SOUTH PLACER REGIONAL TRANSPORTATION AUTHORITY

A G E N D A

SPECIAL MEETING

Wednesday, September 27, 2023

⇨ 9:30 am ⇦ **Note new meeting time.**

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

PUBLIC PARTICIPATION PROCEDURES

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

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

Remote access: https://placer-ca-gov.zoom.us/j/99056814102
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Webinar ID: 990 5681 4102

A. Flag Salute

B. Roll Call

C.	**Approval of Action Minutes: August 23, 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)).	**Action**
F.	**Public Comment** Persons may address the Board on items not on this agenda. Please limit comments to three (3) minutes.	
G.	**Regional Transportation and Air Quality Mitigation Fee Nexus Study Assumptions and Fee Deferral Program Proposal** *Rick Carter, Deputy Executive Director* • Approve staff recommendations related to assumptions in the nexus study. • Approve staff recommendations denying the proposal for a fee deferral program for the Tier 1 Fee Program	**Info** Pg. 3
H.	**Executive Director's Report**	**Info**
I.	**Board Direction to Staff**	
J.	**Informational Items** 1. SPRTA TAC Minutes: • September 12, 2023	**Info** Pg. 65

Next regularly scheduled SPRTA Board Meeting

October 18, 2023

SOUTH PLACER
REGIONAL TRANSPORTATION AUTHORITY

ACTION MINUTES
August 23, 2023

A regular meeting of the South Placer Regional Transportation Authority Board convened on Wednesday, August 23, 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		Mike Costa
	Suzanne Jones		Jodi LaCosse
			David Melko
			Cory Peterson
			Solvi Sabol

APPROVAL OF ACTION MINUTES: June 28, 2023
Upon motion by Houdesheldt and second by Joiner the June 28, 2023, action minutes were unanimously approved.

AGENDA REVIEW
Agenda accepted as presented.

AB 2449
Matt Click, Executive Director, informed the Board that all Board Members are present and there is no action necessary.

PUBLIC COMMENT
No public comment.

REGIONAL TRANSPORTATION AND AIR QUALITY MITIGATION FEE ALLOCATION REQUEST FOR INTERSTATE 80 / ROCKLIN ROAD INTERCHANGE
Staff report presented by Rick Carter, Deputy Executive Director
Upon motion by Jones and second by Houdesheldt the Board unanimously adopted Resolution #23-24 to allocate $900,000 of Regional Transportation and Air Quality Mitigation Fees to the City of Rocklin for Interstate 80/Rocklin Road interchange.

CONTRACT WITH GHD INC. FOR TRAFFIC ENGINEERING SERVICE
Staff report presented by Rick Carter, Deputy Executive Director
Upon motion by Joiner and second by Houdesheldt, the Board unanimously authorized the Executive Director to negotiate and execute a Master Agreement with GHD Inc (GHD) for traffic engineering and related services, not to exceed $100,000, related to the SPRTA travel demand model and the Tier 1 and 2 development impact fees.

SPRTA DRAFT CAPITAL IMPROVEMENT PLAN (CIP)
Staff report presented by Rick Carter, Deputy Executive Director
Mr. Carter presented the draft Capital Improvement Plan as it pertains to the Tier 1 Fee Program.

This item was for information only. No action was taken.

EXECUTIVE DIRECTOR'S REPORT
Matt Click reported that he has nothing further to report.

ADJOURN
The SPRTA Board meeting concluded at approximately 11:05 a.m.

A video of this meeting is available at: https://www.pctpa.net/2023-08-23-sprta-meeting

Matt Click, Executive Director

Ken Broadway, Chair

ss:

SOUTH PLACER
REGIONAL
TRANSPORTATION
AUTHORITY

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

TO: **SPRTA Board of Directors** **DATE: September 27, 2023**

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

SUBJECT: **REGIONAL TRANSPORTATION AND AIR QUALITY MITIGATION FEE NEXUS STUDY ASSUMPTIONS AND FEE DEFERRAL PROGRAM PROPSAL**

ACTION REQUESTED

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

BACKGROUND

In April 2002, the SPRTA Board adopted the Tier 1 Fee Program, which assessed new development for its impacts on specified regional transportation facilities. Under the provisions of the SPRTA Joint Powers Authority, the Tier 1 Fee Program must be updated on a regular basis to incorporate changes in project costs, land use and resultant dwelling unit equivalents ("DUEs"), and other key components to ensure ongoing equity. The Tier 1 Fee Program is currently undergoing a comprehensive update. Fee programs have numerous legal requirements per State code including the preparation of a nexus study justifying the need and fee calculation methodology. The nexus study dated July 2023 is included as Attachment 1. The new fees vary significantly by district from the current fees, ranging from a decrease of $460 (31% reduction) for Roseville West to an increase of $3,095 (163% increase) for Lincoln. Although traffic modelling and growth assumptions affect all fees, the largest factor in the increase in fees is the cost of the I-80/SR65 Interchange.

The nexus study was provided to the North State Building Industry Association ("BIA") on July 18th for review and comment. The BIA employed DFG to review and comment on the nexus study. SPRTA staff and BIA membership have discussed the comments. Additionally, SPRTA staff, SPRTA's consultant (GHD Inc.), and DFG staff met and reviewed the comments on a more technical level. BIA's comments and SPRTA responses are included in Attachment 2. BIA's main issues involved the development time horizon used (~20 years), understanding how the costs were allocated to new and existing development, and the high cost and development's cost share of the I-80/SR65 Interchange. Although not included in the memo, the BIA has also strongly advocated for four (4) tiers (square footage categories) for residential units instead of the three (3) proposed. Additionally, SPRTA received a proposal from DPFG on behalf of the Placer Business Alliance (PBA) to initiate a fee deferral program, similar to the Tier 2 Fee Program, to lessen the impact of the fee increase. SPRTA staff also met with the individuals proposing the deferral program. The fee deferral proposal is included as Attachment 3.

DISCUSSION

SPRTA staff and the Technical Advisory Committee (TAC) reviewed the comments received and recommended responses. The more technical and minor comments/responses are included in Attachment 2. Presented below are the unanimous recommendations of the staff and TAC membership in response to the comments.

I-80/SR65 Interchange Scope and Funding Assumptions

Over the life of the Tier 1 Fee Program, the cost of the I-80/SR 65 increased from about $120 million to $686 million. Additionally, the cost share assigned to new development has increased from $5 million to roughly $207 million (as proposed in the July nexus study). The original cost estimate of the interchange predated environmental analysis, initial engineering studies, and preliminary design work. The completion of this work led to a better-defined scope of work and an updated cost estimate that was substantially larger but more accurately captures the scope and costs. Secondly, the $5 million cost share was the result of earlier decisions involving assumptions of grants and the potential of other outside funding. The July nexus study updated these assumptions to a more realistic outlook regarding the likely share of state and federal funding in conjunction with the increased cost estimate. The nexus study also uses the updated, higher maximum cost share assignable to new development based on SPRTA developments' share of new trips through the interchange.

The BIA discussion of the interchange focused on whether all phases of the work should be included in the nexus study and whether the outside funding (grants, earmarks, etc.) assumptions were appropriate. The BIA emphasized their willingness to commit resources and collaborate with SPRTA on efforts to obtain increased state and federal grants, earmarks, and similar funding. SPRTA staff and the TAC discussed these concerns and feel it is appropriate to revise the nexus assumptions. The scope of the interchange work within the nexus study would be revised to remove the third phase of the interchange work and its $100 million dollar cost. It would be assumed to occur beyond a 20-year time horizon and would be included in a future update. Additionally, the amount of outside funding would be increased by about $42 million. These changes would reduce the fee per dwelling unit equivalent ("DUE") as shown in Tables 1 and 2 below.

Table 1: Nexus Study, July 2023

SPRTA Fee District	Current Fee	Proposed SPRTA Fee, July 2023	Change in SPRTA Fee	% Change
Dry Creek	$741	$1,364	$623	84%
Granite Bay	$812	$462	-$349	-43%
Lincoln	$1,893	$4,988	$3,095	163%
Newcastle/Horseshoe Bar	$1,991	$2,211	$220	11%
Placer Central	$2,510	$3,310	$800	32%
Placer West	$1,918	$2,425	$507	26%
Rocklin	$2,405	$5,053	$2,648	110%
Roseville West	$1,231	$2,558	$1,327	108%
Roseville East	$1,485	$1,026	-$460	-31%
Sunset	$1,673	$3,456	$1,783	107%
Average	**$1,666**	**$3,247**	**$1,581**	**95%**

Table 2: Proposed Revision, September 2023

SPRTA Fee District	Current Fee	Proposed Revision, Sept. 2023	Change in SPRTA Fee	% Change	Change from July Proposal
Dry Creek	$741	$1,160	$419	57%	-$204
Granite Bay	$812	$310	-$501	-62%	-$152
Lincoln	$1,893	$3,937	$2,044	108%	-$1,051
Newcastle/Horseshoe Bar	$1,991	$2,068	$76	4%	-$144
Placer Central	$2,510	$3,191	$681	27%	-$120
Placer West	$1,918	$2,044	$126	7%	-$382
Rocklin	$2,405	$4,523	$2,118	88%	-$530
Roseville West	$1,231	$1,972	$742	60%	-$585
Roseville East	$1,485	$925	-$561	-38%	-$101
Sunset	$1,673	$2,628	$955	57%	-$829
Average	**$1,666**	**$2,977**	**$1,311**	**79%**	

<u>Number of Residential Unit Size Tiers</u>

Under the existing Tier 1 Fee Program, all residential units pay the same fee regardless of their size. Assembly Bill 602 (AB602) imposed a new requirement to charge fees on residential units in proportion to their square footage or have other policies to ensure that smaller developments are not charged disproportionate fees. SPRTA has proposed residential fees based on ranges of square footage (tiers) to comply with these requirements. SPRTA proposes three (3) tiers while the BIA has requested four (4).

Because of the AB 602 mandate, TAC member anticipate using the SPRTA tiers for other impact fees. The TAC members oppose creation of a fourth tier based on the administrative burden created by each additional tier. TAC members also noted the change in fees created by the fourth tier are relatively small (+/- 3%) and did not warrant the additional administrative burden. The BIA proposes four (4) tiers to better differentiate the unit sizes and costs. Tables 3 and 4 show the two options. Staff propose the use of 3 tiers versus 4 tiers.

Table 3: 3 Residential Tiers

Residential Unit Size Tier	% of DUE Fee
Less than 1,500 sq.ft	83%
1,501 to 2,500 sq.ft	100%
Greater than 2,500 sq.ft	111%

Table 4: 4 Residential Tiers

Residential Unit Size Tier	% of DUE Fee
Less than 1,500 sq.ft	83%
1,501 to 2,500 sq.ft	100%
2,501 to 3,300 sq.ft	108%
Greater than 3,300 sq.ft	114%

Fee Deferral Program

On behalf of PBA, DPFG submitted a proposal for a fee deferral program for the Tier 1 Fee Program to lessen the financial impact of the fee increase. The proposal is Attachment 3. DPFG evaluated the draft SPRTA CIP/cashflow. Their proposal assumes additional revenue is likely and they structured their proposal to largely maintain an equivalent cashflow to deliver the project on the same schedule. The proposed deferral would allow deferral of up to 50% of the fee (capped at $1500, inflation adjusted) for low density residential (“LDR”) and medium density residential (“MDR”) land uses only. It would allow deferrals for 15 years, through 2038. Two options were proposed for repayment: repayment using PAYGo funding after year 15 of the community facilities district (“CFD”), or repayment after year 30 (using proceeds after paying off the first 30-year bond, or reissuance of another bond). PAYGo funding is the difference between the CFD revenue and the required bond payments, this is commonly about 10% of the CFD revenue. The revenue projections assume deferral participation rates of 60% for Lincoln and Dry Creek, 15% for Sunset, and 35% for Roseville West based on those areas share of LDR+MDR DUEs compared to the total DUEs.

SPRTA staff and TAC members expressed the following concerns with the proposal:

- The SPRTA CIP/cashflow shows the timing of projects based on assumed revenue availability, not on when the projects are desired. There is existing demand for many projects. Any deferral would delay delivery of already needed projects.
- If units are built faster than the CIP assumes so there is increased revenue, the projects would be needed even sooner. If the increased revenue assumptions are incorrect, it would further delay project delivery.
- There is an administrative burden tracking and accounting for the deferrals, and an additional burden once the repayments start. Repayment using PAYGo would result in earlier revenue but likely have a significant increase in the accounting burden.
- Lastly, the cost changes proposed related to the I-80/SR65 Interchange would partially address the added financial burden of fee increases and thus lessen the value of a deferral.

For these reasons, the TAC members strongly opposed the creation of a fee deferral program for the Tier 1 Fee Program.

Next Steps

Staff will revise the Nexus Study assumptions and address the fee deferral program proposal based on Board direction and return to the Board at the October meeting with a public hearing to adopt the nexus study and updated fees.

RC:mbc

Nexus Study Update Report

South Placer Regional Transportation Authority

July 2023

GHD Inc.

220 21st Street

Sacramento, CA 95835

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

Executive Summary

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

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

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

Of particular interest is the potential new fee level, which can be found in Chapter 4. The average potential fee per vehicle-trip rose $1,581, driven mainly by the need to increase SPRTA's contribution to the I-80/SR 65 interchange and increases in project construction costs generally. However, the increase in fees vary significantly between fee districts. Developments in the Lincoln fee district will have the highest increase at $3,095, because development there adds the most traffic to the project with the highest cost increase (the I-80/SR 65 interchange). In contrast, developments in the Granite Bay fee district's fees would be reduced by $349 due to the fact that it adds little traffic to the projects with the highest cost increases, and because they benefit from the fact that previous payments have reduced its remaining future contribution to the projects most relevant to that district.

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

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1. Introduction

1.1 Purpose of this report

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

1.2 Background on the SPRTA Program

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

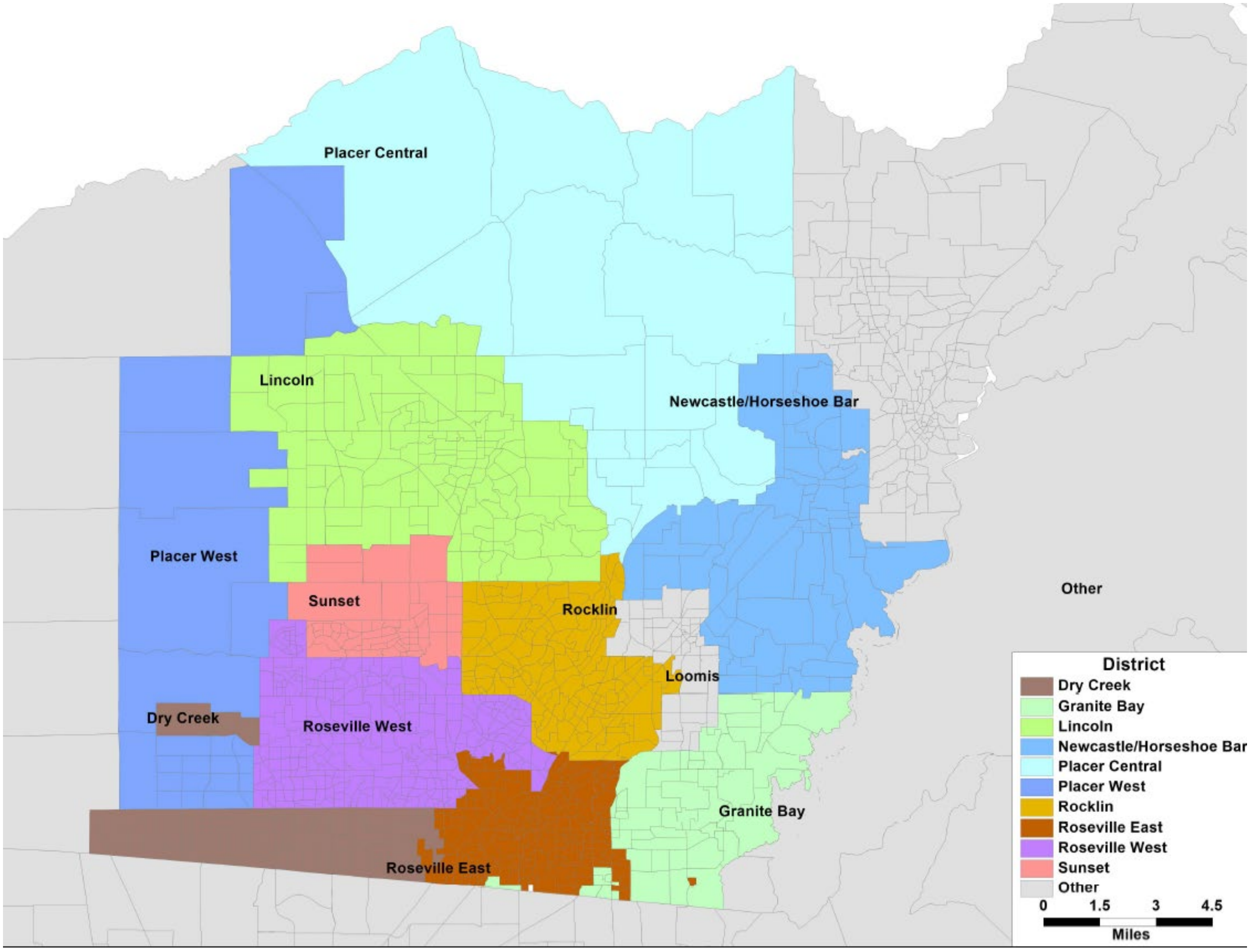
From its inception, SPRTA has been part of an overall funding strategy rather than a stand-alone program. In most cases SPRTA provides only partial funding for a project, with the remaining funds coming from other sources. This is discussed in a later section of this report.

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

Not all development that occurs in the SPRTA districts pays a SPRTA impact fee. State[1] and Federal development projects are exempt from local fees as a matter of law, as are accessory dwelling units with a floor area of less than 750 square feet. Public kindergarten through grade 12 schools are also exempt from the fee as a matter of SPRTA policy.

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

Figure 1: SPRTA Fee Districts



1.3 Previous Nexus Study Updates

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

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

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

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

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

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

In 2009 the program was updated a third time, taking advantage of a new traffic model with updated land use and road network forecasts. The key difference between the 2009 and 2007 program updates was the addition of the Placer Vineyards specific plan, Regional University specific plan, and new projects in the City of Lincoln's sphere of influence. The addition of these developments spread project costs over a larger number of units, which resulted in a 14% lower fee per unit despite two years of cost inflation.

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

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

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

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

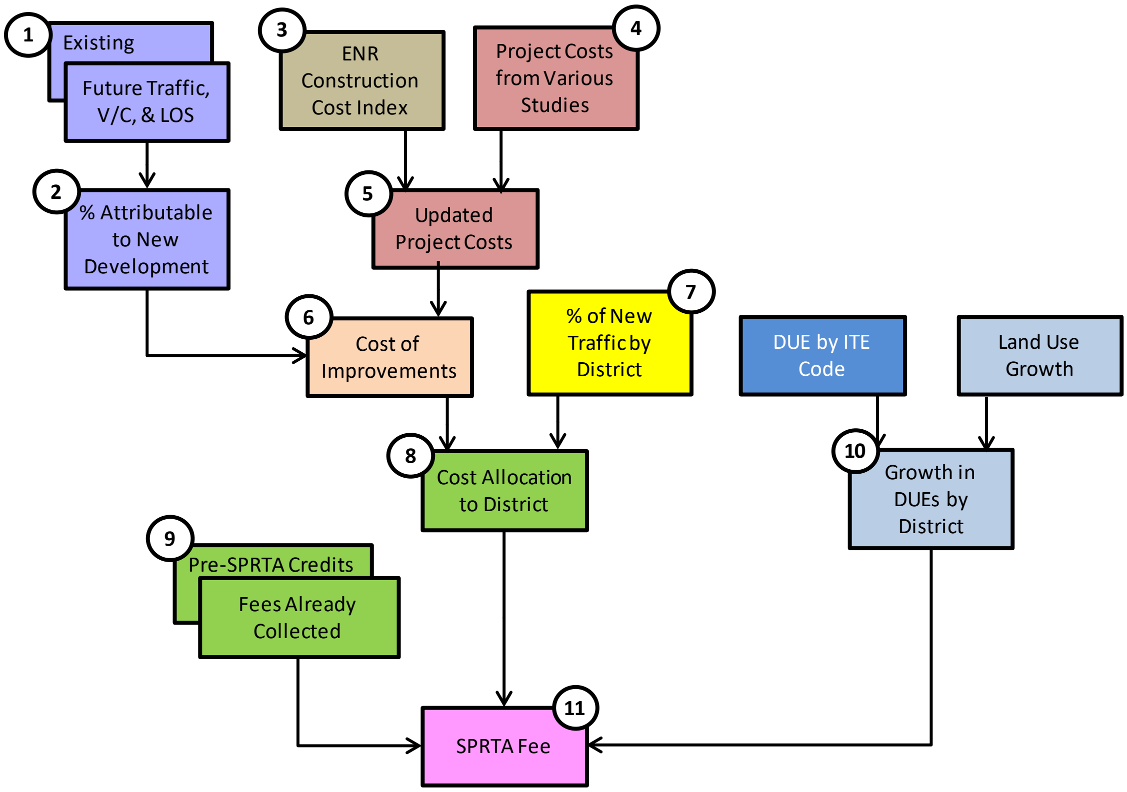
2. Fee Calculation Methodology

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

2.1 Overview of Fee Calculation Methodology

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

Figure 2: Steps in the Fee Calculation



The major steps include:

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

5) The cost estimates from Step 4, which were done in different years, were then inflated to 2023 dollars using the CCI inflationary adjustments developed in Step 3.

6) The outputs from Steps 2 and 5 were used to determine the share of project costs attributable to new development.

7) Select Link analyses were then performed on each of the projects using the SPRTA travel demand model. This enabled the study team to identify the share of project costs from Step 6 that is attributable to each of the 10 SPRTA districts, and to traffic from growth outside the SPRTA area. Although no fees can be collected from developments outside the SPRTA area, their share of traffic growth must be accounted for so the developments in the SPRTA areas are not charged for impacts created by other projects.

8) Multiplying the costs attributable to new development from Step 6 by the percentages in Step 7 resulted in the share of project costs attributable for new development in each SPRTA fee district.

9) In some cases, member agencies provided advance funding for specific projects. In such cases, credits for the advanced funding were applied to the associated member agency fee districts which reduces the remaining obligation for those districts and thus reduces their net fees going forward. Similarly, past fees collected from each district are also applied as credit towards their total obligation.

10) The expected growth in the number of units of each land use type for each district was derived from approved land use data, accounting for existing development that has already occurred. The number of new units for each development type was then multiplied by the ITE trip generation rate to produce the total number of new trips associated with each type of land use development. This was converted into Dwelling Unit Equivalents (DUEs), which are equivalent to the number of trips generated by the average single-family dwelling during the PM peak hour (the analysis period for the SPRTA program).

11) The updated fees/DUE to be collected in each district was then computed by dividing the remaining costs attributable to the district (from Steps 8 and 9) by the number of future DUEs expected in that district (from Step 10).

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

2.2 Changes to Comply with AB-602

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

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

Until now, the SPRTA program residential fee rates have been charged per dwelling unit, with no adjustment for the size of the unit, so an additional step is now needed to fulfil this new State requirement. The SPRTA member agencies were consulted, and although CGC Section 66016.5(a)(5)(B) allows agencies to opt out of basing fees on floor area if certain findings are made, a consensus was reach among member agencies to apply a lessor fee to smaller units and a greater fee to larger units in order to comply with the new government code. To simplify the administration of the new system, units will be grouped into three size categories, namely small (less than 1,500 square feet), medium (1,501 to 2,500 square feet), and large (greater than 2,500 square feet).

There are no well-established sources for trip generation rates based on residential unit size. However, data on the number of persons per household can be obtained from the U.S. Census Bureau's American Housing Survey, and data on the number of trips by household size is available from NCHRP Report

716, *Travel Demand Forecast: Parameters and Techniques*. This data was combined as shown in Table 1.

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

Persons per Household	Trips per Household	Less than 1,500 sq.ft			1,501 to 2,500 sq.ft			Greater than 2,500 sq.ft		
		Number of Units	Percent of Units	Trips	Number of Units	Percent of Units	Trips	Number of Units	Percent of Units	Trips
	(A)	(B)	(C)=(B)*Σ(B)	(D)=(A)*(C)	(E)	(F)=(E)*Σ(E)	(G)=(A)*(F)	(H)	(I)=(H)*Σ(H)	(J)=(A)*(I)
1	4.1	21,895	39%	1.58	7,828	20%	0.81	2,387	12%	0.48
2	8.2	18,076	32%	2.61	14,701	37%	3.04	7,754	38%	3.11
3	11.2	7,592	13%	1.50	6,928	17%	1.96	3,098	15%	1.70
4	16.1	5,355	9%	1.52	5,928	15%	2.41	4,106	20%	3.24
5	18.6	2,368	4%	0.78	2,754	7%	1.29	1,924	9%	1.75
6	18.6	907	2%	0.30	989	2%	0.46	755	4%	0.69
7+	18.6	525	1%	0.17	553	1%	0.26	398	2%	0.36
Total		56,718	100%	8.46	39,681	100%	10.22	20,422	100%	11.33
Average Persons Per Household		2.17			2.66			2.97		
Trip-Gen Rate as a % of SFD Average		83%			100%			111%		

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

The average size of new single-family dwellings in the SPRTA fee area is 1,900 square feet, which falls within the Medium size category (1,500-to-2,500 square feet). This was set equal to 1 Dwelling Unit Equivalent (DUE) for the purposes of the SPRTA fee program. Small units would generate on average 83% as many trips as Medium units, and so are calculated at 0.83 DUEs. Similarly, new homes in the Large category would generate on average 111% as many trips as Medium units, and as such were assigned a value of 1.11 DUE.

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

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

The American Housing Survey only has data on the number of persons per household for single-family dwellings (Table 1 uses SFD data). DUEs for multi-family and senior age-restricted housing were therefore calculated based on their respective PM peak-hour trip-generation rates found in ITE's *Trip Generation Manual*.

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

ITE Code	Land Use Category	P.M. Peak HourTrip Rate Per Unit[1]	Trip Length[2]	% New Trips[2]	VMT per Unit	2023 SPRTA DUE per Unit for Medium-Sized Units (1,501 to 2,500 sq.ft.)	DUE for Small Units (<1,500 sq.ft.)	DUE for Large Units (>2,500 sq.ft.)
		(A)	(B)	(C)	(D)=(A)*(B)*(C)	(E)=(D) normalized to Average SFD	(F)=(E)*83%	(G)=(E)*111%
210	Single Family	0.94 /DU	5.0	100	4.70	1.000	0.830	1.110
220	Apartment	0.51 /DU	5.0	100	2.55	0.543	0.451	0.603
230	Low-Rise Condominium	0.36 /DU	5.0	100	1.80	0.383	0.318	0.425
231	Medium-Rise Condominium	0.17 /DU	5.0	100	0.85	0.181	0.150	0.201
240	Mobile Home Park	0.58 /DU	5.0	100	2.90	0.617	0.512	0.685
251	Senior, Single-Family	0.30 /DU	5.0	100	1.50	0.319	0.265	0.354
252	Senior, Multi-Family	0.25 /DU	5.0	100	1.25	0.266	0.221	0.295

1) Source: ITE Trip Generation, 11th Edition

2) Source: ITE Journal, May 1992

2.3 SB-13 Compliance

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

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

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

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

3. Updates of Key Inputs

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

3.1 Land Use Forecasts

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

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

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

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

Table 3: Forecast of Growth by SPRTA Fee District

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

Figure 3: Residential Growth Assumptions

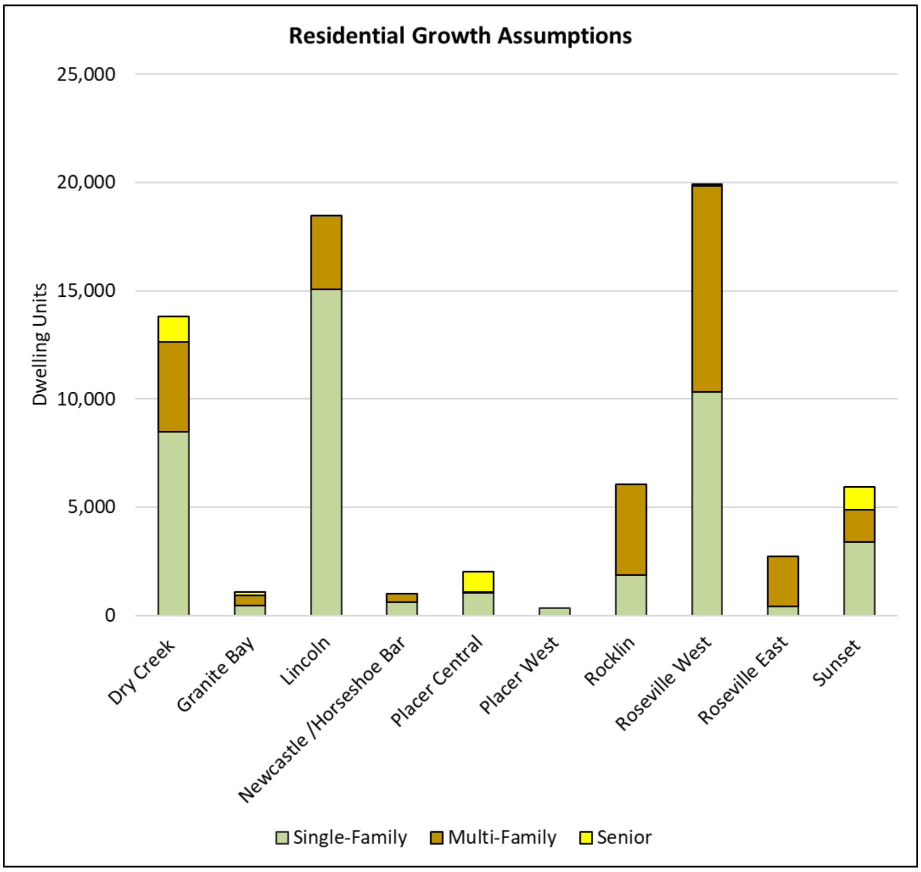
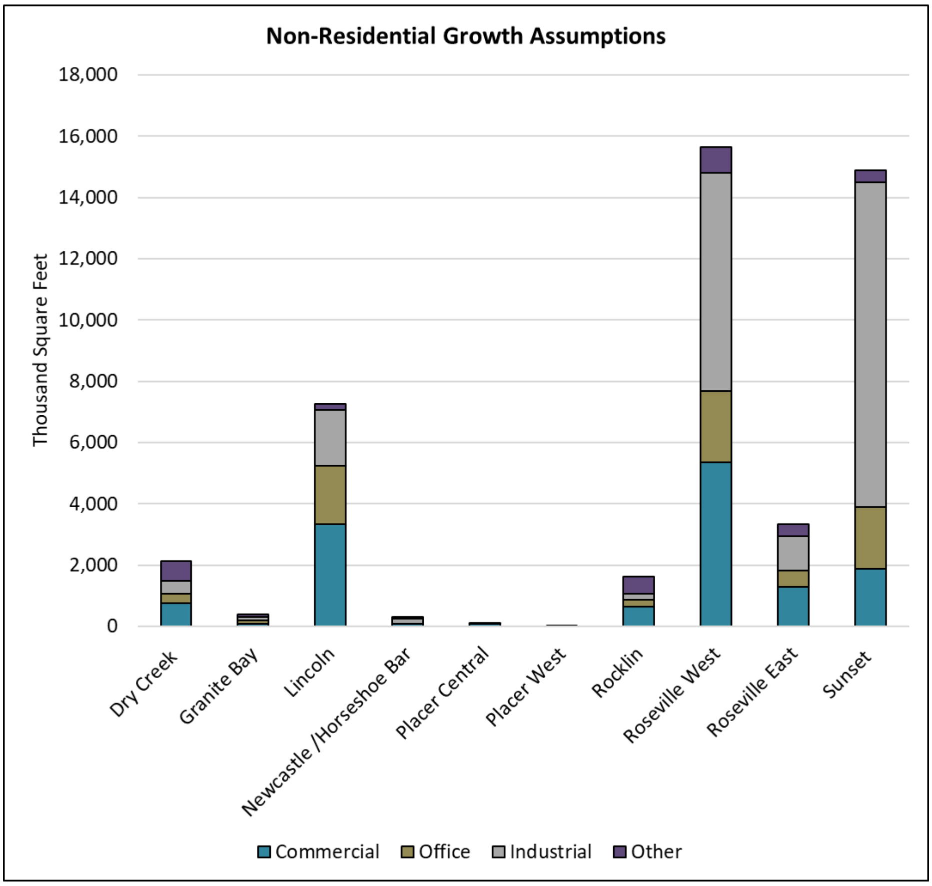


Figure 4: Non-Residential Growth Assumptions



The SPRTA fee program denominates its fee schedule in units of Dwelling Unit Equivalents (DUEs). DUEs are used to compare the trip-making characteristics of various land use types to that of the average single-family residential dwelling unit. A land use's DUE factor is based on the number of trips made to or from the site in the PM peak hour, the average length of those trips, and percentage of trips that are new to the roadway system as a result of the subject land use[2]. This is the historical methodology and industry standard used for transportation impact nexus studies within the SPRTA member agencies and the surrounding region. Table 4 shows the DUE factors for the land use types used in the fee calculation.

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

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

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

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

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

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

1) Source: ITE Trip Generation, 11th Edition, except where indicated with an asterisk, which are from the 10th edition
2) Source: ITE Journal, May 1992

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

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

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

2) Source: ITE Journal, May 1992

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

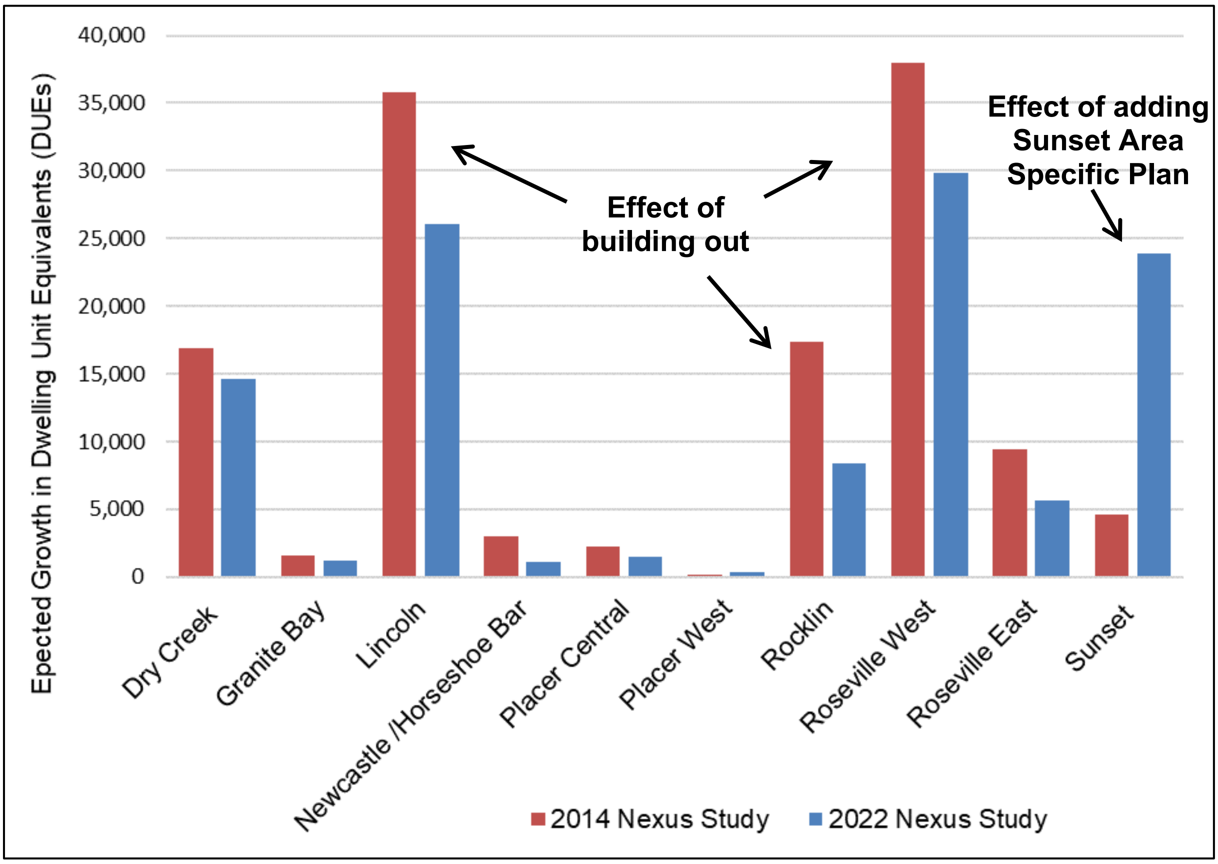
ITE Code	Land Use Category	P.M. Peak Hour Trip Rate Per Unit[1]		Trip Length[2]	% New Trips[2]	VMT per Unit	2023 SPRTA DUE per Unit
		(A)		(B)	(C)	(D)=(A)*(B)*(C)	(E)=(D) normalized to Average SFD
	Retail						
812	Building Materials & Lumber Yard	2.25	/1,000 s.f.	1.7	36	1.38	0.293
815	Discount Store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

1) Source: ITE Trip Generation, 11th Edition, except where indicated with an asterisk, which are from the 10th edition
2) Source: ITE Journal, May 1992

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

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

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



3.2 Transportation Network Assumptions

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

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

3.3 Project Cost Estimates

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

Table 6: Project Cost Inflation Factor

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

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

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

- A new cost estimate for the I-80/SR 65 Interchange was available which increased the total project cost from about $120 million (2014 dollars) to about $686 million. In addition, the SPRTA fee cost share was increased from a fixed $5 million to a 44% share.
- The I-80/Rocklin Rd Interchange's scope was modified at Caltrans' request to include auxillary lanes, adding about $12 million to the total project cost. In 2022, the Board added the I-80 Auxiliary Lane project with a SPRTA fee cost share of $15.7 million. These projects' total costs and the SPRTA fee cost share are included in Table 10.

Table 7: Estimated Project Costs in Millions of 2023 Dollars

Project ID	Projects	Status	Remaining Construction, Most Recent Project Costs ($M)	Year of Cost Estimate	Escalation Rate	Remaining Construction Estimated Project Costs in 2023 $M
			(A)		(B)	(C) = (A) * (B)
A	Placer Parkway	Future Improvement	$783.06	2021	14.2%	$893.99
	Sierra College Blvd					
B	Seg 1a - SR 193 to Twelve Bridges	Future Improvement	$0.00	2015	35.0%	$0.00
B	Seg 1b - Twelve Bridges Dr to Northern Rocklin City Limits	Future Improvement	$11.97	2015	35.0%	$16.15
C	Seg 2a - Northern Rocklin City Limits to Loomis Town Limits	Future Improvement	$3.51	2014	38.3%	$4.85
C	Seg 2b - Loomis Town Limits to Taylor Road	Future Improvement	$6.66	2014	38.3%	$9.21
D	Seg 3 - Taylor Road to Granite Drive	Complete	$0.00	N/A	N/A	$0.00
F	Seg 5 - I-80 EB Ramp to Rocklin Road	Partially Complete	$3.19	2009	56.1%	$4.98
G	Seg 6 - Rocklin Road to Southern Rocklin City Limits	Partially Complete	$2.59	2009	56.1%	$4.04
H	Seg 7 - Southern Rocklin City Limits to Douglas Boulevard	Complete	$0.00	N/A	N/A	$0.00
I	Seg 8 - Douglas Boulevard to Eureka Road	Future Improvement	$1.50	2014	38.3%	$2.07
J	Seg 9 - Eureka Road to East Roseville Parkway	Future Improvement	$2.33	2014	38.3%	$3.22
K	Seg 10 - East Roseville Parkway to County Line	Future Improvement	$4.43	2014	38.3%	$6.12
L	Lincoln Bypass	Partially Complete	$90.00	2022	2.0%	$91.76
M	I-80/Douglas Blvd Interchange	Complete	$0.00	N/A	N/A	$0.00
N	SR 65 Widening	Future Improvement	$115.00	2020	17.8%	$135.50
O	I-80 Rocklin Road, with WB Aux Lane	Future Improvement	$52.00	2023	N/A	$52.00
P&Q	Auburn Folsom Rd	Complete	$0.00	N/A	N/A	$0.00
R	**I-80 / SR 65 Interchange**					
	I-80 / SR 65 Interchange Phase 1	Complete	$0.00	N/A	N/A	$0.00
	I-80 / SR 65 Interchange Phase 2	Future Improvement	$495.00	2020	17.8%	$583.26
	I-80 / SR 65 Interchange Phase 3	Future Improvement	$85.00	2020	17.8%	$100.16
S	I-80/Douglas Blvd Ramp Improvements	Future Improvement	$1.79	2022	2.0%	$1.82
T	I-80/Atlantic WB Ave Ramp Improvements	In Construction	$0.00	N/A	N/A	$0.00
U	Regional Transit Project & Facilities	Future Improvement	$100.00	2023	N/A	$100.00
V	I-80 Auxiliary Lane (WB)	In Construction	$0.00	2023	N/A	$0.00
W	I-80 Auxiliary Lane (EB)	In Construction	$0.00	2023	N/A	$0.00
	Total		**$1,141.85**			**$2,009.15**

3.4 Level of Service Policy

3.4.1 Role of LOS Policy

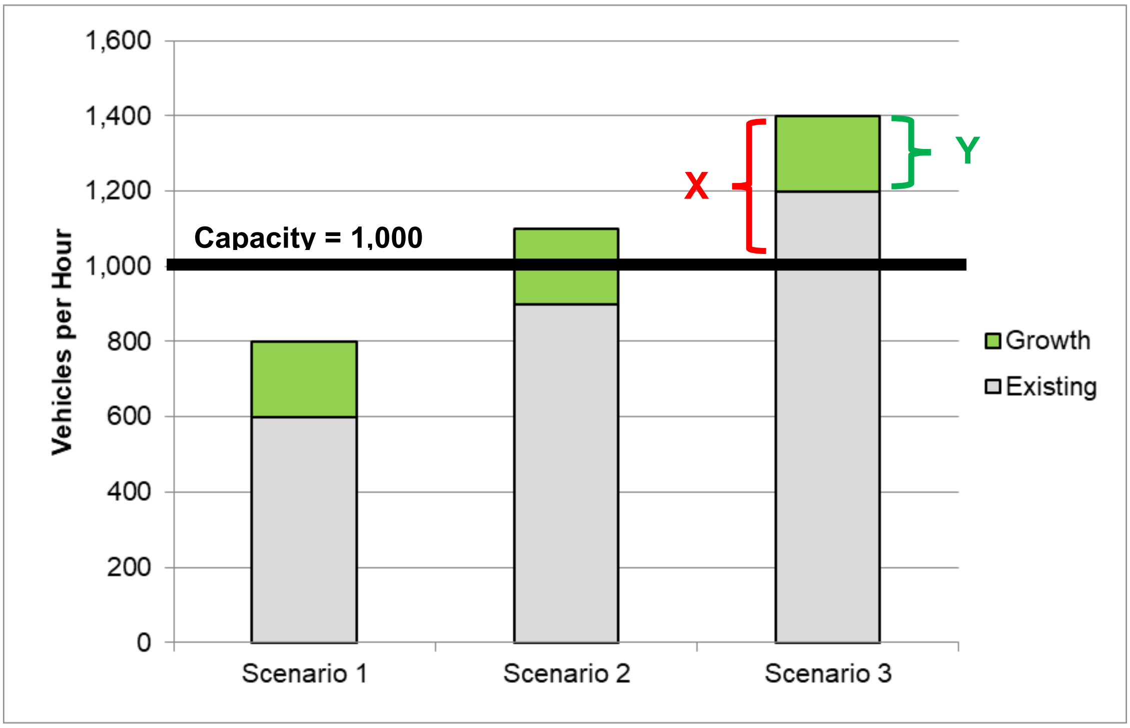
AB-602 introduced the following requirement for all nexus studies, that, like this one, are adopted after July 1, 2022:

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

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

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

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



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

3.4.2 SPRTA LOS Policy

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

Lincoln – The City's LOS policy is found in General Plan Policy T-2.3[3], which reads, "*Strive to maintain a LOS C at all signalized intersections in the City during the p.m. peak hours. Exceptions to this standard may be considered for intersections where the city determines that the required road improvements are not acceptable (i.e., due to factors such as the cost of improvements exceeding benefits achieved, results are contrary to achieving a pedestrian design, or other factors) or that based upon overriding considerations regarding project benefits, an alternative LOS may be accepted. For purposes of this policy, City intersections along McBean Park Drive between East Avenue and G Street, and G Street between First Street and Seventh Street, are excluded from the LOS C standard, and will operate at a lower LOS*."

Rocklin - The City's LOS policy is found in General Plan Policy C-10[4], which reads, "*A. Maintain a minimum traffic Level of Service "C" for all signalized intersections during the p.m. peak hour on an average weekday, except in the circumstances described in C-10.B and C. below.*

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

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

Roseville - The City's LOS policy is found in General Plan Policy CIRC2.1[5], which reads, "*Maintain a LOS "C" standard at a minimum of 70 percent of all signalized intersections and roadway segments in the City during the a.m. and p.m. peak hours. Exceptions to the LOS "C" standard may be considered where improvements required to achieve the standard would adversely affect pedestrian, bicycle, or transit access, and where feasible LOS improvements and travel demand-reducing strategies have been exhausted."*

[3] See: https://www.lincolnca.gov/en/business-and-development/resources/Documents/general-plan-2050.pdf

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

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

Unincorporated Placer County - The County's LOS policy is found in General Plan Policy 3.A.7[6], which reads, "*The County shall develop and manage its roadway system to maintain the following minimum levels of service (LOS), or as otherwise specified in a community or specific plan).*

a. LOS "C" on rural roadways, except within one-half mile of state highways where the standard shall be LOS "D".

b. LOS "C" on urban/suburban roadways except within one-half mile of state highways where the standard shall be LOS "D".

c. An LOS no worse than specified in the Placer County Congestion Management Program (CMP) for the state highway system.

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

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

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

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

4. Updated Fee Calculation

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

4.1 Allocation of Project Costs to Fee Districts

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

- In some cases[7], some or all of the improvements have already been constructed. In such cases the number of lanes used in the calculation of Existing LOS is for the pre-construction condition.
- In the cases of Placer Parkway and the Lincoln Bypass an entirely new road is being built to accommodate development. In such cases, we have assumed that, but for new development, there would be no need for the road.
- In the case of transit projects, the percentage attributable to new development was based on new development's share of future DUEs.

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

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

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

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

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

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

Project ID	Project Name	LOS Standard	Existing (2019): 1-Way Traffic Volume	# of Lanes	Capacity /Lane	Total Capacity	V/C Ratio	LOS	Deficiency ?	Capacity Based On LOS Standard	V/C Ratio based on LOS Standard	Future (2040) Without Improvements: Volume	V/C Ratio	LOS	Deficiency ?	V/C Ratio based on LOS Standard	% of Deficiency Attributable to New Development
		(A)	(B)	(C)	(D)	(E)=(C)*(D)	(F)=(B)/(E)	(G)	(H) worse than (A)?	(I)	(J)=(B)/(I)	(K)	(L)=(K)/(E)	(M)	(M) worse than (A)?	(N)=(K)/(I)	(L)=(J-F)/(J-1)
A	Placer Parkway (East)																100%
	Sierra College Boulevard																
B	Segment #1 (SR 193 to Rocklin City N. Limit)	C	641	1	750	750	0.85	D	Yes	600	1.07	1,086	1.45	F	Yes	1.81	92%
C	Segment #2 (Rocklin N. Limit to Loomis N. Limit)	C	524	1	750	750	0.70	C	No	600	0.87	909	1.21	F	Yes	1.52	100%
D	Segment #3 (Taylor Rd to Granite Dr)	C	1,199	1	850	850	1.41	F	Yes	680	1.76	1,752	2.06	F	Yes	2.58	52%
F	Segment #5 (I-80 EB Ramps to Rocklin Rd)	C	954	1	750	750	1.27	F	Yes	600	1.59	1,218	1.62	F	Yes	2.03	43%
G	Segment #6 (Rocklin Rd to Rocklin S. Limit)	C	1,097	2	800	1,600	0.69	C	No	1,280	0.86	1,484	0.93	E	Yes	1.16	100%
H	Segment #7 (Rocklin S. Limit to Douglas Blvd)	C	1,366	1	850	850	1.61	F	Yes	680	2.01	1,745	2.05	F	Yes	2.57	36%
I	Segment #8 (Douglas Blvd to Eureka Rd)	C	1,682	2	850	1,700	0.99	E	Yes	1,360	1.24	2,186	1.29	F	Yes	1.61	61%
J	Segment #9 (Eureka Rd to E. Roseville Pkwy)	C	1,456	2	850	1,700	0.86	D	Yes	1,360	1.07	1,918	1.13	F	Yes	1.41	83%
K	Segment #10 (E. Roseville Pkwy to Sac County Line)	C	2,497	2	850	1,700	1.47	F	Yes	1,360	1.84	3,593	2.11	F	Yes	2.64	49%
L	Lincoln Bypass	C	1,023	1	1,000	1,000	1.02	F	Yes	800	1.28	1,193	1.19	F	Yes	1.49	43%
M	I-80 / Douglas Boulevard Interchange	D	1,240	1	850	850	1.46	F	Yes	765	1.62	1,458	1.72	F	Yes	1.91	31%
N	SR-65 Widening	D	5,548	3	2,000	6,000	0.92	E	Yes	5,400	1.03	6,856	1.14	F	Yes	1.27	90%
O	I-80 / Rocklin Road Interchange	C	1,672	2	850	1,700	0.98	E	Yes	1,360	1.23	2,406	1.42	F	Yes	1.77	70%
P	Auburn-Folsom Rd Widening (Douglas Blvd to Eureka Rd)	E	2,193	2	800	1,600	1.37	F	Yes	1,600	1.37	2,817	1.76	F	Yes	1.76	51%
Q	Auburn-Folsom Rd Widening (South of Eureka Rd)	E	2,438	2	800	1,600	1.52	F	Yes	1,600	1.52	3,316	2.07	F	Yes	2.07	51%
R	I-80/SR 65 Interchange	D	4,925	2	2,000	4,000	1.23	F	Yes	3,600	1.37	5,987	1.50	F	Yes	1.66	44%
S	Douglas Blvd WB I-80 Ramp	D	569	2	300	600	0.95	E	Yes	540	1.05	804	1.34	F	Yes	1.49	89%
T	Atlantic Street WB I-80 Ramp	D	698	1	500	500	1.40	F	Yes	450	1.55	798	1.60	F	Yes	1.77	29%
U	Transit Projects																37%
V	I-80 WB Aux Lanes	D	6,387	4	2,000	8,000	0.80	C	No	7,200	0.89	7,648	0.96	E	Yes	1.06	100%
W	I-80 EB Aux Lanes	D	7,154	3	1,400	4,200	1.70	F	Yes	3,780	1.89	8,409	2.00	F	Yes	2.22	27%

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

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

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

Project ID	Project Name	SPRTA Cost for Completed Construction Work	Remaining Construction Project Cost Estimate	% of Need Attributable to All Future Develop-ment	Remaining Construction Costs Attributable to All Future Development	SPRTA Area Share of All Future Develop-ment	Costs Attributable to SPRTA Development, by Formula	Costs Attributable to SPRTA Development Due to Other Funding Sources and/or Board Policy	Actual Costs Attributable to SPRTA Development	SPRTA Fees Previously Collected (thru June 2021)	Costs Attributable to Future SPRTA Development & Not Yet Collected
		(A)	(B)	(C)	(D) = (B)*(C)	(E)	(F) = (A)+(D)*(E)	(G)	(H) = lesser of (F) and (G)	(J)	(K) = (H) - (J)
A	Placer Parkway (East)		$893,992,673	100%	$893,992,673	77.2%	$690,570,438	$10,690,362	$10,690,362	$10,690,362	$0
	Sierra College Boulevard										
B	Segment #1 (SR 193 to Rocklin City N. Limit)		$16,154,266	92%	$14,791,458	75.1%	$11,112,003		$11,112,003	$5,657,792	$5,454,211
C	Segment #2 (Rocklin N. Limit to Loomis N. Limit)		$14,063,376	100%	$14,063,376	71.9%	$10,108,390		$10,108,390	$3,878,611	$6,229,779
D	Segment #3 (Taylor Rd to Granite Dr)	$1,810,000	$0				$1,810,000		$1,810,000	$891,866	$918,134
F	Segment #5 (I-80 EB Ramps to Rocklin Rd)	$3,040,000	$4,981,024	43%	$2,127,816	57.0%	$4,252,879		$4,252,879	$1,648,605	$2,604,274
G	Segment #6 (Rocklin Rd to Rocklin S. Limit)	$230,000	$4,044,562	100%	$4,044,562	50.0%	$2,253,889		$2,253,889	$246,874	$2,007,015
H	Segment #7 (Rocklin S. Limit to Douglas Blvd)	$2,569,604	$0				$2,569,604		$2,569,604	$1,181,590	$1,388,014
I	Segment #8 (Douglas Blvd to Eureka Rd)		$2,074,326	61%	$1,265,690	59.3%	$750,206		$750,206	$2,325,967	-$1,575,761
J	Segment #9 (Eureka Rd to E. Roseville Pkwy)		$3,223,637	83%	$2,669,033	58.8%	$1,570,425		$1,570,425	$1,093,614	$476,812
K	Segment #10 (E. Roseville Pkwy to Sac County Line)		$6,120,476	49%	$3,004,049	63.2%	$1,897,429		$1,897,429	$2,099,887	-$202,458
L	Lincoln Bypass	$23,350,000	$91,756,915	43%	$39,691,287	74.8%	$53,056,372	$32,400,000	$32,400,000	$10,216,055	$22,183,945
M	I-80 / Douglas Boulevard Interchange	$5,116,131	$0				$5,116,131		$5,116,131	$4,403,728	$712,403
N	SR-65 Widening		$135,504,446	90%	$121,730,643	68.4%	$83,298,691	$80,400,000	$80,400,000	$8,532,857	$71,867,143
O	I-80 / Rocklin Road Interchange, with WB Aux lane		$52,000,000	70%	$36,489,484	74.6%	$27,221,504	$23,410,000	$23,410,000	$4,481,755	$18,928,245
P	Auburn-Folsom Rd Widening (Douglas Blvd to Eureka Rd)	$8,000,000	$0				$8,000,000		$8,000,000	$2,897,631	$5,102,369
R	I-80/SR 65 Interchange	$2,909,627	$683,413,729	44%	$304,057,553	67.2%	$207,155,794		$207,155,794	$1,490,828	$205,664,966
S	Douglas Blvd WB I-80 Ramp		$1,824,943	89%	$1,624,476	73.7%	$1,197,743		$1,197,743	$269,448	$928,295
T	Atlantic Street WB I-80 Ramp	$650,000	$0				$650,000		$650,000	$1,857,074	-$1,207,074
U	Transit Projects		$100,000,000	37%	$37,447,676	100.0%	$37,447,676	$10,000,000	$10,000,000	$2,093,446	$7,906,554
V	I-80 WB Aux Lanes		$34,600,000	100%	$34,600,000	60.4%	$20,910,476	$13,000,000	$13,000,000		$13,000,000
W	I-80 EB Aux Lanes		$14,900,000	27%	$4,039,641	67.4%	$2,723,196	$2,700,000	$2,700,000		$2,700,000
	Total	$47,675,362	$2,058,654,375		$1,515,639,418				$431,044,855	$65,957,989	$365,086,866
	As a percent of total updated cost estimate				74%				21%	3%	18%

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

Project ID	Project Name	Costs Attributable to Future SPRTA Development & Not Yet Collected	Dry Creek	Granite Bay	Lincoln	Newcastle /Horseshoe Bar	Placer Central	Placer West	Rocklin	Roseville West	Roseville East	Sunset	Total for Development in SPRTA Areas
A	Placer Parkway (East)*	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
B	Sierra College Blvd (SR 193 to Rocklin City N. Limit)	$5,454,211	$1,371	$16,193	$3,271,857	$147,488	$1,240,635	$5,139	$328,429	$13,457	$43,431	$386,211	$5,454,211
C	Sierra College Blvd (Rocklin N. Limit to Loomis N. Limit)	$6,229,779	$2,322	$31,095	$3,874,997	$45,907	$1,320,451	$7,378	$794,360	$25,821	$105,629	$21,820	$6,229,779
D	Sierra College Blvd (Taylor Rd to Granite Dr)*	$918,134	$2,574	$4,469	$385,023	$56,801	$119,999	$752	$299,944	$18,022	$23,210	$7,340	$918,134
F	Sierra College Blvd (I-80 EB Ramps to Rocklin Rd)	$2,604,274	$3,047	$45,611	$536,409	$128,868	$188,100	$0	$1,536,892	$9,990	$141,430	$13,927	$2,604,274
G	Sierra College Blvd (Rocklin Rd to Rocklin S. Limit)	$2,007,015	$539	$48,873	$507,015	$125,665	$163,157	$0	$981,891	$8,246	$166,452	$5,177	$2,007,015
H	Sierra College Blvd (Rocklin S. Limit to Douglas Blvd)*	$1,388,014	$7,029	$254,783	$203,146	$102,004	$59,903	$99	$292,255	$53,789	$358,511	$56,494	$1,388,014
I	Sierra College Blvd (Douglas Blvd to Eureka Rd)	-$1,575,761	-$3,527	-$171,372	-$293,636	-$63,751	-$45,473	-$832	-$273,049	-$267,616	-$216,606	-$239,899	-$1,575,761
J	Sierra College Blvd (Eureka Rd to E. Roseville Pkwy)	$476,812	$2,376	$32,527	$107,847	$16,911	$12,137	$415	$76,154	$93,920	$44,769	$89,756	$476,812
K	Sierra College Blvd (E. Roseville Pkwy to Sac County Line)	-$202,458	-$3,058	-$4,429	-$51,041	-$2,053	-$2,155	-$327	-$18,554	-$51,850	-$12,657	-$56,335	-$202,458
L	Lincoln Bypass	$22,183,945	$304,710	$45,694	$15,926,726	$24,174	$98,182	$149,860	$786,258	$1,795,494	$249,642	$2,803,204	$22,183,945
M	I-80 / Douglas Boulevard Interchange*	$712,403	$2,401	$1	$374,630	$8,054	$9,236	$1,192	$51,474	$38,948	$26,424	$200,043	$712,403
N	SR-65 Widening*	$71,867,143	$9,329,020	$775,320	$16,614,756	$715,441	$952,273	$216,492	$5,344,848	$19,036,713	$3,638,871	$15,243,408	$71,867,143
O	I-80 / Rocklin Road Interchange	$18,928,245	$202,698	$137,158	$1,111,384	$130,483	$69,761	$1,122	$13,388,708	$491,551	$13,262	$3,382,117	$18,928,245
P	Auburn-Folsom Rd Widening (Douglas Blvd to Eureka Rd)*	$5,102,369	$108,013	$565,967	$1,318,727	$145,220	$77,365	$8,778	$460,435	$1,070,465	$144,536	$1,202,862	$5,102,369
Q	Auburn-Folsom Rd Widening (South of Eureka Rd)*	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
R	I-80/SR 65 Interchange	$205,664,966	$8,102,473	$492,233	$77,258,813	$427,784	$467,793	$359,433	$12,408,390	$48,925,865	$1,487,313	$55,734,869	$205,664,966
S	Douglas Blvd WB I-80 Ramp	$928,295	$104,631	$19,186	$12,210	$2,323	$1,595	$918	$10,002	$449,680	$308,413	$19,337	$928,295
T	Atlantic Street WB I-80 Ramp*	-$1,207,074	-$17	-$405	-$10,122	$0	$0	$0	-$20,533	-$1,062,187	-$105,564	-$8,246	-$1,207,074
U	Transit Projects*	$7,906,554	$1,026,344	$85,298	$1,827,893	$78,710	$104,766	$23,818	$588,020	$2,094,348	$400,335	$1,677,023	$7,906,554
V	I-80 WB Aux Lanes	$13,000,000	$15,135	$41,971	$6,392,396	$294,682	$233,164	$31,396	$2,410,648	$2,527,721	$250,745	$802,141	$13,000,000
W	I-80 EB Aux Lanes	$2,700,000	$21,328	$14,951	$82,808	$38,188	$3,227	$75	$2,437,910	$90,861	$4,945	$5,706	$2,700,000
	Total SPRTA Costs Attributed by District		$19,223,144	$2,435,125	$129,451,838	$2,422,901	$5,074,117	$805,707	$41,884,484	$75,363,237	$7,073,091	$81,346,956	$365,086,866
	Administrative Costs (1.5% of total SPRTA project costs)*		$710,875	$59,080	$1,266,051	$54,517	$72,564	$16,497	$407,279	$1,450,605	$277,283	$1,161,553	$5,476,303
	Pre-SRTA Credits		$0	-$1,933,154	-$929,237	$0	-$210,053	$0	$0	-$562,249	-$1,504,421	$0	-$5,139,113
	Total	$365,086,866	$19,934,019	$561,050	$129,788,652	$2,477,418	$4,936,628	$822,204	$42,291,763	$76,251,593	$5,845,954	$82,508,510	$365,424,056

4.2 Recommended Updated Fees

The recommended new fee per DUE was computed by taking the project costs for each SPRTA district from Table 11 and dividing it by the number of new DUEs expected in each district, from Table 5. The results are shown in Table 12.

Table 12: Computation of New Fee/DUE by District

SPRTA Fee District	Share of Project Costs	Growth in DUEs	New SPRTA Fee
	(A)	(B)	(C)=(A)/(B)
Dry Creek	$19,934,019	14,610	$1,364
Granite Bay	$561,050	1,214	$462
Lincoln	$129,788,652	26,020	$4,988
Newcastle/Horseshoe Bar	$2,477,418	1,120	$2,211
Placer Central	$4,936,628	1,491	$3,310
Placer West	$822,204	339	$2,425
Rocklin	$42,291,763	8,370	$5,053
Roseville West	$76,251,593	29,812	$2,558
Roseville East	$5,845,954	5,699	$1,026
Sunset	$82,508,510	23,872	$3,456
Total	**$365,417,790**	**112,548**	
Average			**$3,247**

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

Table 13: Updated Recommended Fees for Residential Land Uses

Residential Land Use Category	Unit	2023 SPRTA DUE per Unit	Dry Creek	Granite Bay	Lincoln	Newcastle /Horseshoe Bar	Placer Central	Placer West	Rocklin	Roseville West	Roseville East	Sunset
Single-Family Dwelling												
Small (< 1,500 sq,ft,)	DU	0.830	$1,132	$384	$4,140	$1,835	$2,748	$2,013	$4,194	$2,123	$851	$2,869
Medium (1,500-2,500 sq.ft.)	DU	1.000	$1,364	$462	$4,988	$2,211	$3,310	$2,425	$5,053	$2,558	$1,026	$3,456
Large (> 2,500 sq.ft.)	DU	1.110	$1,514	$513	$5,537	$2,454	$3,674	$2,692	$5,608	$2,839	$1,139	$3,836
Apartment												
Small (< 1,500 sq,ft,)	DU	0.451	$615	$208	$2,250	$997	$1,493	$1,094	$2,279	$1,154	$463	$1,559
Medium (1,500-2,500 sq.ft.)	DU	0.543	$741	$251	$2,709	$1,201	$1,797	$1,317	$2,744	$1,389	$557	$1,877
Large (> 2,500 sq.ft.)	DU	0.603	$823	$279	$3,008	$1,333	$1,996	$1,462	$3,047	$1,542	$619	$2,084
Low-Rise Condominium												
Small (< 1,500 sq,ft,)	DU	0.318	$434	$147	$1,586	$703	$1,053	$771	$1,607	$813	$326	$1,099
Medium (1,500-2,500 sq.ft.)	DU	0.383	$523	$177	$1,910	$847	$1,268	$929	$1,935	$980	$393	$1,324
Large (> 2,500 sq.ft.)	DU	0.425	$580	$196	$2,120	$940	$1,407	$1,031	$2,147	$1,087	$436	$1,469
Mid-Rise Condominium												
Small (< 1,500 sq,ft,)	DU	0.150	$205	$69	$748	$332	$497	$364	$758	$384	$154	$518
Medium (1,500-2,500 sq.ft.)	DU	0.181	$247	$84	$903	$400	$599	$439	$915	$463	$186	$626
Large (> 2,500 sq.ft.)	DU	0.201	$274	$93	$1,003	$444	$665	$487	$1,016	$514	$206	$695
Mobile Home Park												
Small (< 1,500 sq,ft,)	DU	0.512	$699	$237	$2,554	$1,132	$1,695	$1,242	$2,587	$1,310	$525	$1,770
Medium (1,500-2,500 sq.ft.)	DU	0.617	$842	$285	$3,078	$1,364	$2,042	$1,496	$3,117	$1,578	$633	$2,133
Large (> 2,500 sq.ft.)	DU	0.685	$935	$317	$3,417	$1,515	$2,268	$1,661	$3,461	$1,752	$703	$2,368
Senior, Single-Family												
Small (< 1,500 sq,ft,)	DU	0.265	$362	$122	$1,322	$586	$877	$643	$1,339	$678	$272	$916
Medium (1,500-2,500 sq.ft.)	DU	0.319	$435	$147	$1,591	$705	$1,056	$774	$1,612	$816	$327	$1,103
Large (> 2,500 sq.ft.)	DU	0.354	$483	$164	$1,766	$783	$1,172	$858	$1,789	$905	$363	$1,224
Senior, Multi-Family												
Small (< 1,500 sq,ft,)	DU	0.221	$302	$102	$1,102	$489	$732	$536	$1,117	$565	$227	$764
Medium (1,500-2,500 sq.ft.)	DU	0.266	$363	$123	$1,327	$588	$881	$645	$1,344	$680	$273	$919
Large (> 2,500 sq.ft.)	DU	0.295	$403	$136	$1,471	$652	$977	$715	$1,491	$755	$303	$1,020

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

ITE Code	Land Use Category	SPRTA DUE	Dry Creek	Granite Bay	Lincoln	Newcastle /Horseshoe Bar	Placer Central	Placer West	Rocklin	Roseville West	Roseville East	Sunset
	Industrial											
110	Light Industrial	0.65 /1,000 s.f.	$887	$300	$3,242	$1,437	$2,152	$1,576	$3,284	$1,663	$667	$2,247
130	Industrial Park	0.34 /1,000 s.f.	$464	$157	$1,696	$752	$1,125	$825	$1,718	$870	$349	$1,175
140	Manufacturing	0.74 /1,000 s.f.	$1,010	$342	$3,691	$1,636	$2,450	$1,795	$3,739	$1,893	$759	$2,558
150	Warehousing	0.18 /1,000 s.f.	$246	$83	$898	$398	$596	$437	$909	$460	$185	$622
151	Mini-Warehousing	0.15 /1,000 s.f.	$205	$69	$748	$332	$497	$364	$758	$384	$154	$518
	Lodging											
310	Hotel	0.59 /Room	$805	$273	$2,943	$1,305	$1,953	$1,431	$2,981	$1,509	$605	$2,039
311	All Suites Hotel	0.36 /Room	$491	$166	$1,796	$796	$1,192	$873	$1,819	$921	$369	$1,244
312	Business Hotel	0.31 /Room	$423	$143	$1,546	$685	$1,026	$752	$1,566	$793	$318	$1,071
320	Motel	0.36 /Room	$491	$166	$1,796	$796	$1,192	$873	$1,819	$921	$369	$1,244
	Recreational											
411	City Park	0.11 /Acre	$150	$51	$549	$243	$364	$267	$556	$281	$113	$380
430	Golf Course	2.91 /Hole	$3,970	$1,345	$14,515	$6,434	$9,633	$7,057	$14,703	$7,443	$2,985	$10,058
444	Movie Theater	6.17 /1,000 s.f.	$8,418	$2,851	$30,777	$13,643	$20,424	$14,963	$31,174	$15,781	$6,329	$21,325
492	Health/Fitness Club	1.31 /1,000 s.f.	$1,787	$605	$6,534	$2,897	$4,336	$3,177	$6,619	$3,351	$1,344	$4,528
493	Athletic Club	6.29 /1,000 s.f.	$8,582	$2,906	$31,375	$13,908	$20,822	$15,254	$31,781	$16,088	$6,453	$21,740
495	Recreational Community Center	2.50 /1,000 s.f.	$3,411	$1,155	$12,470	$5,528	$8,276	$6,063	$12,631	$6,394	$2,565	$8,641
	Institutional											
536	Private School (K - 12)*	5.50 Students	$7,504	$2,541	$27,435	$12,161	$18,206	$13,338	$27,789	$14,067	$5,642	$19,010
560	Church	0.49 /1,000 s.f.	$669	$226	$2,444	$1,083	$1,622	$1,188	$2,476	$1,253	$503	$1,694
565	Day Care Center	11.12 /1,000 s.f.	$15,172	$5,138	$55,468	$24,588	$36,810	$26,967	$56,185	$28,442	$11,407	$38,434
590	Library	8.16 /1,000 s.f.	$11,134	$3,771	$40,703	$18,043	$27,012	$19,789	$41,229	$20,871	$8,371	$28,203
	Medical											
254	Assisted Living	0.24 /bed	$327	$111	$1,197	$531	$794	$582	$1,213	$614	$246	$830
610	Hospital	1.69 /1,000 s.f.	$2,306	$781	$8,430	$3,737	$5,594	$4,098	$8,539	$4,323	$1,734	$5,841
620	Nursing Home	0.59 /1,000 s.f.	$805	$273	$2,943	$1,305	$1,953	$1,431	$2,981	$1,509	$605	$2,039
630	Clinic	3.69 /1,000 s.f.	$5,035	$1,705	$18,406	$8,159	$12,215	$8,949	$18,644	$9,438	$3,785	$12,754
	Office											
710	Up to 50,000 s.f.	1.94 /1,000 s.f.	$2,647	$896	$9,677	$4,290	$6,422	$4,705	$9,802	$4,962	$1,990	$6,705
	50,001 - 150,000 s.f.	1.66 /1,000 s.f.	$2,265	$767	$8,280	$3,671	$5,495	$4,026	$8,387	$4,246	$1,703	$5,737
	150,001 - 300,000 s.f.	1.45 /1,000 s.f.	$1,978	$670	$7,233	$3,206	$4,800	$3,516	$7,326	$3,709	$1,487	$5,012
	300,001 - 500,000 s.f.	1.31 /1,000 s.f.	$1,787	$605	$6,534	$2,897	$4,336	$3,177	$6,619	$3,351	$1,344	$4,528
	500,000 - 800,000 s.f.	1.21 /1,000 s.f.	$1,651	$559	$6,036	$2,675	$4,005	$2,934	$6,114	$3,095	$1,241	$4,182
	> 800,000 s.f.	1.12 /1,000 s.f.	$1,528	$518	$5,587	$2,476	$3,707	$2,716	$5,659	$2,865	$1,149	$3,871
720	Medical - Dental Office Building	3.93 /1,000 s.f.	$5,362	$1,816	$19,603	$8,690	$13,009	$9,531	$19,857	$10,052	$4,032	$13,583

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

ITE Code	Land Use Category	SPRTA DUE	Dry Creek	Granite Bay	Lincoln	Newcastle /Horseshoe Bar	Placer Central	Placer West	Rocklin	Roseville West	Roseville East	Sunset
	Retail											
812	Building Materials & Lumber Yard	2.25 /1,000 s.f.	$3,070	$1,040	$11,223	$4,975	$7,448	$5,457	$11,368	$5,755	$2,308	$7,777
815	Discount Store	4.86 /1,000 s.f.	$6,631	$2,246	$24,242	$10,746	$16,088	$11,786	$24,556	$12,430	$4,986	$16,798
816	Hardware Store	2.98 /1,000 s.f.	$4,066	$1,377	$14,865	$6,589	$9,865	$7,227	$15,057	$7,622	$3,057	$10,300
817	Nursery	6.94 /1,000 s.f.	$9,469	$3,207	$34,618	$15,345	$22,973	$16,830	$35,065	$17,750	$7,119	$23,987
820	Shopping Center											
	< 200,000 s.f.	5.04 /1,000 s.f.	$6,874	$2,328	$25,130	$11,140	$16,677	$12,218	$25,455	$12,886	$5,168	$17,413
	200,001-500,000 s.f.	3.97 /1,000 s.f.	$5,422	$1,836	$19,823	$8,787	$13,155	$9,637	$20,079	$10,164	$4,077	$13,735
	500,000s.f.-1,000,000 s.f.	3.21 /1,000 s.f.	$4,380	$1,483	$16,014	$7,099	$10,627	$7,785	$16,221	$8,211	$3,293	$11,096
	>1,000,000 s.f.	2.64 /1,000 s.f.	$3,608	$1,222	$13,189	$5,846	$8,752	$6,412	$13,359	$6,763	$2,712	$9,138
931	Quality Restaurant	7.80 /1,000 s.f.	$10,643	$3,604	$38,907	$17,247	$25,820	$18,916	$39,410	$19,950	$8,002	$26,959
932	High Turnover Restaurant	9.05 /1,000 s.f.	$12,348	$4,182	$45,142	$20,011	$29,958	$21,947	$45,726	$23,147	$9,284	$31,279
933	Fast Food w/o Drive-In	33.21 /1,000 s.f.	$45,313	$15,346	$165,655	$73,432	$109,934	$80,538	$167,797	$84,941	$34,068	$114,783
934	Fast Food Drive-In	33.03 /1,000 s.f.	$45,067	$15,262	$164,757	$73,034	$109,338	$80,102	$166,887	$84,481	$33,884	$114,161
941	Quick Lube Vehicle Shop	4.85 /Position	$6,618	$2,241	$24,192	$10,724	$16,055	$11,762	$24,505	$12,405	$4,975	$16,763
942	Automobile Care Center	2.25 /1,000 s.f.	$3,070	$1,040	$11,223	$4,975	$7,448	$5,457	$11,368	$5,755	$2,308	$7,777
841	New Car Sales	3.75 /1,000 s.f.	$5,117	$1,733	$18,705	$8,292	$12,413	$9,094	$18,947	$9,591	$3,847	$12,961
843	Automobile Parts Sales	4.90 /1,000 s.f.	$6,686	$2,264	$24,442	$10,835	$16,220	$11,883	$24,758	$12,533	$5,027	$16,936
944	Gasoline/Service Station	13.91 /Pump	$18,979	$6,427	$69,385	$30,757	$46,046	$33,733	$70,282	$35,578	$14,270	$48,077
945	Gas/Serv. Stn. W/Conv. Market	18.42 /Pump	$25,133	$8,511	$91,881	$40,729	$60,975	$44,671	$93,069	$47,113	$18,896	$63,665
848	Tire Store	3.75 /1,000 s.f.	$5,117	$1,733	$18,705	$8,292	$12,413	$9,094	$18,947	$9,591	$3,847	$12,961
850	Supermarket	8.95 /1,000 s.f.	$12,212	$4,136	$44,644	$19,790	$29,627	$21,705	$45,221	$22,891	$9,181	$30,934
851	Convenience Market	49.11 /1,000 s.f.	$67,007	$22,693	$244,966	$108,590	$162,567	$119,097	$248,133	$125,609	$50,379	$169,739
857	Discount Club	4.19 /1,000 s.f.	$5,717	$1,936	$20,900	$9,265	$13,870	$10,161	$21,170	$10,717	$4,298	$14,482
862	Home Improvement Superstore	2.29 /1,000 s.f.	$3,125	$1,058	$11,423	$5,064	$7,581	$5,554	$11,570	$5,857	$2,349	$7,915
863	Electronics Superstore	4.25 /1,000 s.f.	$5,799	$1,964	$21,199	$9,397	$14,069	$10,307	$21,474	$10,870	$4,360	$14,689
864	Toy/Childrens Superstore	5.00 /1,000 s.f.	$6,822	$2,310	$24,941	$11,056	$16,551	$12,126	$25,263	$12,789	$5,129	$17,281
880	Drugstore W/O Drive-Thru	8.51 /1,000 s.f.	$11,611	$3,932	$42,449	$18,817	$28,170	$20,638	$42,998	$21,766	$8,730	$29,413
881	Drugstore W/Drive-Thru	10.25 /1,000 s.f.	$13,985	$4,736	$51,128	$22,664	$33,930	$24,857	$51,789	$26,216	$10,515	$35,427
890	Furniture Store	0.52 /1,000 s.f.	$710	$240	$2,594	$1,150	$1,721	$1,261	$2,627	$1,330	$533	$1,797
911	Walk-In Bank	12.41 /1,000 s.f.	$16,933	$5,734	$61,903	$27,440	$41,080	$30,096	$62,703	$31,741	$12,731	$42,893
912	Drive-In Bank	21.01 /1,000 s.f.	$28,667	$9,708	$104,800	$46,456	$69,549	$50,952	$106,155	$53,737	$21,553	$72,617

4.3 Funding from Other Sources

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

Table 15: Possible Other Sources of Funding for SPRTA Projects

Project Name	2023 Fee Update		Other Sources		
	Total Project Cost Estimate[1]	SPRTA Share of Funding	SPRTA Tier 2 Funding	Future Transportation Sales Tax Contribution[2]	Other Sources[3]
Placer Parkway	$893,992,673	$10,690,362	$644,292,508	$25,000,000	$214,009,803
Sierra College Blvd	$58,311,272	$36,324,826			$21,986,446
Lincoln Bypass	$115,106,915	$32,400,000			$82,706,915
I-80 / Douglas Boulevard Interchange	$5,116,131	$5,116,131			$0
SR-65 Widening	$135,504,446	$80,400,000		$33,000,000	$22,104,446
I-80 / Rocklin Road Interchange	$52,000,000	$23,410,000		$27,700,000	$890,000
Auburn-Folsom Rd Widening	$8,000,000	$8,000,000			$0
I-80/SR 65 Interchange	$686,323,356	$207,155,794	$6,782,026	$295,000,000	$177,385,536
Douglas Blvd WB I-80 Ramp	$1,824,943	$1,197,743			$627,200
Atlantic Street WB I-80 Ramp	$650,000	$650,000			$0
Transit Projects	$100,000,000	$10,000,000		$60,000,000	$30,000,000
I-80 WB Aux Lanes	$34,600,000	$13,000,000			$21,600,000
I-80 EB Aux Lanes	$14,900,000	$2,700,000			$12,200,000
Total	**$2,106,329,737**	**$431,044,855**	**$651,074,535**	**$440,700,000**	**$605,496,792**

1. Estimated costs as of April 2023.
2. Based on the March 2020 Sales Tax Expenditure Plan.
3. Includes State and Federal funding, Tribal funding, Local Agency funding, grants, and STIP

5. Findings

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

5.1 Purpose of the Fee

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

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

5.2 Use of Fee Revenues

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

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

5.3 Use/Type-of-Development Relationship

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

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

5.4 Need/Type-of-Development Relationship

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

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

5.5 Proportionality Relationship

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

The “proportionality” relationship requires that there be rough proportionality between the fee charged to each type of development and the cost of the facility being financed. In the case of SPRTA the differences in the traffic generated by different types of development were factored into the fee to be charged for each type, as is described in Table 4. Within each development category, the fee charged is based on the size of the project, usually measured in square feet, so that the larger projects, which have greater traffic impacts, are charged a higher fee than smaller projects.

5.6 Residential Floor Area

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

(i) An explanation as to why square footage is not appropriate metric to calculate fees imposed on housing development project.

(ii) An explanation that an alternative basis of calculating the fee bears a reasonable relationship between the fee charged and the burden posed by the development.

(iii) That other policies in the fee structure support smaller developments, or otherwise ensure that smaller developments are not charged disproportionate fees.

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

- That square footage is not an appropriate metric for calculating traffic impact fees for residential developments, based on substantial evidence showing that the number of vehicle trips generated by residential units is not proportional to the floor area (see Table 1)
- That an alternative basis of calculating traffic impact fees, based on the expected number of trips generated by small, medium, and large units, but not directly proportional to floor area, would bear a reasonable relationship between the fee charged and the burden posed by the development. This alternative method is supported by substantial evidence from the American Housing Survey and the National Cooperative Highway Research Program (NCHRP)
- That the differences in trip generation characteristics between single-family residences, multi-family residences, mobile homes in mobile home parks, and age-restricted senior residences, as determined through surveys collected by the Institute of Transportation Engineers, justifies using separate fee levels for these different types of units, and

- That differentiating between small, medium, and large units within each category of housing would ensure that smaller developments are not charged fees disproportionate to their traffic impacts.

SOUTH PLACER
REGIONAL
TRANSPORTATION
AUTHORITY

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

September 14, 2023

Jeff Short, Legislative Director
North State Building Industry Association
Via Email

RE: SPRTA Nexus Study Report Comments

Dear Jeff,

The South Placer Regional Transportation Authority ("SPRTA") commissioned GHD Inc to prepare a Nexus Study Update Report, dated July 2023 ("Fee Study"). The North State Building Industry Association ("BIA") commissioned DFA to review and comment on the Fee Study. SPRTA received a draft memo dated 8/18/23 which included 9 comments. A subsequent meeting with the BIA indicated that items 4, 5, 6, and 8 were of the highest concerns, with #6, the cost of the 80/65 Interchange, being the item of greatest concern. SPRTA and GHD staff, in consultation with the SPRTA Technical Advisory Committee ("TAC") have the following responses to those nine comments.

Concern No. 1: The Fee Study has failed to provide sufficient information related to the Travel Demand Model and the assumptions utilized to determine the resulting level of service deficiencies and required need for new and/or expanded traffic improvements. The Fee Study should be more transparent as it relates to the Travel Demand Model and key modeling assumptions.

Response: Additional information regarding the assumptions used in the model can be found in the "SPRTA Model Development Report_May2022", which has been transmitted via email and will be referenced in the final version of the nexus study. The only guidance on disclosure of assumptions within the nexus itself is found in CGC sub-section 66016.5(a)(4), which reads: "*If a nexus study supports the increase of an existing fee, the local agency shall review the assumptions of the nexus study supporting the original fee and evaluate the amount of fees collected under the original fee.*" The Nexus Study Report more than meets this requirement through its numerous discussions of changes since the previous nexus study, such as changes to the project list (Section 1.3), changes related to new state laws (Sections 2.2 and 2.3), changes to growth assumptions (Section 3.1), and changes to project costs (Section 3.3).

Concern No. 2: The Fee Study has failed to provide detailed land use data supporting the projected number of dwelling unit equivalents by SPRTA growth area. Detailed growth assumptions should be provided so the development community can independently verify the level of future development indicated in the Fee Study.

Response: Table 3 provides detailed land use forecasts broken into 22 land use categories and 10 fee districts in DUE units. The specific developments assumed in the study are identified in Section 3.1. In response to this comment, SPRTA will include a table in native units (i.e. square feet, students) in addition to the DUEs units. Additionally, SPRTA has provided TAZ maps and an excel file showing the land use assumption for each TAZ to the BIA via email.

Concern No. 3: Certain data sources utilized in the Fee Study are dated and may not reflect current conditions. The Fee Study refences ITE data from May 1992 (See Table 2 of Fee Study) or NCHRP study from 2012.

Response: The Mitigation Fee Act leaves the choice of data sources to the agency and does not specify an age limit for data. The nexus study uses a variety of industry-accepted sources. In some cases, the source periodically updates the data, such as ITE's trip generation rates (used in Tables 2 and 4) or ENR's construction cost index (used in Table 6). In other cases, such as the two mentioned in Concern #3, the data is published in one-off studies. In such cases practitioners must accept the data as it is.

Concern No. 4: The Fee Study has allocated costs to future development anticipated to occur during the next 20 years. Failure to allocate costs to benefitting land uses after the 20-year time horizon may violate provision of the mitigation fee act.

Response: It is accepted practice to establish a time horizon for forward looking projections for mitigation fee programs. The approximately 20-year horizon looks at both anticipated growth and the transportation improvements needed to support that growth. A longer time horizon would be more speculative, and would include additional growth as well as additional projects needed to accommodate that growth (e.g.. improvement to Sierra College Blvd for a RR crossing grade separation near Taylor Road, widening the southbound section over I-80 to 3 lanes, additional HOV lanes on SR65, etc.). Moreover, the Mitigation Fee Act does not require a nexus study to speculate about all possible developments that might someday occur. The nexus study need only demonstrate that a reasonable relationship exists between the developments under study and the need for certain improvements. The analysis and documentation in the nexus study does that.

Concern No. 5: The Fee Study states "Some growth that was in 2014's future forecast has now occurred, which reduces the amount expected moving forward (page 12). Where does the Fee Study allocate costs to development that has occurred?

Response: Development that has already occurred is part of Existing Conditions. As is explained in Figure 6, the need for individual projects is attributed to existing development and future development depending on whether or not there is an existing deficiency. Column C in Table 10 shows how much of the need for each project is attributable to future development; the rest is attributable to development that has already occurred (recent development would have paid the applicable fees). Costs not assignable to future SPRTA development are costs that must be funded from other sources. Table 15 identifies costs attributed to other sources.

Concern No. 6: The cost of the I-80/SR 65 increased from $120 million to $686 million. The Fee Study fails to provide details related to this massive cost increase. Additionally, the Fee Study assumes SPRTA's share of this facility has increased from $5 million to roughly $205 million. What was the reason for the significant change?

Response: The old cost estimate of the interchange predated environmental analysis, initial engineering studies, and preliminary design work. The result of this analysis led to a better-defined scope of work and an updated cost estimate.

The reason for the SPRTA share increase from $5 million to roughly $207 million is twofold. First, the 2014 fee update assigned an arbitrary $5m cost share to new development, significantly less than the amount that would have been supported by SPRTA developments' share of new trips through the interchange. The policy decision to collect less than what is allowed under the Mitigation Fee Act stemmed from the belief that other sources of funding would be available to support this project. The July 2023 Nexus Study Report updates the assumptions to a more realistic outlook regarding the likely share of state and federal funding in conjunction with the increased cost estimate. The nexus study uses a higher maximum cost share assignable to new development based on SPRTA developments' share of new trips through the interchange.

When SPRTA staff met with the BIA, BIA members emphasized their desire to work with SPRTA to increase the share of federal and state grant funding. SPRTA staff welcome this collaboration and are committed to working with the BIA to return more motor-fuel tax dollars to Placer County.

In response to comments, SPRTA staff will seek Board concurrance to remove the 80/65 Interchange Phase 3 project (and assume this project is funded in the future with future development units). This reduces the project cost to $586 million. In addition, SPRTA will revise our assumptions to include an additional $42 million in grant funding split between the Phase 2 and Phase 3 projects.

Concern No. 7: The Fee Study assumes the funding and construction of significant transportation improvements required to mitigate demand from future development. What level of services is anticipated to be provided after completion of the transportation improvements?

Response: The post-improvement level of service will vary from project to project and was not documented in the nexus study. SPRTA has worked with its member agencies to scope the appropriate size of the improvements.

Concern No. 8: The Fee Study allocated the cost of certain deficient transportation improvements based on a volume to capacity ratio. Under this volume to capacity ratio methodology, it appears future development is allocated costs in excess to the demand placed upon the transportation improvement.

Response: The cost share attributed to locations with existing deficiencies are described in Section 3.4 of the nexus study and are consistent with industry best practice. Per Section 3.4, new development's share of costs are proportional to their number of trips relative to the total number of overcapacity trips (i.e. new development plus existing development).

Concern No. 9: Table 8 of the Fee Study includes a series of formulas for calculating the percentage of need attributable to new development. The formula in the final column does not appear to be correct.

Response: As stated, the formula in the column heading in Table 8 is incorrect. The proper formula is L=(N-J)/(N-1) if there is an existing deficiency. The proper formula was used for the calculations so all values in Table 8 are correct. The formula in the column heading will be corrected and a footnote added regarding the value for projects without an existing deficiency. If there is no existing deficiency and a deficiency is forecast for the future, then 100% of the future deficiency is attributed to new development (see Scenario 2 in Figure 6).

SPRTA appreciates the comments from the BIA and the continued dialogue and coordination on the Fee Study. We recognize the sizeable increase proposed by this SPRTA fee update and the burden that places on future development. However, we feel the proposed revisions strike the right balance between that burden and the need to adequately fund the transportation infrastructure needed to accommodate future growth. If you have questions or further comments, please contact me.

Sincerely,

Rick Carter, Deputy Executive Director

C: Matt Click, Executive Director

Memorandum

DRAFT

To: Jeff Short, North State BIA

From: Development & Financial Advisory ("DFA")

CC:

Date: 8/18/2023

Re: South Placer Regional Transportation Authority Nexus Study Update Report

The South Placer Regional Transportation Authority ("SPRTA") commissioned GHD Inc to prepare a Nexus Study Update Report, dated July 2023 ("Fee Study"). The Fee Study utilized and relied upon information contained a variety of documents and studies. These other documents and studies include, but are not limited to, the following:

1. SPRTA – Travel Demand Model
2. US Census Bureau's American Housing Study
3. National Cooperative Highway Research Program ("NCHRP"), 2012
4. Institute of Transportation Engineers ("ITE")

Development & Financial Advisory ("DFA") reviewed the Fee Study for purposes of preparing this preliminary list of nexus concerns.

These preliminary concerns related to the Fee Study are reflected below.

Concern No. 1: The Fee Study has failed to provide sufficient information related to the Travel Demand Model and the assumptions utilized to determine the resulting level of service deficiencies and required need for new and/or expanded traffic improvements. The Fee Study should be more transparent as it relates to the Travel Demand Model and key modeling assumptions.

Concern No. 2: The Fee Study has failed to provide detailed land use data supporting the projected number of dwelling unit equivalents by SPRTA growth area. Detailed growth assumptions should be provided so the development community can independently verify the level of future development indicated in the Fee Study.

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Concern No. 9: Table 8 of the Fee Study includes a series of formulas for calculating the percentage of need attributable to new development. The formula in the final column does not appear to be correct.

The concerns listed above are preliminary in nature and may be modified, expanded, eliminated or expanded after a review of the Fee Study source documents. DFA is available to discuss these preliminary concerns outlined in the memorandum.

To: Matt Click, PCTPA Executive Director
From: DPFG, LLC
Date: August 18, 2023
Subject: SPRTA Tier I Fee Deferral Proposal

At the request of our client, Placer Business Alliance ("PBA"), we have prepared this memo and cash flows to analyze and propose a deferral of the South Placer Regional Transportation Authority ("SPRTA") Tier I fee. DPFG, LLC ("DPFG") worked with SPRTA and the various participating agencies previously on the structure and analysis of the Tier II fee deferral program. The genesis of this proposal would be to authorize a similar deferral program that matches funding timing with construction timing.

A. Background and Assumptions:

The SPRTA fee program began in 2002 and has been in effect since, with updates to include additional roadways and current construction costs in 2006, 2007, 2009, 2012, and 2014. SPRTA is proposing a new update, with a draft Nexus Study circulated in July 2023. The Tier I fee increase varies by each of the 10 fee districts, but on average it is proposing a 55% increase. Some districts are even increasing as high as 163%.

PBA and DPFG recognize the need for the escalation of costs associated with roadway construction. At this time, PBA and DPFG have looked to find creative ways to fund the entire fee program costs without pushing back on the facilities list, traffic model, Nexus Study assumptions, or costs. Transportation improvements are extremely important for the South Placer economy.

There are a couple assumptions DPFG made to the base data provided by SPRTA; future unit absorption for Dry Creek/Sunset, extended future unit absorption for various districts, and even allocation of the remaining $180M spend over 25 years.

In the data provided to DPFG, the unit absorption for each district was based on the historical trend over the last couple of years. This method was generally acceptable, except for the Dry Creek and Sunset districts. Both of these districts have large specific plans (Placer Vineyards and Placer One) which are recently under construction. These districts should see a significant increase in absorption beyond historical trends and recent discussions with County staff showed this to be approximately 500 units per year.

A similar logic was also used for other districts with significant growth opportunities. As higher absorption districts build out, it is assumed that South Placer unit absorption would remain somewhat constant and thus additional absorption will flow to the remaining districts. In this case DPFG manually adjusted absorption rates in other districts to meet the perceived consistent demand for housing in South Placer.

The final important assumption is in regard to construction projects 20+ years in the future. In the data provided by SPRTA, a "future" column was included in the assumed construction schedule which identified $180M worth of improvements and 25 years of administration costs. To allow for illustrating how DPFG's proposals might cash flow, it was assumed that the $180M would be evenly spread over the same 25-year assumption for the administration costs.

B. Cash Flow Analysis

DPFG has prepared three different cash flow models to compare how the anticipated funding lines up with the anticipated construction/spend schedule. The cash flow models are as follows: 1) straight building permit fee, 2) a fee deferral to an extended term Community Facilities District ("CFD"), and 3) a fee deferral to CFD Pay-As-You-Go ("PAYGo") funds.

Table 1 outlines the absorption by district, fee by district, annual revenues generated and the estimated expenses for a straight building permit fee. The current year beginning balance and fee revenue was provided by SPRTA. Each year the balance after expenses is rolled over and added to the fee revenues from the following year. This cash flow illustrates a surplus in funding every year and is the status quo.

Table 2A is the fee deferral to an extended term CFD scenario. An extended term CFD is one that allows for taxes to be collected and bonds issued beyond the regular 30-year timeframe. After the initial 30-year bonds have been retired another bond may be issued.

DPFG first looked at each of the districts to determine if they would be likely to participate in such a program, which is predominately going to be utilized by properties in large specific plans. Fee districts such as Granite Bay, Newcastle/Horseshoe Bar, Placer Central, Placer West, Rocklin, and Roseville East are not anticipated to participate in any large number and have been assumed to just pay the building permit fee. The majority of participation in this program will come from Dry Creek (Placer Vineyards, Riolo Vineyards, & Regional University), Lincoln (Villages 1, 5, and 7), Sunset (Placer One), and Roseville West (Sierra Vista, Creekview, and Amoruso Ranch).

With that information, DPFG looked at the various land uses within each specific plan to determine how much of those land uses would actually use a CFD. Most of the time, the infrastructure CFDs are formed on the Low Density Residential ("LDR") and Medium Density Residential ("MDR"). Using the assumption that only LDR and MDR would use the program and comparing the approved land uses in each specific plan, it was assumed that 60% of Lincoln and Dry Creek, 15% of Sunset, and 35% of Roseville West DUEs would participate.

In accordance with the proposal, for the participating DUEs, 50% of the fee (up to $1,500) would be deferred to the extended term CFD. DUEs would be eligible to participate for up to 15 years, or though the year 2038. All other units would pay the fee at building permit. The 50% fee deferral would be repaid once the initial 30-year CFD was paid off, and a new bond sale could occur in year 31 to fund the deferred portion at the then current fee rate.

The results were similar to the status quo building permit analysis but would give participating builders some relief off the significant fee increase. The only shortfall in the cash flow occurs in years 4 and 5. In year 4 a significant expense occurs (HWY 65 widening from Blue Oaks to Galleria) that increases the normal spend of less than $10 million per year, up to $20 million. This results in a minor shortfall in year 4 of $250,000. Year 5 also shows a minor $100,000 shortfall, which cumulatively would result in a minor $350,000 shortfall. This two-year shortfall is quickly erased in the following year and the year-over-year surplus grows significantly. All remaining years are cash flow positive.

Table 2B is similar to the previous extended term CFD, but instead of waiting for repayment til year 31, this scenario assumes PAYGo funding starts repaying the fee deferral at year 15. The PAYGo funding comes from the required 10% coverage on the annual bond payments. This 10% coverage is a backstop in case of delinquencies on property tax payments, but because delinquencies are extremely rare in this time of land secured financing (especially so after buildout), there are additional revenues to fund facilities or fees.

PAYGo is a negotiated term in CFD financing and different jurisdictions have different levels of leniency. The City of Roseville has allowed developers in the Sierra Vista, Creekview, and Amoruso Ranch Specific Plans to utilize this revenue stream towards authorized facilities and fees for the entire 30-year initial CFD term. Placer County allowed the Placer Vineyards Specific Plan developers to use the first 15 years, and the County would control the second 15 years. The City of Lincoln has to our knowledge not weighed in on this subject recently.

The results of this cash flow are very similar to the CFD version, but funds start coming back earlier and thus create a larger surplus starting in year 15.

C. Proposal

The results of the analysis are fairly clear. Beyond the small shortfall in years 4 & 5, both deferral options generate the funding needed to complete all of the Tier I estimated project expenses without eliminating facilities, changing the Nexus Study assumptions, or adjusting cost estimates. We believe this is an opportunity for both sides to accomplish their goals.

DPFG and the PBA would propose SPRTA allow for the deferral of the Tier I fee under the following conditions: 1) Formation of an extended term CFD and/or CFD with PAYGo funding designated after year 15, 2) Fee deferral of 50% (up to $1,500 – adjusted annually as overall fee is adjusted), and 3) Limit fee deferral program to 15 years (ending in 2038).

Table 1
SPRTA
Tier I Fee (Constant 2023$)
Estimated Absorption Assumptions (Pay Building Permit Fee)

Item	Assumption	2023	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035	2036	2037	2038	2039	2040	2041	2042	2043
		0	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20
Fee District	**DUE**																					
Dry Creek	14,610	-	131	281	531	531	531	531	531	531	531	531	531	531	531	531	531	531	531	531	531	531
Granite Bay	1,214	-	61	61	61	61	61	61	61	61	61	61	61	61	61	61	61	61	61	61	61	47
N/HB/P	1,120	-	56	56	56	56	56	56	56	56	56	56	56	56	56	56	56	56	56	56	56	56
Placer Central	1,491	-	25	25	25	25	25	25	25	25	25	25	25	25	25	25	25	52	52	52	52	52
Placer West	339	-	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	20	20	20	20	20
Sunset	23,872	-	44	44	144	294	544	544	544	544	544	544	544	544	544	544	544	644	750	750	750	750
Rocklin	8,370	-	539	539	539	539	539	539	539	539	539	539	539	539	539	539	539	284	0	0	0	0
Lincoln	26,020	-	454	454	454	454	454	454	454	454	454	454	454	454	454	454	454	554	654	654	654	654
Roseville East	5,699	-	41	41	41	41	41	41	41	41	41	41	41	41	41	41	41	100	200	200	200	200
Roseville West	29,812	-	1,340	1,340	1,340	1,340	1,340	1,340	1,340	1,340	1,340	1,340	1,340	1,340	1,340	1,340	1,340	1,340	1,340	1,340	1,340	1,340
Total	**112,547**	-	**2,695**	**2,845**	**3,195**	**3,345**	**3,595**	**3,595**	**3,595**	**3,595**	**3,595**	**3,595**	**3,595**	**3,595**	**3,595**	**3,595**	**3,595**	**3,642**	**3,664**	**3,664**	**3,664**	**3,649**
Fee																						
Dry Creek		-	$1,365	$1,365	$1,365	$1,365	$1,365	$1,365	$1,365	$1,365	$1,365	$1,365	$1,365	$1,365	$1,365	$1,365	$1,365	$1,365	$1,365	$1,365	$1,365	$1,365
Granite Bay		-	$462	$462	$462	$462	$462	$462	$462	$462	$462	$462	$462	$462	$462	$462	$462	$462	$462	$462	$462	$462
N/HB/P		-	$2,211	$2,211	$2,211	$2,211	$2,211	$2,211	$2,211	$2,211	$2,211	$2,211	$2,211	$2,211	$2,211	$2,211	$2,211	$2,211	$2,211	$2,211	$2,211	$2,211
Placer Central		-	$3,310	$3,310	$3,310	$3,310	$3,310	$3,310	$3,310	$3,310	$3,310	$3,310	$3,310	$3,310	$3,310	$3,310	$3,310	$3,310	$3,310	$3,310	$3,310	$3,310
Placer West		-	$2,425	$2,425	$2,425	$2,425	$2,425	$2,425	$2,425	$2,425	$2,425	$2,425	$2,425	$2,425	$2,425	$2,425	$2,425	$2,425	$2,425	$2,425	$2,425	$2,425
Sunset		-	$3,456	$3,456	$3,456	$3,456	$3,456	$3,456	$3,456	$3,456	$3,456	$3,456	$3,456	$3,456	$3,456	$3,456	$3,456	$3,456	$3,456	$3,456	$3,456	$3,456
Rocklin		-	$5,053	$5,053	$5,053	$5,053	$5,053	$5,053	$5,053	$5,053	$5,053	$5,053	$5,053	$5,053	$5,053	$5,053	$5,053	$5,053	$5,053	$5,053	$5,053	$5,053
Lincoln		-	$4,988	$4,988	$4,988	$4,988	$4,988	$4,988	$4,988	$4,988	$4,988	$4,988	$4,988	$4,988	$4,988	$4,988	$4,988	$4,988	$4,988	$4,988	$4,988	$4,988
Roseville East		-	$1,026	$1,026	$1,026	$1,026	$1,026	$1,026	$1,026	$1,026	$1,026	$1,026	$1,026	$1,026	$1,026	$1,026	$1,026	$1,026	$1,026	$1,026	$1,026	$1,026
Roseville West		-	$2,558	$2,558	$2,558	$2,558	$2,558	$2,558	$2,558	$2,558	$2,558	$2,558	$2,558	$2,558	$2,558	$2,558	$2,558	$2,558	$2,558	$2,558	$2,558	$2,558
Fee Revenue (New Fee)																						
Dry Creek		-	$178,678	$383,428	$724,678	$724,678	$724,678	$724,678	$724,678	$724,678	$724,678	$724,678	$724,678	$724,678	$724,678	$724,678	$724,678	$724,678	$724,678	$724,678	$724,678	$724,678
Granite Bay		-	$28,382	$28,382	$28,382	$28,382	$28,382	$28,382	$28,382	$28,382	$28,382	$28,382	$28,382	$28,382	$28,382	$28,382	$28,382	$28,382	$28,382	$28,382	$28,382	$21,714
N/HB/P		-	$122,846	$122,846	$122,846	$122,846	$122,846	$122,846	$122,846	$122,846	$122,846	$122,846	$122,846	$122,846	$122,846	$122,846	$122,846	$122,846	$122,846	$122,846	$122,846	$122,846
Placer Central		-	$81,816	$81,816	$81,816	$81,816	$81,816	$81,816	$81,816	$81,816	$81,816	$81,816	$81,816	$81,816	$81,816	$81,816	$81,816	$172,120	$172,120	$172,120	$172,120	$172,120
Placer West		-	$10,043	$10,043	$10,043	$10,043	$10,043	$10,043	$10,043	$10,043	$10,043	$10,043	$10,043	$10,043	$10,043	$10,043	$10,043	$48,500	$48,500	$48,500	$48,500	$48,500
Sunset		-	$153,318	$153,318	$498,918	$1,017,318	$1,881,318	$1,881,318	$1,881,318	$1,881,318	$1,881,318	$1,881,318	$1,881,318	$1,881,318	$1,881,318	$1,881,318	$1,881,318	$2,225,664	$2,592,000	$2,592,000	$2,592,000	$2,592,000
Rocklin		-	$2,724,052	$2,724,052	$2,724,052	$2,724,052	$2,724,052	$2,724,052	$2,724,052	$2,724,052	$2,724,052	$2,724,052	$2,724,052	$2,724,052	$2,724,052	$2,724,052	$2,724,052	$1,435,052	$0	$0	$0	$0
Lincoln		-	$2,262,785	$2,262,785	$2,262,785	$2,262,785	$2,262,785	$2,262,785	$2,262,785	$2,262,785	$2,262,785	$2,262,785	$2,262,785	$2,262,785	$2,262,785	$2,262,785	$2,262,785	$2,763,352	$3,262,152	$3,262,152	$3,262,152	$3,262,152
Roseville East		-	$42,434	$42,434	$42,434	$42,434	$42,434	$42,434	$42,434	$42,434	$42,434	$42,434	$42,434	$42,434	$42,434	$42,434	$42,434	$102,600	$205,200	$205,200	$205,200	$205,200
Roseville West		-	$3,427,385	$3,427,385	$3,427,385	$3,427,385	$3,427,385	$3,427,385	$3,427,385	$3,427,385	$3,427,385	$3,427,385	$3,427,385	$3,427,385	$3,427,385	$3,427,385	$3,427,385	$3,427,385	$3,427,385	$3,427,385	$3,427,385	$3,427,385
Total		**$4,115,000**	**$9,031,738**	**$9,236,488**	**$9,923,338**	**$10,441,738**	**$11,305,738**	**$11,305,738**	**$11,305,738**	**$11,305,738**	**$11,305,738**	**$11,305,738**	**$11,305,738**	**$11,305,738**	**$11,305,738**	**$11,305,738**	**$11,305,738**	**$11,050,578**	**$10,583,262**	**$10,583,262**	**$10,583,262**	**$10,576,594**
Beginning Balance		**$16,602,042**	**$9,660,892**	**$7,738,690**	**$14,734,749**	**$14,208,087**	**$4,499,824**	**$5,745,562**	**$11,984,062**	**$17,139,799**	**$16,295,537**	**$20,651,275**	**$24,007,013**	**$28,362,750**	**$32,718,488**	**$31,854,226**	**$30,709,963**	**$29,565,701**	**$32,666,279**	**$36,299,541**	**$39,932,804**	**$42,566,066**
Total Funds		**$20,717,042**	**$18,692,629**	**$16,975,178**	**$24,658,087**	**$24,649,824**	**$15,805,562**	**$17,051,300**	**$23,289,799**	**$28,445,537**	**$27,601,275**	**$31,957,013**	**$35,312,750**	**$39,668,488**	**$44,024,226**	**$43,159,963**	**$42,015,701**	**$40,616,279**	**$43,249,541**	**$46,882,804**	**$50,516,066**	**$53,142,661**
Project Expenses		$10,906,150	$10,803,939	$2,090,429	$10,300,000	$20,000,000	$9,910,000	$4,917,238	$6,000,000	$12,000,000	$6,800,000	$7,800,000	$6,800,000	$6,800,000	$12,020,000	$12,300,000	$12,300,000	$7,800,000	$6,800,000	$6,800,000	$7,800,000	$6,800,000
Interest/Operating Expenses		$150,000	$150,000	$150,000	$150,000	$150,000	$150,000	$150,000	$150,000	$150,000	$150,000	$150,000	$150,000	$150,000	$150,000	$150,000	$150,000	$150,000	$150,000	$150,000	$150,000	$150,000
TOTAL EXPENSES		**$11,056,150**	**$10,953,939**	**$2,240,429**	**$10,450,000**	**$20,150,000**	**$10,060,000**	**$5,067,238**	**$6,150,000**	**$12,150,000**	**$6,950,000**	**$7,950,000**	**$6,950,000**	**$6,950,000**	**$12,170,000**	**$12,450,000**	**$12,450,000**	**$7,950,000**	**$6,950,000**	**$6,950,000**	**$7,950,000**	**$6,950,000**
SURPLUS/(SHORTFALL)		**$9,660,892**	**$7,738,690**	**$14,734,749**	**$14,208,087**	**$4,499,824**	**$5,745,562**	**$11,984,062**	**$17,139,799**	**$16,295,537**	**$20,651,275**	**$24,007,013**	**$28,362,750**	**$32,718,488**	**$31,854,226**	**$30,709,963**	**$29,565,701**	**$32,666,279**	**$36,299,541**	**$39,932,804**	**$42,566,066**	**$46,192,661**

2044	2045	2046	2047	2048	2049	2050	2051	2052	2053	2054	2055	2056	2057	2058	2059	2060	2061	2062	2063	2064	2065	2066	2067	2068	2069	
21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41	42	43	44	45	46	TOTAL
531	531	531	531	531	531	531	531	395	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
52	52	100	100	100	100	100	100	100	56	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
20	20	20	20	20	20	20	20	17	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
750	750	850	850	850	850	850	850	850	850	850	850	850	850	850	850	313	0	0	0	0	0	0	0	0	0	
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
654	654	750	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	987	0	0	0	0	0	0	0	0	0	
200	200	300	300	300	300	300	300	300	300	300	300	300	300	179	0	0	0	0	0	0	0	0	0	0	0	
1,340	1,340	335	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
3,556	**3,547**	**2,886**	**2,801**	**2,801**	**2,801**	**2,801**	**2,801**	**2,662**	**2,206**	**2,150**	**2,150**	**2,150**	**2,150**	**2,029**	**1,850**	**1,300**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	
$1,365	$1,365	$1,365	$1,365	$1,365	$1,365	$1,365	$1,365	$1,365	$1,365	$1,365	$1,365	$1,365	$1,365	$1,365	$1,365	$1,365	$1,365	$1,365	$1,365	$1,365	$1,365	$1,365	$1,365	$1,365	$1,365	
$462	$462	$462	$462	$462	$462	$462	$462	$462	$462	$462	$462	$462	$462	$462	$462	$462	$462	$462	$462	$462	$462	$462	$462	$462	$462	
$2,211	$2,211	$2,211	$2,211	$2,211	$2,211	$2,211	$2,211	$2,211	$2,211	$2,211	$2,211	$2,211	$2,211	$2,211	$2,211	$2,211	$2,211	$2,211	$2,211	$2,211	$2,211	$2,211	$2,211	$2,211	$2,211	
$3,310	$3,310	$3,310	$3,310	$3,310	$3,310	$3,310	$3,310	$3,310	$3,310	$3,310	$3,310	$3,310	$3,310	$3,310	$3,310	$3,310	$3,310	$3,310	$3,310	$3,310	$3,310	$3,310	$3,310	$3,310	$3,310	
$2,425	$2,425	$2,425	$2,425	$2,425	$2,425	$2,425	$2,425	$2,425	$2,425	$2,425	$2,425	$2,425	$2,425	$2,425	$2,425	$2,425	$2,425	$2,425	$2,425	$2,425	$2,425	$2,425	$2,425	$2,425	$2,425	
$3,456	$3,456	$3,456	$3,456	$3,456	$3,456	$3,456	$3,456	$3,456	$3,456	$3,456	$3,456	$3,456	$3,456	$3,456	$3,456	$3,456	$3,456	$3,456	$3,456	$3,456	$3,456	$3,456	$3,456	$3,456	$3,456	
$5,053	$5,053	$5,053	$5,053	$5,053	$5,053	$5,053	$5,053	$5,053	$5,053	$5,053	$5,053	$5,053	$5,053	$5,053	$5,053	$5,053	$5,053	$5,053	$5,053	$5,053	$5,053	$5,053	$5,053	$5,053	$5,053	
$4,988	$4,988	$4,988	$4,988	$4,988	$4,988	$4,988	$4,988	$4,988	$4,988	$4,988	$4,988	$4,988	$4,988	$4,988	$4,988	$4,988	$4,988	$4,988	$4,988	$4,988	$4,988	$4,988	$4,988	$4,988	$4,988	
$1,026	$1,026	$1,026	$1,026	$1,026	$1,026	$1,026	$1,026	$1,026	$1,026	$1,026	$1,026	$1,026	$1,026	$1,026	$1,026	$1,026	$1,026	$1,026	$1,026	$1,026	$1,026	$1,026	$1,026	$1,026	$1,026	
$2,558	$2,558	$2,558	$2,558	$2,558	$2,558	$2,558	$2,558	$2,558	$2,558	$2,558	$2,558	$2,558	$2,558	$2,558	$2,558	$2,558	$2,558	$2,558	$2,558	$2,558	$2,558	$2,558	$2,558	$2,558	$2,558	
$724,678	$724,678	$724,678	$724,678	$724,678	$724,678	$724,678	$724,678	$539,175	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	
$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	
$19,899	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	
$172,120	$172,120	$331,000	$331,000	$331,000	$331,000	$331,000	$331,000	$331,000	$185,360	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	
$48,500	$48,500	$48,500	$48,500	$48,500	$48,500	$48,500	$48,500	$41,225	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	
$2,592,000	$2,592,000	$2,937,600	$2,937,600	$2,937,600	$2,937,600	$2,937,600	$2,937,600	$2,937,600	$2,937,600	$2,937,600	$2,937,600	$2,937,600	$2,937,600	$2,937,600	$2,937,600	$1,081,728	$0	$0	$0	$0	$0	$0	$0	$0	$0	
$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	
$3,262,152	$3,262,152	$3,741,000	$4,988,000	$4,988,000	$4,988,000	$4,988,000	$4,988,000	$4,988,000	$4,988,000	$4,988,000	$4,988,000	$4,988,000	$4,988,000	$4,988,000	$4,988,000	$4,923,156	$0	$0	$0	$0	$0	$0	$0	$0	$0	
$205,200	$205,200	$307,800	$307,800	$307,800	$307,800	$307,800	$307,800	$307,800	$307,800	$307,800	$307,800	$307,800	$307,800	$183,654	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	
$3,427,385	$3,427,385	$856,930	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	
$10,451,933	**$10,432,034**	**$8,947,508**	**$9,337,578**	**$9,337,578**	**$9,337,578**	**$9,337,578**	**$9,337,578**	**$9,144,800**	**$8,418,760**	**$8,233,400**	**$8,233,400**	**$8,233,400**	**$8,233,400**	**$8,109,254**	**$7,925,600**	**$6,004,884**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**	**$369,544,638**
$46,192,661	**$49,694,594**	**$52,722,628**	**$54,266,136**	**$56,199,714**	**$58,133,292**	**$60,066,870**	**$62,000,448**	**$63,934,026**	**$65,674,826**	**$66,689,586**	**$67,518,986**	**$68,348,386**	**$69,177,786**	**$70,007,186**	**$70,712,440**	**$71,234,040**	**$69,834,924**	**$62,430,924**	**$55,026,924**	**$47,622,924**	**$40,218,924**	**$32,814,924**	**$25,410,924**	**$18,006,924**	**$10,602,924**	
$56,644,594	**$60,126,628**	**$61,670,136**	**$63,603,714**	**$65,537,292**	**$67,470,870**	**$69,404,448**	**$71,338,026**	**$73,078,826**	**$74,093,586**	**$74,922,986**	**$75,752,386**	**$76,581,786**	**$77,411,186**	**$78,116,440**	**$78,638,040**	**$77,238,924**	**$69,834,924**	**$62,430,924**	**$55,026,924**	**$47,622,924**	**$40,218,924**	**$32,814,924**	**$25,410,924**	**$18,006,924**	**$10,602,924**	
$6,800,000	$7,254,000	$7,254,000	$7,254,000	$7,254,000	$7,254,000	$7,254,000	$7,254,000	$7,254,000	$7,254,000	$7,254,000	$7,254,000	$7,254,000	$7,254,000	$7,254,000	$7,254,000	$7,254,000	$7,254,000	$7,254,000	$7,254,000	$7,254,000	$7,254,000	$7,254,000	$7,254,000	$7,254,000	$7,254,000	$375,897,756
$150,000	$150,000	$150,000	$150,000	$150,000	$150,000	$150,000	$150,000	$150,000	$150,000	$150,000	$150,000	$150,000	$150,000	$150,000	$150,000	$150,000	$150,000	$150,000	$150,000	$150,000	$150,000	$150,000	$150,000	$150,000	$150,000	$7,050,000
$6,950,000	**$7,404,000**	**$7,404,000**	**$7,404,000**	**$7,404,000**	**$7,404,000**	**$7,404,000**	**$7,404,000**	**$7,404,000**	**$7,404,000**	**$7,404,000**	**$7,404,000**	**$7,404,000**	**$7,404,000**	**$7,404,000**	**$7,404,000**	**$7,404,000**	**$7,404,000**	**$7,404,000**	**$7,404,000**	**$7,404,000**	**$7,404,000**	**$7,404,000**	**$7,404,000**	**$7,404,000**	**$7,404,000**	**$382,947,756**
$49,694,594	**$52,722,628**	**$54,266,136**	**$56,199,714**	**$58,133,292**	**$60,066,870**	**$62,000,448**	**$63,934,026**	**$65,674,826**	**$66,689,586**	**$67,518,986**	**$68,348,386**	**$69,177,786**	**$70,007,186**	**$70,712,440**	**$71,234,040**	**$69,834,924**	**$62,430,924**	**$55,026,924**	**$47,622,924**	**$40,218,924**	**$32,814,924**	**$25,410,924**	**$18,006,924**	**$10,602,924**	**$3,198,924**	

Table 2A
SPRTA
Tier I Fee (Constant 2023$)
Estimated Absorption Assumptions (Portion of development defers 50% of fee to CFD - year 31)

Item	Percentage of DUE Using CFD	2023 0	2024 1	2025 2	2026 3	2027 4	2028 5	2029 6	2030 7	2031 8	2032 9	2033 10	2034 11	2035 12	2036 13	2037 14	2038 15
Dry Creek	60%																
Granite Bay	0%																
N/HB/P	0%																
Placer Central	0%																
Placer West	0%																
Sunset	15%																
Rocklin	0%																
Lincoln	60%																
Roseville East	0%																
Roseville West	35%																
Fee Revenue																	
Dry Creek		-	$125,074	$268,399	$507,274	$507,274	$507,274	$507,274	$507,274	$507,274	$507,274	$507,274	$507,274	$507,274	$507,274	$507,274	$507,274
Granite Bay		-	$28,382	$28,382	$28,382	$28,382	$28,382	$28,382	$28,382	$28,382	$28,382	$28,382	$28,382	$28,382	$28,382	$28,382	$28,382
N/HB/P		-	$122,846	$122,846	$122,846	$122,846	$122,846	$122,846	$122,846	$122,846	$122,846	$122,846	$122,846	$122,846	$122,846	$122,846	$122,846
Placer Central		-	$81,816	$81,816	$81,816	$81,816	$81,816	$81,816	$81,816	$81,816	$81,816	$81,816	$81,816	$81,816	$81,816	$81,816	$81,816
Placer West		-	$10,043	$10,043	$10,043	$10,043	$10,043	$10,043	$10,043	$10,043	$10,043	$10,043	$10,043	$10,043	$10,043	$10,043	$10,043
Sunset		-	$143,336	$143,336	$466,436	$951,086	$1,758,836	$1,758,836	$1,758,836	$1,758,836	$1,758,836	$1,758,836	$1,758,836	$1,758,836	$1,758,836	$1,758,836	$1,758,836
Rocklin		-	$2,724,052	$2,724,052	$2,724,052	$2,724,052	$2,724,052	$2,724,052	$2,724,052	$2,724,052	$2,724,052	$2,724,052	$2,724,052	$2,724,052	$2,724,052	$2,724,052	$2,724,052
Lincoln		-	$1,854,504	$1,854,504	$1,854,504	$1,854,504	$1,854,504	$1,854,504	$1,854,504	$1,854,504	$1,854,504	$1,854,504	$1,854,504	$1,854,504	$1,854,504	$1,854,504	$1,854,504
Roseville East		-	$42,434	$42,434	$42,434	$42,434	$42,434	$42,434	$42,434	$42,434	$42,434	$42,434	$42,434	$42,434	$42,434	$42,434	$42,434
Roseville West		-	$2,827,592	$2,827,592	$2,827,592	$2,827,592	$2,827,592	$2,827,592	$2,827,592	$2,827,592	$2,827,592	$2,827,592	$2,827,592	$2,827,592	$2,827,592	$2,827,592	$2,827,592
CFD Revenue																	
Dry Creek		-	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
Granite Bay		-	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
N/HB/P		-	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
Placer Central		-	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
Placer West		-	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
Sunset		-	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
Rocklin		-	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
Lincoln		-	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
Roseville East		-	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
Roseville West		-	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
Total		**$4,115,000**	**$7,960,079**	**$8,103,404**	**$8,665,379**	**$9,150,029**	**$9,957,779**	**$9,957,779**	**$9,957,779**	**$9,957,779**	**$9,957,779**	**$9,957,779**	**$9,957,779**	**$9,957,779**	**$9,957,779**	**$9,957,779**	**$9,957,779**
Beginning Balance		**$16,602,042**	**$9,660,892**	**$6,667,032**	**$12,530,007**	**$10,745,386**	**($254,585)**	**($356,805)**	**$4,533,736**	**$8,341,515**	**$6,149,294**	**$9,157,073**	**$11,164,853**	**$14,172,632**	**$17,180,411**	**$14,968,190**	**$12,475,969**
Total Funds		**$20,717,042**	**$17,620,971**	**$14,770,436**	**$21,195,386**	**$19,895,415**	**$9,703,195**	**$9,600,974**	**$14,491,515**	**$18,299,294**	**$16,107,073**	**$19,114,853**	**$21,122,632**	**$24,130,411**	**$27,138,190**	**$24,925,969**	**$22,433,749**
Project Expenses		$10,906,150	$10,803,939	$2,090,429	$10,300,000	$20,000,000	$9,910,000	$4,917,238	$6,000,000	$12,000,000	$6,800,000	$7,800,000	$6,800,000	$6,800,000	$12,020,000	$12,300,000	$12,300,000
Interest/Operating Expenses		$150,000	$150,000	$150,000	$150,000	$150,000	$150,000	$150,000	$150,000	$150,000	$150,000	$150,000	$150,000	$150,000	$150,000	$150,000	$150,000
TOTAL EXPENSES		**$11,056,150**	**$10,953,939**	**$2,240,429**	**$10,450,000**	**$20,150,000**	**$10,060,000**	**$5,067,238**	**$6,150,000**	**$12,150,000**	**$6,950,000**	**$7,950,000**	**$6,950,000**	**$6,950,000**	**$12,170,000**	**$12,450,000**	**$12,450,000**
SURPLUS/(SHORTFALL)		**$9,660,892**	**$6,667,032**	**$12,530,007**	**$10,745,386**	**($254,585)**	**($356,805)**	**$4,533,736**	**$8,341,515**	**$6,149,294**	**$9,157,073**	**$11,164,853**	**$14,172,632**	**$17,180,411**	**$14,968,190**	**$12,475,969**	**$9,983,749**

Item	2039 16	2040 17	2041 18	2042 19	2043 20	2044 21	2045 22	2046 23	2047 24	2048 25	2049 26	2050 27	2051 28	2052 29	2053 30	2054 31
Fee Revenue																
Dry Creek	$724,678	$724,678	$724,678	$724,678	$724,678	$724,678	$724,678	$724,678	$724,678	$724,678	$724,678	$724,678	$724,678	$539,175	$0	$0
Granite Bay	$28,382	$28,382	$28,382	$28,382	$21,714	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
N/HB/P	$122,846	$122,846	$122,846	$122,846	$122,846	$19,899	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
Placer Central	$172,120	$172,120	$172,120	$172,120	$172,120	$172,120	$172,120	$331,000	$331,000	$331,000	$331,000	$331,000	$331,000	$331,000	$185,360	$0
Placer West	$48,500	$48,500	$48,500	$48,500	$48,500	$48,500	$48,500	$48,500	$48,500	$48,500	$48,500	$48,500	$48,500	$41,225	$0	$0
Sunset	$2,225,664	$2,592,000	$2,592,000	$2,592,000	$2,592,000	$2,592,000	$2,592,000	$2,937,600	$2,937,600	$2,937,600	$2,937,600	$2,937,600	$2,937,600	$2,937,600	$2,937,600	$2,937,600
Rocklin	$1,435,052	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
Lincoln	$2,763,352	$3,262,152	$3,262,152	$3,262,152	$3,262,152	$3,262,152	$3,262,152	$3,741,000	$4,988,000	$4,988,000	$4,988,000	$4,988,000	$4,988,000	$4,988,000	$4,988,000	$4,988,000
Roseville East	$102,600	$205,200	$205,200	$205,200	$205,200	$205,200	$205,200	$307,800	$307,800	$307,800	$307,800	$307,800	$307,800	$307,800	$307,800	$307,800
Roseville West	$3,427,385	$3,427,385	$3,427,385	$3,427,385	$3,427,385	$3,427,385	$3,427,385	$856,930	$0	$0	$0	$0	$0	$0	$0	$0
CFD Revenue																
Dry Creek	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
Granite Bay	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
N/HB/P	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
Placer Central	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
Placer West	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
Sunset	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
Rocklin	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
Lincoln	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
Roseville East	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
Roseville West	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
Total	**$11,050,578**	**$10,583,262**	**$10,583,262**	**$10,583,262**	**$10,576,594**	**$10,451,933**	**$10,432,034**	**$8,947,508**	**$9,337,578**	**$9,337,578**	**$9,337,578**	**$9,337,578**	**$9,337,578**	**$9,144,800**	**$8,418,760**	**$8,233,400**
Beginning Balance	**$9,983,749**	**$13,084,327**	**$16,717,589**	**$20,350,851**	**$22,984,114**	**$26,610,708**	**$30,112,642**	**$33,140,676**	**$34,684,184**	**$36,617,762**	**$38,551,340**	**$40,484,918**	**$42,418,495**	**$44,352,073**	**$46,092,873**	**$47,107,633**
Total Funds	**$21,034,327**	**$23,667,589**	**$27,300,851**	**$30,934,114**	**$33,560,708**	**$37,062,642**	**$40,544,676**	**$42,088,184**	**$44,021,762**	**$45,955,340**	**$47,888,918**	**$49,822,495**	**$51,756,073**	**$53,496,873**	**$54,511,633**	**$55,341,033**
Project Expenses	$7,800,000	$6,800,000	$6,800,000	$7,800,000	$6,800,000	$6,800,000	$7,254,000	$7,254,000	$7,254,000	$7,254,000	$7,254,000	$7,254,000	$7,254,000	$7,254,000	$7,254,000	$7,254,000
Interest/Operating Expenses	$150,000	$150,000	$150,000	$150,000	$150,000	$150,000	$150,000	$150,000	$150,000	$150,000	$150,000	$150,000	$150,000	$150,000	$150,000	$150,000
TOTAL EXPENSES	**$7,950,000**	**$6,950,000**	**$6,950,000**	**$7,950,000**	**$6,950,000**	**$6,950,000**	**$7,404,000**	**$7,404,000**	**$7,404,000**	**$7,404,000**	**$7,404,000**	**$7,404,000**	**$7,404,000**	**$7,404,000**	**$7,404,000**	**$7,404,000**
SURPLUS/(SHORTFALL)	**$13,084,327**	**$16,717,589**	**$20,350,851**	**$22,984,114**	**$26,610,708**	**$30,112,642**	**$33,140,676**	**$34,684,184**	**$36,617,762**	**$38,551,340**	**$40,484,918**	**$42,418,495**	**$44,352,073**	**$46,092,873**	**$47,107,633**	**$47,937,033**

2055 32	2056 33	2057 34	2058 35	2059 36	2060 37	2061 38	2062 39	2063 40	2064 41	2065 42	2066 43	2067 44	2068 45	2069 46
$0	$0	$0	$0	$0	$0	-	-	-	-	-	-	-	-	-
$0	$0	$0	$0	$0	$0	-	-	-	-	-	-	-	-	-
$0	$0	$0	$0	$0	$0	-	-	-	-	-	-	-	-	-
$0	$0	$0	$0	$0	$0	-	-	-	-	-	-	-	-	-
$0	$0	$0	$0	$0	$0	-	-	-	-	-	-	-	-	-
$2,937,600	$2,937,600	$2,937,600	$2,937,600	$2,937,600	$1,081,728	-	-	-	-	-	-	-	-	-
$0	$0	$0	$0	$0	$0	-	-	-	-	-	-	-	-	-
$4,988,000	$4,988,000	$4,988,000	$4,988,000	$4,988,000	$4,923,156	-	-	-	-	-	-	-	-	-
$307,800	$307,800	$307,800	$183,654	$0	$0	-	-	-	-	-	-	-	-	-
$0	$0	$0	$0	$0	$0	-	-	-	-	-	-	-	-	-
$53,603	$115,028	$217,403	$217,403	$217,403	$217,403	$217,403	$217,403	$217,403	$217,403	$217,403	$217,403	$217,403	$217,403	$217,403
$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
$9,982	$9,982	$32,482	$66,232	$122,482	$122,482	$122,482	$122,482	$122,482	$122,482	$122,482	$122,482	$122,482	$122,482	$122,482
$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
$408,281	$408,281	$408,281	$408,281	$408,281	$408,281	$408,281	$408,281	$408,281	$408,281	$408,281	$408,281	$408,281	$408,281	$408,281
$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
$599,792	$599,792	$599,792	$599,792	$599,792	$599,792	$599,792	$599,792	$599,792	$599,792	$599,792	$599,792	$599,792	$599,792	$599,792
$9,305,058	**$9,366,483**	**$9,491,358**	**$9,400,962**	**$9,273,558**	**$7,352,842**	**$1,347,958**	**$1,347,958**	**$1,347,958**	**$1,347,958**	**$1,347,958**	**$1,347,958**	**$1,347,958**	**$1,347,958**	**$1,347,958**
$47,937,033	**$49,838,092**	**$51,800,575**	**$53,887,934**	**$55,884,896**	**$57,754,455**	**$57,703,297**	**$51,647,256**	**$45,591,214**	**$39,535,173**	**$33,479,131**	**$27,423,090**	**$21,367,048**	**$15,311,007**	**$9,254,965**
$57,242,092	**$59,204,575**	**$61,291,934**	**$63,288,896**	**$65,158,455**	**$65,107,297**	**$59,051,256**	**$52,995,214**	**$46,939,173**	**$40,883,131**	**$34,827,090**	**$28,771,048**	**$22,715,007**	**$16,658,965**	**$10,602,924**
$7,254,000	$7,254,000	$7,254,000	$7,254,000	$7,254,000	$7,254,000	$7,254,000	$7,254,000	$7,254,000	$7,254,000	$7,254,000	$7,254,000	$7,254,000	$7,254,000	$7,254,000
$150,000	$150,000	$150,000	$150,000	$150,000	$150,000	$150,000	$150,000	$150,000	$150,000	$150,000	$150,000	$150,000	$150,000	$150,000
$7,404,000	**$7,404,000**	**$7,404,000**	**$7,404,000**	**$7,404,000**	**$7,404,000**	**$7,404,000**	**$7,404,000**	**$7,404,000**	**$7,404,000**	**$7,404,000**	**$7,404,000**	**$7,404,000**	**$7,404,000**	**$7,404,000**
$49,838,092	**$51,800,575**	**$53,887,934**	**$55,884,896**	**$57,754,455**	**$57,703,297**	**$51,647,256**	**$45,591,214**	**$39,535,173**	**$33,479,131**	**$27,423,090**	**$21,367,048**	**$15,311,007**	**$9,254,965**	**$3,198,924**

2070 47	2071 48	2072 49	2073 50	2074 51	2075 52	2076 53	2077 54	2078 55	2079 56	2080 57	2081 58
-	-	-	-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-	-	-	-
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-	-	-	-	-	-	-	-	-	-	-	-
$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
$0	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**
$3,198,924	**$3,198,924**	**$3,198,924**	**$3,198,924**	**$3,198,924**	**$3,198,924**	**$3,198,924**	**$3,198,924**	**$3,198,924**	**$3,198,924**	**$3,198,924**	**$3,198,924**
$3,198,924	**$3,198,924**	**$3,198,924**	**$3,198,924**	**$3,198,924**	**$3,198,924**	**$3,198,924**	**$3,198,924**	**$3,198,924**	**$3,198,924**	**$3,198,924**	**$3,198,924**
$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
$0	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**
$3,198,924	**$3,198,924**	**$3,198,924**	**$3,198,924**	**$3,198,924**	**$3,198,924**	**$3,198,924**	**$3,198,924**	**$3,198,924**	**$3,198,924**	**$3,198,924**	**$3,198,924**

2082 59	2083 60	2084 61	2085 62	2086 63	2087 64	2088 65	2089 66	2090 67	2091 68	2092 69	Total
-	-	-	-	-	-	-	-	-	-	-	
-	-	-	-	-	-	-	-	-	-	-	
-	-	-	-	-	-	-	-	-	-	-	
-	-	-	-	-	-	-	-	-	-	-	
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-	-	-	-	-	-	-	-	-	-	-	
$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	
$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	
$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	
$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	
$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	
$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	
$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	
$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	
$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	
$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	
$0	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**	**$369,544,638**
$3,198,924	**$3,198,924**	**$3,198,924**	**$3,198,924**	**$3,198,924**	**$3,198,924**	**$3,198,924**	**$3,198,924**	**$3,198,924**	**$3,198,924**	**$3,198,924**	
$3,198,924	**$3,198,924**	**$3,198,924**	**$3,198,924**	**$3,198,924**	**$3,198,924**	**$3,198,924**	**$3,198,924**	**$3,198,924**	**$3,198,924**	**$3,198,924**	
$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	375,897,756
$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	7,050,000
$0	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**	**382,947,756**
$3,198,924	**$3,198,924**	**$3,198,924**	**$3,198,924**	**$3,198,924**	**$3,198,924**	**$3,198,924**	**$3,198,924**	**$3,198,924**	**$3,198,924**	**$3,198,924**	

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Table 2B
SPRTA
Tier I Fee (Constant 2023$)
Estimated Absorption Assumptions ((Portion of development defers 50% of fee repaid through PAYGo starting after 15 years)

Item	Percentage of DUE Using CFD	2023 0	2024 1	2025 2	2026 3	2027 4	2028 5	2029 6	2030 7	2031 8	2032 9	2033 10	2034 11	2035 12	2036 13	2037 14	2038 15
Dry Creek	60%																
Granite Bay	0%																
N/HB/P	0%																
Placer Central	0%																
Placer West	0%																
Sunset	15%																
Rocklin	0%																
Lincoln	60%																
Roseville East	0%																
Roseville West	35%																
Fee Revenue																	
Dry Creek		-	$125,074	$268,399	$507,274	$507,274	$507,274	$507,274	$507,274	$507,274	$507,274	$507,274	$507,274	$507,274	$507,274	$507,274	$507,274
Granite Bay		-	$28,382	$28,382	$28,382	$28,382	$28,382	$28,382	$28,382	$28,382	$28,382	$28,382	$28,382	$28,382	$28,382	$28,382	$28,382
N/HB/P		-	$122,846	$122,846	$122,846	$122,846	$122,846	$122,846	$122,846	$122,846	$122,846	$122,846	$122,846	$122,846	$122,846	$122,846	$122,846
Placer Central		-	$81,816	$81,816	$81,816	$81,816	$81,816	$81,816	$81,816	$81,816	$81,816	$81,816	$81,816	$81,816	$81,816	$81,816	$81,816
Placer West		-	$10,043	$10,043	$10,043	$10,043	$10,043	$10,043	$10,043	$10,043	$10,043	$10,043	$10,043	$10,043	$10,043	$10,043	$10,043
Sunset		-	$143,336	$143,336	$466,436	$951,086	$1,758,836	$1,758,836	$1,758,836	$1,758,836	$1,758,836	$1,758,836	$1,758,836	$1,758,836	$1,758,836	$1,758,836	$1,758,836
Rocklin		-	$2,724,052	$2,724,052	$2,724,052	$2,724,052	$2,724,052	$2,724,052	$2,724,052	$2,724,052	$2,724,052	$2,724,052	$2,724,052	$2,724,052	$2,724,052	$2,724,052	$2,724,052
Lincoln		-	$1,854,504	$1,854,504	$1,854,504	$1,854,504	$1,854,504	$1,854,504	$1,854,504	$1,854,504	$1,854,504	$1,854,504	$1,854,504	$1,854,504	$1,854,504	$1,854,504	$1,854,504
Roseville East		-	$42,434	$42,434	$42,434	$42,434	$42,434	$42,434	$42,434	$42,434	$42,434	$42,434	$42,434	$42,434	$42,434	$42,434	$42,434
Roseville West		-	$2,827,592	$2,827,592	$2,827,592	$2,827,592	$2,827,592	$2,827,592	$2,827,592	$2,827,592	$2,827,592	$2,827,592	$2,827,592	$2,827,592	$2,827,592	$2,827,592	$2,827,592
CFD Revenue																	
Dry Creek		-	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
Granite Bay		-	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
N/HB/P		-	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
Placer Central		-	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
Placer West		-	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
Sunset		-	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
Rocklin		-	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
Lincoln		-	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
Roseville East		-	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
Roseville West		-	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
Total		**$4,115,000**	**$7,960,079**	**$8,103,404**	**$8,665,379**	**$9,150,029**	**$9,957,779**	**$9,957,779**	**$9,957,779**	**$9,957,779**	**$9,957,779**	**$9,957,779**	**$9,957,779**	**$9,957,779**	**$9,957,779**	**$9,957,779**	**$9,957,779**
Beginning Balance		**$16,602,042**	**$9,660,892**	**$6,667,032**	**$12,530,007**	**$10,745,386**	**($254,585)**	**($356,805)**	**$4,533,736**	**$8,341,515**	**$6,149,294**	**$9,157,073**	**$11,164,853**	**$14,172,632**	**$17,180,411**	**$14,968,190**	**$12,475,969**
Total Funds		**$20,717,042**	**$17,620,971**	**$14,770,436**	**$21,195,386**	**$19,895,415**	**$9,703,195**	**$9,600,974**	**$14,491,515**	**$18,299,294**	**$16,107,073**	**$19,114,853**	**$21,122,632**	**$24,130,411**	**$27,138,190**	**$24,925,969**	**$22,433,749**
Project Expenses		$10,906,150	$10,803,939	$2,090,429	$10,300,000	$20,000,000	$9,910,000	$4,917,238	$6,000,000	$12,000,000	$6,800,000	$7,800,000	$6,800,000	$6,800,000	$12,020,000	$12,300,000	$12,300,000
Interest/Operating Expenses		$150,000	$150,000	$150,000	$150,000	$150,000	$150,000	$150,000	$150,000	$150,000	$150,000	$150,000	$150,000	$150,000	$150,000	$150,000	$150,000
TOTAL EXPENSES		**$11,056,150**	**$10,953,939**	**$2,240,429**	**$10,450,000**	**$20,150,000**	**$10,060,000**	**$5,067,238**	**$6,150,000**	**$12,150,000**	**$6,950,000**	**$7,950,000**	**$6,950,000**	**$6,950,000**	**$12,170,000**	**$12,450,000**	**$12,450,000**
SURPLUS/(SHORTFALL)		**$9,660,892**	**$6,667,032**	**$12,530,007**	**$10,745,386**	**($254,585)**	**($356,805)**	**$4,533,736**	**$8,341,515**	**$6,149,294**	**$9,157,073**	**$11,164,853**	**$14,172,632**	**$17,180,411**	**$14,968,190**	**$12,475,969**	**$9,983,749**

Item	2039 16	2040 17	2041 18	2042 19	2043 20	2044 21	2045 22	2046 23	2047 24	2048 25	2049 26	2050 27	2051 28	2052 29	2053 30
Fee Revenue															
Dry Creek	$724,678	$724,678	$724,678	$724,678	$724,678	$724,678	$724,678	$724,678	$724,678	$724,678	$724,678	$724,678	$724,678	$539,175	$0
Granite Bay	$28,382	$28,382	$28,382	$28,382	$21,714	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
N/HB/P	$122,846	$122,846	$122,846	$122,846	$122,846	$19,899	$0	$0	$0	$0	$0	$0	$0	$0	$0
Placer Central	$172,120	$172,120	$172,120	$172,120	$172,120	$172,120	$172,120	$331,000	$331,000	$331,000	$331,000	$331,000	$331,000	$331,000	$185,360
Placer West	$48,500	$48,500	$48,500	$48,500	$48,500	$48,500	$48,500	$48,500	$48,500	$48,500	$48,500	$48,500	$48,500	$41,225	$0
Sunset	$2,225,664	$2,592,000	$2,592,000	$2,592,000	$2,592,000	$2,592,000	$2,592,000	$2,937,600	$2,937,600	$2,937,600	$2,937,600	$2,937,600	$2,937,600	$2,937,600	$2,937,600
Rocklin	$1,435,052	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
Lincoln	$2,763,352	$3,262,152	$3,262,152	$3,262,152	$3,262,152	$3,262,152	$3,262,152	$3,741,000	$4,988,000	$4,988,000	$4,988,000	$4,988,000	$4,988,000	$4,988,000	$4,988,000
Roseville East	$102,600	$205,200	$205,200	$205,200	$205,200	$205,200	$205,200	$307,800	$307,800	$307,800	$307,800	$307,800	$307,800	$307,800	$307,800
Roseville West	$3,427,385	$3,427,385	$3,427,385	$3,427,385	$3,427,385	$3,427,385	$3,427,385	$856,930	$0	$0	$0	$0	$0	$0	$0
CFD Revenue															
Dry Creek	$19,635	$61,770	$141,405	$201,405	$238,905	$238,905	$238,905	$238,905	$238,905	$238,905	$238,905	$238,905	$238,905	$238,905	$238,905
Granite Bay	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
N/HB/P	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
Placer Central	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
Placer West	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
Sunset	$1,664	$3,327	$8,741	$19,779	$40,193	$60,607	$79,357	$98,107	$113,107	$122,482	$122,482	$122,482	$122,482	$122,482	$122,482
Rocklin	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
Lincoln	$68,047	$136,094	$204,141	$272,187	$340,234	$408,281	$408,281	$408,281	$408,281	$408,281	$408,281	$408,281	$408,281	$408,281	$408,281
Roseville East	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
Roseville West	$117,239	$234,477	$351,716	$468,954	$586,193	$703,431	$703,431	$703,431	$703,431	$703,431	$703,431	$703,431	$703,431	$703,431	$703,431
Total	**$11,257,162**	**$11,018,930**	**$11,289,264**	**$11,545,588**	**$11,782,119**	**$11,863,157**	**$11,862,008**	**$10,396,232**	**$10,801,302**	**$10,810,677**	**$10,810,677**	**$10,810,677**	**$10,810,677**	**$10,617,899**	**$9,891,859**
Beginning Balance	**$9,983,749**	**$13,290,911**	**$17,359,841**	**$21,699,105**	**$25,294,693**	**$30,126,812**	**$35,039,970**	**$39,497,978**	**$42,490,209**	**$45,887,511**	**$49,294,188**	**$52,700,864**	**$56,107,541**	**$59,514,218**	**$62,728,116**
Total Funds	**$21,240,911**	**$24,309,841**	**$28,649,105**	**$33,244,693**	**$37,076,812**	**$41,989,970**	**$46,901,978**	**$49,894,209**	**$53,291,511**	**$56,698,188**	**$60,104,864**	**$63,511,541**	**$66,918,218**	**$70,132,116**	**$72,619,975**
Project Expenses	$7,800,000	$6,800,000	$6,800,000	$7,800,000	$6,800,000	$6,800,000	$7,254,000	$7,254,000	$7,254,000	$7,254,000	$7,254,000	$7,254,000	$7,254,000	$7,254,000	$7,254,000
Interest/Operating Expenses	$150,000	$150,000	$150,000	$150,000	$150,000	$150,000	$150,000	$150,000	$150,000	$150,000	$150,000	$150,000	$150,000	$150,000	$150,000
TOTAL EXPENSES	**$7,950,000**	**$6,950,000**	**$6,950,000**	**$7,950,000**	**$6,950,000**	**$6,950,000**	**$7,404,000**	**$7,404,000**	**$7,404,000**	**$7,404,000**	**$7,404,000**	**$7,404,000**	**$7,404,000**	**$7,404,000**	**$7,404,000**
SURPLUS/(SHORTFALL)	**$13,290,911**	**$17,359,841**	**$21,699,105**	**$25,294,693**	**$30,126,812**	**$35,039,970**	**$39,497,978**	**$42,490,209**	**$45,887,511**	**$49,294,188**	**$52,700,864**	**$56,107,541**	**$59,514,218**	**$62,728,116**	**$65,215,975**

2054	2055	2056	2057	2058	2059	2060	2061	2062	2063	2064	2065	2066
31	32	33	34	35	36	37	38	39	40	41	42	43
$0	$0	$0	$0	$0	$0	$0	-	-	-	-	-	-
$0	$0	$0	$0	$0	$0	$0	-	-	-	-	-	-
$0	$0	$0	$0	$0	$0	$0	-	-	-	-	-	-
$0	$0	$0	$0	$0	$0	$0	-	-	-	-	-	-
$0	$0	$0	$0	$0	$0	$0	-	-	-	-	-	-
$2,937,600	$2,937,600	$2,937,600	$2,937,600	$2,937,600	$2,937,600	$1,081,728	-	-	-	-	-	-
$0	$0	$0	$0	$0	$0	$0	-	-	-	-	-	-
$4,988,000	$4,988,000	$4,988,000	$4,988,000	$4,988,000	$4,988,000	$4,923,156	-	-	-	-	-	-
$307,800	$307,800	$307,800	$307,800	$183,654	$0	$0	-	-	-	-	-	-
$0	$0	$0	$0	$0	$0	$0	-	-	-	-	-	-
$238,905	$238,905	$238,905	$238,905	$238,905	$238,905	$238,905	$238,905	$238,905	$238,905	$238,905	$238,905	$238,905
$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
$126,218	$133,929	$141,641	$149,352	$157,064	$164,775	$168,750	$172,500	$176,250	$180,000	$183,750	$187,500	$191,250
$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
$423,334	$453,387	$483,441	$513,494	$543,547	$573,600	$588,600	$603,000	$654,900	$706,800	$758,700	$810,600	$862,500
$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
$703,431	$703,431	$703,431	$703,431	$703,431	$703,431	$703,431	$615,505	$498,267	$381,028	$263,790	$146,551	$29,313
$9,725,288	**$9,763,053**	**$9,800,817**	**$9,838,582**	**$9,752,200**	**$9,606,311**	**$7,704,570**	**$1,629,910**	**$1,568,321**	**$1,506,733**	**$1,445,144**	**$1,383,556**	**$1,321,967**
$65,215,975	**$67,537,264**	**$69,896,316**	**$72,293,134**	**$74,727,716**	**$77,075,916**	**$79,278,227**	**$79,578,797**	**$73,804,707**	**$67,969,028**	**$62,071,761**	**$56,112,906**	**$50,092,461**
$74,941,264	**$77,300,316**	**$79,697,134**	**$82,131,716**	**$84,479,916**	**$86,682,227**	**$86,982,797**	**$81,208,707**	**$75,373,028**	**$69,475,761**	**$63,516,906**	**$57,496,461**	**$51,414,429**
$7,254,000	$7,254,000	$7,254,000	$7,254,000	$7,254,000	$7,254,000	$7,254,000	$7,254,000	$7,254,000	$7,254,000	$7,254,000	$7,254,000	$7,254,000
$150,000	$150,000	$150,000	$150,000	$150,000	$150,000	$150,000	$150,000	$150,000	$150,000	$150,000	$150,000	$150,000
$7,404,000	**$7,404,000**	**$7,404,000**	**$7,404,000**	**$7,404,000**	**$7,404,000**	**$7,404,000**	**$7,404,000**	**$7,404,000**	**$7,404,000**	**$7,404,000**	**$7,404,000**	**$7,404,000**
$67,537,264	**$69,896,316**	**$72,293,134**	**$74,727,716**	**$77,075,916**	**$79,278,227**	**$79,578,797**	**$73,804,707**	**$67,969,028**	**$62,071,761**	**$56,112,906**	**$50,092,461**	**$44,010,429**

2067	2068	2069	2070	2071	2072	2073	2074	2075	2076	2077	2078	2079
44	45	46	47	48	49	50	51	52	53	54	55	56
-	-	-	-	-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-	-	-	-	-
$218,520	$138,885	$59,250	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
$191,250	$191,250	$191,250	$191,250	$191,250	$191,250	$191,250	$191,250	$171,113	$139,238	$107,363	$75,488	$43,613
$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
$900,000	$900,000	$900,000	$900,000	$900,000	$900,000	$900,000	$900,000	$898,050	$748,050	$598,050	$448,050	$298,050
$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
$1,309,770	**$1,230,135**	**$1,150,500**	**$1,091,250**	**$1,091,250**	**$1,091,250**	**$1,091,250**	**$1,091,250**	**$1,069,163**	**$887,288**	**$705,413**	**$523,538**	**$341,663**
$44,010,429	**$37,916,198**	**$31,742,333**	**$25,488,833**	**$26,580,083**	**$27,671,333**	**$28,762,583**	**$29,853,833**	**$30,945,083**	**$32,014,246**	**$32,901,533**	**$33,606,946**	**$34,130,483**
$45,320,198	**$39,146,333**	**$32,892,833**	**$26,580,083**	**$27,671,333**	**$28,762,583**	**$29,853,833**	**$30,945,083**	**$32,014,246**	**$32,901,533**	**$33,606,946**	**$34,130,483**	**$34,472,146**
$7,254,000	$7,254,000	$7,254,000	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
$150,000	$150,000	$150,000	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
$7,404,000	**$7,404,000**	**$7,404,000**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**
$37,916,198	**$31,742,333**	**$25,488,833**	**$26,580,083**	**$27,671,333**	**$28,762,583**	**$29,853,833**	**$30,945,083**	**$32,014,246**	**$32,901,533**	**$33,606,946**	**$34,130,483**	**$34,472,146**

2080	2081	2082	2083	2084	2085	2086	2087	2088	2089	2090	2091	2092	
57	58	59	60	61	62	63	64	65	66	67	68	69	Total
-	-	-	-	-	-	-	-	-	-	-	-	-	
-	-	-	-	-	-	-	-	-	-	-	-	-	
-	-	-	-	-	-	-	-	-	-	-	-	-	
-	-	-	-	-	-	-	-	-	-	-	-	-	
-	-	-	-	-	-	-	-	-	-	-	-	-	
-	-	-	-	-	-	-	-	-	-	-	-	-	
-	-	-	-	-	-	-	-	-	-	-	-	-	
-	-	-	-	-	-	-	-	-	-	-	-	-	
-	-	-	-	-	-	-	-	-	-	-	-	-	
-	-	-	-	-	-	-	-	-	-	-	-	-	
$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	
$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	
$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	
$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	
$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	
$11,738	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	
$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	
$148,050	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	
$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	
$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	
$159,788	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**	**$400,977,648**
$34,472,146	**$34,631,933**	**$34,631,933**	**$34,631,933**	**$34,631,933**	**$34,631,933**	**$34,631,933**	**$34,631,933**	**$34,631,933**	**$34,631,933**	**$34,631,933**	**$34,631,933**	**$34,631,933**	
$34,631,933	**$34,631,933**	**$34,631,933**	**$34,631,933**	**$34,631,933**	**$34,631,933**	**$34,631,933**	**$34,631,933**	**$34,631,933**	**$34,631,933**	**$34,631,933**	**$34,631,933**	**$34,631,933**	
$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$375,897,756
$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$7,050,000
$0	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**	**$382,947,756**
$34,631,933	**$34,631,933**	**$34,631,933**	**$34,631,933**	**$34,631,933**	**$34,631,933**	**$34,631,933**	**$34,631,933**	**$34,631,933**	**$34,631,933**	**$34,631,933**	**$34,631,933**	**$34,631,933**	

SOUTH PLACER REGIONAL TRANSPORTATION AUTHORITY
Technical Advisory Committee Meeting Minutes
September 12, 2023 – 2:00 p.m.

ATTENDANCE:

Matthew Medill, City of Lincoln
Justin Nartker, City of Rocklin
Mark Johnson, City of Roseville
Jason Shykowski, City of Roseville
Ken Grehm, Placer County
Kevin Ordway, Placer County
Katie Jackson, Placer County
Richard Moorehead, Placer County
Donald Hubbard, GHD

STAFF:

Rick Carter
Matt Click
Solvi Sabol
Mike Costa

SPRTA Fee update

(a) Deferral Discussion: Rick Carter provided the BIA's fee deferral proposal to the TAC. Based on the cash flow proposal, the BIA requested 50% of the fee be deferred (up to $1,500) for low and medium residential units. Deferrals would be permitted for 15 years. Payment of the deferral had two options, a 30-year deferral, or using PAYGo funding that would start being paid back at year 15. Concerned expressed included a delay in the delivery of projects and the administrative burden of administering a deferral. The TAC opposed a deferral.

(b) BIA Comments: Rick provided the BIA's letter as it relates to the Fee Study and went over their preliminary list of nine concerns. Rick noted that he and Matt met with the BIA and their representatives and described the discussion with the BIA. The TAC discussed their list of concerns and provided input, specifically regarding I-80/SR 65. Part of the discussion with the BIA included SPRTA and BIA working together to increase federal and state grant funding. Rick said that he has a follow-up meeting with their consultant on a couple of technical items. The TAC supported removing Phase 3 of the 80/65 interchange project from the fee update and increasing the assumed level of outside funding (state and federal grants) based on the BIA committing to assist in pursuing grants through their lobbying efforts.

(c) Residential Tiers: Rick presented the comparison of three versus four tiers and explained that the BIA has requested four tiers. There is an understanding with the TAC that four tiers creates additional work for counter permit staff. The TAC supported 3 tiers and opposed increasing to 4 tiers.

Rick said that we are bringing these items to the SPRTA Board in September and will be seeking Board concurrence. We are planning to adopt the Nexus Study in October.

Other Items

SPRTA Board Meeting: September 27th – 9:30 a.m.
Next SPRTA TAC Meeting: October 3rd – 2:00 p.m.

The meeting was adjourned at approximately 3:25 p.m.

ss:rc