business Hotel	0.31 /Room	\$360	\$96	\$1,220	\$641	\$989	\$633	\$1,402	\$611	\$287	\$815
320	Motel	0.36 /Room	\$418	\$112	\$1,417	\$744	\$1,149	\$736	\$1,628	\$710	\$333	\$946
Recreational												
411	City Park	0.11 /Acre	\$128	\$34	\$433	\$227	\$351	\$225	\$498	\$217	\$102	\$289
430	Golf Course	2.91 /Hole	\$3,376	\$903	\$11,456	\$6,017	\$9,285	\$5,947	\$13,162	\$5,739	\$2,691	\$7,646
444	Movie Theater	6.17 /1,000 s.f.	\$7,159	\$1,914	\$24,290	\$12,757	\$19,686	\$12,609	\$27,906	\$12,169	\$5,705	\$16,212
492	Health/Fitness Club	1.31 /1,000 s.f.	\$1,520	\$406	\$5,157	\$2,709	\$4,180	\$2,677	\$5,925	\$2,584	\$1,211	\$3,442
493	Athletic Club	6.29 /1,000 s.f.	\$7,298	\$1,951	\$24,762	\$13,005	\$20,069	\$12,854	\$28,449	\$12,406	\$5,816	\$16,527
495	Recreational Community Center	2.50 /1,000 s.f.	\$2,901	\$776	\$9,842	\$5,169	\$7,976	\$5,109	\$11,307	\$4,931	\$2,312	\$6,569
Institutional												
536	Private School (K - 12)*	5.50 Students	\$6,381	\$1,706	\$21,652	\$11,372	\$17,548	\$11,240	\$24,876	\$10,848	\$5,086	\$14,452
560	Church	0.49 /1,000 s.f.	\$569	\$152	\$1,929	\$1,013	\$1,563	\$1,001	\$2,216	\$966	\$453	\$1,287
565	Day Care Center	11.12 /1,000 s.f.	\$12,902	\$3,450	\$43,777	\$22,991	\$35,479	\$22,724	\$50,294	\$21,932	\$10,282	\$29,218
590	Library	8.16 /1,000 s.f.	\$9,467	\$2,531	\$32,124	\$16,871	\$26,035	\$16,675	\$36,907	\$16,094	\$7,545	\$21,441
Medical												
254	Assisted Living	0.24 /bed	\$278	\$74	\$945	\$496	\$766	\$490	\$1,085	\$473	\$222	\$631
610	Hospital	1.69 /1,000 s.f.	\$1,961	\$524	\$6,653	\$3,494	\$5,392	\$3,454	\$7,644	\$3,333	\$1,563	\$4,441
620	Nursing Home	0.59 /1,000 s.f.	\$685	\$183	\$2,323	\$1,220	\$1,882	\$1,206	\$2,668	\$1,164	\$546	\$1,550
630	Clinic	3.69 /1,000 s.f.	\$4,281	\$1,145	\$14,527	\$7,629	\$11,773	\$7,541	\$16,689	\$7,278	\$3,412	\$9,696
Office												
710	Up to 50,000 s.f.	1.94 /1,000 s.f.	\$2,251	\$602	\$7,637	\$4,011	\$6,190	\$3,964	\$8,774	\$3,826	\$1,794	\$5,097
	50,001 - 150,000 s.f.	1.66 /1,000 s.f.	\$1,926	\$515	\$6,535	\$3,432	\$5,296	\$3,392	\$7,508	\$3,274	\$1,535	\$4,362
	150,001 - 300,000 s.f.	1.45 /1,000 s.f.	\$1,682	\$450	\$5,708	\$2,998	\$4,626	\$2,963	\$6,558	\$2,860	\$1,341	\$3,810
	300,001 - 500,000 s.f.	1.31 /1,000 s.f.	\$1,520	\$406	\$5,157	\$2,709	\$4,180	\$2,677	\$5,925	\$2,584	\$1,211	\$3,442
	500,000 - 800,000 s.f.	1.21 /1,000 s.f.	\$1,404	\$375	\$4,763	\$2,502	\$3,861	\$2,473	\$5,473	\$2,386	\$1,119	\$3,179
	> 800,000 s.f.	1.12 /1,000 s.f.	\$1,299	\$347	\$4,409	\$2,316	\$3,573	\$2,289	\$5,066	\$2,209	\$1,036	\$2,943
720	Medical - Dental Office Building	3.93 /1,000 s.f.	\$4,560	\$1,219	\$15,471	\$8,126	\$12,539	\$8,031	\$17,775	\$7,751	\$3,634	\$10,326

Table 14: Updated Recommended Fees for Non-Residential Land Uses (continued)

ITE Code	Land Use Category	SPRTA DUE	Dry Creek	Granite Bay	Lincoln	Newcastle /Horseshoe Bar	Placer Central	Placer West	Rocklin	Roseville West	Roseville East	Sunset
Retail												
812	Building Materials & Lumber Yard	2.25 /1,000 s.f.	\$2,611	\$698	\$8,858	\$4,652	\$7,179	\$4,598	\$10,176	\$4,438	\$2,080	\$5,912
815	Discount Store	4.86 /1,000 s.f.	\$5,639	\$1,508	\$19,133	\$10,048	\$15,506	\$9,932	\$21,981	\$9,585	\$4,494	\$12,770
816	Hardware Store	2.98 /1,000 s.f.	\$3,457	\$924	\$11,732	\$6,161	\$9,508	\$6,090	\$13,478	\$5,877	\$2,755	\$7,830
817	Nursery	6.94 /1,000 s.f.	\$8,052	\$2,153	\$27,321	\$14,349	\$22,143	\$14,182	\$31,389	\$13,688	\$6,417	\$18,235
820	Shopping Center											
	< 200,000 s.f.	5.04 /1,000 s.f.	\$5,845	\$1,563	\$19,834	\$10,417	\$16,074	\$10,296	\$22,787	\$9,937	\$4,658	\$13,238
	200,001-500,000 s.f.	3.97 /1,000 s.f.	\$4,611	\$1,233	\$15,645	\$8,217	\$12,679	\$8,121	\$17,974	\$7,838	\$3,675	\$10,442
	500,000s.f.-1,000,000 s.f.	3.21 /1,000 s.f.	\$3,725	\$996	\$12,638	\$6,638	\$10,243	\$6,560	\$14,520	\$6,332	\$2,968	\$8,435
	>1,000,000 s.f.	2.64 /1,000 s.f.	\$3,068	\$820	\$10,409	\$5,467	\$8,436	\$5,403	\$11,959	\$5,215	\$2,445	\$6,947
931	Quality Restaurant	7.80 /1,000 s.f.	\$9,050	\$2,420	\$30,707	\$16,127	\$24,887	\$15,940	\$35,278	\$15,384	\$7,212	\$20,495
932	High Turnover Restaurant	9.05 /1,000 s.f.	\$10,500	\$2,808	\$35,628	\$18,712	\$28,875	\$18,494	\$40,932	\$17,849	\$8,368	\$23,779
933	Fast Food w/o Drive-In	33.21 /1,000 s.f.	\$38,531	\$10,303	\$130,740	\$68,664	\$105,960	\$67,866	\$150,205	\$65,501	\$30,708	\$87,261
934	Fast Food Drive-In	33.03 /1,000 s.f.	\$38,322	\$10,247	\$130,031	\$68,292	\$105,385	\$67,498	\$149,391	\$65,146	\$30,541	\$86,788
941	Quick Lube Vehicle Shop	4.85 /Position	\$5,627	\$1,505	\$19,093	\$10,028	\$15,474	\$9,911	\$21,936	\$9,566	\$4,485	\$12,744
942	Automobile Care Center	2.25 /1,000 s.f.	\$2,611	\$698	\$8,858	\$4,652	\$7,179	\$4,598	\$10,176	\$4,438	\$2,080	\$5,912
841	New Car Sales	3.75 /1,000 s.f.	\$4,351	\$1,163	\$14,763	\$7,753	\$11,965	\$7,663	\$16,961	\$7,396	\$3,467	\$9,853
843	Automobile Parts Sales	4.90 /1,000 s.f.	\$5,685	\$1,520	\$19,290	\$10,131	\$15,634	\$10,013	\$22,162	\$9,664	\$4,531	\$12,875
944	Gasoline/Service Station	13.91 /Pump	\$16,139	\$4,315	\$54,760	\$28,760	\$44,381	\$28,426	\$62,913	\$27,435	\$12,862	\$36,549
945	Gas/Serv. Stn. W/Conv. Market	18.42 /Pump	\$21,371	\$5,714	\$72,515	\$38,085	\$58,771	\$37,642	\$83,311	\$36,330	\$17,032	\$48,399
848	Tire Store	3.75 /1,000 s.f.	\$4,351	\$1,163	\$14,763	\$7,753	\$11,965	\$7,663	\$16,961	\$7,396	\$3,467	\$9,853
850	Supermarket	8.95 /1,000 s.f.	\$10,384	\$2,777	\$35,234	\$18,505	\$28,556	\$18,290	\$40,480	\$17,652	\$8,276	\$23,517
851	Convenience Market	49.11 /1,000 s.f.	\$56,979	\$15,235	\$193,334	\$101,539	\$156,690	\$100,359	\$222,118	\$96,860	\$45,410	\$129,039
857	Discount Club	4.19 /1,000 s.f.	\$4,861	\$1,300	\$16,495	\$8,663	\$13,369	\$8,562	\$18,951	\$8,264	\$3,874	\$11,009
862	Home Improvement Superstore	2.29 /1,000 s.f.	\$2,657	\$710	\$9,015	\$4,735	\$7,306	\$4,680	\$10,357	\$4,517	\$2,117	\$6,017
863	Electronics Superstore	4.25 /1,000 s.f.	\$4,931	\$1,318	\$16,731	\$8,787	\$13,560	\$8,685	\$19,222	\$8,382	\$3,930	\$11,167
864	Toy/Childrens Superstore	5.00 /1,000 s.f.	\$5,801	\$1,551	\$19,684	\$10,338	\$15,953	\$10,218	\$22,614	\$9,862	\$4,623	\$13,138
880	Drugstore W/O Drive-Thru	8.51 /1,000 s.f.	\$9,874	\$2,640	\$33,502	\$17,595	\$27,152	\$17,391	\$38,490	\$16,784	\$7,869	\$22,360
881	Drugstore W/Drive-Thru	10.25 /1,000 s.f.	\$11,892	\$3,180	\$40,352	\$21,193	\$32,704	\$20,946	\$46,359	\$20,216	\$9,478	\$26,932
890	Furniture Store	0.52 /1,000 s.f.	\$603	\$161	\$2,047	\$1,075	\$1,659	\$1,063	\$2,352	\$1,026	\$481	\$1,366
911	Walk-In Bank	12.41 /1,000 s.f.	\$14,398	\$3,850	\$48,855	\$25,659	\$39,595	\$25,360	\$66,129	\$24,476	\$11,475	\$32,608
912	Drive-In Bank	21.01 /1,000 s.f.	\$24,376	\$6,518	\$82,711	\$43,440	\$67,034	\$42,935	\$95,026	\$41,438	\$19,427	\$55,205

4.3 Funding from Other Sources

The SPRTA program will provide only part of the funding needed to construct the projects on the SPRTA project list. The rest of the funding must come from other sources. Table 15 identifies other potential sources of funding for SPRTA projects. The figures shown in Table 15 are estimates based on information available at this time, and could be higher or lower depending on how the funding situation evolves over time. There are some gaps in the estimated funding, but this is not unusual for a program extending over decades because funding from State and Federal sources changes from year to year in ways that are difficult to predict far in advance.

Table 15: Possible Other Sources of Funding for SPRTA Projects

Project Name	2023 Fee Update		Other Sources		
	Total Project Cost Estimate ¹	SPRTA Share of Funding	SPRTA Tier 2 Funding	Future Transportation Sales Tax Contribution ²	Non-SPRTA Funding Sources ³
Placer Parkway	\$893,992,673	\$10,690,362	\$644,292,508	\$25,000,000	\$214,009,803
Sierra College Blvd	\$58,311,272	\$36,324,826			\$21,986,446
Lincoln Bypass	\$115,106,915	\$32,400,000			\$82,706,915
I-80 / Douglas Boulevard Interchange	\$5,116,131	\$5,116,131			\$0
SR-65 Widening	\$135,504,446	\$80,400,000		\$33,000,000	\$22,104,446
I-80 / Rocklin Road Interchange	\$52,000,000	\$23,410,000		\$27,700,000	\$890,000
Auburn-Folsom Rd Widening	\$8,000,000	\$8,000,000			\$0
I-80/SR 65 Interchange ⁴	\$586,167,896	\$135,000,000	\$6,782,026	\$265,000,000	\$179,385,869
Douglas Blvd WB I-80 Ramp	\$1,824,943	\$1,197,743			\$627,200
Atlantic Street WB I-80 Ramp	\$650,000	\$650,000			\$0
Transit Projects	\$100,000,000	\$10,000,000		\$60,000,000	\$30,000,000
I-80 WB Aux Lanes	\$34,600,000	\$13,000,000			\$21,600,000
I-80 EB Aux Lanes	\$14,900,000	\$2,700,000			\$12,200,000
Total	\$2,006,174,277	\$358,889,062	\$651,074,535	\$410,700,000	\$607,497,126

1. Estimated costs as of April 2023.

2. Based on the March 2020 Sales Tax Expenditure Plan.

3. Includes State and Federal funding, Tribal funding, Local Agency funding, grants, and STIP

4. The amount of "Other Sources" of funding for this project recognizes a commitment from the Building Industry Authority to assist SPRTA in securing substantial state and federal funding for the interchange. The future funding mix for the 80/65 interchange, including the SPRTA funding commitment, may be revised based on SPRTA's success rate in obtaining state and federal funding for the project.

5. Findings

The Mitigation Fee Act, as set forth in the California Government Code Sections 66000 through 66008, establishes the framework for mitigation fees in the State of California. The Act requires agencies to make five findings with respect to a proposed fee. These are described in the subsections of the California Government Code described below.

5.1 Purpose of the Fee

§ 66001(a)(1): Identify the purpose of the fee

The purpose of SPRTA is to maintain a cooperative funding program to mitigate the cumulative indirect regional impacts of future developments on traffic conditions on high-priority roadways in south Placer County. The fees will help fund improvements needed to maintain the target level of service in the face of the higher traffic volumes brought on by new developments.

5.2 Use of Fee Revenues

§ 66001(a)(2): Identify the use to which the fees will be put. If the use is financing facilities, the facilities shall be identified. That identification may, but need not, be made by reference to a capital improvement plan as specified in Section 65403 or 66002, may be made in applicable general or specific plan requirements, or may be made in other public documents that identify the public facilities for which the fee is charged.

The Mitigation Fee Act requires that the local government identify the public facilities that are to be financed through the use of the impact fee. In the case of the SPRTA fee program, candidate projects for inclusion in the fee program were proposed by member agencies and then vetted by the Technical Advisory Committee. The projects were then evaluated using the SPRTA Travel Demand Model to ensure that the projects were in fact needed to accommodate future traffic. The final list of projects eligible to receive SPRTA funding is shown in Table 8.

5.3 Use/Type-of-Development Relationship

§ 66001(a)(3): Determine the reasonable relationship between the fees' use and the type of development project on which the fees are imposed

To determine the “use” relationship, the development being assessed an impact fee must be reasonably shown to derive some use or benefit from the facility being built using the fee. In the case of SPRTA the projects to be funded were selected based on their ability to satisfy three sets of criteria, namely: that they were of high priority as expressed by the member agencies, that they performed a regional (as opposed to strictly local) function, and that the need for the project was at least in part attributable to new development. The fact that the projects that will be funded by SPRTA are high-priority regional roads means that all of the county’s new residents and businesses will benefit in important ways from the maintenance of a reasonable level of service. Most drivers in the new developments can be expected to use these roads regularly, and those that do not will nevertheless benefit because good traffic conditions on the SPRTA-funded roads will keep drivers from diverting to other roads and causing congestion in other parts of the county. Even residents or workers in the new developments who do not drive at all will benefit from access to goods and services made possible in part by the serviceability of the regional road network.

5.4 Need/Type-of-Development Relationship

§ 66001(a)(4): Determine the reasonable relationship between the need for the public facilities and the types of development on which the fees are imposed

To determine the “need” relationship, the facilities to be financed must be shown to be needed at least in part because of the new development. One of the purposes of the current study is to determine extent to which each of the projects on the SPRTA project list are needed because of new land development. This was determined by analyzing the forecast traffic demand with the expected degree of new development and comparing that with the demand without new development. Projects were analyzed individually and the degree to which the need for the project was attributable to new development varied widely from project to project. This analysis is described in Section 4.1 of this report.

5.5 Proportionality Relationship

§ 66001(b): In any action imposing a fee as a condition of approval of a development project by a local agency, the local agency shall determine how there is a reasonable relationship between the amount of the fee and the cost of the public facility or portion of the public facility attributable to the development on which the fee is imposed.

The “proportionality” relationship requires that there be rough proportionality between the fee charged to each type of development and the cost of the facility being financed. In the case of SPRTA the differences in the traffic generated by different types of development were factored into the fee to be charged for each type, as is described in

Table 4: Dwelling Unit Equivalence (DUE) Factor for Different Land Use Categories

. Within each development category, the fee charged is based on the size of the project, usually measured in square feet, so that the larger projects, which have greater traffic impacts, are charged a higher fee than smaller projects.

5.6 Residential Floor Area

CGC§ 66016.5(a)(5)(B): A nexus study is not required to comply with subparagraph (A) if the local agency makes a finding that includes all of the following:

- (i) An explanation as to why square footage is not appropriate metric to calculate fees imposed on housing development project.*
- (ii) An explanation that an alternative basis of calculating the fee bears a reasonable relationship between the fee charged and the burden posed by the development.*
- (iii) That other policies in the fee structure support smaller developments, or otherwise ensure that smaller developments are not charged disproportionate fees.*

CGC§ 66016.5(a)(5) subparagraph (A), which is new with AB-602, requires fees on housing development to be proportionate to the square footage of proposed units of the development unless the agency chooses to make the three findings described above. During the course of this study, we found that while the traffic impacts from residential developments are related to the floor area of the unit, the relationship is not one of direct proportionality. We therefore make the following findings with respect to the SPRTA fee program:

- That square footage, applied as a direct proportion, is not an appropriate metric for calculating traffic impact fees for residential developments, based on substantial evidence showing that the number of vehicle trips generated by residential units is not directly proportional to the floor area (see Table 1)
- That an alternative basis of calculating traffic impact fees, based on the expected number of trips generated by small, medium, large, and very large units, but not directly proportional to floor area, would bear a reasonable relationship between the fee charged and the burden posed by the development. This alternative method is supported by substantial evidence from the American Housing Survey and the National Cooperative Highway Research Program (NCHRP)

- That the differences in trip generation characteristics between single-family residences, multi-family residences, mobile homes in mobile home parks, and age-restricted senior residences, as determined through surveys collected by the Institute of Transportation Engineers, justifies using separate fee levels for these different types of units, and
- That differentiating between small, medium, large, and very large units within each category of housing would ensure that smaller developments are not charged fees disproportionate to their traffic impacts.



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→ **The Power of Commitment**

**Regional Transportation and Air Quality Mitigation Fee Program
SPRTA Tier 1 Capital Improvement Plan (CIP)**

October 2023

Fiscal Years	FY 2023/24	FY 2024/25	FY 2025/26	FY 2026/27	FY 2027/28	FY 2028/29	FY 2029/30	FY 2030/31	FY 2031/32	FY 2032/33	FY 2033/34 thru FY2042/43	FY2043/44 and Beyond	Total Planned Expenditures
Beginning Balance	17,281,118	12,971,124	12,784,124	6,995,091	1,672,091	434,091	3,604,091	2,860,853	2,033,853	1,705,853	3,777,853	6,277,853	
Projected Income, Net of Operations	6,538,000	7,183,000	7,183,000	7,177,000	7,172,000	7,170,000	7,174,000	7,173,000	7,172,000	7,172,000	71,720,000	139,838,147	
I-80 Auxiliary Lanes	7,000,000	7,000,000	687,033										14,687,033
SR 65 Widening													78,183,000
Phase 1 - SB Blue Oaks to Galleria Future Phases	408,000	185,000	9,000,000	7,000,000	4,000,000	4,000,000	3,000,000			1,600,000	16,000,000	32,990,000	
I-80/SR 65 IC	411,744	185,000	185,000	1,500,000	1,500,000				2,500,000	3,500,000	35,000,000	87,230,000	132,011,744
I-80/Rocklin IC													21,822,024
Rocklin Rd IC and Ramps Auxiliary Lanes at IC	912,024		3,100,000	3,000,000	2,910,000						11,000,000		
Placer Parkway													5,835,238
Environmental Clearance/Prelim Design Coordination Placer Pkwy/Whitney Ranch IC Future Phases	18,000						3,817,238	2,000,000					
Bus & Transit													9,081,226
South Placer Transit Future Bus and Transit Projects	1,198,226			1,000,000				1,000,000			3,000,000	2,883,000	
Sierra College Blvd													28,088,000
Segment 1&2 - SR 193 to Taylor Road Segment 5 - I-80 EB Ramp to Rocklin Road Segment 6 - Rocklin Rd to S. Rocklin City Limits Segment 8 - Douglas Boulevard to Eureka Road Segment 9 - Eureka Road to East Roseville Parkway Segment 10 - East Roseville Pkwy to Sac. County Line							1,100,000	5,000,000	5,000,000			10,000,000	
I-80/Douglas WB Ramp											750,000		
Lincoln Bypass Phase 2 - Wise Rd to Riosa Rd											1,570,000	1,198,000	
Total Project Expenditures	10,847,994	7,370,000	12,972,033	12,500,000	8,410,000	4,000,000	7,917,238	8,000,000	7,500,000	5,100,000	69,220,000	146,116,000	232,016,768
Ending Balance	12,971,124	12,784,124	6,995,091	1,672,091	434,091	3,604,091	2,860,853	2,033,853	1,705,853	3,777,853	6,277,853		

Both revenue and expenses exclude any future inflation assumptions (all figures 2023 dollars).
Values in green text have existing allocations.

SPRTA Tier 1 Fee Program

CIP Project Descriptions

October 2023

I-80 Auxiliary Lanes:

On I-80. Add a 5th lane westbound between the Douglas Blvd. Interchange and the Riverside Ave. Interchange. Extend the auxiliary lane eastbound from the end of the SR65 southbound ramp to Rocklin Rd. interchange.

SR65 Widening:

On SR65. Add auxiliary lanes and mainline lanes northbound and southbound along various segments between SR65 and Twelve Bridges Dr. Interchange. The project will be constructed in multiple phases. Phase 1 is auxiliary and mainline lanes southbound between Blue Oaks Blvd interchange and Galleria Blvd Interchange. Future phases are currently undefined.

I-80/SR65 Interchange:

A comprehensive reconstruction of the interchange. Add lanes to all of the ramps, replace the eastbound to northbound loop ramp with a direct flyover ramp, make mainline I-80 eastbound improvements to barrier separate weaving movements at the Eureka Rd. and Taylor Rd. Interchanges, improve Taylor Rd, add HOV lane direct connector ramps between I-80 and SR65. The project will be constructed in multiple phases which are currently undefined.

I-80/Rocklin Rd Interchange:

Phase 1 will reconfigure the interchange to a diverging diamond style interchange. Phase 2 will extend the westbound auxiliary lane at the Rocklin Rd. Interchange to join with the existing westbound lane for the northbound SR65 ramp.

Placer Parkway:

Construct a new expressway between Whitney Ranch Pkwy. Interchange at SR65 and the Sankey Rd. Interchange at SR99. The project will be constructed in multiple phases. Phase 1 is the completion of the western side of the Whitney Ranch Pkwy. Interchange and a roadway connection to Foothills Blvd. Future phases are currently undefined.

Bus and Transit:

Various bus and transit capital improvements with the SPRTA region. Current funding includes improvements for the South Placer Transit Project. Future work is currently undefined.

Sierra College Blvd:

Widening of various segments of Sierra College Blvd between SR193 and the Sacramento County line. The project will be constructed in multiple phases. The segments are:

- Segment #1: SR 193 to Rocklin City north limit
- Segment #2: Rocklin north limit to Loomis north limit
- Segment #3: Taylor Rd to Granite Dr
- Segment #4: Granite Dr to I-80 EB Ramps
- Segment #5: I-80 EB Ramps to Rocklin Rd
- Segment #6: Rocklin Rd to Rocklin south limit
- Segment #7: Rocklin south limit to Douglas Blvd
- Segment #8: Douglas Blvd to Eureka Rd
- Segment #9: Eureka Rd to E. Roseville Pkwy
- Segment #10: E. Roseville Pkwy to Sac County Line

I-80/Douglas WB Ramp:

Ramp modifications to accommodate future southbound turning movements from Harding Blvd. onto the westbound ramp.

Lincoln Bypass:

Phase 2 is the widening and improvements to SR65 north of Wise Rd. to Riosa Rd.



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

TO: SPRTA Board of Directors

DATE: October 18, 2023

**FROM: Matt Click, Executive Director
 Jodi LaCosse, Fiscal/Administrative Officer**

SUBJECT: NEVADA STATION BUILDING SALE AND BOND RELINQUISHMENT

ACTION REQUESTED

Adopt Resolution No. 23-06 for the sale of the Nevada Station Building and to payoff the Lease Revenue Bond.

BACKGROUND

At the May 24, 2023 PCTPA and SPRTA Board meetings the Executive Director was authorized to explore opportunities to divest from the ownership the Nevada Station building. Since that meeting, staff has completed and complied with the requirements of the Surplus Lands Act (Government Code Sections 54220-54233 (“Act”), and the Board considered an offer on a potential sale of the Nevada Station building on August 30, 2023. The buyer is currently completing its due diligence through October 15, 2023 and the estimated closing date is December 4, 2023 for the sale of Nevada Station to Partnership Health Plan of California (“Buyer”).

DISCUSSION/ANALYSIS

Nevada Station was purchased with bond financing in 2003 by SPRTA on behalf of PCTPA and leased to PCTPA. In 2014 the bonds were refinanced, and the agreements related to the bonds provides PCTPA an option to purchase Nevada Station upon the redemption of the bonds which financed the Nevada Station Property. Due to the pending sale of the Nevada Station Building it is necessary for SPRTA and PCTPA to take certain actions consistent with the bond financing and lease agreement among the agencies. The accompanying resolution approves and authorizes the necessary actions in order to complete the sale of the Nevada Station, including the approval of the Agency purchase and sale agreement, redemption of the bonds, approval of deed, termination of memorandum of lease agreement between SPRTA and PCTPA, termination of assignment agreement, and approval of escrow agreement.

MBC:JL:ss

SOUTH PLACER REGIONAL TRANSPORTATION AUTHORITY

RESOLUTION NO. 23-05

IN THE MATTER OF: A RESOLUTION OF THE SOUTH PLACER REGIONAL TRANSPORTATION AUTHORITY APPROVING, AUTHORIZING AND DIRECTING EXECUTION AND DELIVERY OF CERTAIN DOCUMENTS AND APPROVING OFFICIAL ACTIONS IN CONNECTION WITH PCTPA'S EXERCISE OF OPTION TO PURCHASE THE NEVADA STATION PROPERTY; THE SALE OF THE NEVADA STATION PROPERTY IN COMPLIANCE WITH THE SURPLUS LANDS ACT; THE REDEMPTION OF THE AUTHORITY'S SERIES 2014A & 2014B BONDS AND OTHER MATTERS PROPERLY RELATED THERETO

WHEREAS, in order to finance the acquisition of the property located at 249-299 Nevada Street, Auburn, California (the "Nevada Station Property") in 2003, the South Placer Regional Transportation Authority (the "Authority") issued certain lease revenue bonds (the "2003 Bonds"); and

WHEREAS, in 2014 the Authority refinanced the 2003 Bonds by issuing its (i) \$1,043,840 South Placer Regional Transportation Authority, Lease Revenue Refunding Bonds (Transportation Refunding Project), Tax-Exempt Series 2014A Bonds (the "Series 2014A Bonds"), and (ii) \$1,191,849 South Placer Regional Transportation Authority, Lease Revenue Refunding Bonds (Transportation Refunding Project), Taxable Series 2014B Bonds (the "Series 2014B Bonds," and together with the Series 2014A Bonds, the "Bonds"), all pursuant to and secured by a Trust Agreement (the "Trust Agreement"), dated as of July 1, 2014, by and among the Placer County Transportation Planning Agency (the "Agency"), the Authority and MUFG Union Bank, N.A.(now US. Bank), as trustee (the "Trustee"); and

WHEREAS, the Bonds are secured by rental payments (the "Base Rental Payments") made by the Agency to the Authority pursuant to that certain Lease Agreement, dated as of July 1, 2014 (the "Lease Agreement") by and between the Agency, as lessee, and the Authority, as lessor; and

WHEREAS, to further implement the foregoing, the Authority assigned to the Trustee without recourse certain of its rights under the Lease Agreement, including but not limited to the entitlement to receive the Base Rental Payments from the Agency, for the benefit of the owners of the Bonds pursuant to an Assignment Agreement (the "Assignment Agreement"), dated as of July 1, 2014, by and between the Authority and the Trustee; and

WHEREAS, Section 2.03(b) of the Trust Agreement provides that the Bonds may be redeemed without penalty at the option of the Authority, upon direction by the Agency, from and after December 1, 2023; and

WHEREAS, Section 22 of the Lease Agreement gives the Agency an option (the "Purchase Option") to purchase the Nevada Station Property for the sum of \$10 following (a) the execution and delivery by both parties of a purchase and sale agreement that provides for the transfer of the Nevada Station Property as-is with all faults; and (b) the redemption of the Bonds; and

WHEREAS, on June 28, 2023, the Agency adopted a Resolution declaring the Nevada Station Property to be surplus pursuant to the California Surplus Lands Act and Notices of Availability (NOA) were sent to all required entities on June 30, 2023; and

WHEREAS, no affordable housing entity expressed interest in the Nevada Station Property within 60 days after the NOA was issued; and

WHEREAS, the Agency has elected to exercise the Purchase Option, to direct the Authority to redeem the Bonds, and to sell the Nevada Station Property to the Partnership HealthPlan of California (the “Partnership”); and

WHEREAS, the Board wishes at this time to authorize all proceedings relating to (a) the sale of the Nevada Station Property to the Agency, (b) the redemption of the Bonds, and (c) the execution and delivery of all agreements and documents relating thereto and all other actions in connection therewith (collectively, the “Sale Transaction”).

NOW, THEREFORE, BE IT RESOLVED that the Board of Directors of the Placer County Transportation Planning Agency hereby orders and determines as follows:

Section 1. Recitals and Findings. The Board hereby finds and declares that each of the statements, findings and determinations of the Authority set forth in the recitals set forth above are true and correct.

Section 2. Authorized Representatives. The Chair, Vice-Chair, and Executive Director of the Authority, and any other person authorized by the Board to act on behalf of the Authority shall each be an “Authorized Representative” of the Authority for the purposes of structuring and providing for the Sale Transaction, and are hereby authorized, jointly and severally, for and in the name of and on behalf of the Authority, to execute and deliver any and all documents and certificates that may be required to be executed in connection with the Sale Transaction, and to do any and all things and take any and all actions which may be necessary or advisable, in their discretion, to effectuate the actions which the Authority has approved in this Resolution.

Section 3. Approval of Sale Transaction. The Board hereby authorizes and approves the Sale Transaction.

Section 4. Approval of Agency Purchase and Sale Agreement. The Board hereby authorizes and approves the execution, delivery and performance of a purchase and sale agreement with the Agency (the “Agency Purchase and Sale Agreement”). The Board hereby approves the Agency Purchase and Sale Agreement in any form deemed necessary or advisable by an Authorized Representative of the Authority, upon the advice of the Authority’s General Counsel. Any Authorized Representative of the Authority is hereby authorized and directed to execute, and the Secretary is hereby authorized and directed to attest and affix the seal of the Authority to, the final form of the Agency Purchase and Sale Agreement for and in the name and on behalf of the Authority and the execution thereof shall be conclusive evidence of the Board’s approval thereof. The Board hereby authorizes the delivery and performance of the Agency Purchase and Sale Agreement.

Section 5. Approval of Redemption of the Bonds. The Board hereby approves the optional redemption of the Bonds after December 1, 2023, as permitted by Section 2.03(b) of the Trust Agreement. Any Authorized Representative of the Authority is hereby authorized and directed to give notice to the Trustee of the redemption of the Bonds upon the close of escrow under the Purchase and Sale Agreement between the Agency and the Partnership.

Section 6. Approval of Agency Deed. The Board hereby authorizes and approves the execution, delivery and recordation of a deed from the Authority to the Agency for the Nevada Station Property (the “Agency Deed”), provided that such deed includes any restrictions required by the California Surplus Lands Act. The Board hereby approves the Agency Deed in any form deemed necessary or advisable by an Authorized Representative of the Authority, upon the advice of the Authority’s General Counsel. Any Authorized Representative of the Authority is hereby authorized and directed to execute, and the Secretary is hereby authorized and directed to attest and affix the seal of the Authority to, the final form of the Agency Deed for and in the name and on behalf of the Authority and the execution thereof shall be conclusive evidence of the Board’s approval thereof. The Board hereby authorizes the delivery and recordation of the Agency Deed.

Section 7. Approval of Termination of Memorandum of Lease. A Termination of Memorandum of Lease is hereby approved in any form deemed necessary or advisable by an Authorized Representative of the Authority, upon the advice of the Authority’s General Counsel. Any Authorized Representative of the Authority is hereby authorized and directed to execute and record, and the Secretary is hereby authorized and directed to attest and affix the seal of the Authority to, the final form of the Termination of Memorandum of Lease for and in the name and on behalf of the Authority and the execution thereof shall be conclusive evidence of the Board’s approval thereof. The Board hereby authorizes the delivery and performance of the Termination of Memorandum of Lease.

Section 8. Approval of Termination of Assignment Agreement. A Termination of Assignment Agreement is hereby approved in any form deemed necessary or advisable by an Authorized Representative of the Authority, upon the advice of the Authority’s General Counsel. Any Authorized Representative of the Authority is hereby authorized and directed to execute and record, and the Secretary is hereby authorized and directed to attest and affix the seal of the Authority to, the final form of the Termination of Assignment Agreement for and in the name and on behalf of the Authority and the execution thereof shall be conclusive evidence of the Board’s approval thereof. The Board hereby authorizes the delivery and performance of the Termination of Assignment Agreement.

Section 9. Approval of Escrow Agreement. The Board hereby approves an escrow agreement for the Sale Transaction (the “Escrow Agreement”) in any form deemed necessary or advisable by an Authorized Representative of the Authority, upon the advice of the Authority’s General Counsel. Any Authorized Representative of the Authority is hereby authorized and directed to execute, and the Secretary is hereby authorized and directed to attest and affix the seal of the Authority to, the final form of the Escrow Agreement for and in the name and on behalf of the Authority and the execution thereof shall be conclusive evidence of the Board’s approval thereof. The Board hereby authorizes the delivery and performance of the Escrow Agreement.

Section 10. Official Actions. Each Authorized Representative is hereby authorized and directed, for and in the name and on behalf of the Authority, to do any and all things and take any and all actions, including execution and delivery of any and all assignments, certificates, requisitions, agreements, notices, consents, instruments of conveyance, warrants and other documents, which they, or any of them, may deem necessary or advisable in order to consummate any of the transactions contemplated by the documents approved pursuant to this Resolution.

Section 12. Effective Date. This Resolution shall take effect from and after the date of its passage and adoption.

This Resolution was duly passed by the South Placer Regional Transportation Authority at a meeting held October 18, 2023, by the following vote on roll call:

Signed and approved by me after its passage:

Chair Broadway
South Placer Regional Transportation Authority

Matt Click
Executive Director

SOUTH PLACER REGIONAL TRANSPORTATION AUTHORITY

Technical Advisory Committee Meeting Minutes

October 3, 2023 – 2:00 p.m.

ATTENDANCE: Matthew Medill, City of Lincoln
Amber Conway, Placer County
Kevin Ordway, Placer County
Jake Hanson, City of Roseville
Marc Stout, City of Roseville
Jason Shykowski, City of Roseville

STAFF: Rick Carter
Matt Click
Mike Costa
Cory Peterson
Solvi Sabol

SPRTA Fee update

Rick provided a recap of the September Board meeting and went through the staff actions requested and the Boards' direction as follows:

- (1) Rick explained that the I-80/SR65 Interchange went from \$120 million to \$686 million and the associated assigned costs to the new development increased from \$5 million to approximately \$207 million. The scope of the work in the nexus study went beyond the 20-year horizon and therefore it was proposed to include the third phase of work (\$100m cost) in a future update. Additionally, the "other funding" category was increased \$42m in anticipation of additional outside funding. The Board agreed with these changes.
- (2) Staff recommended using three residential tiers rather than four as requested by the BIA. The Board recommended four residential tiers and, in addition, asked that the fourth tier be increased from anything greater than 3,300 square feet to anything greater than 3,500 square feet.
- (3) The Placer Business Alliance submitted a proposal for a fee deferral program for the Tier 1 program. Staff recommended opposing the creation of a fee deferral program for Tier 1 and the Board agreed with this recommendation.

This will be a public hearing at the October 18th Board meeting and the new fees would be scheduled to start in January 2024.

Rick explained that the CIP will be revised based on the changes to the nexus and will be posted on the website tomorrow. Rick went over the project changes and noted the need to bump these to later years based on the updated nexus study. Rick noted that the adopting a CIP is a regulatory requirement as part of AB 602 but it does not commit us to the funding in the CIP.

The last item of discussion was related to fee credits. Rick noted that because of the fee credit structure, those credits never zero out unless you stop adding DUEs and fully build out. We are proposing that with the new fees, fee credits under \$150,000 be refunded back to the member agency so we no longer have to track and do the accounting for them.

The TAC concurred with bringing the nexus study as proposed and the CIP to the Board for approval at the October 18th Board meeting.

Other Items

SPRTA Board Meeting: October 18th – 10:45 a.m.

Next SPRTA TAC Meeting: November 14th – 2:00 p.m.

The meeting was adjourned at approximately 2:23 p.m.

ss:rc:mbc