



A G E N D A

Wednesday, May 24, 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://pctpa.net/sprta-board-of-directors-meeting-agendas/>. 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/92361879307>

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

Webinar ID: 923 6187 9307

A. Flag Salute

B. Roll Call

C. Approval of Action Minutes: February 22, 2023

**Action
Pg. 1**

D. Agenda Review

Matt Click, Executive Director

Info

E. AB 2449

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

Speakers have three minutes under Public Comment to speak on issues that are not listed on the agenda unless the time is extended by the presiding officer. The Brown Act does not permit any action or discussion on items not listed on the agenda.

G. Consent Calendar

These items are expected to be routine and noncontroversial. They will be acted upon by the Board at one time without discussion. Any Board member, staff member, or interested citizen may request an item be removed from the consent calendar for discussion.

1. Nevada Station Budget

Action
Pg. 3

H. 10:45 A.M. PUBLIC HEARING: South Placer Regional Transportation and Air Quality Mitigation Fee Program Inflationary Adjustment

Cory Peterson, Senior Transportation Planner

- Adoption of the inflationary adjustment for the South Placer Regional Transportation and Air Quality Mitigation Fee Program

Action
Pg. 6

I. Regional Transportation and Air Quality Mitigation Fee Allocation Request for the South Placer Transit Project

Rick Carter, Deputy Executive Director

- Allocate up to \$1,186,000 of Regional Transportation and Air Quality Mitigation Fee program (Tier I) funds to the South Placer Transit project for construction phase.

Action
Pg. 24

J. Placer Parkway Phase 1 Reimbursement Agreement

Rick Carter, Deputy Executive Director

- Authorize the Executive Director to execute the Placer Parkway Phase 1 Reimbursement Agreement on behalf of the South Placer Regional Transportation Authority (SPRTA), enabling Placer County to advance fund and construct the first phase of Placer Parkway from State Route 65 to Foothills Boulevard.

Action
Pg. 27

- | | |
|--|--|
| <p>K. Nevada Station Building
<i>Matt Click, Executive Director</i></p> <ul style="list-style-type: none">• Authorize the Executive Director to enter into a contract with CBRE to list the Nevada Station Building for sale. This will allow SPRTA to test the commercial market and determine if selling the Nevada Station Building is fiscally prudent. | <p>Action
Pg. 74</p> |
| <p>L. Executive Director's Report</p> | <p>Info</p> |
| <p>M. Board Direction to Staff</p> | |
| <p>N. Informational Items</p> <ol style="list-style-type: none">1. SPRTA TAC Minutes<ol style="list-style-type: none">a. April 11, 2023b. May 9, 2023 | <p>Info
Pg. 75
Pg. 77</p> |

Next regularly scheduled SPRTA Board Meeting
June 28, 2023



ACTION MINUTES

February 22, 2023

A regular meeting of the South Placer Regional Transportation Authority Board convened on Wednesday, February 22, 2023, at approximately 10:45 a.m. at the Placer County Board of Supervisors Chambers, 175 Fulweiler Avenue, Auburn, California.

BOARD IN

ATTENDANCE:	Ken Broadway, Chair	STAFF:	Matt Click
	Bruce Houdesheldt, Vice Chair		Rick Carter
	Paul Joiner		David Melko
	Suzanne Jones		Solvi Sabol

AGENDA REVIEW

Matt Click noted that the Board received a 'pink' which is an amended memorandum pertaining to Item G. *Regional Transportation and Air Quality Mitigation Fee Allocation Request Increase for the I-80 Auxiliary Lanes Project.*

PUBLIC COMMENT

No public comment.

CONSENT CALENDAR

These items are expected to be routine and noncontroversial. They will be acted upon by the Board at one time without discussion. Any Board member, staff member, or interested citizen may request an item be removed from the consent calendar for discussion.

1. SPRTA Audited Financial Statements

Upon motion by Joiner and second by Jones, the preceding Consent Calendar item was approved by the following roll call vote:

AYES: Broadway, Houdesheldt, Joiner, Jones

NOES: None

ABSTAIN: None

REGIONAL TRANSPORTATION AND AIR QUALITY MITIGATION FEE ALLOCATION REQUEST INCREASE FOR THE I-80 AUXILIARY LANES PROJECT

Upon motion by Joiner and second by Houdesheldt the Board adopted Resolution No. 23-01 approving an increase in SPRTA's funding allocation of Regional Transportation and Air Quality Mitigation Fee program (Tier I) funds for the Interstate Auxiliary Lanes project from \$10.4 million to a not to exceed \$15.4 million by the following roll call vote:

AYES: Broadway, Houdesheldt, Joiner, Jones

NOES: None

ABSTAIN: None

CLOSED SESSION: Pursuant to Government Code §54956.8 CONFERENCE WITH REAL PROPERTY NEGOTIATORS

Under Negotiation: Price and Terms

Agency Negotiators: Matt Click, Executive Director and Rick Carter, Deputy Executive Director

052-220-028: Aldis Gale Nored and John D. Tanquary, Trustees

052-041-002: Wells Fargo Bank, National Association which acquired title as Placer Savings and Loan Association, a Corporation

The Board returned from Closed Session. Chair Broadway stated that there was no reportable action.

EXECUTIVE DIRECTOR'S REPORT

Matt Click reported that there may be a need for an April 12, 2023 SPRTA Board meeting. We will keep the Board apprised.

BOARD DIRECTION TO STAFF

None.

ADJOURN

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

A video of this meeting is available at:

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

Matt Click, Executive Director

Ken Broadway, Chair

MBC:ss



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

TO: SPRTA Board of Directors

DATE: May 24, 2023

FROM: Matt Click, Executive Director

SUBJECT: CONSENT CALENDAR

Below is the Consent Calendar item for the May 24, 2023 agenda for your review and action.

1. Nevada Station Budget

Staff recommends acceptance of the Nevada Station Budget for FY 23/24 & 24/25, recap of 2021/22 & 2022/23 Budget to Actual recap, and certify that this budget includes required bond payments.

FY 2021/22 & 2022/23 Budget to Actual Recap

Although improving, the overall economy and 2020 COVID-19 pandemic has affected the Nevada Station. In the last period, one tenant terminated their lease and two existing tenants renewed their leases, additionally one tenant extended their lease into one of the vacant offices. As a result of the terminations and new lease agreements, actual revenues for these two years were slightly below budgeted revenues. While nine of the ten office suites are currently leased, the lease rates have remained at or slightly below market rate to attract and retain building tenants.

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

FY 2021/22 and 2022/23 Budget Outlook

The budget conservatively projects FY 2023/24 & 2324/25 rental revenue with minor increases and estimates the one unoccupied office vacancy.

The financial outlook for Nevada Station has declined slightly with operating deficits projected for both years of the proposed budget, mainly due to building vacancies.

SPRTA Board of Directors
Consent Calendar
May 2023
Page 2

The proposed biannual budget includes set aside cash reserves, \$31,354 and \$32,500 per respective years, for future maintenance including:

- Ongoing Maintenance – Roof & Siding
- Ongoing and future maintenance – Replacement of existing HVAC equipment

In 2010-2011, PCTPA transferred agency reserves to Nevada Station due to the property's cash shortfalls, now with a remaining June 30, 2022 balance of \$65,000. The proposed biannual budget includes the \$30,000 repayment to PCTPA towards this payable.

U.S. Bank, which services the bonds, requires that the Agency certify that bond payments are included in the building's operating budget and have been included accordingly.

Staff recommends approval.

MBC:ss

NEVADA STATION - OPERATING BUDGET
 BUDGET TO ACTUAL: FY's 2021/22 - 2022/23
 PROPOSED BUDGET: FY's 2023/24 - 2024/25

	FY 2021/22		FY 2022/23		PROPOSED BUDGET	
	BUDGET	ACTUAL	BUDGET	ESTIMATED	FY 2023/24	FY 2024/25
GROSS INCOME - PROJECTED						
TENANT RENTAL INCOME	323,703	312,315	346,440	335,041	352,282	361,182
INTEREST INCOME	100	13	100	1,000	900	500
LESS: 5% VACANCY & CREDIT LOSS	(7,923)	-	(8,835)	(6,000)	(8,907)	(9,124)
TOTAL EFFECTIVE INCOME	315,880	312,329	337,705	330,041	344,275	352,558
OPERATING EXPENSES - PROJECTED						
ACCOUNTANT/ATTORNEY	500	638	500	-	500	500
CARPET CLEANING	250		250	-	250	250
ELEVATOR MAINT/LICENSE	2,500	2,507	2,750	6,000	3,000	3,500
FIRE EXTINGUISHERS	100		100	125	100	100
GARBAGE DISPOSAL & RECYCLING	4,250	4,592	4,500	4,600	4,700	4,800
GUTTER CLEANING	150		150		150	150
HVAC MAINTENANCE	1,500	1,506	1,500	2,000	1,500	1,500
INSURANCE	4,750	5,137	5,000	5,900	4,750	5,000
JANITORIAL SERVICE	4,000	3,840	4,250	3,840	4,000	4,250
LANDSCAPING SERVICE	6,400	7,546	7,050	7,263	7,500	7,600
LIGHTING	750	2,334	750	2,000	750	750
LOCKSMITH	500		500		500	500
MANAGEMENT - PCTPA ADMINISTRATION	17,329	25,731	18,005	23,000	20,000	22,000
MANAGEMENT - PROPERTY MANAGEMENT	10,000	10,192	12,500	10,200	10,200	10,200
MISC REPAIRS & EXPENSES	5,000	11,348	5,000	8,000	8,000	9,000
PCWA	2,250	2,375	2,500	3,500	3,600	3,600
PG&E	1,750	11,434	2,000	12,000	13,000	13,500
PHONE (ELEVATOR/ALARM)	550	643	600	650	550	600
PLUMBING / ELECTRICAL	1,500		1,750		1,500	1,750
REAL ESTATE TAXES	2,250	2,691	2,500	2,618	2,250	2,500
RESTROOM SUPPLIES	1,000	1,872	1,250	1,200	1,000	1,250
SECURITY	9,750	2,212	10,000	2,300	9,750	10,000
SEWER FEES	3,500	3,551	3,500	3,600	3,500	3,500
WINDOW WASHING	1,000		1,000	1,000	1,000	1,000
TRANSFER TO RESERVE - HVAC (12 units)	20,000		25,000	25,000	23,854	25,000
TRANSFER TO RESERVE - EXTERIOR PAINTING	5,000		5,000	5,000	5,000	5,000
TRANSFER TO RESERVE - PARKING LOT PAVING	-		-		-	-
TRANSFER TO RESERVE - ROOF & SIDING	2,500		2,500	2,500	2,500	2,500
TOTAL OPERATING EXPENSES	109,029	100,150	120,405	132,297	133,404	140,300
NET INCOME	206,851	212,179	217,300	197,744	210,871	212,258
NON-OPERATING EXPENSES						
DEBT SERVICE (Principal + Interest)	190,951	190,951	190,038	190,038	193,842	188,936
BOND TRUSTEE ADMIN FEE	2,150	2,010	2,150	1,500	2,150	2,150
MISC. NON-OPERATING	750	2,207	750		750	750
LEASE COMMISSIONS	2,500	-	2,500	940	2,500	2,500
TENANT IMPROVEMENTS	5,000		5,000		5,000	5,000
BOND COUNSEL	500		500	500	500	500
TOTAL NON-OPERATING EXPENSES	201,851	195,168	200,938	192,978	204,742	199,836
TRANSFER FROM PCTPA RESERVES	-	-	-	-	-	-
DUE TO PCTPA - PROPERTY MGMT.	-	-	-	-	-	-
DUE TO PCTPA - NOTE PAYABLE	5,000	5,000	15,000	15,000	15,000	15,000
NET OPERATING CASH FLOW	0	12,011	1,362	(10,234)	(8,871)	(2,578)



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

TO: SPRTA Board of Directors **DATE:** May 24, 2023

FROM: Rick Carter, Deputy Executive Director
Cory Peterson, Senior Transportation Planner

SUBJECT: 10:45 A.M. PUBLIC HEARING: SOUTH PLACER REGIONAL TRANSPORTATION AND AIR QUALITY MITIGATION FEE PROGRAM INFLATIONARY ADJUSTMENT 2023

Action Requested

1. Conduct a public hearing to consider the inflationary adjustment to the South Placer Regional Transportation and Air Quality Mitigation Fee Program
2. Approve Resolution #23-02, adopting the inflationary adjustment for the South Placer Regional Transportation and Air Quality Mitigation Fee Program

Background

In April 2002, the SPRTA Board adopted the Regional Transportation and Air Quality Mitigation Fee, which assessed new development for its impacts on specified regional transportation facilities. These fees went into effect on July 1, 2002. SPRTA Joint Powers Agreement (JPA), amended October 2003, provides that an annual inflationary adjustment to the fees, based on the published Construction Cost Index, be brought to the Board for consideration.

Discussion

The Board adopted a comprehensive Fee Program update in October 2014, which reflects the latest project construction costs, and an inflationary adjustment each year from 2015 to 2022. The annual inflationary adjustment based on the Construction Cost Index ensures that funds collected are enough to build the projects.

In accordance with the provisions of the JPA and based on the most current Construction Cost Index figures shown in Attachment 1, the annual inflationary adjustment has been calculated to be 1.95213%. The resulting fee schedules are shown in Attachment 1.

Public Notice

Fee increases require a notice to be provided to the public ten days prior to the hearing. A public hearing notice was published in the Lincoln News Messenger and Roseville Press Tribune Journal on May 11th as shown in Attachment 2. Notice was also posted on PCTPA's website.

Adoption of Fee Program Adjustment

The SPRTA TAC has reviewed the updated fee schedules and concurs with approval by the Board. In accordance with the Joint Powers Agreement, any changes to the Mitigation Fee must be adopted by unanimous vote of the four SPRTA members and is specified in Resolution #23-02. All legal requirements, including public notices, have been met. Additionally, the Building Industry Association's representative was notified of the increase

SPRTA Board of Directors
REGIONAL TRANSPORTATION AND AIR QUALITY MITIGATION FEE
ADJUSTMENT
May 24, 2023
Page 2

in April and provided no comments as of May 9, 2023. AB 602, which went into effect in January 2022, now requires that any fee increases go into effect no earlier than 60 days following the final action of the governing board adopting such increases. As such, if adopted, the fees would go into effect on August 1, 2023.

The Tier II Development Fee Program will also be updated to reflect the same annual inflationary adjustments, which each jurisdiction directly implements.

CP:RC:mbc

Construction Cost Index Inflation

SPRTA Fees (Regional Mitigation Fee and Tier 2 Fee)

SPRTA	Date	20 Cities	San Fran.	Average	% Change	
	Apr-22	12898.96	15103.81	14001.39		
	Apr-23	13229.57	15319.85	14274.71	1.95213%	<i>2022-2023 Summary</i>
						1.95%
						<i>2023 Summary</i>
						2.56% <i>Percent change for 20 City Average</i>
						1.43% <i>Percent change for San Francisco</i>

Notes:

CCI based on April 2023 Engineering News-Record

Table updated April 7, 2023

Construction Cost Index Inflation

2023 SPRTA Fees Summary Comparison

Regional Mitigation Fee Per DUE

District	2022 Fee	2023 Fee	Change
Dry Creek	\$ 798.92	\$ 814.52	\$ 15.60
Granite Bay	\$ 796.21	\$ 811.75	\$ 15.54
Lincoln	\$ 1,856.92	\$ 1,893.17	\$ 36.25
Newcastle_Horseshoe Bar	\$ 1,953.22	\$ 1,991.35	\$ 38.13
Placer Central	\$ 2,461.88	\$ 2,509.94	\$ 48.06
Placer West	\$ 1,881.33	\$ 1,918.06	\$ 36.73
Rocklin	\$ 2,358.79	\$ 2,404.84	\$ 46.05
Roseville West	\$ 1,207.20	\$ 1,230.77	\$ 23.57
Roseville East	\$ 1,456.78	\$ 1,485.22	\$ 28.44
Sunset	\$ 1,641.25	\$ 1,673.29	\$ 32.04

Tier 2 Fee Per DUE

Land Use Category	2022 Fee	2023 Fee	Change
Residential	\$ 8,382.18	\$ 8,545.81	\$ 163.63
Industrial/Office/Other	\$ 2,286.61	\$ 2,331.24	\$ 44.64
Commercial/Retail	\$ 4,542.58	\$ 4,631.26	\$ 88.68
University	\$ 1,531.55	\$ 1,561.45	\$ 29.90

Notes:

CCI based on April 2023 Engineering News-Record

1.952%

Table updated April 7, 2023

**2014 SPRTA Impact Fee Update With 2015 to 2023 Inflation Adjustment
Updated for ITE Trip Generation, 9th Edition
Detailed DUE Rates**

ITE Code	Land Use Category	P.M. Peak Hour Trip Rate Per Unit ¹		Trip Length ²	% New Trips ²	VMT per Unit	DUE per Unit
Industrial							
110	Light Industrial	0.97	0.97/1,000 s.f.	5.1	92	4.55	0.910
120	Heavy Industrial	0.19	0.19/1,000 s.f.	5.1	92	0.89	0.178
130	Industrial Park	0.85	0.85/1,000 s.f.	5.1	92	3.99	0.798
140	Manufacturing	0.73	0.73/1,000 s.f.	5.1	92	3.43	0.685
150	Warehousing	0.32	0.32/1,000 s.f.	5.1	92	1.50	0.300
151	Mini-Warehousing	0.26	0.26/1,000 s.f.	3.1	92	0.74	0.148
Residential							
210	Single Family	1.00	1.00/DU	5	100	5.00	1.000
220	Apartment	0.62	0.62/DU	5	100	3.10	0.620
231	Attached Condominium/Townhome	0.78	0.78/DU	5	100	3.90	0.780
240	Mobile Home Park	0.59	0.59/DU	5	100	2.95	0.590
251	Senior Adult Housing - Detached	0.27	0.27/DU	5	100	1.35	0.270
252	Senior Adult Housing - Attached	0.23	0.23/DU	5	100	1.15	0.230
253	Congregate Care	0.17	0.17/DU	2.8	74	0.35	0.070
260	Recreational Home	0.26	0.26/DU	2.8	75	0.55	0.109
Lodging							
310	Hotel	0.60	0.60/Room	6.4	71	2.73	0.545
311	All Suites Hotel	0.40	0.40/Room	6.4	71	1.82	0.364
312	Business Hotel	0.62	0.62/Room	6.4	71	2.82	0.563
320	Motel	0.47	0.47/Room	6.4	59	1.77	0.355
Recreational							
411	City Park	0.16	0.16/Acre	6.4	90	0.92	0.184
430	Golf Course	2.92	2.92/Hole	7.1	90	18.66	3.732
444	Movie Theater	3.80	3.80/1,000 s.f.	2.3	85	7.43	1.486
492	Health/Fitness Club	3.53	3.53/1,000 s.f.	3	75	7.94	1.589
493	Athletic Club	5.96	5.96/1,000 s.f.	3	75	13.41	2.682
495	Recreational Community Center	2.74	2.74/1,000 s.f.	3	75	6.17	1.233
Institutional							
520	Elementary School	1.21	1.21/1,000 s.f.	4.3	80	4.16	0.832
536	Private School (K - 12)	1.70	1.70/1,000 s.f.	4.3	80	5.85	1.170
530	High School	0.97	0.97/1,000 s.f.	4.3	90	3.75	0.751
560	Church	0.55	0.55/1,000 s.f.	3.9	90	1.93	0.386
565	Day Care Center	12.34	12.34/1,000 s.f.	2	74	18.26	3.653
590	Library	7.30	7.30/1,000 s.f.	3.9	90	25.62	5.125
Medical							
610	Hospital	0.93	0.93/1,000 s.f.	6.4	77	4.58	0.917
620	Nursing Home	0.74	0.74/1,000 s.f.	2.8	75	1.55	0.311
630	Clinic	5.18	5.18/1,000 s.f.	4.8	92	22.87	4.575
Office							
710	Up to 50,000 s.f.	4.26	4.26/1,000 s.f.	5.1	92	19.99	3.998
	50,001 - 150,000 s.f.	1.90	1.90/1,000 s.f.	5.1	92	8.91	1.783
	150,001 - 300,000 s.f.	1.47	1.47/1,000 s.f.	5.1	92	6.90	1.379
	300,001 - 500,000 s.f.	1.32	1.32/1,000 s.f.	5.1	92	6.19	1.239
	500,000 - 800,000 s.f.	1.24	1.24/1,000 s.f.	5.1	92	5.82	1.164
	> 800,000 s.f.	1.22	1.22/1,000 s.f.	5.1	92	5.72	1.145
720	Medical - Dental Office Building	3.57	3.57/1,000 s.f.	5.1	77	14.02	2.804
Retail							
812	Building Materials & Lumber Yard	4.49	4.49/1,000 s.f.	1.7	36	2.75	0.550
826	Specialty Center	2.71	2.71/1,000 s.f.	3.6	78	7.61	1.522
815	Discount Store	4.98	4.98/1,000 s.f.	1.8	57	5.11	1.022
816	Hardware Store	4.84	4.84/1,000 s.f.	1.7	36	2.96	0.592
817	Nursery	6.94	6.94/1,000 s.f.	1.7	36	4.25	0.849
820	Shopping Center						
	< 200,000 s.f.	5.99	5.99/1,000 s.f.	1.8	59	6.36	1.272
	200,001-500,000 s.f.	3.96	3.96/1,000 s.f.	2.3	76	6.92	1.384
	500,000s.f.-1,000,000 s.f.	3.08	3.08/1,000 s.f.	3	78	7.21	1.441
	>1,000,000 s.f.	2.72	2.72/1,000 s.f.	3.6	78	7.64	1.528
931	Quality Restaurant	7.49	7.49/1,000 s.f.	2.5	79	14.79	2.959
932	High Turnover Restaurant	9.85	9.85/1,000 s.f.	1.9	76	14.22	2.845
933	Fast Food w/o Drive-In	26.15	26.15/1,000 s.f.	1.7	49	21.78	4.357
934	Fast Food Drive-In	32.65	32.65/1,000 s.f.	1.7	49	27.20	5.439
941	Quick Lube Vehicle Shop	5.19	5.19/Srvc. Pos.	2.2	83	9.48	1.895
942	Automobile Care Center	3.11	3.11/1,000 s.f.	2.2	83	5.68	1.136
841	New Car Sales	2.62	2.62/1,000 s.f.	2.4	76	4.78	0.956
843	Automobile Parts Sales	5.98	5.98/1,000 s.f.	3.6	78	16.79	3.358
944	Gasoline/Service Station	13.87	13.87/Fueling Pos.	1.9	20	5.27	1.054
945	Gas/Serv. Stn. W/Conv. Market	13.51	13.51/Fueling Pos.	1.9	20	5.13	1.027
946	Gas/Serv. Stn. W/Conv. Mkt./Wash	13.86	13.86/Fueling Pos.	1.9	20	5.27	1.053
848	Tire Store	4.15	4.15/1,000 s.f.	2.2	80	7.30	1.461
850	Supermarket	9.48	9.48/1,000 s.f.	1.7	48	7.74	1.547
851	Convenience Market 24-hour	52.41	52.41/1,000 s.f.	1.5	22	17.30	3.459
852	Convenience Market < 24-hour	34.57	34.57/1,000 s.f.	1.5	22	11.41	2.282
853	Convenience Market w/Gas Pumps	50.92	50.92/1,000 s.f.	1.5	22	16.80	3.361
857	Discount Club	4.18	4.18/1,000 s.f.	2.3	79	7.60	1.519
862	Home Improvement Superstore	2.33	2.33/1,000 s.f.	1.8	52	2.18	0.436
863	Electronics Superstore	4.50	4.50/1,000 s.f.	1.8	60	4.86	0.972
864	Toy/Childrens Superstore	4.99	4.99/1,000 s.f.	1.8	59	5.30	1.060
880	Drugstore W/O Drive-Thru	8.40	8.40/1,000 s.f.	1.8	47	7.11	1.421
881	Drugstore W/Drive-Thru	9.91	9.91/1,000 s.f.	1.8	51	9.10	1.819
890	Furniture Store	0.45	0.45/1,000 s.f.	3.6	78	1.26	0.253
911	Walk-In Bank	12.13	12.13/1,000 s.f.	1.6	77	14.94	2.989
912	Drive-In Bank	24.30	24.30/1,000 s.f.	1.6	57	22.16	4.432

1. Source: ITE Trip Generation, 9th Edition.
2. Source: ITE Journal, May 1992

SPRTA Impact Fees

Jurisdiction: Placer County
 District: Dry Creek
 2014 Cost per DUE: \$589.00

2015 Annual Adjustment Factor for Inflation = 1.0246904
 2016 Annual Adjustment Factor for Inflation = 1.0323580
 2017 Annual Adjustment Factor for Inflation = 1.0245216
 2018 Annual Adjustment Factor for Inflation = 1.0273511
 2019 Annual Adjustment Factor for Inflation = 1.0245234
 2020 Annual Adjustment Factor for Inflation = 1.0288336
 2021 Annual Adjustment Factor for Inflation = 1.0320842
 2022 Annual Adjustment Factor for Inflation = 1.1198098
 2023 Annual Adjustment Factor for Inflation = 1.0195213

Cost per DUE With Inflation = \$814.52

ITE Code	Land Use Category	Unit	DUE per Unit	Fee per Unit
Industrial				
110	Light Industrial	1,000 s.f.	0.910	\$741.21
120	Heavy Industrial	1,000 s.f.	0.178	\$144.98
130	Industrial Park	1,000 s.f.	0.798	\$649.99
140	Manufacturing	1,000 s.f.	0.685	\$557.95
150	Warehousing	1,000 s.f.	0.300	\$244.36
151	Mini-Warehousing	1,000 s.f.	0.148	\$120.55
Residential				
210	Single Family	DU	1.000	\$814.52
220	Apartment	DU	0.620	\$505.00
231	Attached Condominium/Townhome	DU	0.780	\$635.32
240	Mobile Home Park	DU	0.590	\$480.57
251	Senior Adult Housing - Detached	DU	0.270	\$219.92
252	Senior Adult Housing - Attached	DU	0.230	\$187.34
253	Congregate Care	DU	0.070	\$57.02
260	Recreational Home	DU	0.109	\$88.78
Lodging				
310	Hotel	Room	0.545	\$443.91
311	All Suites Hotel	Room	0.364	\$296.48
312	Business Hotel	Room	0.563	\$458.57
320	Motel	Room	0.355	\$289.15
Recreational				
411	City Park	Acre	0.184	\$149.87
430	Golf Course	Hole	3.732	\$3,039.78
444	Movie Theater	1,000 s.f.	1.486	\$1,210.37
492	Health/Fitness Club	1,000 s.f.	1.589	\$1,294.27
493	Athletic Club	1,000 s.f.	2.682	\$2,184.54
495	Recreational Community Center	1,000 s.f.	1.233	\$1,004.30
Institutional				
520	Elementary School	1,000 s.f.	0.832	\$677.68
536	Private School (K - 12)	1,000 s.f.	1.170	\$952.99
530	High School	1,000 s.f.	0.751	\$611.70
560	Church	1,000 s.f.	0.386	\$314.40
565	Day Care Center	1,000 s.f.	3.653	\$2,975.44
590	Library	1,000 s.f.	5.125	\$4,174.41
Medical				
610	Hospital	1,000 s.f.	0.917	\$746.91
620	Nursing Home	1,000 s.f.	0.311	\$253.32
630	Clinic	1,000 s.f.	4.575	\$3,726.42
Office				
710	Up to 50,000 s.f.	1,000 s.f.	3.998	\$3,256.45
	50,001-150,000 s.f.	1,000 s.f.	1.783	\$1,452.29
	150,001-300,000 s.f.	1,000 s.f.	1.379	\$1,123.22
	300,001-500,000 s.f.	1,000 s.f.	1.239	\$1,009.19
	500,001-800,000 s.f.	1,000 s.f.	1.164	\$948.10
	> 800,000 s.f.	1,000 s.f.	1.145	\$932.62
720	Medical - Dental Office Building	1,000 s.f.	2.804	\$2,283.91
Retail				
812	Lumber Yard	1,000 s.f.	0.550	\$447.99
814	Specialty Center	1,000 s.f.	1.522	\$1,239.70
815	Discount Store	1,000 s.f.	1.022	\$832.44
816	Hardware Store	1,000 s.f.	0.592	\$482.20
817	Nursery	1,000 s.f.	0.849	\$691.53
820	Shopping Center			
	< 200,000 s.f.	1,000 s.f.	1.272	\$1,036.07
	200,001-500,000 s.f.	1,000 s.f.	1.384	\$1,127.29
	500,000s.f.-1,000,000 s.f.	1,000 s.f.	1.441	\$1,173.72
	>1,000,000 s.f.	1,000 s.f.	1.528	\$1,244.58
931	Quality Restaurant	1,000 s.f.	2.959	\$2,410.16
932	High Turnover Restaurant	1,000 s.f.	2.845	\$2,317.31
933	Fast Food w/o Drive-In	1,000 s.f.	4.357	\$3,548.86
934	Fast Food Drive-In	1,000 s.f.	5.439	\$4,430.17
941	Quick Lube Vehicle Shop	Service Pos.	1.895	\$1,543.51
942	Automobile Care Center	1,000 s.f.	1.136	\$925.29
841	New Car Sales	1,000 s.f.	0.956	\$778.68
843	Automobile Parts Sales	1,000 s.f.	3.358	\$2,735.15
944	Gas Station	Fueling Position	1.054	\$858.50
945	Gas Station w/Convenience Market	Fueling Position	1.027	\$836.51
946	Gas/Serv. Stn. W/Conv. Mkt./Wash	Fueling Position	1.053	\$857.69
848	Tire Store	1,000 s.f.	1.461	\$1,190.01
850	Supermarket	1,000 s.f.	1.547	\$1,260.06
851	Convenience Market 24-hour	1,000 s.f.	3.459	\$2,817.42
852	Convenience Market < 24-hour	1,000 s.f.	2.282	\$1,858.73
853	Convenience Market w/Gas Pumps	1,000 s.f.	3.361	\$2,737.60
861	Discount Club	1,000 s.f.	1.519	\$1,237.25
862	Home Improvement Superstore	1,000 s.f.	0.436	\$355.13
863	Electronics Superstore	1,000 s.f.	0.972	\$791.71
864	Toy/Childrens Superstore	1,000 s.f.	1.060	\$863.39
880	Drugstore W/O Drive-Thru	1,000 s.f.	1.421	\$1,157.43
881	Drugstore W/Drive-Thru	1,000 s.f.	1.819	\$1,481.61
890	Furniture Store	1,000 s.f.	0.253	\$206.07
911	Walk-In Bank	1,000 s.f.	2.989	\$2,434.60
912	Drive-In Bank	1,000 s.f.	4.432	\$3,609.95

SPRTA Impact Fees

Jurisdiction: Placer County
 District: Granite Bay
 2014 Cost per DUE: \$587.00

2015 Annual Adjustment Factor for Inflation = 1.0246904
 2016 Annual Adjustment Factor for Inflation = 1.0323580
 2017 Annual Adjustment Factor for Inflation = 1.0245216
 2018 Annual Adjustment Factor for Inflation = 1.0273511
 2019 Annual Adjustment Factor for Inflation = 1.0245234
 2020 Annual Adjustment Factor for Inflation = 1.0288336
 2021 Annual Adjustment Factor for Inflation = 1.0320842
 2022 Annual Adjustment Factor for Inflation = 1.1198098
 2023 Annual Adjustment Factor for Inflation = 1.0195213

Cost per DUE With Inflation = \$811.75

ITE Code	Land Use Category	Unit	DUE per Unit	Fee per Unit
Industrial				
110	Light Industrial	1,000 s.f.	0.910	\$738.70
120	Heavy Industrial	1,000 s.f.	0.178	\$144.49
130	Industrial Park	1,000 s.f.	0.798	\$647.78
140	Manufacturing	1,000 s.f.	0.685	\$556.05
150	Warehousing	1,000 s.f.	0.300	\$243.53
151	Mini-Warehousing	1,000 s.f.	0.148	\$120.14
Residential				
210	Single Family	DU	1.000	\$811.75
220	Apartment	DU	0.620	\$503.29
231	Attached Condominium/Townhome	DU	0.780	\$633.17
240	Mobile Home Park	DU	0.590	\$478.93
251	Senior Adult Housing - Detached	DU	0.270	\$219.17
252	Senior Adult Housing - Attached	DU	0.230	\$186.70
253	Congregate Care	DU	0.070	\$56.82
260	Recreational Home	DU	0.109	\$88.48
Lodging				
310	Hotel	Room	0.545	\$442.41
311	All Suites Hotel	Room	0.364	\$295.48
312	Business Hotel	Room	0.563	\$457.02
320	Motel	Room	0.355	\$288.17
Recreational				
411	City Park	Acre	0.184	\$149.36
430	Golf Course	Hole	3.732	\$3,029.46
444	Movie Theater	1,000 s.f.	1.486	\$1,206.26
492	Health/Fitness Club	1,000 s.f.	1.589	\$1,289.88
493	Athletic Club	1,000 s.f.	2.682	\$2,177.12
495	Recreational Community Center	1,000 s.f.	1.233	\$1,000.89
Institutional				
520	Elementary School	1,000 s.f.	0.832	\$675.38
536	Private School (K - 12)	1,000 s.f.	1.170	\$949.75
530	High School	1,000 s.f.	0.751	\$609.63
560	Church	1,000 s.f.	0.386	\$313.34
565	Day Care Center	1,000 s.f.	3.653	\$2,965.33
590	Library	1,000 s.f.	5.125	\$4,160.23
Medical				
610	Hospital	1,000 s.f.	0.917	\$744.38
620	Nursing Home	1,000 s.f.	0.311	\$252.46
630	Clinic	1,000 s.f.	4.575	\$3,713.77
Office				
710	Up to 50,000 s.f.	1,000 s.f.	3.998	\$3,245.39
	50,001-150,000 s.f.	1,000 s.f.	1.783	\$1,447.36
	150,001-300,000 s.f.	1,000 s.f.	1.379	\$1,119.41
	300,001-500,000 s.f.	1,000 s.f.	1.239	\$1,005.76
	500,001-800,000 s.f.	1,000 s.f.	1.164	\$944.88
	> 800,000 s.f.	1,000 s.f.	1.145	\$929.46
720	Medical - Dental Office Building	1,000 s.f.	2.804	\$2,276.16
Retail				
812	Lumber Yard	1,000 s.f.	0.550	\$446.46
814	Specialty Center	1,000 s.f.	1.522	\$1,235.49
815	Discount Store	1,000 s.f.	1.022	\$829.61
816	Hardware Store	1,000 s.f.	0.592	\$480.56
817	Nursery	1,000 s.f.	0.849	\$689.18
820	Shopping Center			
	< 200,000 s.f.	1,000 s.f.	1.272	\$1,032.55
	200,001-500,000 s.f.	1,000 s.f.	1.384	\$1,123.47
	500,000s.f.-1,000,000 s.f.	1,000 s.f.	1.441	\$1,169.74
	>1,000,000 s.f.	1,000 s.f.	1.528	\$1,240.36
931	Quality Restaurant	1,000 s.f.	2.959	\$2,401.98
932	High Turnover Restaurant	1,000 s.f.	2.845	\$2,309.44
933	Fast Food w/o Drive-In	1,000 s.f.	4.357	\$3,536.81
934	Fast Food Drive-In	1,000 s.f.	5.439	\$4,415.12
941	Quick Lube Vehicle Shop	Service Pos.	1.895	\$1,538.27
942	Automobile Care Center	1,000 s.f.	1.136	\$922.15
841	New Car Sales	1,000 s.f.	0.956	\$776.04
843	Automobile Parts Sales	1,000 s.f.	3.358	\$2,725.87
944	Gas Station	Fueling Position	1.054	\$855.59
945	Gas Station w/Convenience Market	Fueling Position	1.027	\$833.67
946	Gas/Serv. Stn. W/Conv. Mkt./Wash	Fueling Position	1.053	\$854.78
848	Tire Store	1,000 s.f.	1.461	\$1,185.97
850	Supermarket	1,000 s.f.	1.547	\$1,255.78
851	Convenience Market 24-hour	1,000 s.f.	3.459	\$2,807.85
852	Convenience Market < 24-hour	1,000 s.f.	2.282	\$1,852.42
853	Convenience Market w/Gas Pumps	1,000 s.f.	3.361	\$2,728.30
861	Discount Club	1,000 s.f.	1.519	\$1,233.05
862	Home Improvement Superstore	1,000 s.f.	0.436	\$353.92
863	Electronics Superstore	1,000 s.f.	0.972	\$789.02
864	Toy/Childrens Superstore	1,000 s.f.	1.060	\$860.46
880	Drugstore W/O Drive-Thru	1,000 s.f.	1.421	\$1,153.50
881	Drugstore W/Drive-Thru	1,000 s.f.	1.819	\$1,476.58
890	Furniture Store	1,000 s.f.	0.253	\$205.37
911	Walk-In Bank	1,000 s.f.	2.989	\$2,426.33
912	Drive-In Bank	1,000 s.f.	4.432	\$3,597.69

SPRTA Impact Fees

Jurisdiction: Lincoln 2015 Annual Adjustment Factor for Inflation = 1.0246904
 District: Lincoln 2016 Annual Adjustment Factor for Inflation = 1.0323580
 2014 Cost per DUE: \$1,369.00 2017 Annual Adjustment Factor for Inflation = 1.0245216
 2018 Annual Adjustment Factor for Inflation = 1.0273511
 2019 Annual Adjustment Factor for Inflation = 1.0245234
 2020 Annual Adjustment Factor for Inflation = 1.0288336
 2021 Annual Adjustment Factor for Inflation = 1.0320842
 2022 Annual Adjustment Factor for Inflation = 1.1198098
 2023 Annual Adjustment Factor for Inflation = 1.0195213

Cost per DUE With Inflation = \$1,893.17

ITE Code	Land Use Category	Unit	DUE per Unit	Fee per Unit
Industrial				
110	Light Industrial	1,000 s.f.	0.910	\$1,722.78
120	Heavy Industrial	1,000 s.f.	0.178	\$336.98
130	Industrial Park	1,000 s.f.	0.798	\$1,510.75
140	Manufacturing	1,000 s.f.	0.685	\$1,296.82
150	Warehousing	1,000 s.f.	0.300	\$567.95
151	Mini-Warehousing	1,000 s.f.	0.148	\$280.19
Residential				
210	Single Family	DU	1.000	\$1,893.17
220	Apartment	DU	0.620	\$1,173.76
231	Attached Condominium/Townhome	DU	0.780	\$1,476.67
240	Mobile Home Park	DU	0.590	\$1,116.97
251	Senior Adult Housing - Detached	DU	0.270	\$511.16
252	Senior Adult Housing - Attached	DU	0.230	\$435.43
253	Congregate Care	DU	0.070	\$132.52
260	Recreational Home	DU	0.109	\$206.36
Lodging				
310	Hotel	Room	0.545	\$1,031.78
311	All Suites Hotel	Room	0.364	\$689.11
312	Business Hotel	Room	0.563	\$1,065.85
320	Motel	Room	0.355	\$672.07
Recreational				
411	City Park	Acre	0.184	\$348.34
430	Golf Course	Hole	3.732	\$7,065.30
444	Movie Theater	1,000 s.f.	1.486	\$2,813.25
492	Health/Fitness Club	1,000 s.f.	1.589	\$3,008.24
493	Athletic Club	1,000 s.f.	2.682	\$5,077.48
495	Recreational Community Center	1,000 s.f.	1.233	\$2,334.28
Institutional				
520	Elementary School	1,000 s.f.	0.832	\$1,575.12
536	Private School (K - 12)	1,000 s.f.	1.170	\$2,215.01
530	High School	1,000 s.f.	0.751	\$1,421.77
560	Church	1,000 s.f.	0.386	\$730.76
565	Day Care Center	1,000 s.f.	3.653	\$6,915.74
590	Library	1,000 s.f.	5.125	\$9,702.49
Medical				
610	Hospital	1,000 s.f.	0.917	\$1,736.04
620	Nursing Home	1,000 s.f.	0.311	\$588.78
630	Clinic	1,000 s.f.	4.575	\$8,661.24
Office				
710	Up to 50,000 s.f.	1,000 s.f.	3.998	\$7,568.89
	50,001-150,000 s.f.	1,000 s.f.	1.783	\$3,375.52
	150,001-300,000 s.f.	1,000 s.f.	1.379	\$2,610.68
	300,001-500,000 s.f.	1,000 s.f.	1.239	\$2,345.64
	500,001-800,000 s.f.	1,000 s.f.	1.164	\$2,203.65
	> 800,000 s.f.	1,000 s.f.	1.145	\$2,167.68
720	Medical - Dental Office Building	1,000 s.f.	2.804	\$5,308.44
Retail				
812	Lumber Yard	1,000 s.f.	0.550	\$1,041.24
814	Specialty Center	1,000 s.f.	1.522	\$2,881.40
815	Discount Store	1,000 s.f.	1.022	\$1,934.82
816	Hardware Store	1,000 s.f.	0.592	\$1,120.76
817	Nursery	1,000 s.f.	0.849	\$1,607.30
820	Shopping Center			
	< 200,000 s.f.	1,000 s.f.	1.272	\$2,408.11
	200,001-500,000 s.f.	1,000 s.f.	1.384	\$2,620.14
	500,000s.f.-1,000,000 s.f.	1,000 s.f.	1.441	\$2,728.06
	>1,000,000 s.f.	1,000 s.f.	1.528	\$2,892.76
931	Quality Restaurant	1,000 s.f.	2.959	\$5,601.88
932	High Turnover Restaurant	1,000 s.f.	2.845	\$5,386.06
933	Fast Food w/o Drive-In	1,000 s.f.	4.357	\$8,248.53
934	Fast Food Drive-In	1,000 s.f.	5.439	\$10,296.94
941	Quick Lube Vehicle Shop	Service Pos.	1.895	\$3,587.55
942	Automobile Care Center	1,000 s.f.	1.136	\$2,150.64
841	New Car Sales	1,000 s.f.	0.956	\$1,809.87
843	Automobile Parts Sales	1,000 s.f.	3.358	\$6,357.26
944	Gas Station	Fueling Position	1.054	\$1,995.40
945	Gas Station w/Convenience Market	Fueling Position	1.027	\$1,944.28
946	Gas/Serv. Stn. W/Conv. Mkt./Wash	Fueling Position	1.053	\$1,993.51
848	Tire Store	1,000 s.f.	1.461	\$2,765.92
850	Supermarket	1,000 s.f.	1.547	\$2,928.73
851	Convenience Market 24-hour	1,000 s.f.	3.459	\$6,548.47
852	Convenience Market < 24-hour	1,000 s.f.	2.282	\$4,320.21
853	Convenience Market w/Gas Pumps	1,000 s.f.	3.361	\$6,362.94
861	Discount Club	1,000 s.f.	1.519	\$2,875.72
862	Home Improvement Superstore	1,000 s.f.	0.436	\$825.42
863	Electronics Superstore	1,000 s.f.	0.972	\$1,840.16
864	Toy/Childrens Superstore	1,000 s.f.	1.060	\$2,006.76
880	Drugstore W/O Drive-Thru	1,000 s.f.	1.421	\$2,690.19
881	Drugstore W/Drive-Thru	1,000 s.f.	1.819	\$3,443.67
890	Furniture Store	1,000 s.f.	0.253	\$478.97
911	Walk-In Bank	1,000 s.f.	2.989	\$5,658.68
912	Drive-In Bank	1,000 s.f.	4.432	\$8,390.52

SPRTA Impact Fees

Jurisdiction: Placer County 2015 Annual Adjustment Factor for Inflation = 1.0246904
 District: Newcastle/Horseshoe Bar 2016 Annual Adjustment Factor for Inflation = 1.0323580
 2014 Cost per DUE: \$1,440.00 2017 Annual Adjustment Factor for Inflation = 1.0245216
 2018 Annual Adjustment Factor for Inflation = 1.0273511
 2019 Annual Adjustment Factor for Inflation = 1.0245234
 2020 Annual Adjustment Factor for Inflation = 1.0288336
 2021 Annual Adjustment Factor for Inflation = 1.0320842
 2022 Annual Adjustment Factor for Inflation = 1.1198098
 2023 Annual Adjustment Factor for Inflation = 1.0195213

Cost per DUE With Inflation = \$1,991.35

ITE Code	Land Use Category	Unit	DUE per Unit	Fee per Unit
Industrial				
110	Light Industrial	1,000 s.f.	0.910	\$1,812.13
120	Heavy Industrial	1,000 s.f.	0.178	\$354.46
130	Industrial Park	1,000 s.f.	0.798	\$1,589.10
140	Manufacturing	1,000 s.f.	0.685	\$1,364.08
150	Warehousing	1,000 s.f.	0.300	\$597.41
151	Mini-Warehousing	1,000 s.f.	0.148	\$294.72
Residential				
210	Single Family	DU	1.000	\$1,991.35
220	Apartment	DU	0.620	\$1,234.64
231	Attached Condominium/Townhome	DU	0.780	\$1,553.26
240	Mobile Home Park	DU	0.590	\$1,174.90
251	Senior Adult Housing - Detached	DU	0.270	\$537.67
252	Senior Adult Housing - Attached	DU	0.230	\$458.01
253	Congregate Care	DU	0.070	\$139.39
260	Recreational Home	DU	0.109	\$217.06
Lodging				
310	Hotel	Room	0.545	\$1,085.29
311	All Suites Hotel	Room	0.364	\$724.85
312	Business Hotel	Room	0.563	\$1,121.13
320	Motel	Room	0.355	\$706.93
Recreational				
411	City Park	Acre	0.184	\$366.41
430	Golf Course	Hole	3.732	\$7,431.73
444	Movie Theater	1,000 s.f.	1.486	\$2,959.15
492	Health/Fitness Club	1,000 s.f.	1.589	\$3,164.26
493	Athletic Club	1,000 s.f.	2.682	\$5,340.81
495	Recreational Community Center	1,000 s.f.	1.233	\$2,455.34
Institutional				
520	Elementary School	1,000 s.f.	0.832	\$1,656.81
536	Private School (K - 12)	1,000 s.f.	1.170	\$2,329.88
530	High School	1,000 s.f.	0.751	\$1,495.51
560	Church	1,000 s.f.	0.386	\$768.66
565	Day Care Center	1,000 s.f.	3.653	\$7,274.41
590	Library	1,000 s.f.	5.125	\$10,205.68
Medical				
610	Hospital	1,000 s.f.	0.917	\$1,826.07
620	Nursing Home	1,000 s.f.	0.311	\$619.31
630	Clinic	1,000 s.f.	4.575	\$9,110.44
Office				
710	Up to 50,000 s.f.	1,000 s.f.	3.998	\$7,961.43
	50,001-150,000 s.f.	1,000 s.f.	1.783	\$3,550.58
	150,001-300,000 s.f.	1,000 s.f.	1.379	\$2,746.08
	300,001-500,000 s.f.	1,000 s.f.	1.239	\$2,467.29
	500,001-800,000 s.f.	1,000 s.f.	1.164	\$2,317.93
	> 800,000 s.f.	1,000 s.f.	1.145	\$2,280.10
720	Medical - Dental Office Building	1,000 s.f.	2.804	\$5,583.75
Retail				
812	Lumber Yard	1,000 s.f.	0.550	\$1,095.24
814	Specialty Center	1,000 s.f.	1.522	\$3,030.84
815	Discount Store	1,000 s.f.	1.022	\$2,035.16
816	Hardware Store	1,000 s.f.	0.592	\$1,178.88
817	Nursery	1,000 s.f.	0.849	\$1,690.66
820	Shopping Center			
	< 200,000 s.f.	1,000 s.f.	1.272	\$2,533.00
	200,001-500,000 s.f.	1,000 s.f.	1.384	\$2,756.03
	500,000s.f.-1,000,000 s.f.	1,000 s.f.	1.441	\$2,869.54
	>1,000,000 s.f.	1,000 s.f.	1.528	\$3,042.79
931	Quality Restaurant	1,000 s.f.	2.959	\$5,892.41
932	High Turnover Restaurant	1,000 s.f.	2.845	\$5,665.40
933	Fast Food w/o Drive-In	1,000 s.f.	4.357	\$8,676.32
934	Fast Food Drive-In	1,000 s.f.	5.439	\$10,830.97
941	Quick Lube Vehicle Shop	Service Pos.	1.895	\$3,773.61
942	Automobile Care Center	1,000 s.f.	1.136	\$2,262.18
841	New Car Sales	1,000 s.f.	0.956	\$1,903.73
843	Automobile Parts Sales	1,000 s.f.	3.358	\$6,686.96
944	Gas Station	Fueling Position	1.054	\$2,098.89
945	Gas Station w/Convenience Market	Fueling Position	1.027	\$2,045.12
946	Gas/Serv. Stn. W/Conv. Mkt./Wash	Fueling Position	1.053	\$2,096.89
848	Tire Store	1,000 s.f.	1.461	\$2,909.37
850	Supermarket	1,000 s.f.	1.547	\$3,080.62
851	Convenience Market 24-hour	1,000 s.f.	3.459	\$6,888.09
852	Convenience Market < 24-hour	1,000 s.f.	2.282	\$4,544.27
853	Convenience Market w/Gas Pumps	1,000 s.f.	3.361	\$6,692.94
861	Discount Club	1,000 s.f.	1.519	\$3,024.86
862	Home Improvement Superstore	1,000 s.f.	0.436	\$868.23
863	Electronics Superstore	1,000 s.f.	0.972	\$1,935.59
864	Toy/Childrens Superstore	1,000 s.f.	1.060	\$2,110.83
880	Drugstore W/O Drive-Thru	1,000 s.f.	1.421	\$2,829.71
881	Drugstore W/Drive-Thru	1,000 s.f.	1.819	\$3,622.27
890	Furniture Store	1,000 s.f.	0.253	\$503.81
911	Walk-In Bank	1,000 s.f.	2.989	\$5,952.15
912	Drive-In Bank	1,000 s.f.	4.432	\$8,825.68

SPRTA Impact Fees

Jurisdiction: Placer County
 District: Placer Central
 2014 Cost per DUE: \$1,815.00

2015 Annual Adjustment Factor for Inflation = 1.0246904
 2016 Annual Adjustment Factor for Inflation = 1.0323580
 2017 Annual Adjustment Factor for Inflation = 1.0245216
 2018 Annual Adjustment Factor for Inflation = 1.0273511
 2019 Annual Adjustment Factor for Inflation = 1.0245234
 2020 Annual Adjustment Factor for Inflation = 1.0288336
 2021 Annual Adjustment Factor for Inflation = 1.0320842
 2022 Annual Adjustment Factor for Inflation = 1.1198098
 2023 Annual Adjustment Factor for Inflation = 1.0195213

Cost per DUE With Inflation = \$2,509.93

ITE Code	Land Use Category	Unit	DUE per Unit	Fee per Unit
Industrial				
110	Light Industrial	1,000 s.f.	0.910	\$2,284.04
120	Heavy Industrial	1,000 s.f.	0.178	\$446.77
130	Industrial Park	1,000 s.f.	0.798	\$2,002.93
140	Manufacturing	1,000 s.f.	0.685	\$1,719.30
150	Warehousing	1,000 s.f.	0.300	\$752.98
151	Mini-Warehousing	1,000 s.f.	0.148	\$371.47
Residential				
210	Single Family	DU	1.000	\$2,509.93
220	Apartment	DU	0.620	\$1,556.16
231	Attached Condominium/Townhome	DU	0.780	\$1,957.75
240	Mobile Home Park	DU	0.590	\$1,480.86
251	Senior Adult Housing - Detached	DU	0.270	\$677.68
252	Senior Adult Housing - Attached	DU	0.230	\$577.28
253	Congregate Care	DU	0.070	\$175.70
260	Recreational Home	DU	0.109	\$273.58
Lodging				
310	Hotel	Room	0.545	\$1,367.91
311	All Suites Hotel	Room	0.364	\$913.62
312	Business Hotel	Room	0.563	\$1,413.09
320	Motel	Room	0.355	\$891.03
Recreational				
411	City Park	Acre	0.184	\$461.83
430	Golf Course	Hole	3.732	\$9,367.07
444	Movie Theater	1,000 s.f.	1.486	\$3,729.76
492	Health/Fitness Club	1,000 s.f.	1.589	\$3,988.29
493	Athletic Club	1,000 s.f.	2.682	\$6,731.64
495	Recreational Community Center	1,000 s.f.	1.233	\$3,094.75
Institutional				
520	Elementary School	1,000 s.f.	0.832	\$2,088.27
536	Private School (K - 12)	1,000 s.f.	1.170	\$2,936.62
530	High School	1,000 s.f.	0.751	\$1,884.96
560	Church	1,000 s.f.	0.386	\$968.83
565	Day Care Center	1,000 s.f.	3.653	\$9,168.79
590	Library	1,000 s.f.	5.125	\$12,863.41
Medical				
610	Hospital	1,000 s.f.	0.917	\$2,301.61
620	Nursing Home	1,000 s.f.	0.311	\$780.59
630	Clinic	1,000 s.f.	4.575	\$11,482.95
Office				
710	Up to 50,000 s.f.	1,000 s.f.	3.998	\$10,034.72
	50,001-150,000 s.f.	1,000 s.f.	1.783	\$4,475.21
	150,001-300,000 s.f.	1,000 s.f.	1.379	\$3,461.20
	300,001-500,000 s.f.	1,000 s.f.	1.239	\$3,109.81
	500,001-800,000 s.f.	1,000 s.f.	1.164	\$2,921.56
	> 800,000 s.f.	1,000 s.f.	1.145	\$2,873.87
720	Medical - Dental Office Building	1,000 s.f.	2.804	\$7,037.86
Retail				
812	Lumber Yard	1,000 s.f.	0.550	\$1,380.46
814	Specialty Center	1,000 s.f.	1.522	\$3,820.12
815	Discount Store	1,000 s.f.	1.022	\$2,565.15
816	Hardware Store	1,000 s.f.	0.592	\$1,485.88
817	Nursery	1,000 s.f.	0.849	\$2,130.93
820	Shopping Center			
	< 200,000 s.f.	1,000 s.f.	1.272	\$3,192.64
	200,001-500,000 s.f.	1,000 s.f.	1.384	\$3,473.75
	500,000s.f.-1,000,000 s.f.	1,000 s.f.	1.441	\$3,616.82
	>1,000,000 s.f.	1,000 s.f.	1.528	\$3,835.18
931	Quality Restaurant	1,000 s.f.	2.959	\$7,426.90
932	High Turnover Restaurant	1,000 s.f.	2.845	\$7,140.76
933	Fast Food w/o Drive-In	1,000 s.f.	4.357	\$10,935.78
934	Fast Food Drive-In	1,000 s.f.	5.439	\$13,651.53
941	Quick Lube Vehicle Shop	Service Pos.	1.895	\$4,756.33
942	Automobile Care Center	1,000 s.f.	1.136	\$2,851.29
841	New Car Sales	1,000 s.f.	0.956	\$2,399.50
843	Automobile Parts Sales	1,000 s.f.	3.358	\$8,428.36
944	Gas Station	Fueling Position	1.054	\$2,645.47
945	Gas Station w/Convenience Market	Fueling Position	1.027	\$2,577.70
946	Gas/Serv. Stn. W/Conv. Mkt./Wash	Fueling Position	1.053	\$2,642.96
848	Tire Store	1,000 s.f.	1.461	\$3,667.01
850	Supermarket	1,000 s.f.	1.547	\$3,882.87
851	Convenience Market 24-hour	1,000 s.f.	3.459	\$8,681.86
852	Convenience Market < 24-hour	1,000 s.f.	2.282	\$5,727.67
853	Convenience Market w/Gas Pumps	1,000 s.f.	3.361	\$8,435.89
861	Discount Club	1,000 s.f.	1.519	\$3,812.59
862	Home Improvement Superstore	1,000 s.f.	0.436	\$1,094.33
863	Electronics Superstore	1,000 s.f.	0.972	\$2,439.66
864	Toy/Childrens Superstore	1,000 s.f.	1.060	\$2,660.53
880	Drugstore W/O Drive-Thru	1,000 s.f.	1.421	\$3,566.62
881	Drugstore W/Drive-Thru	1,000 s.f.	1.819	\$4,565.57
890	Furniture Store	1,000 s.f.	0.253	\$635.01
911	Walk-In Bank	1,000 s.f.	2.989	\$7,502.19
912	Drive-In Bank	1,000 s.f.	4.432	\$11,124.03

SPRTA Impact Fees

UPDATED: 4/7/2023

Jurisdiction: Placer County 2015 Annual Adjustment Factor for Inflation = 1.0246904
 District: Placer West 2016 Annual Adjustment Factor for Inflation = 1.0323580
 2014 Cost per DUE: \$1,387.00 2017 Annual Adjustment Factor for Inflation = 1.0245216
 2018 Annual Adjustment Factor for Inflation = 1.0273511
 2019 Annual Adjustment Factor for Inflation = 1.0245234
 2020 Annual Adjustment Factor for Inflation = 1.0288336
 2021 Annual Adjustment Factor for Inflation = 1.0320842
 2022 Annual Adjustment Factor for Inflation = 1.1198098
 2023 Annual Adjustment Factor for Inflation = 1.0195213

Cost per DUE With Inflation = \$1,918.06

ITE Code	Land Use Category	Unit	DUE per Unit	Fee per Unit
Industrial				
110	Light Industrial	1,000 s.f.	0.910	\$1,745.43
120	Heavy Industrial	1,000 s.f.	0.178	\$341.41
130	Industrial Park	1,000 s.f.	0.798	\$1,530.61
140	Manufacturing	1,000 s.f.	0.685	\$1,313.87
150	Warehousing	1,000 s.f.	0.300	\$575.42
151	Mini-Warehousing	1,000 s.f.	0.148	\$283.87
Residential				
210	Single Family	DU	1.000	\$1,918.06
220	Apartment	DU	0.620	\$1,189.20
231	Attached Condominium/Townhome	DU	0.780	\$1,496.09
240	Mobile Home Park	DU	0.590	\$1,131.66
251	Senior Adult Housing - Detached	DU	0.270	\$517.88
252	Senior Adult Housing - Attached	DU	0.230	\$441.15
253	Congregate Care	DU	0.070	\$134.26
260	Recreational Home	DU	0.109	\$209.07
Lodging				
310	Hotel	Room	0.545	\$1,045.34
311	All Suites Hotel	Room	0.364	\$698.17
312	Business Hotel	Room	0.563	\$1,079.87
320	Motel	Room	0.355	\$680.91
Recreational				
411	City Park	Acre	0.184	\$352.92
430	Golf Course	Hole	3.732	\$7,158.20
444	Movie Theater	1,000 s.f.	1.486	\$2,850.24
492	Health/Fitness Club	1,000 s.f.	1.589	\$3,047.80
493	Athletic Club	1,000 s.f.	2.682	\$5,144.24
495	Recreational Community Center	1,000 s.f.	1.233	\$2,364.97
Institutional				
520	Elementary School	1,000 s.f.	0.832	\$1,595.83
536	Private School (K - 12)	1,000 s.f.	1.170	\$2,244.13
530	High School	1,000 s.f.	0.751	\$1,440.46
560	Church	1,000 s.f.	0.386	\$740.37
565	Day Care Center	1,000 s.f.	3.653	\$7,006.67
590	Library	1,000 s.f.	5.125	\$9,830.06
Medical				
610	Hospital	1,000 s.f.	0.917	\$1,758.86
620	Nursing Home	1,000 s.f.	0.311	\$596.52
630	Clinic	1,000 s.f.	4.575	\$8,775.12
Office				
710	Up to 50,000 s.f.	1,000 s.f.	3.998	\$7,668.40
	50,001-150,000 s.f.	1,000 s.f.	1.783	\$3,419.90
	150,001-300,000 s.f.	1,000 s.f.	1.379	\$2,645.00
	300,001-500,000 s.f.	1,000 s.f.	1.239	\$2,376.48
	500,001-800,000 s.f.	1,000 s.f.	1.164	\$2,232.62
	> 800,000 s.f.	1,000 s.f.	1.145	\$2,196.18
720	Medical - Dental Office Building	1,000 s.f.	2.804	\$5,378.24
Retail				
812	Lumber Yard	1,000 s.f.	0.550	\$1,054.93
814	Specialty Center	1,000 s.f.	1.522	\$2,919.29
815	Discount Store	1,000 s.f.	1.022	\$1,960.26
816	Hardware Store	1,000 s.f.	0.592	\$1,135.49
817	Nursery	1,000 s.f.	0.849	\$1,628.43
820	Shopping Center			
	< 200,000 s.f.	1,000 s.f.	1.272	\$2,439.77
	200,001-500,000 s.f.	1,000 s.f.	1.384	\$2,654.60
	500,000s.f.-1,000,000 s.f.	1,000 s.f.	1.441	\$2,763.92
	>1,000,000 s.f.	1,000 s.f.	1.528	\$2,930.80
931	Quality Restaurant	1,000 s.f.	2.959	\$5,675.54
932	High Turnover Restaurant	1,000 s.f.	2.845	\$5,456.88
933	Fast Food w/o Drive-In	1,000 s.f.	4.357	\$8,356.99
934	Fast Food Drive-In	1,000 s.f.	5.439	\$10,432.33
941	Quick Lube Vehicle Shop	Service Pos.	1.895	\$3,634.72
942	Automobile Care Center	1,000 s.f.	1.136	\$2,178.92
841	New Car Sales	1,000 s.f.	0.956	\$1,833.67
843	Automobile Parts Sales	1,000 s.f.	3.358	\$6,440.85
944	Gas Station	Fueling Position	1.054	\$2,021.64
945	Gas Station w/Convenience Market	Fueling Position	1.027	\$1,969.85
946	Gas/Serv. Stn. W/Conv. Mkt./Wash	Fueling Position	1.053	\$2,019.72
848	Tire Store	1,000 s.f.	1.461	\$2,802.29
850	Supermarket	1,000 s.f.	1.547	\$2,967.24
851	Convenience Market 24-hour	1,000 s.f.	3.459	\$6,634.57
852	Convenience Market < 24-hour	1,000 s.f.	2.282	\$4,377.01
853	Convenience Market w/Gas Pumps	1,000 s.f.	3.361	\$6,446.60
861	Discount Club	1,000 s.f.	1.519	\$2,913.53
862	Home Improvement Superstore	1,000 s.f.	0.436	\$836.27
863	Electronics Superstore	1,000 s.f.	0.972	\$1,864.35
864	Toy/Childrens Superstore	1,000 s.f.	1.060	\$2,033.14
880	Drugstore W/O Drive-Thru	1,000 s.f.	1.421	\$2,725.56
881	Drugstore W/Drive-Thru	1,000 s.f.	1.819	\$3,488.95
890	Furniture Store	1,000 s.f.	0.253	\$485.27
911	Walk-In Bank	1,000 s.f.	2.989	\$5,733.08
912	Drive-In Bank	1,000 s.f.	4.432	\$8,500.84

SPRTA Impact Fees

Jurisdiction: Rocklin	2015 Annual Adjustment Factor for Inflation = 1.0246904
District: Rocklin	2016 Annual Adjustment Factor for Inflation = 1.0323580
2014 Cost per DUE: \$1,739.00	2017 Annual Adjustment Factor for Inflation = 1.0245216
	2018 Annual Adjustment Factor for Inflation = 1.0273511
	2019 Annual Adjustment Factor for Inflation = 1.0245234
	2020 Annual Adjustment Factor for Inflation = 1.0288336
	2021 Annual Adjustment Factor for Inflation = 1.0320842
	2022 Annual Adjustment Factor for Inflation = 1.1198098
	2023 Annual Adjustment Factor for Inflation = 1.0195213

Cost per DUE With Inflation = \$2,404.84

ITE Code	Land Use Category	Unit	DUE per Unit	Fee per Unit
Industrial				
110	Light Industrial	1,000 s.f.	0.910	\$2,188.40
120	Heavy Industrial	1,000 s.f.	0.178	\$428.06
130	Industrial Park	1,000 s.f.	0.798	\$1,919.06
140	Manufacturing	1,000 s.f.	0.685	\$1,647.31
150	Warehousing	1,000 s.f.	0.300	\$721.45
151	Mini-Warehousing	1,000 s.f.	0.148	\$355.92
Residential				
210	Single Family	DU	1.000	\$2,404.84
220	Apartment	DU	0.620	\$1,491.00
231	Attached Condominium/Townhome	DU	0.780	\$1,875.77
240	Mobile Home Park	DU	0.590	\$1,418.85
251	Senior Adult Housing - Detached	DU	0.270	\$649.31
252	Senior Adult Housing - Attached	DU	0.230	\$553.11
253	Congregate Care	DU	0.070	\$168.34
260	Recreational Home	DU	0.109	\$262.13
Lodging				
310	Hotel	Room	0.545	\$1,310.64
311	All Suites Hotel	Room	0.364	\$875.36
312	Business Hotel	Room	0.563	\$1,353.92
320	Motel	Room	0.355	\$853.72
Recreational				
411	City Park	Acre	0.184	\$442.49
430	Golf Course	Hole	3.732	\$8,974.84
444	Movie Theater	1,000 s.f.	1.486	\$3,573.58
492	Health/Fitness Club	1,000 s.f.	1.589	\$3,821.28
493	Athletic Club	1,000 s.f.	2.682	\$6,449.77
495	Recreational Community Center	1,000 s.f.	1.233	\$2,965.16
Institutional				
520	Elementary School	1,000 s.f.	0.832	\$2,000.82
536	Private School (K - 12)	1,000 s.f.	1.170	\$2,813.66
530	High School	1,000 s.f.	0.751	\$1,806.03
560	Church	1,000 s.f.	0.386	\$928.27
565	Day Care Center	1,000 s.f.	3.653	\$8,784.86
590	Library	1,000 s.f.	5.125	\$12,324.78
Medical				
610	Hospital	1,000 s.f.	0.917	\$2,205.23
620	Nursing Home	1,000 s.f.	0.311	\$747.90
630	Clinic	1,000 s.f.	4.575	\$11,002.12
Office				
710	Up to 50,000 s.f.	1,000 s.f.	3.998	\$9,614.53
	50,001-150,000 s.f.	1,000 s.f.	1.783	\$4,287.82
	150,001-300,000 s.f.	1,000 s.f.	1.379	\$3,316.27
	300,001-500,000 s.f.	1,000 s.f.	1.239	\$2,979.59
	500,001-800,000 s.f.	1,000 s.f.	1.164	\$2,799.23
	> 800,000 s.f.	1,000 s.f.	1.145	\$2,753.54
720	Medical - Dental Office Building	1,000 s.f.	2.804	\$6,743.16
Retail				
812	Lumber Yard	1,000 s.f.	0.550	\$1,322.66
814	Specialty Center	1,000 s.f.	1.522	\$3,660.16
815	Discount Store	1,000 s.f.	1.022	\$2,457.74
816	Hardware Store	1,000 s.f.	0.592	\$1,423.66
817	Nursery	1,000 s.f.	0.849	\$2,041.71
820	Shopping Center			
	< 200,000 s.f.	1,000 s.f.	1.272	\$3,058.95
	200,001-500,000 s.f.	1,000 s.f.	1.384	\$3,328.29
	500,000s.f.-1,000,000 s.f.	1,000 s.f.	1.441	\$3,465.37
	>1,000,000 s.f.	1,000 s.f.	1.528	\$3,674.59
931	Quality Restaurant	1,000 s.f.	2.959	\$7,115.91
932	High Turnover Restaurant	1,000 s.f.	2.845	\$6,841.76
933	Fast Food w/o Drive-In	1,000 s.f.	4.357	\$10,477.87
934	Fast Food Drive-In	1,000 s.f.	5.439	\$13,079.90
941	Quick Lube Vehicle Shop	Service Pos.	1.895	\$4,557.16
942	Automobile Care Center	1,000 s.f.	1.136	\$2,731.89
841	New Car Sales	1,000 s.f.	0.956	\$2,299.02
843	Automobile Parts Sales	1,000 s.f.	3.358	\$8,075.44
944	Gas Station	Fueling Position	1.054	\$2,534.70
945	Gas Station w/Convenience Market	Fueling Position	1.027	\$2,469.77
946	Gas/Serv. Stn. W/Conv. Mkt./Wash	Fueling Position	1.053	\$2,532.29
848	Tire Store	1,000 s.f.	1.461	\$3,513.46
850	Supermarket	1,000 s.f.	1.547	\$3,720.28
851	Convenience Market 24-hour	1,000 s.f.	3.459	\$8,318.32
852	Convenience Market < 24-hour	1,000 s.f.	2.282	\$5,487.83
853	Convenience Market w/Gas Pumps	1,000 s.f.	3.361	\$8,082.65
861	Discount Club	1,000 s.f.	1.519	\$3,652.94
862	Home Improvement Superstore	1,000 s.f.	0.436	\$1,048.51
863	Electronics Superstore	1,000 s.f.	0.972	\$2,337.50
864	Toy/Childrens Superstore	1,000 s.f.	1.060	\$2,549.13
880	Drugstore W/O Drive-Thru	1,000 s.f.	1.421	\$3,417.27
881	Drugstore W/Drive-Thru	1,000 s.f.	1.819	\$4,374.40
890	Furniture Store	1,000 s.f.	0.253	\$608.42
911	Walk-In Bank	1,000 s.f.	2.989	\$7,188.05
912	Drive-In Bank	1,000 s.f.	4.432	\$10,658.23

SPRTA Impact Fees

UPDATED: 4/7/2023

Jurisdiction: Roseville 2015 Annual Adjustment Factor for Inflation = 1.0246904
 District: Roseville West 2016 Annual Adjustment Factor for Inflation = 1.0323580
 2014 Cost per DUE: \$890.00 2017 Annual Adjustment Factor for Inflation = 1.0245216
 2018 Annual Adjustment Factor for Inflation = 1.0273511
 2019 Annual Adjustment Factor for Inflation = 1.0245234
 2020 Annual Adjustment Factor for Inflation = 1.0288336
 2021 Annual Adjustment Factor for Inflation = 1.0320842
 2022 Annual Adjustment Factor for Inflation = 1.1198098
 2023 Annual Adjustment Factor for Inflation = 1.0195213

Cost per DUE With Inflation = \$1,230.77

ITE Code	Land Use Category	Unit	DUE per Unit	Fee per Unit
Industrial				
110	Light Industrial	1,000 s.f.	0.910	\$1,120.00
120	Heavy Industrial	1,000 s.f.	0.178	\$219.08
130	Industrial Park	1,000 s.f.	0.798	\$982.15
140	Manufacturing	1,000 s.f.	0.685	\$843.08
150	Warehousing	1,000 s.f.	0.300	\$369.23
151	Mini-Warehousing	1,000 s.f.	0.148	\$182.15
Residential				
210	Single Family	DU	1.000	\$1,230.77
220	Apartment	DU	0.620	\$763.08
231	Attached Condominium/Townhome	DU	0.780	\$960.00
240	Mobile Home Park	DU	0.590	\$726.15
251	Senior Adult Housing - Detached	DU	0.270	\$332.31
252	Senior Adult Housing - Attached	DU	0.230	\$283.08
253	Congregate Care	DU	0.070	\$86.15
260	Recreational Home	DU	0.109	\$134.15
Lodging				
310	Hotel	Room	0.545	\$670.77
311	All Suites Hotel	Room	0.364	\$448.00
312	Business Hotel	Room	0.563	\$692.92
320	Motel	Room	0.355	\$436.92
Recreational				
411	City Park	Acre	0.184	\$226.46
430	Golf Course	Hole	3.732	\$4,593.22
444	Movie Theater	1,000 s.f.	1.486	\$1,828.92
492	Health/Fitness Club	1,000 s.f.	1.589	\$1,955.69
493	Athletic Club	1,000 s.f.	2.682	\$3,300.92
495	Recreational Community Center	1,000 s.f.	1.233	\$1,517.54
Institutional				
520	Elementary School	1,000 s.f.	0.832	\$1,024.00
536	Private School (K - 12)	1,000 s.f.	1.170	\$1,440.00
530	High School	1,000 s.f.	0.751	\$924.31
560	Church	1,000 s.f.	0.386	\$475.08
565	Day Care Center	1,000 s.f.	3.653	\$4,495.99
590	Library	1,000 s.f.	5.125	\$6,307.68
Medical				
610	Hospital	1,000 s.f.	0.917	\$1,128.61
620	Nursing Home	1,000 s.f.	0.311	\$382.77
630	Clinic	1,000 s.f.	4.575	\$5,630.76
Office				
710	Up to 50,000 s.f.	1,000 s.f.	3.998	\$4,920.61
	50,001-150,000 s.f.	1,000 s.f.	1.783	\$2,194.46
	150,001-300,000 s.f.	1,000 s.f.	1.379	\$1,697.23
	300,001-500,000 s.f.	1,000 s.f.	1.239	\$1,524.92
	500,001-800,000 s.f.	1,000 s.f.	1.164	\$1,432.61
	> 800,000 s.f.	1,000 s.f.	1.145	\$1,409.23
720	Medical - Dental Office Building	1,000 s.f.	2.804	\$3,451.07
Retail				
812	Lumber Yard	1,000 s.f.	0.550	\$676.92
814	Specialty Center	1,000 s.f.	1.522	\$1,873.23
815	Discount Store	1,000 s.f.	1.022	\$1,257.84
816	Hardware Store	1,000 s.f.	0.592	\$728.61
817	Nursery	1,000 s.f.	0.849	\$1,044.92
820	Shopping Center			
	< 200,000 s.f.	1,000 s.f.	1.272	\$1,565.54
	200,001-500,000 s.f.	1,000 s.f.	1.384	\$1,703.38
	500,000s.f.-1,000,000 s.f.	1,000 s.f.	1.441	\$1,773.53
	>1,000,000 s.f.	1,000 s.f.	1.528	\$1,880.61
931	Quality Restaurant	1,000 s.f.	2.959	\$3,641.84
932	High Turnover Restaurant	1,000 s.f.	2.845	\$3,501.53
933	Fast Food w/o Drive-In	1,000 s.f.	4.357	\$5,362.45
934	Fast Food Drive-In	1,000 s.f.	5.439	\$6,694.14
941	Quick Lube Vehicle Shop	Service Pos.	1.895	\$2,332.30
942	Automobile Care Center	1,000 s.f.	1.136	\$1,398.15
841	New Car Sales	1,000 s.f.	0.956	\$1,176.61
843	Automobile Parts Sales	1,000 s.f.	3.358	\$4,132.91
944	Gas Station	Fueling Position	1.054	\$1,297.23
945	Gas Station w/Convenience Market	Fueling Position	1.027	\$1,264.00
946	Gas/Serv. Stn. W/Conv. Mkt./Wash	Fueling Position	1.053	\$1,296.00
848	Tire Store	1,000 s.f.	1.461	\$1,798.15
850	Supermarket	1,000 s.f.	1.547	\$1,904.00
851	Convenience Market 24-hour	1,000 s.f.	3.459	\$4,257.22
852	Convenience Market < 24-hour	1,000 s.f.	2.282	\$2,808.61
853	Convenience Market w/Gas Pumps	1,000 s.f.	3.361	\$4,136.61
861	Discount Club	1,000 s.f.	1.519	\$1,869.53
862	Home Improvement Superstore	1,000 s.f.	0.436	\$536.61
863	Electronics Superstore	1,000 s.f.	0.972	\$1,196.31
864	Toy/Childrens Superstore	1,000 s.f.	1.060	\$1,304.61
880	Drugstore W/O Drive-Thru	1,000 s.f.	1.421	\$1,748.92
881	Drugstore W/Drive-Thru	1,000 s.f.	1.819	\$2,238.76
890	Furniture Store	1,000 s.f.	0.253	\$311.38
911	Walk-In Bank	1,000 s.f.	2.989	\$3,678.76
912	Drive-In Bank	1,000 s.f.	4.432	\$5,454.76

SPRTA Impact Fees

UPDATED: 4/7/2023

Jurisdiction: Roseville 2015 Annual Adjustment Factor for Inflation = 1.0246904
 District: Roseville East 2016 Annual Adjustment Factor for Inflation = 1.0323580
 2014 Cost per DUE: \$1,074.00 2017 Annual Adjustment Factor for Inflation = 1.0245216
 2018 Annual Adjustment Factor for Inflation = 1.0273511
 2019 Annual Adjustment Factor for Inflation = 1.0245234
 2020 Annual Adjustment Factor for Inflation = 1.0288336
 2021 Annual Adjustment Factor for Inflation = 1.0320842
 2022 Annual Adjustment Factor for Inflation = 1.1198098
 2023 Annual Adjustment Factor for Inflation = 1.0195213

Cost per DUE With Inflation = \$1,485.22

ITE Code	Land Use Category	Unit	DUE per Unit	Fee per Unit
Industrial				
110	Light Industrial	1,000 s.f.	0.910	\$1,351.55
120	Heavy Industrial	1,000 s.f.	0.178	\$264.37
130	Industrial Park	1,000 s.f.	0.798	\$1,185.20
140	Manufacturing	1,000 s.f.	0.685	\$1,017.37
150	Warehousing	1,000 s.f.	0.300	\$445.57
151	Mini-Warehousing	1,000 s.f.	0.148	\$219.81
Residential				
210	Single Family	DU	1.000	\$1,485.22
220	Apartment	DU	0.620	\$920.83
231	Attached Condominium/Townhome	DU	0.780	\$1,158.47
240	Mobile Home Park	DU	0.590	\$876.28
251	Senior Adult Housing - Detached	DU	0.270	\$401.01
252	Senior Adult Housing - Attached	DU	0.230	\$341.60
253	Congregate Care	DU	0.070	\$103.97
260	Recreational Home	DU	0.109	\$161.89
Lodging				
310	Hotel	Room	0.545	\$809.44
311	All Suites Hotel	Room	0.364	\$540.62
312	Business Hotel	Room	0.563	\$836.18
320	Motel	Room	0.355	\$527.25
Recreational				
411	City Park	Acre	0.184	\$273.28
430	Golf Course	Hole	3.732	\$5,542.83
444	Movie Theater	1,000 s.f.	1.486	\$2,207.03
492	Health/Fitness Club	1,000 s.f.	1.589	\$2,360.01
493	Athletic Club	1,000 s.f.	2.682	\$3,983.35
495	Recreational Community Center	1,000 s.f.	1.233	\$1,831.27
Institutional				
520	Elementary School	1,000 s.f.	0.832	\$1,235.70
536	Private School (K - 12)	1,000 s.f.	1.170	\$1,737.70
530	High School	1,000 s.f.	0.751	\$1,115.40
560	Church	1,000 s.f.	0.386	\$573.29
565	Day Care Center	1,000 s.f.	3.653	\$5,425.50
590	Library	1,000 s.f.	5.125	\$7,611.74
Medical				
610	Hospital	1,000 s.f.	0.917	\$1,361.94
620	Nursing Home	1,000 s.f.	0.311	\$461.90
630	Clinic	1,000 s.f.	4.575	\$6,794.87
Office				
710	Up to 50,000 s.f.	1,000 s.f.	3.998	\$5,937.90
	50,001-150,000 s.f.	1,000 s.f.	1.783	\$2,648.14
	150,001-300,000 s.f.	1,000 s.f.	1.379	\$2,048.11
	300,001-500,000 s.f.	1,000 s.f.	1.239	\$1,840.18
	500,001-800,000 s.f.	1,000 s.f.	1.164	\$1,728.79
	> 800,000 s.f.	1,000 s.f.	1.145	\$1,700.57
720	Medical - Dental Office Building	1,000 s.f.	2.804	\$4,164.55
Retail				
812	Lumber Yard	1,000 s.f.	0.550	\$816.87
814	Specialty Center	1,000 s.f.	1.522	\$2,260.50
815	Discount Store	1,000 s.f.	1.022	\$1,517.89
816	Hardware Store	1,000 s.f.	0.592	\$879.25
817	Nursery	1,000 s.f.	0.849	\$1,260.95
820	Shopping Center			
	< 200,000 s.f.	1,000 s.f.	1.272	\$1,889.20
	200,001-500,000 s.f.	1,000 s.f.	1.384	\$2,055.54
	500,000s.f.-1,000,000 s.f.	1,000 s.f.	1.441	\$2,140.20
	>1,000,000 s.f.	1,000 s.f.	1.528	\$2,269.41
931	Quality Restaurant	1,000 s.f.	2.959	\$4,394.76
932	High Turnover Restaurant	1,000 s.f.	2.845	\$4,225.44
933	Fast Food w/o Drive-In	1,000 s.f.	4.357	\$6,471.09
934	Fast Food Drive-In	1,000 s.f.	5.439	\$8,078.10
941	Quick Lube Vehicle Shop	Service Pos.	1.895	\$2,814.49
942	Automobile Care Center	1,000 s.f.	1.136	\$1,687.21
841	New Car Sales	1,000 s.f.	0.956	\$1,419.87
843	Automobile Parts Sales	1,000 s.f.	3.358	\$4,987.36
944	Gas Station	Fueling Position	1.054	\$1,565.42
945	Gas Station w/Convenience Market	Fueling Position	1.027	\$1,525.32
946	Gas/Serv. Stn. W/Conv. Mkt./Wash	Fueling Position	1.053	\$1,563.93
848	Tire Store	1,000 s.f.	1.461	\$2,169.90
850	Supermarket	1,000 s.f.	1.547	\$2,297.63
851	Convenience Market 24-hour	1,000 s.f.	3.459	\$5,137.37
852	Convenience Market < 24-hour	1,000 s.f.	2.282	\$3,389.27
853	Convenience Market w/Gas Pumps	1,000 s.f.	3.361	\$4,991.82
861	Discount Club	1,000 s.f.	1.519	\$2,256.05
862	Home Improvement Superstore	1,000 s.f.	0.436	\$647.55
863	Electronics Superstore	1,000 s.f.	0.972	\$1,443.63
864	Toy/Childrens Superstore	1,000 s.f.	1.060	\$1,574.33
880	Drugstore W/O Drive-Thru	1,000 s.f.	1.421	\$2,110.49
881	Drugstore W/Drive-Thru	1,000 s.f.	1.819	\$2,701.61
890	Furniture Store	1,000 s.f.	0.253	\$375.76
911	Walk-In Bank	1,000 s.f.	2.989	\$4,439.31
912	Drive-In Bank	1,000 s.f.	4.432	\$6,582.48

SPRTA Impact Fees

Jurisdiction: Placer County
 District: Sunset
 2014 Cost per DUE: \$1,210.00

2015 Annual Adjustment Factor for Inflation = 1.0246904
 2016 Annual Adjustment Factor for Inflation = 1.0323580
 2017 Annual Adjustment Factor for Inflation = 1.0245216
 2018 Annual Adjustment Factor for Inflation = 1.0273511
 2019 Annual Adjustment Factor for Inflation = 1.0245234
 2020 Annual Adjustment Factor for Inflation = 1.0288336
 2021 Annual Adjustment Factor for Inflation = 1.0320842
 2022 Annual Adjustment Factor for Inflation = 1.1198098
 2023 Annual Adjustment Factor for Inflation = 1.0195213

Cost per DUE With Inflation = \$1,673.29

ITE Code	Land Use Category	Unit	DUE per Unit	Fee per Unit
Industrial				
110	Light Industrial	1,000 s.f.	0.910	\$1,522.69
120	Heavy Industrial	1,000 s.f.	0.178	\$297.85
130	Industrial Park	1,000 s.f.	0.798	\$1,335.29
140	Manufacturing	1,000 s.f.	0.685	\$1,146.20
150	Warehousing	1,000 s.f.	0.300	\$501.99
151	Mini-Warehousing	1,000 s.f.	0.148	\$247.65
Residential				
210	Single Family	DU	1.000	\$1,673.29
220	Apartment	DU	0.620	\$1,037.44
231	Attached Condominium/Townhome	DU	0.780	\$1,305.17
240	Mobile Home Park	DU	0.590	\$987.24
251	Senior Adult Housing - Detached	DU	0.270	\$451.79
252	Senior Adult Housing - Attached	DU	0.230	\$384.86
253	Congregate Care	DU	0.070	\$117.13
260	Recreational Home	DU	0.109	\$182.39
Lodging				
310	Hotel	Room	0.545	\$911.94
311	All Suites Hotel	Room	0.364	\$609.08
312	Business Hotel	Room	0.563	\$942.06
320	Motel	Room	0.355	\$594.02
Recreational				
411	City Park	Acre	0.184	\$307.89
430	Golf Course	Hole	3.732	\$6,244.72
444	Movie Theater	1,000 s.f.	1.486	\$2,486.51
492	Health/Fitness Club	1,000 s.f.	1.589	\$2,658.86
493	Athletic Club	1,000 s.f.	2.682	\$4,487.76
495	Recreational Community Center	1,000 s.f.	1.233	\$2,063.17
Institutional				
520	Elementary School	1,000 s.f.	0.832	\$1,392.18
536	Private School (K - 12)	1,000 s.f.	1.170	\$1,957.75
530	High School	1,000 s.f.	0.751	\$1,256.64
560	Church	1,000 s.f.	0.386	\$645.89
565	Day Care Center	1,000 s.f.	3.653	\$6,112.53
590	Library	1,000 s.f.	5.125	\$8,575.61
Medical				
610	Hospital	1,000 s.f.	0.917	\$1,534.41
620	Nursing Home	1,000 s.f.	0.311	\$520.39
630	Clinic	1,000 s.f.	4.575	\$7,655.30
Office				
710	Up to 50,000 s.f.	1,000 s.f.	3.998	\$6,689.81
	50,001-150,000 s.f.	1,000 s.f.	1.783	\$2,983.48
	150,001-300,000 s.f.	1,000 s.f.	1.379	\$2,307.47
	300,001-500,000 s.f.	1,000 s.f.	1.239	\$2,073.21
	500,001-800,000 s.f.	1,000 s.f.	1.164	\$1,947.71
	> 800,000 s.f.	1,000 s.f.	1.145	\$1,915.92
720	Medical - Dental Office Building	1,000 s.f.	2.804	\$4,691.90
Retail				
812	Lumber Yard	1,000 s.f.	0.550	\$920.31
814	Specialty Center	1,000 s.f.	1.522	\$2,546.75
815	Discount Store	1,000 s.f.	1.022	\$1,710.10
816	Hardware Store	1,000 s.f.	0.592	\$990.59
817	Nursery	1,000 s.f.	0.849	\$1,420.62
820	Shopping Center			
	< 200,000 s.f.	1,000 s.f.	1.272	\$2,128.42
	200,001-500,000 s.f.	1,000 s.f.	1.384	\$2,315.83
	500,000s.f.-1,000,000 s.f.	1,000 s.f.	1.441	\$2,411.21
	>1,000,000 s.f.	1,000 s.f.	1.528	\$2,556.79
931	Quality Restaurant	1,000 s.f.	2.959	\$4,951.26
932	High Turnover Restaurant	1,000 s.f.	2.845	\$4,760.51
933	Fast Food w/o Drive-In	1,000 s.f.	4.357	\$7,290.52
934	Fast Food Drive-In	1,000 s.f.	5.439	\$9,101.02
941	Quick Lube Vehicle Shop	Service Pos.	1.895	\$3,170.88
942	Automobile Care Center	1,000 s.f.	1.136	\$1,900.86
841	New Car Sales	1,000 s.f.	0.956	\$1,599.66
843	Automobile Parts Sales	1,000 s.f.	3.358	\$5,618.91
944	Gas Station	Fueling Position	1.054	\$1,763.65
945	Gas Station w/Convenience Market	Fueling Position	1.027	\$1,718.47
946	Gas/Serv. Stn. W/Conv. Mkt./Wash	Fueling Position	1.053	\$1,761.97
848	Tire Store	1,000 s.f.	1.461	\$2,444.68
850	Supermarket	1,000 s.f.	1.547	\$2,588.58
851	Convenience Market 24-hour	1,000 s.f.	3.459	\$5,787.91
852	Convenience Market < 24-hour	1,000 s.f.	2.282	\$3,818.45
853	Convenience Market w/Gas Pumps	1,000 s.f.	3.361	\$5,623.93
861	Discount Club	1,000 s.f.	1.519	\$2,541.73
862	Home Improvement Superstore	1,000 s.f.	0.436	\$729.55
863	Electronics Superstore	1,000 s.f.	0.972	\$1,626.44
864	Toy/Childrens Superstore	1,000 s.f.	1.060	\$1,773.69
880	Drugstore W/O Drive-Thru	1,000 s.f.	1.421	\$2,377.74
881	Drugstore W/Drive-Thru	1,000 s.f.	1.819	\$3,043.71
890	Furniture Store	1,000 s.f.	0.253	\$423.34
911	Walk-In Bank	1,000 s.f.	2.989	\$5,001.46
912	Drive-In Bank	1,000 s.f.	4.432	\$7,416.02

**NOTICE OF PUBLIC HEARING
SOUTH PLACER REGIONAL TRANSPORTATION AUTHORITY
LEGAL NOTICE**

Notice is given that the South Placer Regional Transportation Authority (SPRTA) will hold a public hearing to consider a resolution to adjust the SPRTA regional traffic fees to account for increased construction costs as published in the Engineering News Record. Traffic mitigation fees are paid by new development upon issuance of building permits to fund regional transportation facilities. The proposed resolution will increase the current fees by 1.95213% and will become effective August 1, 2023.

WHEN: May 24, 2023 at 10:45 a.m. (or as close to this time as possible)
WHERE: Placer County Board of Supervisors Chambers
175 Fulweiler Avenue, Auburn, California
SUBJECT: South Placer Regional Transportation and Air Quality Mitigation Fee
Program Inflationary Adjustment 2023

This SPRTA Board meeting will be open to the public. Additionally, the public may comment virtually through a Zoom meeting webinar <https://placer-ca-gov.zoom.us/j/92361879307> by using the “raise hand” function. The public may also participate by telephone by calling +1 877 853 5247 (Toll Free), Webinar ID: 923 6187 9307 by dialing *9 to “raise your hand” at the time the Chair announces the item. Written public comments before the meeting are encouraged.

RESOLUTION NO. 23-02

**A RESOLUTION OF THE BOARD OF DIRECTORS OF THE
SOUTH PLACER REGIONAL TRANSPORTATION AUTHORITY
ADOPTING AN INFLATIONARY ADJUSTMENT TO 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 May 24, 2023 by the following vote on roll call:

AYES:

NOES:

**ABSENT/
ABSTAIN:**

WHEREAS, the South Placer Regional Transportation Authority ("Authority") was formed to provide for the coordinated planning, design, financing, acquisition, determination of the timing of construction, and construction, of certain transportation improvements located in the area of jurisdiction of the Authority; and

WHEREAS, the adoption of the Regional Transportation and Air Quality Mitigation Fee included the requirement that, on an annual basis, the Board 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 as published in the Engineering News Record publication, unless otherwise determined by the Board.

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 Regional Transportation and Air Quality Mitigation Fee Improvement Program 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) The estimated cost of the Facilities, the 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 continues to exist.

WHEREAS, the revised Regional Transportation and Air Quality Mitigation Fee schedule, as adjusted for inflation, was available for public inspection and review more than ten (10) days prior to this public hearing;

NOW, THEREFORE, pursuant to the authority of Section 5.M of the Joint Exercise of Powers Agreement for the Planning, Design, Financing, Acquisition and Construction of Regional Transportation Improvements, dated October 1, 2003, ("JPA Agreement"), it is hereby resolved by the Board that:

1. Fee Adjustment. The Regional Transportation and Air Quality Mitigation Fee schedule, as shown in Attachment 2, is hereby adjusted to reflect an increase of 1.95213%.
2. Adoption. Pursuant to Section 8 of the JPA Agreement, this Resolution is adopted unanimously.
3. 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.
4. Effective Date. This Resolution and the Fee hereby approved shall be effective August 1, 2023, and complies with the 60-day waiting period following the action of this governing board, as required by AB 602.

Matt Click, AICP
Executive Director

Ken Broadway, Chair

Attest: _____
Solvi Sabol, Board Secretary



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

TO: SPRTA Board of Directors

DATE: May 24, 2023

**FROM: Rick Carter, Deputy Executive Director
 Planner**

**SUBJECT: REGIONAL TRANSPORTATION AND AIR QUALITY MITIGATION FEE
 ALLOCATION REQUEST FOR THE SOUTH PLACER TRANSIT
 PROJECT**

Action Requested

Adopt Resolution #23-03 allocating up to \$1,186,000 of Regional Transportation and Air Quality Mitigation Fee program (Tier I) funds to the South Placer Transit project for construction phase.

Background

The Regional Transportation and Air Quality Mitigation Fee (Tier I) has provided timely and strategic funding for high priority transportation projects in South Placer County. The Tier I fee program was enacted in 2002, with updates adopted in 2006, 2009, and 2014. The City of Roseville is implementing the South Placer Transit Project and has identified construction cost increases. PCTPA is requesting an increased funding allocation for the regional project.

Discussion

The South Placer Transit Project will provide new electric bus express transit service connections between the City of Lincoln, the Galleria, Sutter Roseville and Kaiser Permanente Medical centers, and the Watt/I-80 light rail station. The City of Roseville is implementing this regional project, which includes infrastructure design and construction phases, the acquisition of buses, and transit operations. PCTPA included this project in the 2020 Solutions for Congested Corridors program application and was awarded a \$6 million grant for all phases of the project. The design phase was allocated \$136,000 from Tier 1 in March 2022. The project is ready for the construction phase, which includes building new bus stops with overhead charging facilities at the Galleria. Roseville staff have identified increased construction costs of \$1.448 million largely due to increases in overhead bus charging equipment costs. A portion of the increase can be covered with LCTOP funding, the balance is sought from Tier 1 as noted below. The proposed construction phase funding is shown below.

SPRTA Board of Directors
SOUTH PLACER TRANSIT PROJECT TIER I FUNDING ALLOCATION
May 2023
Page 2

Fund Source	Amount
Solutions for Congested Corridors Program (SCCP)	\$1,295,000
Low Carbon Transit Operations Program (LCTOP)	\$262,203
THIS REQUEST: SPRTA Tier 1, less any "Carl Moyer" Program funding	\$1,186,000
Total	\$2,743,203

Roseville has applied for \$1 million from the Carl Moyer Memorial Air Quality Standards Attainment Program grant to help offset this cost, with results expected in August 2023. However, Roseville must request a construction funding allocation for the SCCP funds from the California Transportation Commission (CTC) at the June 2023 meeting. The CTC request must show the project is fully funded with committed funding. Roseville is seeking an allocation up to \$1,186,000 to satisfy the CTC's committed funding requirement and fully fund the project, however the final allocation amount will be reduced by any amount of Carl Moyer Memorial Air Quality Standards Attainment Program funding awarded, should any be awarded. The allocation would come from Tier I funding identified for Bus/Transit projects.

Financial Analysis

Staff have analyzed all requests in conjunction with known needs for future allocations and have determined there is sufficient anticipated revenue to allocate the requested funds. The Tier 1 Capital Improvement Program has specified a total contribution of \$7,000,000 to regional bus and transit projects, of which \$5,734,000 remains unallocated. The SPRTA Technical Advisory Committee (TAC) concurs with the staff recommendation.

RC:ss:mbc

RESOLUTION NO. 23-03

**A RESOLUTION OF THE BOARD OF DIRECTORS OF THE
SOUTH PLACER REGIONAL TRANSPORTATION AUTHORITY
ALLOCATING REGIONAL TRANSPORTATION AND AIR QUALITY
MITIGATION FEE PROGRAM FEES TO THE SOUTH PLACER TRANSIT PROJECT**

The following resolution was duly passed by the Board of the South Placer Regional Transportation Authority at a regular meeting held May 24, 2023 by the following vote on roll call:

AYES:

NOES:

ABSENT:

WHEREAS, the South Placer Regional Transportation Authority ("Authority") was formed to provide for the coordinated planning, design, financing, acquisition, determination of the timing of construction, and construction, of certain transportation improvements located in the area of jurisdiction of the Authority; and

WHEREAS, the Authority adopted the Regional Transportation and Air Quality Mitigation Fee to finance specified transportation facilities, as specified in Authority Resolution #14-04 dated October 22, 2014; and

WHEREAS, the South Placer Transit Project provides new electric bus express transit service connections between the City of Lincoln, the Galleria, Sutter Roseville and Kaiser Permanente Medical centers, and the Watt/I-80 light rail station; and

WHEREAS, the project includes construction of new bus charging facilities, purchase of electric buses, and initial operation costs; and

WHEREAS, the project received an allocation of \$136,000 in Tier I funding in March 2022 for the design phase of the project; and

WHEREAS, the Capital Improvement Program has specified a total contribution of \$7,000,000 to regional bus and transit projects, of which \$5,734,000 remains unallocated; and

WHEREAS, the City of Roseville is the lead agency for the South Placer Transit project; and

WHEREAS, the City of Roseville is requesting \$1,186,000 in Tier I funding for construction phase of the project.

NOW, THEREFORE, BE IT RESOLVED THAT the Authority finds South Placer Transit Project eligible for Bus and Transit funding within the Tier I fee program and allocates \$1,186,000 to the City of Roseville for expenditure for the construction phase of the South Placer Transit Project.

Matt Click
Executive Director

Ken Broadway, Chair

Attest: _____
Solvi Sabol, Board Secretary



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

TO: SPRTA Board of Directors

DATE: May 24, 2021

FROM: Rick Carter, Deputy Executive Director

SUBJECT: PLACER PARKWAY PHASE 1 REIMBURSEMENT AGREEMENT

Action Requested

Approve Resolution #23-04 authorizing the Executive Director to execute the Placer Parkway Phase 1 Reimbursement Agreement on behalf of the South Placer Regional Transportation Authority (SPRTA), enabling Placer County to advance fund and construct the first phase of Placer Parkway from State Route 65 to Foothills Boulevard.

Background

SPRTA created its Tier 2 funding program with the express purpose of funding Placer Parkway. In December 2020, the SPRTA Board approved an earlier version of this reimbursement agreement which allowed the County and the United Auburn Indian Community (UAIC) to jointly fund construction of Placer Parkway Phase 1 and be reimbursed from the SPRTA Tier 2 funding program. The cities of Lincoln, Rocklin and Roseville had previously approved the 2020 agreement and the Placer County Board of Supervisors was going to be the last jurisdiction to approve the agreement. However, that 2020 version was never fully executed because Placer County renegotiated significant increases in the amount of funding from UAIC after SPRTA's approval. The agreement for consideration today includes the increased project costs and funding levels. It has been approved by the cities of Rocklin, Roseville, and is scheduled to be considered by Lincoln at their May 23rd meeting.

Discussion

Placer Parkway is a new regional limited-access expressway approved by South Placer Regional Transportation Authority (SPRTA) in 2009 to relieve congestion in South Placer County. The Parkway is ultimately planned to connect Hwy-65 to Hwy-99 through Placer and Sutter counties to relieve congestion on Hwy-65, I-80, and the I-80/Hwy-65 interchange and is a necessary roadway improvement to avoid having to widen Interstate 80 and Highway 65 beyond existing in-place right-of-way which is constrained by residential and commercial developments constructed to the right-of-way boundaries. Environmental analyses completed for the general plans and specific plans of each of the South Placer communities include mitigation measures to relieve traffic congestion, including construction of Placer Parkway, over the next 25 to 40 years. Without the Parkway, existing developed properties would need to be acquired, and potentially condemned, in order to expand Interstate 80 or Highway 65 to meet mitigation requirements. This would come at a much higher cost and risk of significant disruption to area residents, businesses, and neighboring communities.

SPRTA adopted an alignment for Placer Parkway in 2009 following an extensive planning effort, environmental review, and public outreach meetings. The Parkway is designed to be built in phases as adjacent development areas build out. It is anticipated that each development area will likely build more than its "fair share" of the roadway and would be entitled to reimbursement through the SPRTA Tier 2 fee program which was specifically established to fund Placer Parkway. The proposed reimbursement agreement shown in Attachment 1 would allow the County and the United Auburn Indian Community (UAIC) to jointly fund construction of the

SPRTA Board of Directors
PLACER PARKWAY PHASE 1 REIMBURSEMENT AGREEMENT
May 24, 2023
Page 2

approximately \$81 million Phase 1 roadway project. If approved, the UAIC will contribute up to \$9 million in non-reimbursable funds and approximately \$27.7 million (previously \$15 million) in reimbursable funds toward the cost of the Phase 1 improvements. The agreement also recognizes that the UAIC will pay the remaining balance of approximately \$8.4 million in fair share contributions to other County roadway improvements. Placer County will advance the \$8.4 million fair share contribution received from the UAIC plus the remaining balance needed (approximately \$37 million) as reimbursable funding. The project will be managed by Placer County. The County will receive repayment, directly from PCTPA, for the reimbursable contributions over time through fees collected via the Tier 2 fee program, and the advanced funding will be repaid with interest based on the “20-City average” and the “San Francisco” construction cost index (CCI) as reported by the Engineering News-Record (ENR) publication. The County is responsible for reimbursement to the UAIC.

The Placer Parkway Phase 1 improvements include completion of the Whitney Ranch Interchange, an overcrossing over the Union Pacific Railroad and Industrial Avenue, and roadway construction to Foothills Boulevard. The final design of the project is nearly complete, with right-of-way acquisition and utility relocation work underway. Construction is scheduled to begin in 2024.

RC:ss:mbc

TIER 2 FUNDING COMMITMENT AGREEMENT

THIS TIER 2 FUNDING COMMITMENT AGREEMENT (“Agreement”) is made as of the _____ day of _____, 20__ , by and among and the County of Placer, a political subdivision of the State of California, (“County”), the City of Lincoln, a municipal corporation (“Lincoln”), the City of Rocklin, a municipal corporation (“Rocklin”), and the City of Roseville, a municipal corporation (“Roseville”).

RECITALS

WHEREAS, the County and the United Auburn Indian Community (“Tribe”) have entered into a Funding and Reimbursement Agreement (“FARA”) to work cooperatively to design, finance, and construct the initial phase of the regional transportation project known as Placer Parkway, as such initial phase is depicted on Exhibit A attached hereto. (the “Placer Parkway Phase 1 Improvement Project”, or “Phase 1 Project”).

WHEREAS, the Phase 1 Project consists of transportation facilities extending generally from California State Route 65 west to Foothills Boulevard North in unincorporated Placer County.

WHEREAS, the FARA establishes a funding mechanism, based on a combination of reimbursable and non-reimbursable County and Tribe contributions, to facilitate construction of the Phase 1 Project, with reimbursement where applicable provided by future traffic impact fees paid pursuant to the South Placer Regional Transportation Authority’s Tier 2 Traffic Fee program. (“Tier 2 Fees.”)

WHEREAS, on September 1, 2015, the Placer County Board of Supervisors adopted Resolution 2015-189 approving an Initial Study/Mitigated Negative Declaration (SCH 2015052032), with required findings and mitigations and adopting a mitigation monitoring plan, for the Phase I Project.

WHEREAS, on March 21, 2017, the Placer County Board of Supervisors adopted Resolution 2017-065 approving the design contract for the Phase 1 Project.

WHEREAS, the FARA includes a commitment by the Tribe to advance to the County a total of up to Nine Million Dollars (\$9,000,000) on a non-reimbursable basis, for use on the Phase 1 Project as more fully described in the FARA.

WHEREAS, in the FARA, the Tribe agreed to advance to the County a total of up to Twenty Seven Million Seven Hundred Forty Five Thousand Two Hundred and Fifty Dollars (\$27,745,250) on a reimbursable basis, for use on the Phase 1 Project as more fully described therein.

WHEREAS, the County has to date agreed to fund the design contract for the Phase 1 Project in the amount of Six Million Dollars (\$6,000,000) (the "Design Costs").

WHEREAS, a Memorandum of Understanding between the County and the Tribe calls for the Tribe to pay its fair share of a potential grade separation or equivalent project at Athens Avenue and the Union Pacific railroad tracks, as more fully described the in the FARA, and the County and Tribe have agreed that Tribe's Remaining Grade Separation Project Fair Share Contribution is Eight Million Four Hundred Nine Thousand Five Hundred dollars (\$8,409,500).

WHEREAS, the County estimates the cost of the Phase 1 Project in 2022 dollars is Eighty One Million Nine Hundred Thousand Dollars (\$81,900,000) with funding shown on attached Exhibit D.

WHEREAS, in the FARA, the County agreed to advance a total of Thirty Six Million Seven Hundred Forty Five Thousand Two Hundred and Fifty Dollars (\$36,745,250) on a reimbursable basis, for use on the Phase 1 Project, which consists of the Design Costs identified above and Thirty Million Seven Hundred Forty Five Thousand Two Hundred and Fifty Dollars (\$30,745,250) in additional funds, as more fully described in the FARA.

WHEREAS, Lincoln, Rocklin, and Roseville are referred to herein as the "City Parties."

WHEREAS, Section 7 of the Tier II Development Fee Memorandum of Agreement between the County and the City Parties provides a mechanism for reimbursement to a party or developer that constructs subject improvements as identified in that agreement.

WHEREAS, in order to provide an ongoing revenue source for the reimbursable amounts identified in the FARA, the County has requested the City Parties commit, as a first priority and with interest equal to the Tier 2 CCI identified herein, future Tier 2 revenues collected within the City Parties' respective jurisdictions to repay the County

and Tribe for the moneys the County and Tribe advanced pursuant to the FARA for construction of the Phase 1 Project.

WHEREAS, recognizing the need for the Phase 1 Project and the opportunity to advance construction of the Phase 1 Project that is provided by the FARA, the City Parties have each agreed to commit Tier 2 revenues as identified herein.

WHEREAS the County and City Parties each desire to address the potential future application of Tier 2 Fees to Tribe-owned lands located in the County's Sunset Area Plan area.

WHEREAS, the parties agree that there is funding contained in the SPRTA budgeting process designated for planning of future phases of Placer Parkway and that this Agreement is not intended to restrict or otherwise affect the use of such planning funds.

WHEREAS, a copy of the FARA is attached as Exhibit B to this Agreement.

WHEREAS, the Parties wish to enter into an agreement to memorialize their understanding on the matters identified above.

AGREEMENT

NOW THEREFORE, the Parties hereto agree as follows:

1. Definitions. Words and phrases used in this Agreement shall have the following meanings:

Connector Roadway means the proposed roadway connection between the Phase 1 Project and the Athens Ave. as more fully depicted on attached Exhibit C.

Effective Date means the date that this Agreement is executed by all parties.

MOU means the Amended and Restated Memorandum of Understanding between the County and Tribe dated July 10, 2018, as such memorandum may be amended and/or restated from time to time.

SPRTA means the South Placer Regional Transportation Authority.

Tier 2 CCI means the annual construction cost index adjustment more fully described in amended Section 3 of the Tier 2 Agreement, whether or not formally adopted by SPRTA in any given year.

Tier 2 Agreement means that certain “Tier II Development Fee Memorandum of Agreement” entered into by the County and the City Parties on May 27, 2009, and amended in 2013 and 2017, as such agreement may be amended from time to time.

2. Purpose and Intent of Agreement. The purpose and intent of this Agreement is to provide for the memorialization of the understanding between the Parties regarding each party’s obligation to contribute future Tier 2 revenues to reimburse the County and Tribe for Phase 1 Project and related costs incurred by the County and Tribe, accounting therefore, and acknowledgement of reimbursement rights relating to such revenues.

3. Term and Termination. This Agreement shall be effective as of the date first above written and shall remain in effect for thirty (30) years, or until such time as the Parties agree to extend, terminate and/or supersede this Agreement.

4. City Parties’ Obligations Regarding Tier 2 Fees. The City Parties, and each of them, agree, for the term of this Agreement, to:

a. Continue to collect Tier 2 Fees as provided for in the Tier 2 Agreement, including the Tier 2 CCI.

b. Forward to SPRTA all Tier 2 Fees collected, including the Tier 2 CCI.

c. Consent to SPRTA distributing Tier 2 Fees, including the Tier 2 CCI, to the County for the purposes of reimbursing the County and Tribe for costs of the Phase 1 Project as provided for in the FARA. The City Parties each agree that collection and distribution of the Tier 2 CCI to the

County as provided for herein will provide County a source of funds to pay to the County and Tribe, as the case may be, interest on reimbursable amounts based on the Construction Cost Index as identified in the Tier 2 Agreement. By executing its consent hereto, SPRTA agrees to Tier 2 Fees to the County until the entire Reimbursement Maximum, including Tier 2 CCI amounts, is reimbursed.

d. Take such measures as necessary to ensure that Tier 2 Fees and the Tier 2 CCI will continue to be collected and distributed as provided for herein, whether such fees are renamed and/or modified or replaced by a functionally equivalent fee, including, without limitation, one or more regional fees involving one or more public entities.

e. Nothing in this Agreement shall be construed to create an obligation of, or be attributable to, the City Parties' general or special funds or any other funds in the possession or control of the City Parties or their accounts now or in the future.

5. Connector Roadway. The City Parties each agree and acknowledge as follows:

a. In the FARA, the County agreed to review and process in accordance with established County practices any applications for encroachment, grading and/or other permits that the Tribe may determine advisable or necessary to build and connect the Tribe's proposed Connector Roadway, either as such Connector Roadway is described in attached Exhibit C (including right turn in/right turn out components) or as may otherwise be requested by the Tribe, to the Phase 1 Project and to Athens Ave., with the Tribe responsible for all costs of environmental compliance, permitting and building the Connector Roadway, including such traffic control devices as may be reasonably required by the County. Any material changes to the proposed Connector Roadway from that shown on attached Exhibit C shall be presented to SPRTA for its review and concurrence.

b. That the Connector Roadway, if constructed, shall be property of the Tribe and shall not be part of the County's maintained mileage system

of roadways.

c. That the intent of the cooperating agencies is for the Placer Parkway to be a limited access expressway, and that, although intersections may start as at-grade signalized intersections, the goal is that grade-separated interchanges would eventually be constructed.

6. Tribe Non-Reimbursable Contribution.

a. The City Parties agree and acknowledge that the Tribe agreed in the FARA to remit to the County a total of up to Nine Million Dollars (\$9,000,000) as a non-reimbursable contribution for use on the Phase 1 Project (collectively, the “Tribe Non-Reimbursable Contribution”).

b. The County agrees to deposit the Tribe Non-Reimbursable Contribution for sole and exclusive use on the Phase 1 Project.

7. Tribe Reimbursable Contribution

a. The City Parties agree and acknowledge that the Tribe agreed in the FARA to remit to the County a total of up to Twenty Seven Million Seven Hundred Forty Five Thousand Two Hundred and Fifty Dollars (\$27,745,250) as a reimbursable contribution for use on the Phase 1 Project (collectively, the “Tribe Reimbursable Contribution”).

b. The County agrees to deposit the Tribe Reimbursable Contribution for sole and exclusive use on the Phase 1 Project.

c. The City Parties agree and acknowledge that Tier 2 Fees and Tier 2 CCI collected and forwarded to SPRTA will subsequently be forwarded to the County for reimbursement to the Tribe of reimbursable Tribe contributions, with interest at the Tier 2 CCI amount, pursuant to the FARA.

8. Remaining Phase 1 Project Costs

a. The parties agree and acknowledge that the County agreed in the FARA to be responsible for all other Phase 1 Project Costs above

and beyond the Remaining Grade Separation Project Fair Share Contribution, the Tribe Non-Reimbursable Contribution and the Tribe Reimbursable Contribution (such County obligations, including Design Costs, are collectively the “County Contributions”).)

b. The City Parties agree and acknowledge that Tier 2 Fees and Tier 2 CCI collected and forwarded to SPRTA will subsequently be forwarded to the County for reimbursement of the County Contributions and the Remaining Grade Separation Project Fair Share Contribution, with interest at the Tier 2 CCI amount.

9. County Obligation to Construct Phase 1 Project. The Parties agree that the County shall have the obligation to reasonably prosecute construction and completion of the Phase 1 Project to the extent permitted by law. County agrees to notify the City Parties in writing at least twice per year regarding construction progress.

10. Reimbursement Maximum. The parties agree that the maximum reimbursement amount subject to this Agreement shall be, adjusting for the Tier 2 CCI, the total of the Tribe Reimbursable Contribution, the County Contributions, the Remaining Grade Separation Project Fair Share Contribution, and any deficiency amounts paid by the County to the Tribe pursuant to Section 9(d) of FARA.

11. Tribe-Owned Lands Located in County’s Sunset Area Plan Area. The parties agree and acknowledge that that the Tribe owns land within the County’s Sunset Area Plan Area as such area is identified in the “Sunset Area Plan Public Review Draft” dated December 2018 and, further, that Tier 2 Fees are not currently collected in the Sunset Area Plan Area. The parties agree that should Tier 2 Fees, or equivalent, be collected in the future in the Sunset Area Plan Area, the Tribe shall be eligible for a credit on Tier 2 Fees in the amount of up to Nine Million Dollars (\$9,000,000) in recognition of the Tribe Non-Reimbursable Contribution.

12. General Provisions. Except to the extent specifically addressed herein, this Agreement shall be governed by the provisions of the Tier 2 Agreement. Each party shall also comply with all other agreements, if any,

made by the Parties in furtherance of the Phase 1 Project.

13. Rocklin Obligations. Notwithstanding any contrary terms herein, any and all obligations of the City of Rocklin to date pertaining to Tier 2 Fees for the Placer Parkway were satisfied by the City's prior SR65/Whitney Ranch Parkway interchange improvements. This Tier 2 Funding Commitment Agreement does not require the City of Rocklin to administer or collect Tier 2 Fees for the Placer Parkway. The City will continue to be subject to the terms of the Tier 2 Agreement regarding the imposition of Tier 2 Fees on new development located within any areas annexed into the City's jurisdiction after the effective date of this Agreement, and on any new development over and above the total densities or intensities approved in the Northwest Rocklin Annexation Area General Development Plan after the effective date of this Agreement. . The parties agree that this Agreement shall apply to any such new development(s).

14. 2020-2021 SPRTA Travel Demand Model/Tier 1& Tier 2 Fee Update. The parties agree and acknowledge that the Placer County Transportation Planning Agency (PCTPA) and its member agencies, including the County and the City Parties, will hire a qualified consultant team to provide traffic modeling services to update the SPRTA Regional Transportation and Air Quality Mitigation Fee program. The services will specifically include 1) Updating the existing SPRTA travel demand forecasting model, with the goal that projects that are evaluated with the model are SB 743 compliant, and 2) Updating the Tier I and Tier II SPRTA Regional Impact Fee Programs, including the purpose of facilitating the establishment of a reasonable nexus between impacts and the fees included in the fee program.

15. Notices. Any notices to Parties required by this Agreement shall be delivered or mailed, U.S. first class, postage prepaid, addressed as follows:

If to County:

County of Placer
 Director of Public Works
 3091 County Center Drive
 Auburn, CA 95603

With a copy to:
 Placer County Counsel
 175 Fulweiler Avenue
 Auburn, CA 95603

If to Lincoln:

With a copy to:

If to Rocklin:

With a copy to:

If to Roseville:

With a copy to:

If to SPRTA:

With a copy to:

Notices under this Agreement shall be deemed given and received at the earlier of actual receipt, or the second business day following deposit in the United States mail, as required above. Any party may amend its address for notice by notifying the other Parties. The parties agree that this agreement notice page and signature pages may be completed in counterparts.

IN WITNESS WHEREOF, the Parties have each caused their duly authorized officers to execute this Agreement effective as of the date first written above.

COUNTY OF PLACER

By: _____
Print Name: _____
Its: _____
Date: _____

APPROVED AS TO FORM:

By: _____
County Counsel

CITY OF LINCOLN

By: _____
Print Name: _____
Its: _____
Date: _____

APPROVED AS TO FORM:

By: _____
City Attorney

[Signatures continued on following pages]

CITY OF ROCKLIN

By: _____
Print Name: _____
Its: _____
Date: _____

APPROVED AS TO FORM:

BY: _____
City Attorney

CITY OF ROSEVILLE

By: _____
Print Name: _____
Its: _____
Date: _____

APPROVED AS TO FORM:

By: _____
City Attorney

[Signatures continued on following page]

CONSENT OF SPRTA

The South Placer Regional Transportation Authority hereby consents to the provisions of this Agreement and agrees to be bound hereby. SPRTA agrees to pay to County accrued revenues, including Tier 2 CCI amounts, as provided for herein no less than semi-annually. SPRTA further agrees and acknowledges that Tier 2 CCI amounts are being forwarded to the County for payment of interest to the County and Tribe on reimbursable amounts in a percentage equivalent to the Tier 2 CCI amount.

By: _____
Print Name: _____
Its: _____
Date: _____

APPROVED AS TO FORM:

By: _____
SPRTA Counsel

Exhibit List:

- Exhibit A - Placer Parkway Phase 1 Improvement Project Description
- Exhibit B - Funding and Reimbursement Agreement
- Exhibit C - Connector Road Project Description
- Exhibit D - Placer Parkway Phase 1 Improvement Project Funding Summary

EXHIBIT A

Placer Parkway Phase 1 Improvement Project Description

The Placer Parkway Phase 1 Improvements Project (Phase 1 Project) is the initial necessary phase of the planned Placer Parkway corridor, which will ultimately be a 15-mile, high-speed transportation facility that will connect State Route (SR) 65 in western Placer County to SR 70/99 in south Sutter County. The Placer Parkway is an opportunity to implement infrastructure improvements that will benefit a wide range of individuals, businesses and communities in rural and suburban western Placer County and eastern Sutter County. The Parkway will link rural areas and provide a connection to and from existing and planned development near some of the region's fastest growing communities and job centers. The Placer Parkway project was planned to respond to increased travel demand and congestion related to anticipated population and jobs growth as well as to improve goods movement. It was also planned to address the lack of alternative routes between SR 99/70 and SR 65, two busy regional highways. The Parkway provides additional east-west access parallel facility to I-80 that will reduce congestion, allowing for better movement of goods on the interstate freight corridor. The Parkway will improve access from rural and suburban areas to the I-80 and I-5 corridors, high tech industry in the SR 65 corridor, job centers in downtown Sacramento, and airports in Lincoln and Sacramento. It will also provide access to the planned commercial, industrial, entertainment, education and residential development in the Sunset Area, which encompasses 8,497 acres located in unincorporated south Placer County.

Phase 1 of the Parkway is proposed to be built as a four-lane roadway from SR 65 to Foothills Boulevard North. The Phase 1 Project begins at SR 65 in Placer County at the existing SR 65/Whitney Ranch Parkway between Sunset Boulevard and Twelve Bridges Drive and terminates 1.5 miles to the southwest at Foothills Boulevard North. Phase I establishes full freeway access at SR 65 with the completion of the interchange and construction of a new roadway connection west to Foothills Boulevard North. It will provide alternative connections to Foothills Boulevard North to relieve congestion along SR 65 at Sunset Boulevard and Twelve Bridges Drive and along Industrial Avenue and Sunset Boulevard. Phase 1 also includes an overhead grade separation at the Union Pacific Railroad (UPRR) tracks parallel to Industrial Avenue. This provides vehicles a safe crossing of the railroad tracks and will reduce the number of vehicles using the

existing UPRR at-grade crossing at Athens Avenue and Industrial Avenue. This will also have benefits for UPRR operations.

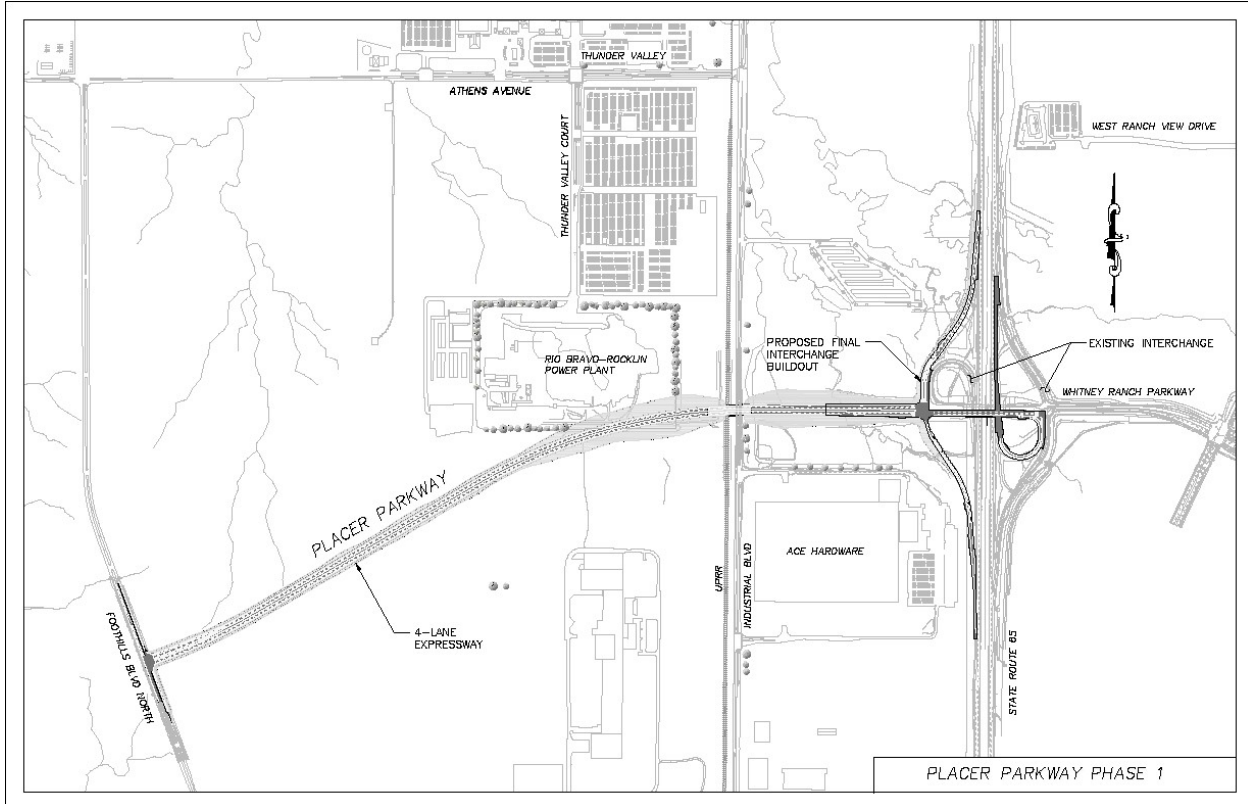


EXHIBIT B
Funding and Reimbursement Agreement

FUNDING AND REIMBURSEMENT AGREEMENT

THIS FUNDING AND REIMBURSEMENT AGREEMENT ("Agreement") is made as of the 27th day of September, 2022, by and among and the County of Placer, a political subdivision of the State of California, ("County") and the United Auburn Indian Community, a federally recognized Indian Tribe ("UAIC" or "Tribe").

RECITALS

WHEREAS, the County and UAIC wish to work cooperatively to finance the initial phase of the regional transportation project known as Placer Parkway, as such initial phase is depicted on Exhibit AA attached hereto (the "Placer Parkway Phase 1 Improvements Project", or "Phase 1 Project").

WHEREAS, the County and UAIC entered into that certain Memorandum of Understanding ("MOU") dated January 20, 2000, which MOU was amended and restated on July 10, 2018, addressing the development of the Tribe's gaming facility property on Athens Avenue in unincorporated Placer County and various other matters as contained therein.

WHEREAS, the Phase 1 Project consists of transportation facilities extending generally from California State Route 65 west to Foothills Boulevard North in unincorporated Placer County, south of the gaming facility property identified above.

WHEREAS, on September 1, 2015, the Placer County Board of Supervisors adopted Resolution 2015-189 approving an Initial Study/Mitigated Negative Declaration (SCH 2015052032), with required findings and mitigations and adopting a mitigation monitoring plan, for the Phase I Project.

WHEREAS, on March 21, 2017, the Placer County Board of Supervisors adopted Resolution 2017-065 approving the design contract for the Phase 1 Project.

WHEREAS, the County has to date funded the design contract for the Phase 1 Project in the amount of Six Million Dollars (\$6,000,000) (the "Design Costs").

WHEREAS, the MOU calls for the Tribe to pay its fair share of a potential grade separation or equivalent project at Athens Avenue and the Union Pacific railroad tracks, as more fully described on attached Exhibit BB (the "Grade Separation Project").

WHEREAS, the County and Tribe agree that the Tribe's remaining fair share contribution for the Grade Separation Project is Eight Million Four Hundred Nine Thousand Five Hundred Dollars (\$8,409,500) (the "Remaining Grade Separation Project Fair Share Contribution").

WHEREAS, the County and Tribe wish to establish a funding mechanism, based on a combination of reimbursable and non-reimbursable County and Tribe contributions, that will facilitate construction of the Phase 1 Project, with reimbursement where applicable provided by future traffic impact fees paid pursuant to the South Placer Regional Transportation Authority's Tier 2 Traffic Fee program ("Tier 2 Fees").

WHEREAS, the Tribe has agreed to pay to the County as a non-reimbursable contribution the Remaining Grade Separation Project Fair Share Contribution and the County has agreed to use the Remaining Grade Separation Project Fair Share Contribution for construction of the Phase 1 Project, as more fully described herein.

WHEREAS, the County has agreed to relieve the Tribe of any further obligation for the Grade Separation Project upon full payment to the County of the Remaining Grade Separation Project Fair Share Contribution.

WHEREAS, the Tribe has agreed to advance to the County a total of up to Nine Million Dollars (\$9,000,000) on a non-reimbursable basis, for use on the Phase 1 Project as more fully described herein.

WHEREAS, the Tribe has agreed to advance to the County up to a total of Twenty-Seven Million Seven Hundred Forty-Five Thousand Two Hundred Fifty Dollars (\$27,745,250) on a reimbursable basis, for use on the Phase 1 Project as more fully described herein.

WHEREAS, the County and Tribe estimate the cost of the Phase 1 Project in 2022 dollars is Eighty-One Million Nine Hundred Thousand Dollars (\$81,900,000).

WHEREAS, the County has agreed to advance a total of up to Thirty-Six Million Seven Hundred Forty-Five Thousand Two Hundred Fifty Dollars (\$36,745,250) on a reimbursable basis, for use on the Phase 1 Project, which consists of the Design Costs identified above and Thirty Million Seven Hundred Forty-Five Thousand Two Hundred Fifty Dollars (\$30,745,250) in additional funds, as more fully described herein.

WHEREAS, the County and UAIC wish to enter into an agreement to memorialize their understanding on the matters identified above.

AGREEMENT

NOW THEREFORE, the Parties hereto agree as follows:

1. Definitions. Words and phrases used in this Agreement shall have the following meanings:

Board of Supervisors means the Placer County Board of Supervisors.

Connector Roadway means the proposed roadway connection between the Phase 1 Project and Athens Ave. as more fully depicted on attached Exhibit CC.

Effective Date means the date that this Agreement is executed by both parties.

MOU means the Amended and Restated Memorandum of Understanding between the parties dated July 10, 2018, as such memorandum may be amended and/or restated from time to time.

SPRTA means the South Placer Regional Transportation Authority

Tier 2 Agreement means that certain "Tier II Development Fee Memorandum of Agreement" entered into by the County, and the cities of Lincoln, Rocklin, and Roseville on May 27, 2009, and amended in 2013 and 2017, as such agreement may be amended from time to time.

Tier 2 CCI means the annual construction cost index adjustment more fully described in amended Section 3 of the Tier 2 Agreement, whether or not formally adopted by SPRTA in any given year.

2. Purpose and Intent of Agreement. The purpose and intent of this Agreement is to provide for the memorialization of the understanding between the Tribe and County regarding each party's financial contribution towards the Phase 1 Project and related costs, accounting therefor, and allocation reimbursement rights relating to such contributions.

3. Term and Termination. This Agreement shall be effective as of the Effective Date and shall remain in effect for the earlier of twenty (20) years or the completion of and payment for the Phase 1 Project, or until such other time as the Parties agree to extend, terminate and/or supersede this Agreement in writing.

4. Payment of Tribe Grade Separation Contribution; Discharge of Tribe Grade Separation Obligation

a. At such time as the County Board of Supervisors has approved the construction contract for Phase 1 Project (the "Phase 1 Contract Approval Date"), UAIC agrees to remit to the County, from the Remaining Grade Separation Project Fair Share Contribution, fifty percent (50%) of the amount that the County has expended to date for the Phase 1 Project, as a non-reimbursable contribution for use on the Phase 1 Project ("Initial Payment"). The Initial Payment shall be made within ten (10) days after receipt of an invoice with supporting documentation from the County, which the County may deliver on or after the Phase 1 Contract Approval Date. If all of the Remaining Grade Separation Project Fair Share Contribution is not expended with the Initial Payment, the remainder of the balance of the Remaining Grade Separation Project shall be paid by the Tribe in installments no more frequently than monthly when requested in writing by the County and upon demonstration by the County that the requested funds are needed to pay for Phase 1 Project construction or other project related expenses. Such payments shall be made on a progress basis and be equal to the amounts that the County has paid for

the Phase 1 Project (50% County, 50% Tribe) until the County contribution has been expended. 100% of subsequent payments will be paid by the Tribe until the full Tribe contributions are expended. If the Initial Payment is not sufficient to pay fifty percent (50%) of the amount that the County has expended to date for the Phase 1 Project upon approval of the Phase 1 Project construction contract, the remaining balance shall be paid from the Tribe Non-Reimbursable Contribution as provided in Section 6(a) below.

b. County agrees to use the Remaining Grade Separation Project Fair Share Contribution for sole and exclusive use on the Phase 1 Project. Upon the County's full receipt of the Remaining Grade Separation Project Fair Share Contribution, the County agrees that, without further documentation, the Tribe's obligation to make any further contribution to the County in connection with the Grade Separation Project associated with the existing Tribal Casino Project shall automatically be terminated. If the Tribe requests confirmation of that fact from the County, the County shall provide a letter to the Tribe confirming such payment in full. Tribe agrees and acknowledges that the County's use of the Remaining Grade Separation Project Fair Share Contribution shall be subject to reimbursement to the County from Tier 2 Fees as provided for in Section 9 herein. The Tribe agrees and acknowledges that future development beyond the existing Tribal Casino Project may be subject to payment of traffic impact fees and/or other development impact fees associated with the Grade Separation Project.

5. Connector Roadway. The Parties agree as follows:

a. County agrees to review and process in accordance with established County practices any applications for encroachment, grading and/or other permits that UAIC may determine advisable or necessary to build and connect the Tribe's proposed Connector Roadway, either as such Connector Roadway is described in attached Exhibit CC or as may otherwise be requested by the Tribe, from the Phase 1 Project and to Athens Ave. County shall have no obligation to grant such applications except to the extent such applications create a mandatory duty on the

County's behalf. Tribe shall be responsible for all costs of environmental compliance, permitting and building the Connector Roadway, including such traffic control devices as may be reasonably required by the County.

b. The parties agree that the Connector Roadway, if constructed, shall be property of the Tribe and shall not be part of the County's maintained mileage system of roadways.

c. Tribe agrees to provide authority, through such means as may be reasonably requested by the Placer County Sheriff's Office and the California Highway Patrol, for civil traffic enforcement authority over vehicles and persons on and adjacent to the Connector Roadway. This Agreement shall have no effect on the applicability of criminal laws, as such may be applicable pursuant to P.L. 280 or otherwise, on and around the Connector Roadway.

d. County and Tribe agree and acknowledge that the Connector Roadway is intended as an entrance to the Thunder Valley Casino Resort (TVCR) to provide a more direct route to and from TVCR, reducing traffic impacts on the surrounding roadways. The Connector Roadway is not intended for use by traffic (whether trucks, cars or other vehicles) to and/or from the Western Regional Sanitary Landfill ("Landfill"), Materials Recovery Facility ("MRF") and/or other waste management facilities that are or may in the future be located in the area of Athens Ave. and Fiddymont Road. The parties agree to work with the Western Placer Waste Management Authority or any successor entity to install necessary signage and take such other actions as will route Landfill and MRF traffic away from the Connector Roadway. County agrees, if requested by the Tribe, to install at Tribe expense signage on the Phase 1 Project when completed and on other future Placer Parkway components when completed stating that the Connector Roadway is for TVCR traffic only and/or that Landfill and MRF traffic is not permitted on the Connector Roadway.

6. Tribe Non-Reimbursable Contribution

a. After the expenditure of the Remaining Grade Separation Project Fair Share Contribution, UAIC agrees to remit to the County an additional amount of up to Nine Million Dollars (\$9,000,000), as a non-reimbursable contribution for use on the Phase 1 Project (collectively, the "Tribe Non-Reimbursable Contribution"). The Tribe shall pay the Tribe Non-Reimbursable Contribution to the County in installments no more frequently than monthly when requested in writing by the County and upon demonstration by the County that the requested funds are needed to pay for Phase 1 Project construction or other project related expenses. Such payments shall be made on a progress basis and be equal to the amounts that the County has paid for the Phase 1 Project (50% County, 50% Tribe) until the County contribution has been expended. 100% of subsequent payments will be paid by the Tribe until the full Tribe contributions are expended.

b. County agrees to use the Tribe Non-Reimbursable Contribution for sole and exclusive use on the Phase 1 Project. To the extent that the Tribe Non-Reimbursable Contribution is not needed for the Phase 1 Project, the Tribe shall not otherwise be obligated to pay such funds to the County.

7. Tribe Reimbursable Contribution

a. After expenditure of the Remaining Grade Separation Project Fair Share Contribution and the Tribe Non-Reimbursable Contribution have been made to the County, UAIC agrees to remit to the County up to an additional Twenty-Seven Million Seven Hundred Forty-Five Thousand Two Hundred Fifty Dollars (\$27,745,250) as reimbursable contributions for use on the Phase 1 Project (collectively, the "Tribe Reimbursable Contribution"). The Tribe shall pay the Tribe Reimbursable Contribution to the County in installments no more frequently than monthly when requested in writing by the County and upon demonstration by the County that the requested funds are needed to pay for Phase 1 Project construction or other project related expenses. Such payments shall be

made on a progress basis and be equal to the amounts that the County has paid for the Phase 1 Project (50% County, 50% Tribe) until the County contribution has been expended. 100% of subsequent payments will be paid by the Tribe until the full Tribe contributions are expended.

b. County agrees to use the Tribe Reimbursable Contribution for sole and exclusive use on the Phase 1 Project. To the extent that the Tribe Reimbursable Contribution is not needed for the Phase 1 Project, the Tribe shall not otherwise be obligated to pay such funds to the County.

c. The parties agree that the Tribe Reimbursable Contribution shall be reimbursed to the Tribe as provided for in Section 9 herein.

d. County reserves the right to fund all or part of the Tribe Reimbursable Contribution itself. If the County chooses to fund the full amount of the Tribe Reimbursable Contribution, the County will so notify Tribe on or before July 1, 2023. Thereafter, the County shall notify the Tribe of those portions, if any, of the Tribe Reimbursable Contribution that County elects to fund. Such notice(s) from the County to Tribe shall include the amount the County is funding and the amount of the balance of the Tribe Reimbursable Contribution.

8. Remaining Phase 1 Project Costs

a. The County agrees to and shall be responsible for all other Phase 1 Project Costs above and beyond the Remaining Grade Separation Project Fair Share Contribution, the Tribe Non-Reimbursable Contribution and the Tribe Reimbursable Contribution (such County obligations, including Design Costs, are collectively the "County Contributions".)

b. The parties agree that the County Contributions shall be reimbursed to the County as provided for in Section 9 herein.

c. If the costs of the Phase 1 Project are less than Eighty-One Million Nine Hundred Thousand Dollars (\$81,900,000), the Tribal Reimbursable Contribution (and the County Contributions) shall be reduced in an amount equal to fifty percent (50%) of the savings.

9. Reimbursement.

a. The parties agree the Tribe Reimbursable Contribution, if paid in whole or in part, shall be reimbursed to the Tribe by June 30th of each fiscal year as follows until the balance of the Tribe Reimbursable Contribution (including the Tier 2 CCI) is paid in full:

1. First reimbursement to occur in the first fiscal year after the first draw of Tribe Reimbursable Contribution: At least One Million Seven Hundred and Fifty Thousand Dollars (\$1,750,000) plus the Tier 2 CCI, which is applied only to the reimbursement payment as shown in Exhibit GG.

2. Second fiscal year from initial draw and in each subsequent fiscal year until the County's fiscal year 2034/2035: At least One Million Seven Hundred and Fifty Thousand Dollars (\$1,750,000) plus the Tier 2 CCI, which is applied only to the reimbursement payment as shown in Exhibit GG.

3. Any balance of the Tribe Reimbursable Contribution remaining unpaid as of June 30, 2035, shall be paid in full to the Tribe by the County (with Tier 2 CCI) no later than December 31, 2035. Such payment shall include the compounded Tier 2 CCI applied to the amount of the reimbursement payment, as shown in Exhibit GG.

b. All reimbursements to the Tribe shall be subject, on an annual basis, to the adjusted and compounded Tier 2 CCI. County shall notify Tribe on an annual basis of the amount of the Tier 2 CCI (the "Tier 2 CCI Notice"). The Tier 2 CCI Notice shall also include a full accounting of the Tribe Reimbursable Contribution, including amounts paid and reimbursed to date and the manner in which the Tier 2 CCI was calculated.

c. The source for reimbursement shall be a minimum of fifty percent (50%) of the Tier 2 Fees actually received by the County in a given fiscal year (the "Annual Reimbursement Source"). Nothing in this Agreement shall be construed to create an obligation of, or be attributable to, County's general or special funds, County Service Area accounts, or any other funds in the possession or control of the County or its accounts now and in the future, except as otherwise expressly provided in Section 9(d) below.

d. In the event the Annual Reimbursement Source available to the County in a given fiscal year is insufficient to pay that year's reimbursement amount of at least One Million Seven Hundred and Fifty Thousand Dollars (\$1,750,000), plus the Tier 2 CCI, to the Tribe, the County shall either: 1) identify and remit to Tribe other funds adequate to cover the deficiency; or 2) provide to the Tribe a credit on in-lieu real property taxes paid in that fiscal year from the Tribe to the County pursuant to the MOU. The credit shall be made available to the Tribe on the first in-lieu real property tax invoice following the close of the fiscal year in which the reimbursement deficiency occurred.

e. The Tribe agrees and acknowledges that all amounts paid by the County for the Phase 1 Project, including, without limitation, the Tribe Grade Separation Contribution and any deficiency amounts paid or provided to the Tribe pursuant to Section 9(d) herein, shall be eligible for reimbursement to the County from that portion of Tier 2 Fees not designated for reimbursement to Tribe pursuant hereto.

f. The County and the Tribe have developed a spreadsheet, projecting to the best of their current knowledge how the payment and reimbursement of the County and Tribe contributions would be made and returned over the next twenty (20) years. The spreadsheet, as an example for reference purposes only to aid in the interpretation of this Agreement in the future, is attached hereto as Exhibit DD.

10. County Obligation to Construct Phase 1 Project.

The parties agree that the County shall have the obligation to reasonably prosecute construction and completion of the Phase 1 Project to the extent permitted by law as provided for herein. The Tribe shall have no construction rights or obligations on the Phase 1 Project. County

agrees to make reasonable efforts to meet the Tentative Construction Schedule attached as Exhibit EE. County agrees to notify Tribe in writing at least once per quarter regarding construction progress. The parties agree and acknowledge that the Tentative Construction Schedule is subject to force majeure events, potential delay, and other unforeseen circumstances beyond the County's control.

11. Sample Payback Illustration. The parties agree that attached Exhibit GG represents a sample of a proposed payback schedule and is included for illustration purposes.

12. Security for Tribe's Obligations; Payment.

a. To secure the Tribe's obligations under this Agreement, the parties agree that the County may, at its election and in addition to any other remedies the County may have, 1) deduct amounts unpaid by the Tribe from any deficiency payments identified in Section 9(d)(1) herein, and/or 2) offset any in-lieu real property tax credits identified in Section 9(d)(2) herein.

b. All payments due from either party to the other shall be paid within thirty (30) days after receipt of a written invoice directed to the individuals listed in the Notices section below, and the supporting documentation related to the amounts due, unless otherwise provided for in this Agreement.

13. General Provisions

a. Compliance with Other Agreements. Each party shall comply with all other agreements, if any, made by the parties in furtherance of the Phase 1 Project.

b. Records and Accounts. The County shall keep complete books of record and accounts of the finances of the Phase 1 Project, which shall document all material transactions relating to the Phase 1 Project, the Tribe's contributions thereto, and the Tribe's reimbursement rights

described in this Agreement. Said books shall, upon request, be open to inspection by the Tribe.

c. Further Assurances. Each party shall adopt, make, execute and deliver any and all such further resolutions, instruments and assurances as may be reasonably necessary or proper to carry out the purposes and intent of this Agreement.

d. Amendment. This Agreement may be amended only by the written agreement of the parties.

e. Jurisdiction and Venue. This Agreement shall be governed and interpreted pursuant to the Dispute Resolution and Judicial Review provisions of the MOU.

f. Waiver of Tribal Sovereign Immunity. The Tribe agrees to waive its sovereign immunity in favor of the County as to any dispute which arises out of this Agreement, pursuant to the terms set forth in the MOU for enforcement. The Tribe's governing body shall execute a formal Resolution of Limited Waiver of Sovereign Immunity in the form attached as Exhibit FF.

g. No Third Party Beneficiaries. Except as may be provided in the MOU, this Amendment is not intended to, and shall not be construed to, create any right on the part of a Third Party to bring an action to enforce any of its terms.

h. No Other Effect on MOU. In all other respects not expressly addressed by this Amendment, the MOU remains in full force and effect.

i. Notices. Any notices to parties required by this Agreement shall be delivered in person, by overnight delivery or mailed USPS first-class, postage prepaid, addressed as follows:

If to County:

County of Placer
County Executive Office
175 Fulweiler Avenue
Auburn, CA 95603
Attn: UAIC Agreements

With a copy to:

Placer County Counsel
175 Fulweiler Avenue
Auburn, CA 95603
Attn: UAIC Agreements

If to UAIC:

United Auburn Indian Community
Attention: Tribal Chairman
10720 Indian Hill Road
Auburn, CA 95603

With a copy to:

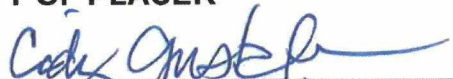
United Auburn Indian Community
Attention: Director of Finance
10720 Indian Hill Road
Auburn, CA 95603

Notices under this Agreement shall be deemed received upon actual receipt. Any party may amend its address for notice by notifying the other parties.

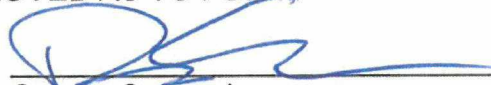
[Signatures Appear on the Following Page]

IN WITNESS WHEREOF, the parties have each caused their duly authorized officers to execute this Agreement effective as of the dates appearing next to their signatures below.

COUNTY OF PLACER

By: 
Print Name: CINDY GUSTAFSON
Its: _____
Date: 9.27, 2022

APPROVED AS TO FORM:

By: 
County Counsel

UNITED AUBURN INDIAN COMMUNITY

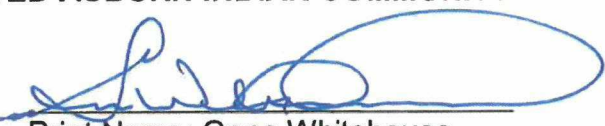
By: 
Print Name: Gene Whitehouse
Its: Tribal Chairman
Date: Sept. 20, 2022

Exhibit List:

- Exhibit AA - Placer Parkway Phase 1 Improvements Project Description
- Exhibit BB - Grade Separation Project Description
- Exhibit CC - Connector Roadway Project Description
- Exhibit DD - Spreadsheet of Predicted Payments and Reimbursements
- Exhibit EE - Tentative Construction Schedule
- Exhibit FF - Resolution of Limited Waiver of Sovereign Immunity
- Exhibit GG - Payback Methodology Illustration

Exhibit AA
Placer Parkway Phase 1 Improvements Project Description

The Placer Parkway Phase 1 Improvements Project (Phase 1 Project) is the initial necessary phase of the planned Placer Parkway corridor, which will ultimately be a 15-mile, high-speed transportation facility that will connect State Route (SR) 65 in western Placer County to SR 70/99 in south Sutter County. The Placer Parkway is an opportunity to implement infrastructure improvements that will benefit a wide range of individuals, businesses and communities in rural and suburban western Placer County and eastern Sutter County. The Parkway will link rural areas and provide a connection to and from existing and planned development near some of the region's fastest growing communities and job centers. The Placer Parkway project was planned to respond to increased travel demand and congestion related to anticipated population and jobs growth as well as to improve goods movement. It was also planned to address the lack of alternative routes between SR 99/70 and SR 65, two busy regional highways. The Parkway provides additional east-west access parallel facility to I-80 that will reduce congestion, allowing for better movement of goods on the interstate freight corridor. The Parkway will improve access from rural and suburban areas to the I-80 and I-5 corridors, high tech industry in the SR 65 corridor, job centers in downtown Sacramento, and airports in Lincoln and Sacramento. It will also provide access to the planned commercial, industrial, entertainment, education and residential development in the Sunset Area, which encompasses 8,497 acres located in unincorporated south Placer County.

Phase 1 of the Parkway is proposed to be built as a four-lane roadway from SR 65 to Foothills Boulevard North. The Phase 1 Project begins at SR 65 in Placer County at the existing SR 65/Whitney Ranch Parkway between Sunset Boulevard and Twelve Bridges Drive and terminates 1.5 miles to the southwest at Foothills Boulevard North. Phase I establishes full freeway access at SR 65 with the completion of the interchange and construction of a new roadway connection west to Foothills Boulevard North. It will provide alternative connections to Foothills Boulevard North to relieve congestion along SR 65 at Sunset Boulevard and Twelve Bridges Drive and along Industrial Avenue and Sunset Boulevard. Phase 1 also includes an overhead grade separation at the Union Pacific Railroad (UPRR) tracks parallel to Industrial Avenue. This provides vehicles a safe

crossing of the railroad tracks and will reduce the number of vehicles using the existing UPRR at-grade crossing at Athens Avenue and Industrial Avenue. This will also have benefits for UPRR operations.

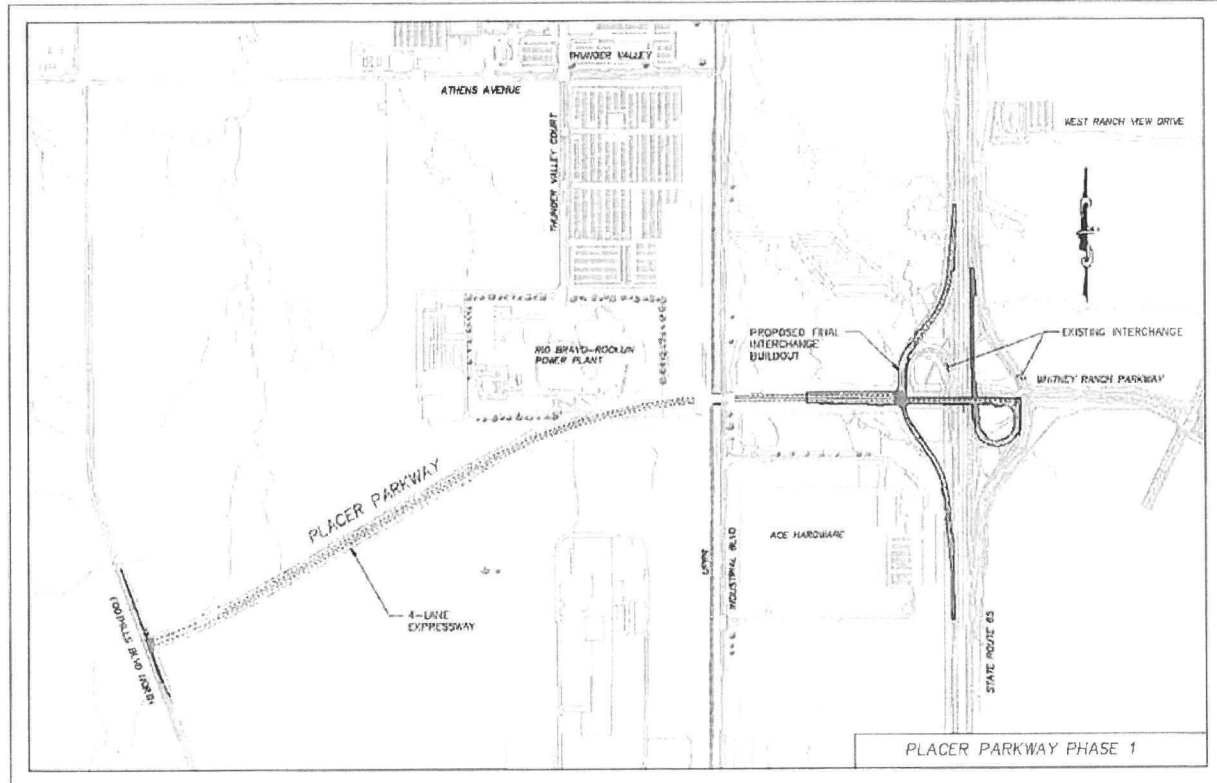
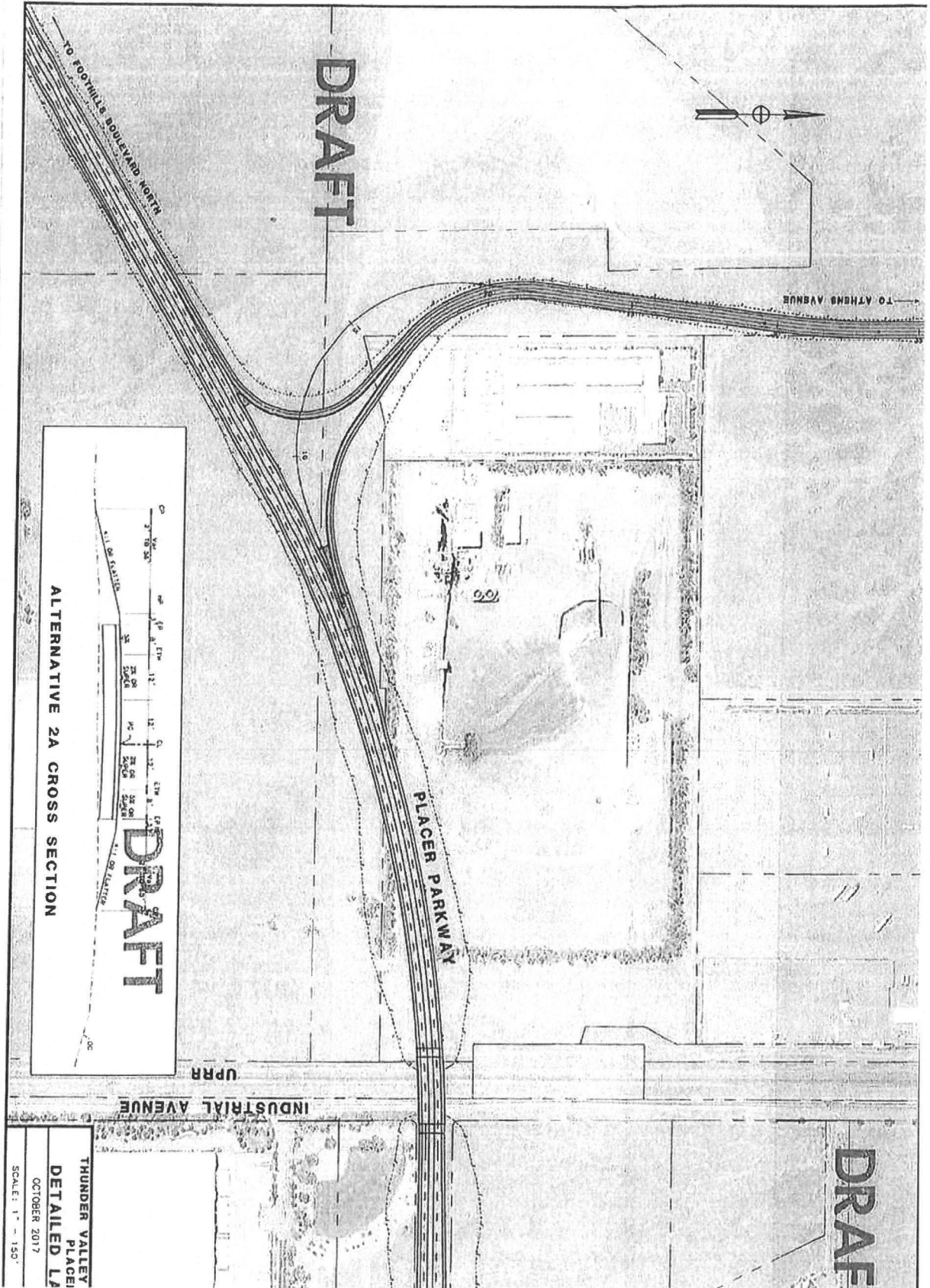


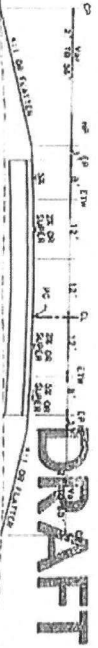
Exhibit BB
Grade Separation Project Description

Construction of a grade separation structure at the Athens Avenue railroad crossing that provides access to and from Athens Avenue and Industrial Boulevard. The Tribal Environmental Impact Report (TEIR) for the Thunder Valley Casino Expansion Project identified a cumulative impact associated with increased conflicts between automobiles and trains at the Athens Avenue grade crossing. The mitigation was to pay a fair share of a future grade separation project. Several alternatives were identified in the TEIR (Appendix G) with a raised intersection at Athens Avenue and Industrial Boulevard suggested as the recommended alternative. Subsequent study (Sunset/Industrial/Athens Operations Improvement Study, September 2010 by CH2MHill) identified a jug handle intersection at the intersection of Athens Avenue and Industrial Boulevard as a preferred alternative. Athens Avenue would be elevated over the existing railroad tracks and coming back down to grade east of Industrial Boulevard. A separate loop road would connect Athens Avenue and Industrial Boulevard. The existing signalized intersection would be removed and a new signalized intersection constructed at the loop road and Industrial Boulevard. Either alternative would totally separate automobile and train traffic and eliminate conflicts.

Exhibit CC
Connector Roadway Project Description



ALTERNATIVE 2A CROSS SECTION



1003415.5

THUNDER VALLEY
 PLACEI
 DETAILED L1
 OCTOBER 2017
 SCALE: 1" = 150'

DRAE

Exhibit DD Spreadsheet of Predicted Payments and Reimbursements

Project Costs

FY	2019/20	20/21	21/22	22/23	23/24	24/25	25/26	Total
Environmental	Complete							
PS&E Support	4,000	2,000						6,000
R/W support			200					200
Construction Support					2,000	3,500	2,500	8,000
R/W Capital				6,400	3,000			9,400
Construction Capital					10,300	24,000	24,000	58,300
Total (\$1,000s)	4,000	2,000	200	6,400	15,300	27,500	26,500	81,900

Project Cashflow

Source	19/20	20/21	21/22	22/23	23/24	24/25	25/26	26/27 27/28	28/29	29/30	30/31	31/32	Total
Project Expenditures	(4,000)	(2,000)	(200)	(6,400)	(15,300)	(27,500)	(26,500)						(81,900)
UAIC Contribution (non reimbursable)				590.5	8,409.5								9,000
UAIC Contribution Grade Separation (non reimbursable)				8,409.5									8,409.5
UAIC Contribution (reimbursable)					5,340.5	22,404.75							27,745.25
County Contribution (reimbursable)	4,000	2,000		3,000	13,750	13,995.25							36,745.25
Tier 2 Revenue (estimated)**			10,600	3,500	3,500	3,500	3,500	3,500	3,500	7,000	2,800		72,900
UAIC Reimbursement						(5,300)	(7,000)	(1,750)	(1,445.75)				(27,745.25)
County Reimbursement						(5,300)	(7,000)	(1,750)	(2,054.75)	(7,000)	(2,800)		(45,354.75)
Total (Net Cost)	0	0	10,400	(2,900)	200	(7,100)	(600)	0	0	0	0	0	81,900

**Tier 2 revenue estimated at \$2,500,000/year (today dollars – COLA adjustments are to pay interest) until 2035/36 when revenue is estimated at \$7,000,000/year (expiration of deferral program). No economic downturn considered in the proforma.

Current Tier 2 Revenues realized are approximately \$10.6M & UAIC Grade Separation contribution is reimbursable to Sunset Traffic Impact Fee Program (County Reimbursable)

Exhibit EE Tentative Construction Schedule

PLACER PARKWAY

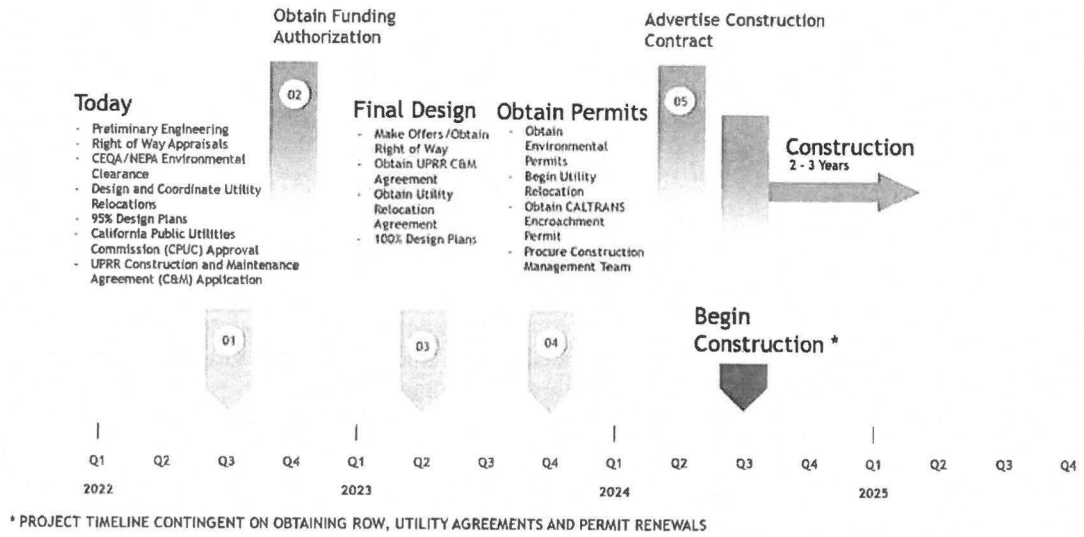


Exhibit FF
Resolution of Limited Waiver of Sovereign Immunity

RESOLUTION NO. 09-07-22-01

Tribal Resolution of
Limited Waiver of Sovereign Immunity

WHEREAS, the United Auburn Indian Community of the Auburn Rancheria (hereinafter the "Tribe") is a federally recognized Indian tribe; and

WHEREAS, the Tribal Council is the governing body of the Tribe and authorized to act on behalf of the Tribe; and

WHEREAS, the Tribe and the County of Placer ("County") entered into that certain Amended and Restated Memorandum of Understanding dated July 10, 2018, which addresses various matters of mutual interest between the Tribe and County ("MOU").

WHEREAS, the Tribe desires to enter into an agreement with the County known as the Funding and Reimbursement Agreement ("FARA") relating to the Placer Parkway Phase 1 Improvements Project ("Project"); and

WHEREAS, The FARA provides for funding commitments and other cooperative actions between the Tribe and County in conjunction with the anticipated development of the Project.

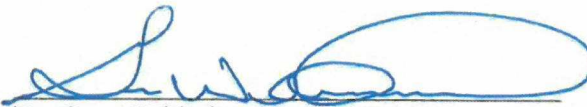
NOW THEREFORE BE IT RESOLVED THAT:

1. The Tribal Council hereby adopts this Resolution of Limited Waiver of Sovereign Immunity through which it waives on a limited basis its sovereign immunity in favor of the County of Placer in conjunction with the FARA dated September 27, 2022 a copy of which is attached hereto as Exhibit A.

2. The Tribal Council specifically adopts such FARA and all of its terms.
3. The Tribal Council specifically consents to the enforcement of the terms of the FARA by County in accordance with the provisions of Paragraph 13 thereof, or otherwise, subject in all cases to the limitations in the MOU.
4. The Tribal Council specifically limits this limited waiver of sovereign immunity to matters arising under and in connection with the FARA, and for no other purpose.
5. This limited waiver of sovereign immunity does not supersede or otherwise affect any prior limited waivers of sovereign immunity adopted by the Tribe in favor of the County.

CERTIFICATION

The foregoing resolution was adopted by a vote of 5 for, and 0 against and 0 abstentions, at a duly called meeting of the Tribal Council, at which a quorum was present, on this 1st day of September 2022.


 By Gene Whitehouse, Chairperson

ATTEST:



 Tribal Secretary/Treasurer

Exhibit GG Payback Methodology Illustration

Payback Methodology Illustration

<u>Per FARA</u>											
CCI (5%) ¹	1	1.03	1.0609	1.092727	1.12550881	1.159274074	1.194052297	1.229873865	1.266770081	1.304773184	
	FY 25/26	26/27	27/28	28/29	29/30	30/31	31/32	32/33	33/34	34/35	
Assumed UAIC											
Reimbursable Contribution ²											
\$15,445,250											
Annual Principal Payment ³	\$1,750,000	\$1,750,000	\$1,750,000	\$1,750,000	\$1,750,000	\$1,750,000	\$1,750,000	\$1,750,000	\$1,750,000	\$2,445,250	\$15,445,250 Total Principal
Annual CCI Payment	\$52,500	\$106,575	\$162,272	\$219,640	\$278,730	\$339,592	\$402,279	\$466,848	\$440,473	\$2,468,909	Total of all CCI Payments
											\$17,914,159 Total of all Payments

Footnotes

1. CCI assumed at 5%/year. Actual CCI will vary.
2. Annual principal payment will be a minimum of \$1,750,000 in first FY after draw
3. Assumed UAIC reimbursable contribution is \$15,445,250 after applying anticipated cash on hand to reduce reimbursable contribution. Actual contribution to be determined prior to first draw

EXHIBIT C
Connector Road Project Description

EXHIBIT D
Placer Parkway Phase 1 Improvement Project Funding Summary

Estimated Project Cost:	\$81,900,000
UAIC Non-Reimbursable	\$9,000,000
UAIC Reimbursable	\$27,745,250
UAIC Athens Grade Separation	\$8,409,500
Reimbursable to County	
County Reimbursable	\$36,745,250

RESOLUTION NO. 22-04

A RESOLUTION AUTHORIZING THE EXECUTIVE DIRECTOR TO EXECUTE THE PROPOSED SOUTH PLACER REGIONAL TRANSPORTATION AUTHORITY “TIER 2 FUNDING COMMITMENT AGREEMENT” TO ALLOW ADVANCE FUNDING FROM PLACER COUNTY AND THE UNITED AUBURN INDIAN COMMUNITY FOR CONSTRUCTION OF PLACER PARKWAY PHASE 1 IMPROVEMENTS, WITH PORTIONS OF THE ADVANCED FUNDING TO BE REIMBURSED FROM ONGOING COLLECTION OF SOUTH PLACER REGIONAL TRANSPORTATION AUTHORITY TIER II DEVELOPER IMPACT FEE

The following resolution was duly passed by the Board of the South Placer Regional Transportation Authority at a regular meeting held May 24, 2023 by the following vote on roll call:

AYES:

NOES:

**ABSENT/
ABSTAIN:**

WHEREAS, Placer County and the United Auburn Indian Communities (UAIC) have entered into a Funding and Reimbursement Agreement (FARA) to work cooperatively to design, finance, and construct Phase 1 of the Placer Parkway Project (Project); and

WHEREAS, in the FARA UAIC has committed to advance to Placer County up to \$9 million on a non-reimbursable basis for use on the Project; and

WHEREAS, in the FARA, UAIC has agreed to advance to Placer County \$27,745,250 million for use on the Project, reimbursable to the UAIC; and

WHEREAS, in the FARA, UAIC has agreed to remit to County \$8,409,500 for payment of UAIC’s obligation of fair share contributions for Athens Avenue/UPRR/Industrial Avenue grade separation improvements and such remittance shall fully satisfy the required obligation, and Placer County has agreed to advance this funding for use on the Project, reimbursable to Placer County; and

WHEREAS, in the FARA, Placer County has agreed to advance an additional \$36,745,250 million for use on the Project, reimbursable to Placer County; and

WHEREAS, Placer County and UAIC will be reimbursed with interest equal to the Engineer News-Record (ENR) annual construction cost indices (CCI) for the “20-city” average and “San Francisco” from the South Placer Regional Transportation Authority (SPRTA) Tier 2 Fee Program as permit fees are collected from development within the SPRTA Tier 2 Fee Area on an ongoing basis; and

WHEREAS, the Tier 2 Funding Commitment Agreement requires authorized signatures from each of the SPRTA member agencies and SPRTA Board approval to be binding, those member agencies which include the City of Lincoln, the City of Rocklin, the City of Roseville, and Placer County;

NOW, THEREFORE, BE IT RESOLVED that the Board of Directors of the South Placer Regional Transportation Authority (SPRTA) authorizes the Executive Director to execute the Tier 2 Funding Commitment Agreement on behalf of the South Placer Regional Transportation Authority (SPRTA).

Matt Click
Executive Director

Ken Broadway, Chair

Attest: _____
Solvi Sabol, Board Secretary



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

TO: SPRТА Board of Directors

DATE: May 24, 2023

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

SUBJECT: NEVADA STATION BUILDING

ACTION REQUESTED

Allow the Executive Director to enter into an agreement with CBRE to list the Nevada Station building for sale and explore market potential.

BACKGROUND

In December 2003, PCTPA completed the purchase of the Nevada Station office building at 249-299 Nevada Street in Auburn to house the Agency's operations for \$2.4M. In doing so, the Agency has also become landlord, charged with the responsibility of operating and maintaining the building, negotiating commercial leases, and resolving property and tenant issues. Because of certain powers needed to obtain bond financing that are not specifically held by PCTPA, the South Placer Regional Transportation Authority (SPRТА) agreed to be the conduit for the financing of the purchase of the Nevada Station. Under this arrangement, SPRТА is listed as the official owner of the building and fully leases it to PCTPA. PCTPA, in turn, handles all management, operations, maintenance and repairs, tenant leasing, rental collection, and bond payments. PCTPA has the authority to list the building for sale if agreed to by the SPRТА board.

The principal and interest remaining on the bond is approximately \$876K and the bond can be paid off without penalty after December 1, 2023. Final payment of the bond is in the 2028/29 fiscal year.

There are currently 6 tenants at Nevada Station (including PCTPA) and one vacant suite. 36% of the revenue generated from the building comes directly from PCTPA. PCTPA's rent in the current year is \$27.24 annual per square foot or \$169,732.44 annually which is above the average cost increases 3% in future years. Additionally, PCTPA's current 6,231 square feet of space is larger than the current need.

DISCUSSION/ANALYSIS

In reviewing all agency operations and fiduciary responsibilities, the Executive Director would like to explore opportunities to divest from the ownership of the Nevada Station building should it be determined it is fiscally prudent to do so. This would allow PCTPA to invest the proceeds of a potential sale into the Local Agency Investment Fund with the State Controller's Office which would be used for PCTPA core services as determined by the Board.

MBC:JL:ss

SOUTH PLACER REGIONAL TRANSPORTATION AUTHORITY
Technical Advisory Committee Meeting Minutes

April 11, 2023 – 2:00 p.m.

ATTENDANCE: SP Mann, City of Lincoln
Christian Svensk, City of Lincoln
Amber Conboy, Placer County
Ken Grehm, Placer County
Katie Jackson, Placer County
Rich Moorehead, Placer County
Ken Ordway, Placer County
Justin Nartker, City of Rocklin
Mark Johnson, City of Roseville
Jason Shykowski, City of Roseville
Mark Stout, City of Roseville
Stephanie Kemen, City of Roseville
Don Hubbard, GHD

STAFF: Rick Carter
Matt Click
Rick Carter
Jodi LaCosse
Cory Peterson
Solvi Sabol

Construction Cost Index Update (Rick Carter)

Rick Carter provided the Construction Cost Index (CCI) which reflects a 2% annual inflationary adjustment. We are planning on going to the Board in May with an August 1, 2023 effective date for Tier 2.

Rick said that for Tier 1, we are on the cusp of approving an updated fee program so we would prefer to not change twice. We will have to see how things go – timing to be determined.

Placer Parkway Tier 2 Funding Agreement (Rick Carter)

The County has an agreement with the United Auburn Indian Community (UAIC) to construct the first phase of Placer Parkway. UAIC is loaning ~\$28 million to the County for Phase 1. The County is fronting the remainder of the ~\$80 million project cost. The agreement recognizes that SPRTA will repay the County (who will also repay the tribe) as the first-priority with interest equal to the annual construction cost index (CCI) adjustment made on the Tier 2 fee. Roseville and Rocklin City Councils have approved this agreement. The City of Lincoln is taking the agreement to their Council tonight. SPRTA will take to the Board in May.

SPRTA Fee Update and Adoption (Rick Carter)

Rick and Matt presented the draft fees to the BIA. There was a general concern regarding increased fees and also the 3-tier system for different residential rates (more tiers were desired). Following this, Matt and Rick had a meeting with JMC and Al Johnson. They had inquired about implementing a fee deferral, as is done with Tier 2, with SPRTA able to bond against these future funds. Matt noted we would consider anything they wanted to present. Al Johnson said they'd talk to the BIA on funding an analysis of what a deferral would look like. We'll keep the TAC apprised.

Rick said that we analyzed 3, 4, 5, and 10-tiers for residential rates, including the revenue generated by each. Details were presented to the working group. Don Hubbard, GHD, went over the methodology and the AB 602 compliant scenarios under the 3, 4, 5, and 10-tiers. There was a consensus that that 10-tier system would be too complex a process for the planning staff collecting the fees. There was a preference to maintain 3 tiers, but the TAC requested PCTPA staff present the details of the 4 and 5 tiers to BIA and report back. The analysis didn't support a substantive difference in revenue generation between the 4 and 5-tiers over the 3-tier. Regardless of the number of tiers we base the fee update on, AB 602 applies to all nexus fee programs and whichever one we go with, it would likely be used when calculating any jurisdiction's similar impact fees moving forward so there was concern with significantly expanding the number of tiers.

While worthwhile, the TAC concurred that we should remove the four additional projects in the proposed update. Should we choose to add projects in the future, there should be a discussion on the process by which we add projects and looking at all the potential regionally significant projects.

Rick explained that under AB 602, we must adopt a CIP with the fee update. Cory Peterson provided the cash flow projections for Tier 1 and Tier 2 through 2050 and how we calculated the baseline revenue. He noted that these projections do not include the 2% fee increase. He did this exercise with and without the fee update. We will provide an updated version with the 2% increase in a follow-up email. These projects do not include the four new projects but includes \$900K recently requested for the Rocklin Road IC. The funding for SR65 widening Phase 1, and design funding for 80/65 Interchange assume the passage of a sales tax in 2024. We will follow up with an email requesting agencies propose additional project funding. We will consolidate the requests and provide a recommendation to the next working group or TAC. From an AB 602 standpoint, these projections will reflect how we plan to spend the funds collected.

Other Items

- Ken Grehm asked for an update on the Highway 65 widening project at the next SPRTA TAC meeting.

Next TAC Meeting: May 9, 2023 at 2:00 pm
SPRTA Board Meeting: May 24, 2023

Meeting adjourned at approximately 3:10 p.m.

ss:rc:mbc

SOUTH PLACER REGIONAL TRANSPORTATION AUTHORITY
Technical Advisory Committee Meeting Minutes

May 9, 2023 – 2:00 p.m.

ATTENDANCE: Matthew Medill, City of Lincoln
Justin Nartker, City of Rocklin
Jake Hanson, City of Roseville
Mark Johnson, City of Roseville
Ed Scofield, City of Roseville
Jason Shykowski, City of Roseville
Kevin Ordway, Placer County
Amber Conboy, Placer County
Ken Grehm, Placer County
Katie Jackson, Placer County
Rich Moorehead, Placer County
Ken Ordway, Placer County

STAFF: Rick Carter
Matt Click
Rick Carter
Jodi LaCosse
Cory Peterson
Solvi Sabol

SPRTA Tier 1 and 2 Fee CCI Adjustment (Cory Peterson)

Cory showed a Cost Index Inflation Table which reflects a 1.95% annual inflationary adjustment. This inflationary adjustment will be brought to the Board for consideration this month, and if approved, would go into effect August 1, 2023. The TAC concurred with taking the CCI to the SPRTA Board for their approval.

Placer Parkway Tier 2 Funding Agreement (Rick Carter)

The Tier 2 funding agreement will advance the first phase of Placer Parkway. The tribe is loaning Placer County ~\$27 million. The County is fronting the remainder of the ~\$81 million project cost. The agreement recognizes that SPRTA will repay the County as the first-priority with interest equal to the annual construction cost index (CCI) adjustment made on the Tier 2 fee. Roseville and Rocklin City Councils have approved this agreement. The City of Lincoln is taking the agreement to their Council tonight. SPRTA will take it to the May Board meeting.

Update on SPRTA Tier 1 Fee Increase (Rick Carter)

GHD provided the draft of the nexus document for Rick's review. GHD is revising the document to clean-up inconsistencies after removing the four "new" projects and there were some minor editorial changes. Once completed, Rick will send out a draft out to the working group for review, and then forward to the BIA. There are also some changes to the land use categories in the fee table due to changes between the 9th and 11th edition of the ITE manual. These will be resolved and included in the draft nexus for review.

Rick said that the City of Roseville met with the BIA with respect to the residential rates, specifically 3 tiers versus more tiers. Mark Johnson said that that the City of Roseville met with the BIA regarding the tier issue and provided a summary. While there was not resolution at that meeting, Mark said there should be follow-up meetings with them to move toward an agreeable determination., Rick said moving forward we can put the nexus out with current 3 tiers and continue to have discussions with the BIA.

SPRTA Cashflow Projections and CIP (Rick Carter)

Rick provided the Tier 1 and Tier 2 cash flow projections through 2050, noting that AB 602 added a criterion that a CIP must be adopted with the fee program within “large” jurisdictions. Cory sent out a draft asking for suggested funding amounts and timing. Rick then sent out a discussion draft based PCTPA assumptions and responses. This is intended for review and Rick asked for feedback. This would be adopted when we adopt the nexus. Rick asked for the timing of Sierra College Boulevard. Some assumptions included:

- The need to allocate 1.2 million for South Placer Transit project (will be addressed under the next TAC agenda item). With regular “other transit” project funding allocated every 3 years.
- Lincoln Bypass: original scope goes to Rioso Road. There are 2.8 miles not constructed from about Wise Rd to Rioso Rd. There is \$10.8 million remaining. Rick pushed out the project to outer years due to other priorities.
- Placer Parkway: the fee has collected \$10.69 million. In terms of expenditures, there is about \$5.8 million that hasn’t been spent. Rick suggested allocating toward the repayment to the County for Phase 1 to avoid paying interest on that debt, which exceeds the interest rate we receive on our balance.
- 80/65 IC: The assumption is that the proposed sales tax passes and provides bond funding for early initial phases with SPRTA funds helping to pay down the bond, and then bonding for more phases. The current plan includes just two phases but PCTPA will be investigating breaking it into additional phases.
- Highway 65 Phase 1: The first phase will be southbound from Blue Oaks to Galleria Blvd. and will be a general purpose and auxiliary lane. The revenue projections support construction starting around 2027/28 without the sales tax passing (assuming other SPRTA projects are not funded sooner). Other phases are assumed many years out.
- I-80 Douglas Ramp: Rick did not receive any responses on this project and assumed its needed many years out. Any comments on this would be welcomed.
- I-80/Rocklin Rd Interchange: The cashflow assumes 2 phases: the initial interchange phase starting constructing in FY25/26 and a later phase for the auxiliary lane around FY2037/38.
- Tier 2, Placer Parkway: The plan assumes nearly all of the revenue is used to repay the County for phase 1 until it is repaid.

South Placer Transit Project Funding Allocation (Rick Carter)

PCTPA was awarded a Solutions for Congested Corridor Program (SCCP) grant for the South Placer Transit Project. The City of Roseville is implementing this regional project, which includes infrastructure design and construction, bus acquisition, and transit operations. They have informed us that there is a dramatic increase in the original assumed cost for the bus charging equipment and that an additional \$1.2 million is needed. Roseville must submit a construction funding allocation for the SCCP grant from CTC at their June 2023 CTC meeting and needs to show the project as fully funded. As such, they are requesting \$1.2 million from SPRTA. They have submitted an Air Pollution Control District Carl Moyer grant application for \$1 million. Should they get awarded this grant, the amount requested from SPRTA will be reduced by any award they receive. We will be asking the SPRTA Board for to approve this allocation. The TAC concurred.

Other Items

Next TAC Meeting: May 24, 2023 – 10:45 a.m.

SPRTA Board Meeting: June 13, 2023 – 2:00 p.m.

The meeting was adjourned at approximately **3:10 p.m.**

ss:mbc