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# A G E N D A

**Wednesday, January 24, 2024  
10:45 a.m.**

**Placer County Planning Commission  
Hearing Room  
3091 County Center Drive  
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 2260 Douglas Blvd., Suite 130, Roseville, California and will be made available to the public on the Agency website.

**Remote access:** <https://placer-ca-gov.zoom.us/j/99620422301>

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

**Webinar ID:** 996 2042 2301

- A. Flag Salute**
- B. Roll Call**
- C. Approval of Minutes: December 6, 2023**

- D. Agenda Review** **Info**  
*Matt Click, Executive Director*
- E. AB 2449** **Action**  
*Matt Click, Executive Director*
- If necessary, the Board will consider approval of any Directors' request to participate remotely and utilize a "just cause" or "emergency circumstance" exception for remote meeting participation pursuant to AB 2449 (Gov. Code 54953(f)).
- F. Public Comment**  
Persons may address the Board on items not on this agenda. Please limit comments to three (3) minutes.
- G. PUBLIC HEARING: Adoption of Regional Transportation and Air Quality Mitigation Fee Comprehensive Update 2024** **Action**  
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*Rick Carter, Deputy Executive Director*
- Approve refunding of fee credits for the Dry Creek, Newcastle/Horseshoe Bar, Placer West, and Rocklin fee districts.
  - Approve Resolution #24-01:
    - a. Adopting the Nexus Study Update Report for the Regional Transportation and Air Quality Mitigation Fee
    - b. Setting fees for the Regional Transportation and Air Quality Mitigation Fee
    - c. Adopting a Capital Improvement Program
- H. Executive Director's Report** **Info**
- I. Board Direction to Staff**
- J. Informational Items** **Info**  
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1. SPRTA TAC Minutes: January 9, 2024

**Next regularly scheduled SPRTA Board Meeting  
February 28, 2024**



## **ACTION MINUTES December 6, 2023**

A meeting of the South Placer Regional Transportation Authority Board convened on Wednesday, December 6, 2023, at approximately 10:45 a.m. at the Placer County Planning Commission Hearing Room, 3091 County Center Drive, Auburn, California.

### **BOARD IN**

#### **ATTENDANCE:**

Holly Andreatta  
Ken Broadway, Chair  
Bruce Houdesheldt, Vice Chair  
Suzanne Jones

#### **STAFF:**

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

### **APPROVAL OF ACTION MINUTES: October 18, 2023**

Upon motion by Houdesheldt and second by Jones, the October 18, 2023 meeting minutes were unanimously approved.

### **AGENDA REVIEW**

The December 6, 2023 SPRTA agenda as presented was accepted.

### **AB 2449**

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

### **PUBLIC COMMENT**

No public comment.

### **CONSENT CALENDAR**

Upon motion by Andreatta and second by Jones, the SPRTA Consent Calendar items as shown below were unanimously approved.

1. Approval of the 2024 SPRTA Board Meetings
2. Acceptance of the Annual Report for Fiscal Year 2022/23

### **REGIONAL TRANSPORTATION AND AIR QUALITY MITIGATION FEE ALLOCATION REQUEST FOR INTERSTATE 80 / ROCKLIN ROAD INTERCHANGE**

Upon motion by Houdesheldt and second by Andreatta the Board unanimously allocated \$3,800,000 of Regional Transportation and Air Quality Mitigation Fees to the City of Rocklin for final design work on the Interstate 80/Rocklin Road interchange by the following roll call vote:

**AYES:** Andreatta, Broadway, Houdesheldt, Jones  
**NOES:** None  
**ABSENT/**  
**ABSTAIN:** None

**REGIONAL TRANSPORTATION AND AIR QUALITY MITIGATION FEE UPDATE**

Upon motion by Houdesheldt and second by Jones the Board unanimously approved Resolution #23-08, repealing Resolution #23-05 and continuing to collect fees for the Regional Transportation and Air Quality Mitigation Fee pursuant to resolution 23-02 by the following roll call vote:

**AYES:** Andreatta, Broadway, Houdesheldt, Jones  
**NOES:** None  
**ABSENT/**  
**ABSTAIN:** None

**SELECTION OF CHAIR AND VICE CHAIR FOR 2024**

Upon motion by Jones and second by Andreatta the Board unanimously designated the Board Member representing the City of Roseville as Chair and the Board Member representing Placer County as Vice Chair for the 2024 calendar year by the following roll call vote:

**AYES:** Andreatta, Broadway, Houdesheldt, Jones  
**NOES:** None  
**ABSENT/**  
**ABSTAIN:** None

**EXECUTIVE DIRECTOR’S REPORT**

Matt Click said he has nothing further to report.

**ADJOURN**

Chair Broadway wished the Board and staff a Merry Christmas and Happy New Year and thanked the Board and staff for their hard work the past year.

The SPRTA Board meeting concluded at approximately 10:57 AM.

**NEXT BOARD MEETING:** Wednesday, January 24, 2024.

A video of this meeting is available at: <https://www.pctpa.net/2023-12-06-sprta-meeting>.

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Matt Click, Executive Director

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Bruce Houdesheldt, Chair

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Solvi Sabol, Clerk to the Board



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

**TO: SPRTA Board of Directors**

**DATE: January 24, 2024**

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

**SUBJECT: PUBLIC HEARING: ADOPTION OF REGIONAL TRANSPORTATION AND AIR QUALITY MITIGATION FEE COMPREHENSIVE UPDATE 2024**

**ACTION REQUESTED**

1. Conduct a public hearing to consider an update to the Regional Transportation and Air Quality Mitigation Fee.
2. Approve refunding of fee credits for the Dry Creek, Newcastle/Horseshoe Bar, Placer West, and Rocklin fee districts.
3. Approve Resolution #24-01:
  - a. Adopting the Nexus Study Update Report for the Regional Transportation and Air Quality Mitigation Fee
  - b. Setting fees for the Regional Transportation and Air Quality Mitigation Fee
  - c. Adopting a Capital Improvement Program

**BACKGROUND**

In April 2002, the SPRTA Board adopted the Regional Transportation and Air Quality Mitigation Fee (known as the Tier 1 Fee Program), which assessed new development for its impacts on specified regional transportation facilities, which went into effect on July 1, 2002. The Tier 1 Fee Program had subsequent updates in 2006, 2007, 2009, and 2014. The Board adopted a comprehensive update on October 18, 2023, however the Board rescinded this adoption on December 6, 2023 following discovery of erroneous figures in Table 14 of the October 2023 Nexus Study Update Report. These figures have since been corrected.

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

A draft Nexus Study Update Report, dated July 2023, was prepared in coordination with the SPRTA member agencies and made available to stakeholders for comment. A revised Nexus Study Update Report dated October 2023 was presented to the Board for adoption in October 2023. After its adoption by the Board in October, errors were identified in the non-residential fees shown in Table 14 (incorrect values for the "SPRTA

**SPRTA Board of Directors**  
**REGIONAL TRANSPORTATION AND AIR QUALITY MITIGATION FEE**  
**COMPREHENSIVE UPDATE**  
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DUE” column were copied and pasted into the spreadsheet file, resulting in inaccurate fee values). The Board rescinded the adoption in December 2023 due to this error. The corrected table is included in the revised Nexus Study Update Report dated January 2024 (the “nexus study”), which has been made publicly available and is included as Exhibit “A” to Resolution 24-01.

**DISCUSSION**

***Nexus Study Summary of Changes***

The key provisions of this update compared to the 2014 study are intended to reflect the most current information regarding planned development, traffic modelling, and project needs. Specifically, the nexus study updates the previous work from 2014 in several ways:

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

***Fee Levels***

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

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

**Computation of New Fee/DUE by District**

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

***Fees on Residential Units***

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

**Residential Tier DUEs Per Unit**

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

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***Refund of Fee Credits***

Under Section 10.D. of the SPRTA Joint Powers Agreement (JPA), jurisdictions may apply local funds as a fee credit with Board approval. All districts except Sunset have previously applied these local funds, which currently total about \$4.3 million. This results in credits ranging from \$1 to \$1,680 per DUE within the districts to which credits are applied. Over time, the balance of the credits are reduced as building permits are paid. Additionally, the dollar per DUE credit is reduced each time additional DUEs are added with the comprehensive fee update. The credit amount balance, dollar value of permits paid, and credits taken must be tracked and accounted for in order to properly recalculate the credits with each fee update. Four of the ten districts now have credit balances below \$150,000. The average value of these credits is \$11.52 per DUE. It is proposed to refund these balances to the district's member agency, which would eliminate the tracking and accounting of these district's credits. These balances as of July 1, 2021 were: Dry Creek (\$15,886); Newcastle/Horseshoe Bar (\$105,904), Placer West (\$14,403), and Rocklin (\$145,245). Refunds will be based on the most recent balances.

***Fee Program Update Adoption and Setting of Fees***

The Regional Transportation and Air Quality Mitigation Fee Program has undergone significant scrutiny and participation by the jurisdiction staff and stakeholders in its development and is now ready for adoption. All legal requirements, including public notices, have been met. The Nexus study is included as Exhibit "A" while the fees to be adopted are included as Exhibit "B" to Resolution 24-01. There are slight variations between the fee values in Exhibits "A" and "B" due to rounding.

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

***Capital Improvement Program Adoption***

AB-602 requires "large jurisdictions" to adopt a Capital Improvement Plan ("CIP") as part of the nexus study. Staff presented a draft CIP at the August 2023 Board meeting, which laid out the anticipated cost and timing of capital improvements based on revenue forecasts in the July nexus study. The final CIP (Exhibit "C" to Resolution 24-01) has been revised based on the latest data. The funding of projects has been extended or delayed to match the latest revenue forecast but their overall priority order has not changed. Adoption of this CIP does not allocate funding to any project; allocations are separate project specific Board actions.

RC:mbc:ss



**RESOLUTION NO. 24-01**

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

The following resolution was duly passed by the Board of the South Placer Regional Transportation Authority at a regular meeting held January 24, 2024, by the following vote on roll call:

AYES:

NOES:

ABSENT:

ABSTAIN:

- A. **WHEREAS**, California Government Code Section 66000, et seq., (hereinafter Mitigation Fee Act) provides for the establishment of development impact fees to mitigate the impacts of new development; and
- B. **WHEREAS**, the South Placer Regional Transportation Authority ("Authority") was formed to provide for the coordinated planning, design, financing, acquisition, determination of the timing of construction, and construction, of certain transportation improvements located in the area of jurisdiction of the Authority; and
- C. **WHEREAS**, the Board of Directors of the Authority ("Board") adopted Resolution 02-06 on April 10, 2002, establishing a traffic impact fee, known as the Regional Transportation and Air Quality Mitigation Fee (hereinafter, the "**Fee**"), for all New Developments within the area of jurisdiction of the Authority; and
- D. **WHEREAS**, the Board has adopted Resolution No. 06-03 on October 25, 2006, Resolution No. 07-03 on May 23, 2007, Resolution No. 09-05 on October 28, 2009, and Resolution 14-04 on October 7, 2014 updating and modifying the amount of the Fee;
- E. **WHEREAS**, the Board of Directors of the Authority again desires to update and modify the amount of the Fee due to changed circumstances; and
- F. **WHEREAS**, a Nexus Study Update Report dated January 2024 was prepared by GHD, Inc. which details the relationship between the use of and need for the proposed fees for the facilities; the types of development on which the fees are imposed; and the relationship between the amount of the fees and cost of the public facilities, which has been presented to the Board; and is attached hereto as **Exhibit "A"** and made a part hereof; and

- G. **WHEREAS**, the fees to be adopted are attached hereto as **Exhibit “B”** and made a part hereof; and
- H. **WHEREAS**, the Nexus Study Update Report includes an analysis of the vehicle trip generation of residential housing in relation to floor area, identifies that this relationship is not linear, and identifies fee structure based on size ranges that bears a reasonable relationship between the fee charged and the vehicle trips generated.
- I. **WHEREAS**, a Capital Improvement Program was prepared and is attached hereto as **Exhibit “C”** and made a part hereof; and
- J. **WHEREAS**, on January 24, 2024 the Board conducted a duly noticed public hearing on the proposed Fee, and the Nexus Study Update Report and Capital Improvement Program was available for public inspection and review at least (10) days prior to this public hearing; and
- K. **WHEREAS**, all written and oral presentations on these matters have been duly considered by the Board; and
- L. **WHEREAS**, the Board of Directors of the Authority finds as follows:
- (i) The purpose of the Fee is to finance the public facilities (the **“Facilities”**) described and identified in the Improvement Program and Implementation Plan to reduce the impacts of increased traffic caused by New Development within the area of jurisdiction of the Authority;
  - (ii) The Fee shall be used to finance the Facilities (including, without limitation, planning, design, administration, environmental compliance, and construction costs of the Facilities);
  - (iii) There is a need in the described impact area for the Facilities described in the Improvement Program;
  - (v) The facts and evidence presented establish that there is a reasonable relationship between the need for the described Facilities and the types of development for which the Fee is charged, and also that there is a reasonable relationship between the Fee's use and the types of development for which the Fee is charged, as these reasonable relationships are in more detail described in the Nexus Study Update Report;
  - (vi) The cost estimates are reasonable cost estimates for constructing the Facilities, and the Fee expected to be generated by New Development will not exceed the total of these costs; and
  - (vii) That square footage is not an appropriate metric for calculating traffic impact fees for residential developments, based on substantial evidence showing that the number of vehicle trips generated by residential units is not proportional to the floor

area

(viii) An alternative basis of calculating traffic impact fees, based on the expected number of trips generated by small, medium, large and very large units, but not directly proportional to floor area, would bear a reasonable relationship between the fee charged and the burden posed by the development

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

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

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

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

1. Definitions.

"Authority" is defined in Recital A.

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

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

"Facilities" is defined in Recital G.

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

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

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

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

"Secretary" means the Secretary of the Authority.

2. Nexus Study Update Report. The Nexus Study Update Report attached to this Resolution as Exhibit "A" is hereby adopted.

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

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

4. Amount of Updated Fee . Fees for all New Development within the area of benefit are attached as Exhibit "B". Fees may be adjusted pursuant to Paragraph 8 of this Resolution. No Fee may be waived by a member agency.

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

6. Capital Improvement Plan. The Capital Improvement Plan is attached as Exhibit “C” is hereby adopted.

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

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

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

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

City of Rocklin, of the County of Placer shall be collected and remitted in accordance with the terms and conditions of that certain CFMA BOLD PROGRAM Joint Community Facilities Agreement among the Authority, the City of Lincoln, the City of Roseville, the City of Rocklin, the County of Placer, and the California Municipal Finance Authority (CMFA), dated December 2, 2020. Each member agency shall account to the Authority at the time of forwarding the Fee for the amount of the Fee, the type and nature of development and the property to which the Fee is related.

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

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

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

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

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

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

\_\_\_\_\_  
Matt Click  
Executive Director

\_\_\_\_\_  
Bruce Houdesheldt  
Chair

Attest: \_\_\_\_\_  
Solvi Sabol, Board Secretary



# Nexus Study Update Report

South Placer Regional Transportation Authority

January 2024



**GHD Inc.**

220 21<sup>st</sup> Street

Sacramento, CA 95835

Tel (916) 245-4226 | [Donald.Hubbard@GHD.com](mailto:Donald.Hubbard@GHD.com) | [ghd.com](http://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 11<sup>th</sup> edition of Institute of Transportation Engineers' (ITE's) *Trip Generation Manual*
- The percentage of the need for new projects that is attributable to new development was re-calculated using the latest version of the SPRTA demand model.
- Board policies regarding SPRTA contribution to certain projects, where that share is less than the maximum allowed by State law, have been updated.
- A new method of computing fees for residential units was developed based on requirements mandated by AB-602 and SB-13, which went into effect in 2022.

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

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

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

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# 1. Introduction

## 1.1 Purpose of this report

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

## 1.2 Background on the SPRTA Program

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

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

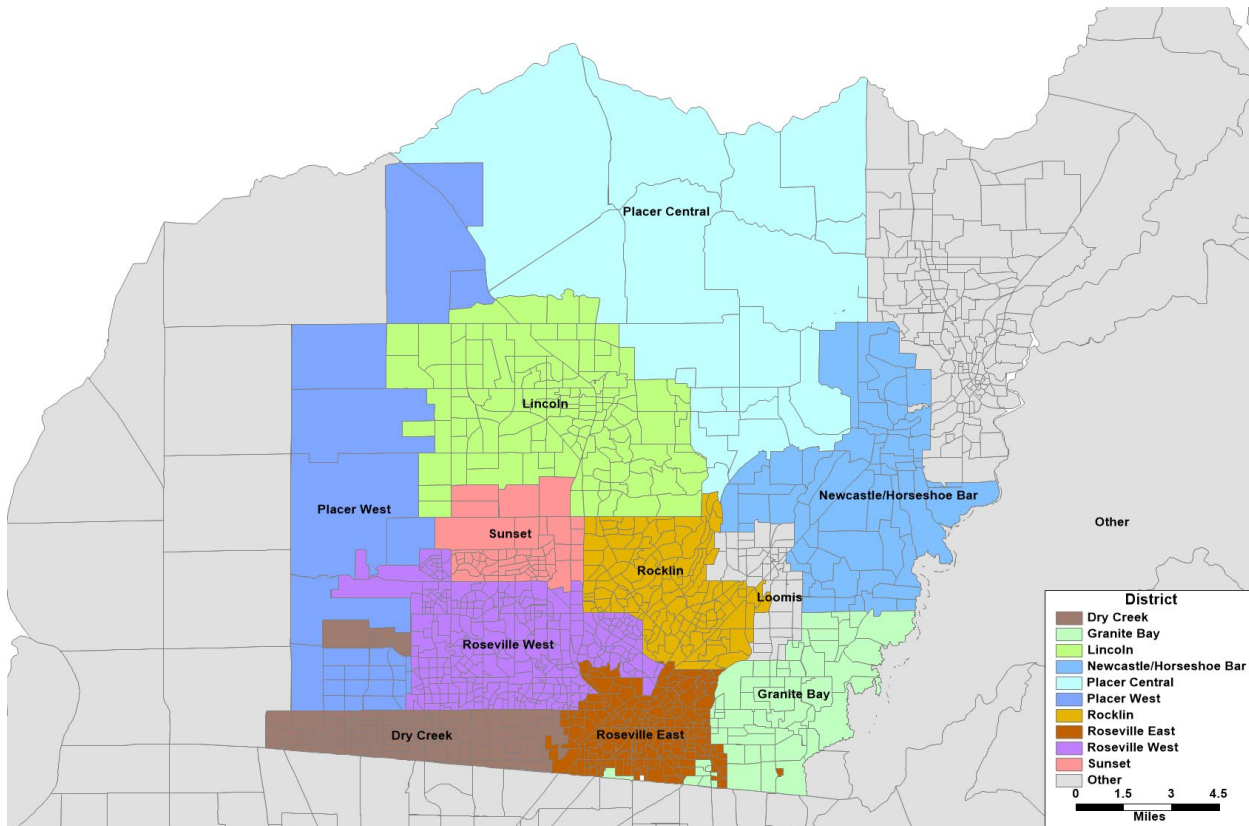
SPRTA fees are assessed as a mixture of district-based fees and flat fees. For most SPRTA projects, project costs assigned to the individual districts vary based on each district's percent use of the project improvements. For example, developments in Lincoln have a stronger nexus to the Lincoln Bypass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

Not all development that occurs in the SPRTA districts pays a SPRTA impact fee. State<sup>1</sup> 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.

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

**Figure 1: SPRTA Fee Districts**



### 1.3 Previous Nexus Study Updates

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

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

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

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

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

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

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

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

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

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

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

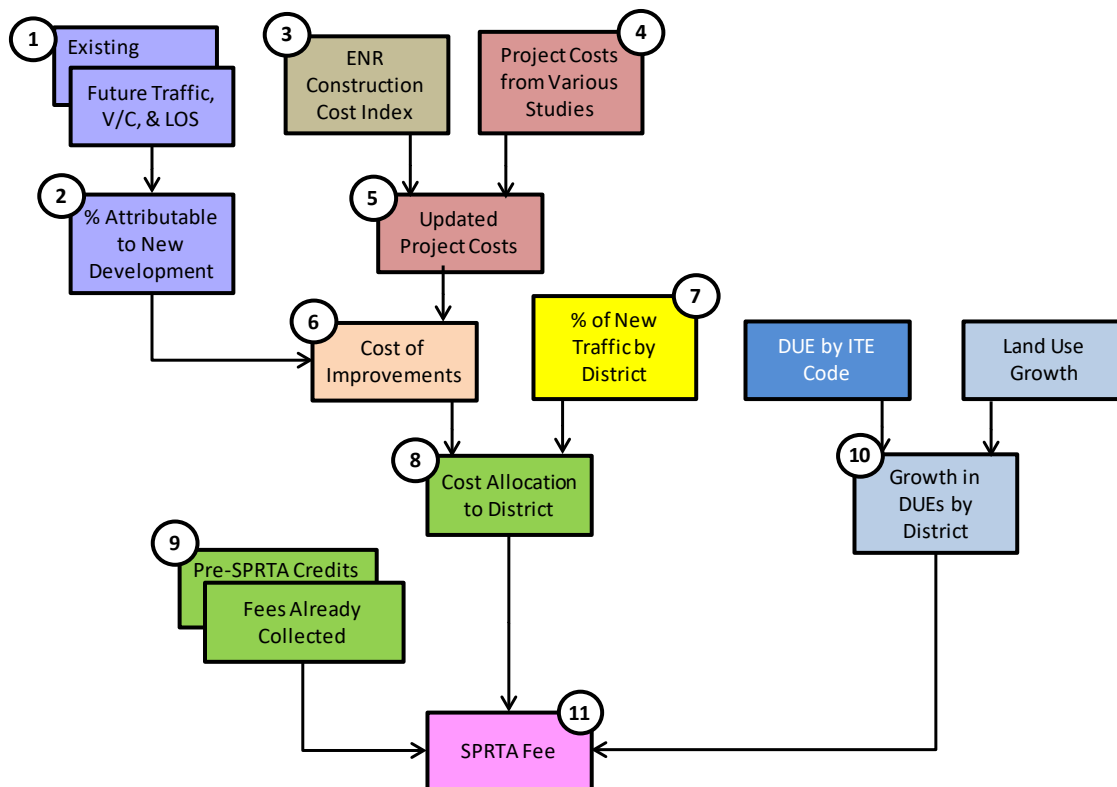
## 2. Fee Calculation Methodology

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

### 2.1 Overview of Fee Calculation Methodology

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

**Figure 2: Steps in the Fee Calculation**



The major steps include:

- 1) The starting point was the set of outputs from the SPRTA travel demand model that were used to determine the volume-to-capacity (V/C) ratio for each project under existing and 2040 (SACOG's planning horizon year from the most recent Sustainable Communities Strategy) conditions.
- 2) The V/C ratios were then used to determine the percentage of the need for each project that is attributable to new development.
- 3) The Engineering News-Record's (ENR's) Construction Cost Index was then used to determine cost inflation factors that allow cost estimates done in different years to be converted to 2023 dollars. Per

SPRTA policy, the inflation factors are established based on the ENR historical Construction Cost Indexes (CCI) for the “20-city average” and San Francisco.

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

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

## 2.2 Changes to Comply with AB-602

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

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

Until now, the SPRTA program residential fee rates have been charged per dwelling unit, with no adjustment for the size of the unit, so an additional step is now needed to fulfil this new State requirement. The SPRTA member agencies were consulted, and although CGC Section 66016.5(a)(5)(B) allows agencies to opt out of



basing fees on floor area if certain findings are made, a consensus was reached among member agencies to apply a lesser fee to smaller units and a greater fee to larger units in order to comply with the new government code. To simplify the administration of the new system, units will be grouped into four size categories, namely small (less than 1,500 square feet), medium (1,500 to 2,500 square feet), large (2,500 to 3,500 square feet), and very large (greater than 3,500 square feet).

There are no well-established sources for trip generation rates based on residential unit size. However, data on the number of persons per household can be obtained from the U.S. Census Bureau's American Housing Survey, and data on the number of trips by household size is available from NCHRP Report 716, *Travel Demand Forecast: Parameters and Techniques*. This data was combined as shown in Table 1.

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

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

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

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

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

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

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

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

ITE Land Use Code	SPRTA Land Use Category	P.M. Peak Hour Trip Rate Per Unit <sup>1</sup>	Trip Length <sup>2</sup>	% New Trips <sup>2</sup>	VMT per Unit	DUE per Unit for Homes 1,500 to 2,500 sq.ft.	DUE for Units Smaller than 1,500 sq.ft.	DUE for Units Sized 2,400-3,500 sq.ft.	DUE for Units Larger than 3,500 sq.ft.
		(A)	(B)	(C)	(D)=(A)*(B)*(C)	(E)=(D) normalized to Average SFD	(F)=(E)*83%	(G)=(E)*108%	(G)=(E)*114%
210	Single Family	0.94 /DU	5.0	100	4.70	1.00	0.83	1.08	1.14
220	Apartment	0.51 /DU	5.0	100	2.55	0.54	0.45	0.59	0.62
230	Low-Rise Condominium	0.36 /DU	5.0	100	1.80	0.38	0.32	0.41	0.44
231	Medium-Rise Condominium	0.17 /DU	5.0	100	0.85	0.18	0.15	0.20	0.21
240	Mobile Home Park	0.58 /DU	5.0	100	2.90	0.62	0.51	0.67	0.70
251	Senior, Single-Family	0.30 /DU	5.0	100	1.50	0.32	0.26	0.34	0.36
252	Senior, Multi-Family	0.25 /DU	5.0	100	1.25	0.27	0.22	0.29	0.30

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

2) Source: ITE Journal, May 1992

Note: The figures shown in gray font in Columns F, G, and H are somewhat theoretical because units of these types are not usually built in these sizes in western Placer County. There appears to be no record of any units being built in this size in the last 5 years in any SPRTA member agency.

## 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.

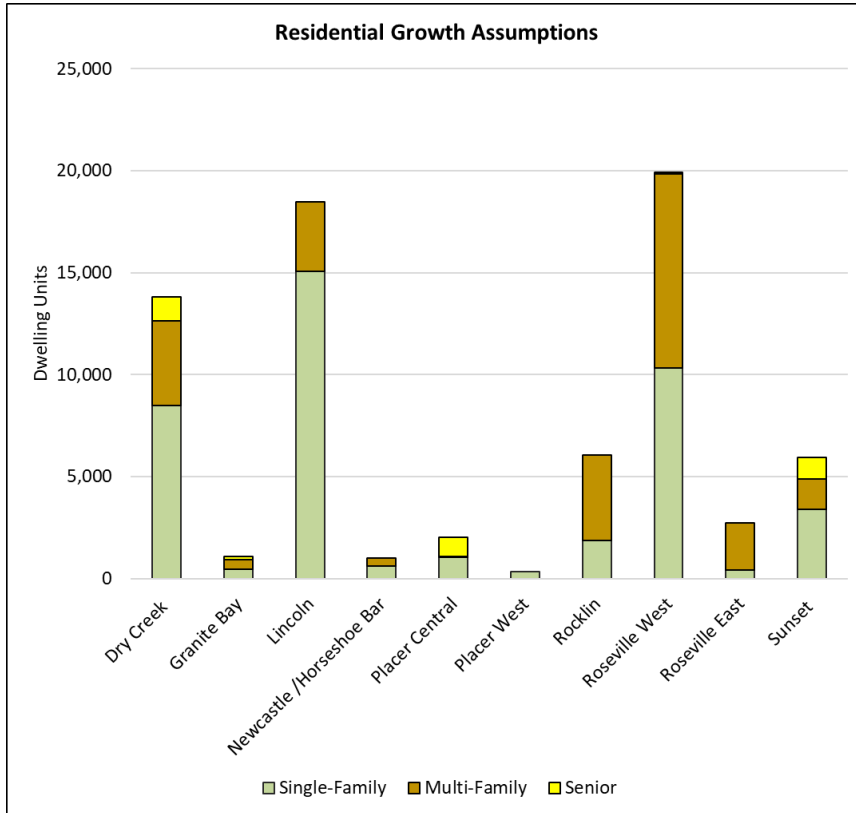
Note that these assumptions do not correspond to full build-out of each jurisdiction's general plan. General Plan land uses are not associated with a particular time horizon and full buildout might not occur for many decades. The assumptions used for the current study represent the staffs' consensus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

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

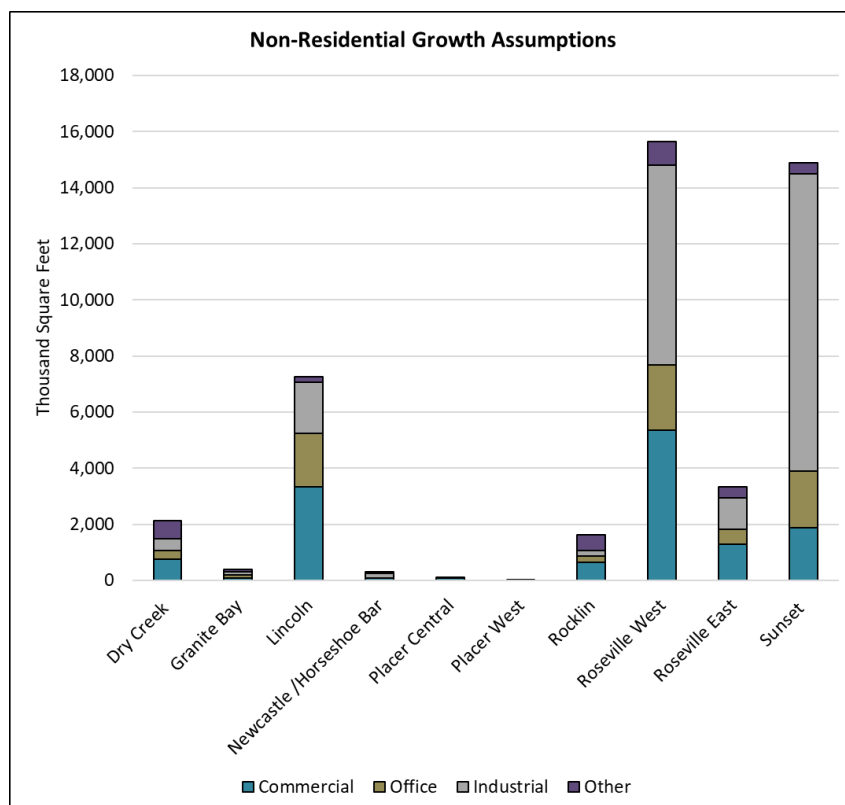
**Table 3: Forecast of Growth by SPRTA Fee District**

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

**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<sup>2</sup>. 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%.

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



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

ITE Code	Land Use Category	P.M. Peak Hour		Trip Length <sup>2</sup>	% New Trips <sup>2</sup>	VMT per Unit	2023 SPRTA DUE per Unit
		Trip Rate Per Unit <sup>1</sup>	(A)				
<b>Industrial</b>							
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
<b>Residential</b>							
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
<b>Lodging</b>							
310	Hotel	0.59	/Room	6.4	71	2.68	0.570
311	All Suites Hotel	0.36	/Room	6.4	71	1.64	0.348
312	Business Hotel	0.31	/Room	6.4	71	1.41	0.300
320	Motel	0.36	/Room	6.4	59	1.36	0.289

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

2) Source: ITE Journal, May 1992

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

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

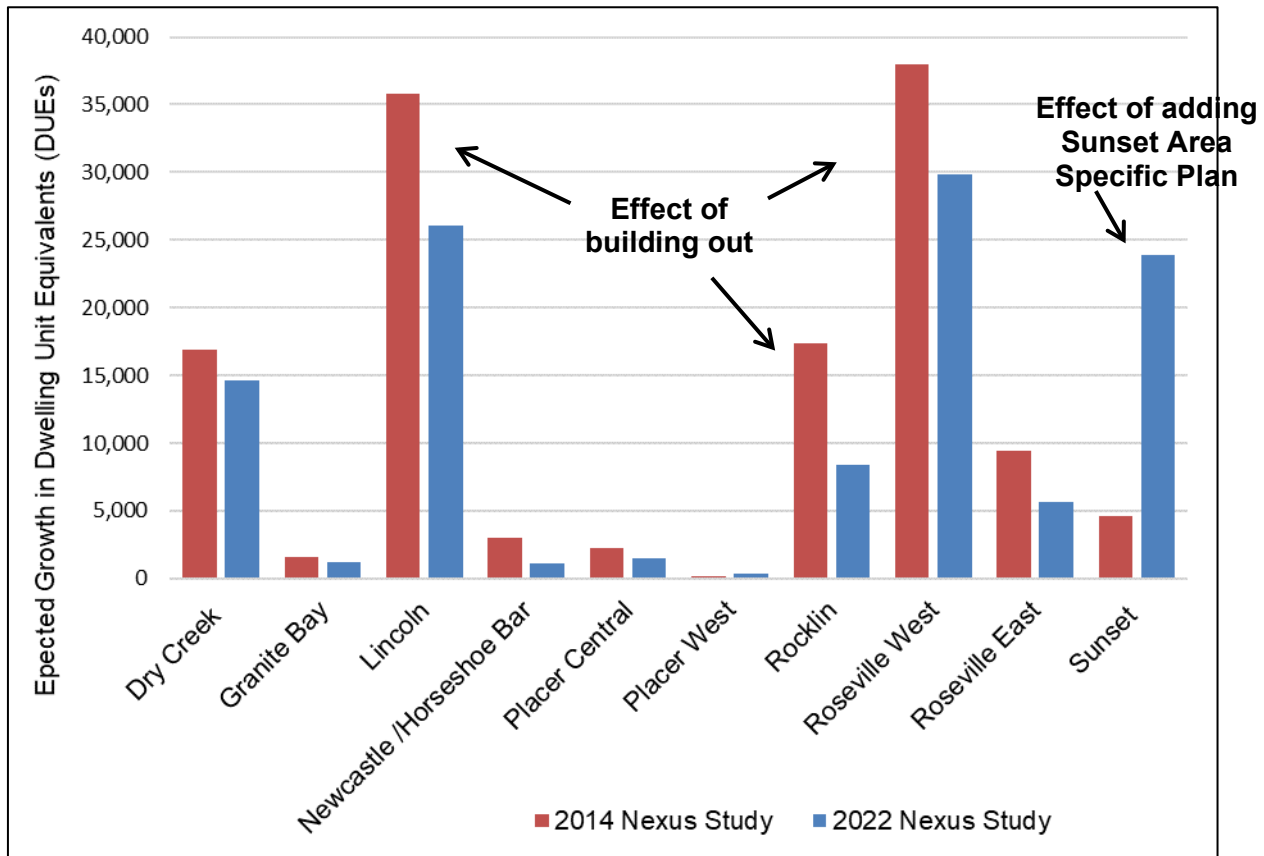
1) Source: ITE Trip Generation, 11th Edition, except where indicated with an asterisk, which are from the 10th edition

2) Source: ITE Journal, May 1992

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

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

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



### 3.2 Transportation Network Assumptions

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

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

### 3.3 Project Cost Estimates

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

**Table 6: Project Cost Inflation Factor**

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

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

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

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

**Table 7: Estimated Project Costs in Millions of 2022 Dollars**

Project ID	Projects	Status	Remaining Construction, Most Recent Project Costs (\$M)	Year of Cost Estimate	Escalation Rate	Remaining Construction Estimated Project Costs in 2023 \$M
			(A)		(B)	(C) = (A) * (B)
A	Placer Parkway	Future Improvement	\$783.06	2021	14.2%	\$893.99
	<b>Sierra College Blvd</b>					
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 - Rocklin N. Limit to Loomis Town Limit	Future Improvement	\$3.51	2014	38.3%	\$4.85
C	Seg 2b - Loomis Town Limit 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	<b>I-80 / SR 65 Interchange</b>					
	I-80 / SR 65 Interchange Phase 1	Complete	\$0.00	N/A	N/A	\$0.00
	I-80 / SR 65 Interchange Phase 2	Future Improvement	\$495.00	2020	17.8%	\$583.26
S	I-80/Douglas Blvd Ramp Improvements	Future Improvement	\$1.79	2022	2.0%	\$1.82
T	I-80/Atlantic WB Ave Ramp Improvements	In Construction	\$0.00	N/A	N/A	\$0.00
U	Regional Transit Project & Facilities	Future Improvement	\$100.00	2023	N/A	\$100.00
V	I-80 Auxiliary Lane (WB)	In Construction	\$0.00	2023	N/A	\$0.00
W	I-80 Auxiliary Lane (EB)	In Construction	\$0.00	2023	N/A	\$0.00
	<b>Total</b>		<b>\$1,141.85</b>			<b>\$1,909.00</b>

### 3.4 Level of Service Policy

#### 3.4.1 Role of LOS Policy

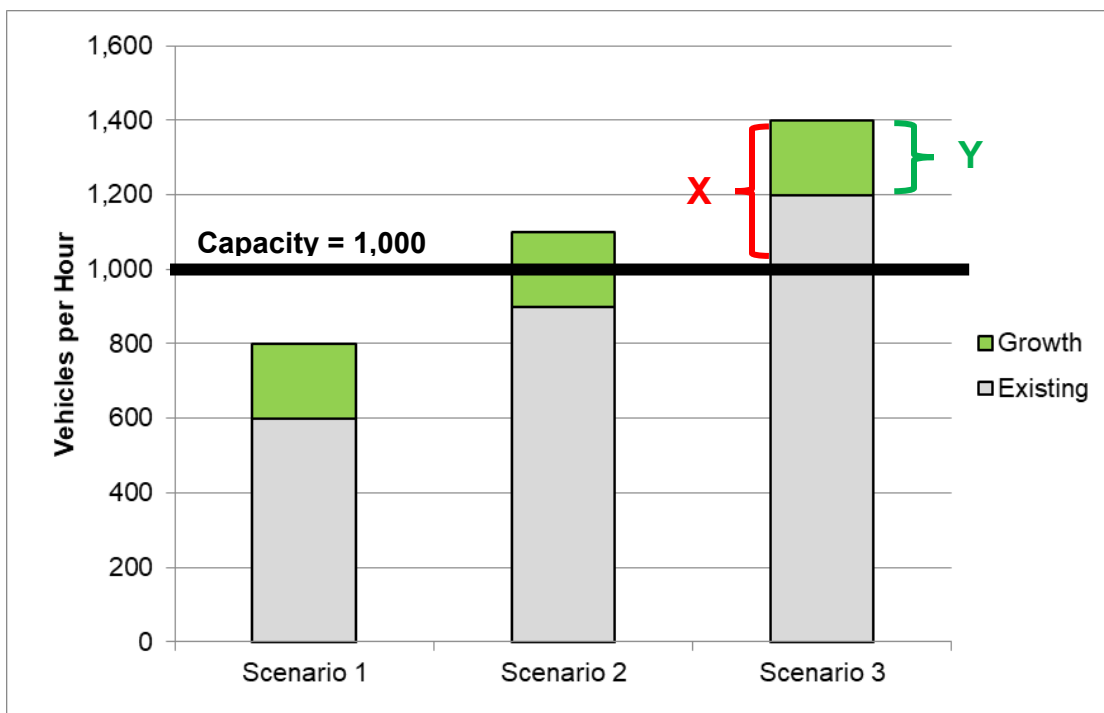
AB-602 introduced the following requirement for all nexus studies, that, like this one, are adopted after July 1, 2022:

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<sup>3</sup>, 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<sup>4</sup>, 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<sup>5</sup>, 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.*”

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

<sup>4</sup> See: [https://www.rocklin.ca.us/sites/main/files/file-attachments/chapter\\_iv\\_c\\_circulation\\_element\\_0.pdf?1648508338](https://www.rocklin.ca.us/sites/main/files/file-attachments/chapter_iv_c_circulation_element_0.pdf?1648508338)

<sup>5</sup> See: [https://cdnsm5-hosted.civicleve.com/UserFiles/Servers/Server\\_7964838/File/Government/Departments/Development%20Services/Planning/General%20Plan/Final%20General%20Plan%202020/03%20Circulation\\_Final.pdf](https://cdnsm5-hosted.civicleve.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<sup>6</sup>, 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.

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<sup>6</sup> 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<sup>7</sup>, 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.

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

<sup>7</sup> 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	(A)	(B)	(C)	(D) = (B)/(C)	(E)	(F) = (A)+(D)*(E)	(G)	(H)=minimum (F) and (G)	(J)	(K) = (H) - (J)
		SPRТА Cost for Completed Construction Work	Remaining Construction Project Cost Estimate	% of Need Attributable to All Future Development	Remaining Construction Costs Attributable to All Future Development	SPRТА Area Share of All Future Development	Costs Attributable to SPRТА Development, by Formula	Costs Attributable to SPRТА Development, Other Than Formula	Actual Costs Attributable to SPRТА Development	SPRТА Fees Previously Collected (thru June 2021)	Costs Attributable to Future SPRТА Development & Not Yet Collected
A	Placer Parkway (East)		\$893,992,873	100%	\$893,992,873	77.2%	\$690,570,438	\$10,680,362	\$10,680,362	\$10,680,362	\$0
B	Sierra College Blvd Seg #1 (SR 193 to Rocklin City N. Limit)		\$16,154,268	92%	\$14,791,458	75.1%	\$11,112,003		\$11,112,003	\$5,657,792	\$5,454,211
C	Sierra College Blvd Seg #2 (Rocklin N. Limit to Taylor Road)		\$14,063,376	100%	\$14,063,376	71.9%	\$10,108,390		\$10,108,390	\$3,878,611	\$6,228,779
D	Sierra College Blvd Seg #3 (Taylor Rd to Granite Dr)		\$0		\$0		\$1,810,000		\$1,810,000	\$891,866	\$918,134
F	Sierra College Blvd Seg #5 (I-80 EB Ramps to Rocklin Rd)		\$4,981,024	43%	\$2,127,816	57.0%	\$4,252,879		\$4,252,879	\$1,648,605	\$2,604,274
G	Sierra College Blvd Seg #6 (Rocklin Rd to Rocklin S. Limit)		\$230,000	100%	\$4,044,562	50.0%	\$2,253,889		\$2,253,889	\$246,874	\$2,007,015
H	Sierra College Blvd Seg #7 (Rocklin S. Limit to Douglas Blvd)		\$2,569,604		\$0		\$2,569,604		\$2,569,604	\$1,181,590	\$1,388,014
I	Sierra College Blvd Seg #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	Sierra College Blvd Seg #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	Sierra College Blvd Seg #10 (E. Roseville Pkwy to Sac County Line)		\$6,120,476	49%	\$3,004,049	63.2%	\$1,897,429		\$1,897,429	\$2,089,887	\$202,458
L	Lincoln Bypass		\$917,959,915	43%	\$39,691,287	74.8%	\$3,056,372		\$3,056,372	\$10,216,095	\$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	\$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	\$4,481,755	\$18,928,245
P	Auburn-Folsom Rd Widening (Douglas Blvd to Eureka Rd)		\$0		\$0		\$8,000,000		\$8,000,000	\$2,897,631	\$5,102,369
Q	I-80/SR 65 Interchange		\$583,258,269	44%	\$259,497,395	67.2%	\$177,223,166		\$135,000,000	\$1,480,828	\$133,508,172
R	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
S	Atlantic Street WB I-80 Ramp		\$0		\$0		\$650,000		\$650,000	\$1,867,074	\$1,207,074
T	Transit Projects		\$100,000,000	37%	\$37,447,786	100.0%	\$37,447,786		\$10,000,000	\$2,093,446	\$7,906,554
U	I-80 WB Aux Lanes		\$34,600,000	100%	\$34,600,000	60.4%	\$20,910,476		\$13,000,000	\$13,000,000	\$0
V	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
W	Tier 1 Administration		\$1,968,498,915		\$1,471,079,368	75%			\$358,889,062	\$65,957,989	\$292,931,073
	Total	\$47,675,362	\$1,968,498,915		\$1,471,079,368				\$358,889,062	\$65,957,989	\$292,931,073
	As a percent of total updated cost estimate				75%				18%	3%	15%

Note: For constructed projects, the Project Cost Estimate and Costs Attributable to SPRТА are equal to the amount SPRТА contributed to build the project; the percent and cost attributable to future development are not recalculated and no longer shown. The following projects were proposed for SPRТА funding but later dropped: (E) Sierra College Blvd Seg #4 (Granite Dr to I-80 EB Ramps), (X) Sierra College Blvd RR Grade Separation, (Y) Regional Active Transportation Projects, and (Z) SR-193/Sierra College Intersection

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

Project ID	Project	Area's Share of the Growth Attributable to New Development in SPRTA and Other Areas											Total
		Dry Creek	Granite Bay	Lincoln	Newcastle /Horseshoe Bar	Placer Central	Placer West	Rocklin	Roseville West	Roseville East	Sunset	All Non-SPRTA Areas	
A	Placer Parkway (East) County	1.8%	0.1%	32.6%	0.1%	1.1%	0.3%	10.6%	6.0%	0.3%	24.2%	22.8%	100.0%
B	Sierra College Blvd (SR 193 to Rocklin City N. Limit)	0.0%	0.2%	45.1%	2.0%	17.1%	0.1%	4.5%	0.2%	0.6%	5.3%	24.9%	100.0%
C	Sierra College Blvd Seg #2 (Rocklin N. Limit to Taylor Road)	0.0%	0.4%	44.7%	0.5%	15.2%	0.1%	9.2%	0.3%	1.2%	0.3%	28.1%	100.0%
D	Sierra College Blvd (Taylor Rd to Granite Dr)	0.2%	0.3%	27.1%	4.0%	8.4%	0.1%	21.1%	1.3%	1.6%	0.5%	35.4%	100.0%
F	Sierra College Blvd (I-80 EB Ramps to Rocklin Rd)	0.1%	1.0%	11.7%	2.8%	4.1%	0.0%	33.6%	0.2%	3.1%	0.3%	43.0%	100.0%
G	Sierra College Blvd (Rocklin Rd to Rocklin S. Limit)	0.0%	1.2%	12.6%	3.1%	4.1%	0.0%	24.5%	0.2%	4.2%	0.1%	50.0%	100.0%
H	Sierra College Blvd (Rocklin S. Limit to Douglas Blvd)	0.3%	10.9%	8.7%	4.4%	2.6%	0.0%	12.5%	2.3%	15.3%	2.4%	40.6%	100.0%
I	Sierra College Blvd (Douglas Blvd to Eureka Rd)	0.1%	6.4%	11.0%	2.4%	1.7%	0.0%	10.3%	10.1%	8.1%	9.0%	40.7%	100.0%
J	Sierra College Blvd (Eureka Rd to E. Roseville Pkwy)	0.3%	4.0%	13.3%	2.1%	1.5%	0.1%	9.4%	11.6%	5.5%	11.1%	41.2%	100.0%
K	Sierra College Blvd (E. Roseville Pkwy to Sac County Line)	1.0%	1.4%	15.9%	0.6%	0.7%	0.1%	5.8%	16.2%	3.9%	17.6%	36.8%	100.0%
L	Lincoln Bypass	1.0%	0.2%	53.7%	0.1%	0.3%	0.5%	2.7%	6.1%	0.8%	9.5%	25.2%	100.0%
M	I-80 / Douglas Boulevard Interchange	0.2%	0.0%	33.2%	0.7%	0.8%	0.1%	4.6%	3.4%	2.3%	17.7%	36.9%	100.0%
N	SR-65 Widening	1.4%	0.1%	30.9%	0.0%	0.2%	0.1%	3.2%	12.4%	0.4%	19.7%	31.6%	100.0%
O	I-80 / Rocklin Road Interchange	0.8%	0.5%	4.4%	0.5%	0.3%	0.0%	52.8%	1.9%	0.1%	13.3%	25.4%	100.0%
P	Auburn-Folsom Rd Widening (Douglas Blvd to Eureka Rd)	1.3%	6.8%	16.0%	1.8%	0.9%	0.1%	5.6%	13.0%	1.7%	14.6%	38.3%	100.0%
Q	Auburn-Folsom Rd Widening (South of Eureka Rd)	1.6%	2.1%	16.8%	1.4%	0.8%	0.1%	5.6%	14.7%	1.8%	16.5%	38.6%	100.0%
R	I-80/SR 65 Interchange	2.6%	0.2%	25.2%	0.1%	0.2%	0.1%	4.1%	16.0%	0.5%	18.2%	32.8%	100.0%
S	Douglas Blvd WB I-80 Ramp	8.3%	1.5%	1.0%	0.2%	0.1%	0.1%	0.8%	35.7%	24.5%	1.5%	26.3%	100.0%
T	Atlantic Street WB I-80 Ramp	0.0%	0.0%	0.6%	0.0%	0.0%	0.0%	1.1%	58.7%	5.8%	0.5%	33.3%	100.0%
U	Transit Projects												
V	I-80 WB Auxiliary Lane (Douglas Blvd to Riverside Ave)	0.1%	0.2%	29.7%	1.4%	1.1%	0.1%	11.2%	11.8%	1.2%	3.7%	39.6%	100.0%
W	I-80 EB Auxiliary Lane (SR-65 to Rocklin Rd)	0.5%	0.4%	2.1%	1.0%	0.1%	0.0%	60.9%	2.3%	0.1%	0.1%	32.6%	100.0%

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

Project ID	Project Name	SPRTA Cost for Completed Construction Work (A)	Remaining Construction Project Cost Estimate (B)	% of Need Attributable to All Future Development (C)	Remaining Construction Costs Attributable to All Future Development (D) = (B)/(C)	SPRTA Area Share of All Future Development (E)	Costs Attributable to SPRTA Development, by Formula (F) = (A)+(D)*(E)	Costs Attributable to SPRTA Development, Other Than Formula (G)	Actual Costs Attributable to SPRTA Development (H)=minimum (F) and (G)	SPRTA Fees Previously Collected (thru June 2021) (J)	Costs Attributable to Future SPRTA Development & Not Yet Collected (K) = (H) - (J)
A	Placer Parkway (East)		\$893,992,673	100%	\$893,992,673	77.2%	\$690,570,438	\$10,690,362	\$10,690,362	\$10,690,362	\$0
B	Sierra College Blvd Seg #1 (SR 193 to Rocklin City N. Limit)	\$16,154,266	\$14,791,438	92%	\$14,791,438	75.1%	\$11,112,003	\$11,112,003	\$11,112,003	\$5,657,792	\$5,454,211
C	Sierra College Blvd Seg #2 (Rocklin N. Limit to Taylor Road)	\$14,063,376	\$14,063,376	100%	\$14,063,376	71.9%	\$10,108,390	\$10,108,390	\$10,108,390	\$3,876,611	\$6,229,779
D	Sierra College Blvd Seg #3 (Taylor Rd to Granite Dr)	\$0	\$0		\$0		\$1,810,000	\$1,810,000	\$1,810,000	\$891,866	\$918,134
F	Sierra College Blvd Seg #5 (I-80 EB Ramps to Rocklin Rd)	\$4,981,024	\$2,127,816	43%	\$2,127,816	57.0%	\$4,252,879	\$4,252,879	\$4,252,879	\$1,648,605	\$2,604,274
G	Sierra College Blvd Seg #6 (Rocklin Rd to Rocklin S. Limit)	\$230,000	\$4,044,562	100%	\$4,044,562	50.0%	\$2,253,889	\$2,253,889	\$2,253,889	\$246,874	\$2,007,015
H	Sierra College Blvd Seg #7 (Rocklin S. Limit to Douglas Blvd)	\$2,569,604	\$0		\$0		\$2,569,604	\$2,569,604	\$2,569,604	\$1,181,590	\$1,388,014
I	Sierra College Blvd Seg #8 (Douglas Blvd to Eureka Rd)	\$2,074,326	\$1,265,630	61%	\$1,265,630	59.3%	\$750,206	\$750,206	\$750,206	\$2,325,967	\$1,575,761
J	Sierra College Blvd Seg #9 (Eureka Rd to E. Roseville Pkwy)	\$3,223,637	\$2,669,033	83%	\$2,669,033	58.8%	\$1,570,425	\$1,570,425	\$1,570,425	\$1,083,614	\$476,812
K	Sierra College Blvd Seg #10 (E. Roseville Pkwy to Sac County Line)	\$6,120,476	\$3,004,049	49%	\$3,004,049	63.2%	\$1,897,429	\$1,897,429	\$1,897,429	\$2,089,887	\$202,458
L	Lincoln Bypass	\$91,756,915	\$39,691,287	43%	\$39,691,287	74.8%	\$53,056,372	\$32,400,000	\$32,400,000	\$20,216,055	\$22,833,945
M	I-80 / Douglas Boulevard Interchange	\$0	\$0		\$0		\$5,116,131	\$5,116,131	\$5,116,131	\$4,403,728	\$712,403
N	SR-65 Widening	\$135,504,446	\$121,730,643	90%	\$121,730,643	68.4%	\$83,236,691	\$80,400,000	\$80,400,000	\$6,532,867	\$71,867,143
O	I-80 / Rocklin Road Interchange, with WB Aux Lane	\$32,000,000	\$36,469,484	70%	\$36,469,484	74.6%	\$27,221,504	\$23,410,000	\$23,410,000	\$4,481,755	\$19,928,245
P	Auburn-Folsom Rd Widening (Douglas Blvd to Eureka Rd)	\$0	\$0		\$0		\$8,000,000	\$8,000,000	\$8,000,000	\$2,897,631	\$5,102,369
Q	I-80/SR 65 Interchange	\$583,258,269	\$259,497,395	44%	\$259,497,395	67.2%	\$177,223,166	\$135,000,000	\$135,000,000	\$1,490,828	\$133,509,172
R	Douglas Blvd WB I-80 Ramp	\$1,824,943	\$1,624,476	89%	\$1,624,476	73.7%	\$1,197,743	\$1,197,743	\$1,197,743	\$269,448	\$928,295
S	Atlantic Street WB I-80 Ramp	\$0	\$0		\$0		\$650,000	\$650,000	\$650,000	\$1,857,074	\$1,207,074
T	Transit Projects	\$100,000,000	\$37,447,786	37%	\$37,447,786	100.0%	\$37,447,786	\$10,000,000	\$10,000,000	\$2,093,446	\$7,906,554
U	I-80 WB Aux Lanes	\$34,600,000	\$34,600,000	100%	\$34,600,000	60.4%	\$20,910,476	\$13,000,000	\$13,000,000	\$13,000,000	\$13,000,000
V	I-80 EB Aux Lanes	\$14,900,000	\$4,039,641	27%	\$4,039,641	67.4%	\$2,723,186	\$2,700,000	\$2,700,000	\$0	\$2,700,000
W	Tier 1 Administration	\$0	\$0		\$0		\$0	\$0	\$0	\$0	\$0
	<b>Total</b>	\$47,675,362	\$1,471,079,368	75%	\$1,471,079,368				\$358,898,062	\$65,957,969	\$292,931,073
	As a percent of total updated cost estimate								18%	3%	15%

Note: For constructed projects, the Project Cost Estimate and Costs Attributable to SPRTA are equal to the amount SPRTA contributed to build the project; the percent and cost attributable to future development are not recalculated and no longer shown. The following projects were proposed for SPRTA funding but later dropped: (E) Sierra College Blvd Seg #4 (Granite Dr to I-80 EB Ramps), (X) Sierra College Blvd RR Grade Separation, (Y) Regional Active Transportation Projects, and (Z) SR-193/Sierra College Intersection

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 183 to Rocklin City N. Limit)	\$5,454,211	\$1,371	\$16,193	\$3,271,857	\$147,488	\$1,240,635	\$5,139	\$28,429	\$13,457	\$43,431	\$386,211	\$5,454,211
C	Sierra College Blvd Seg #2 (Rocklin N. Limit to Taylor Road)	\$6,229,779	\$2,322	\$31,095	\$3,874,997	\$45,907	\$1,220,451	\$7,378	\$794,360	\$25,921	\$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	\$119,989	\$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 (Eureka Rd 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)	\$476,912	\$2,376	\$32,527	\$107,847	\$16,911	\$12,137	\$415	\$76,154	\$93,920	\$44,769	\$89,756	\$476,912
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	\$-12,657	\$-56,335	\$-202,458	\$-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	\$775,317	\$374,630	\$8,054	\$9,236	\$1,192	\$51,474	\$38,948	\$26,424	\$200,043	\$712,403
N	I-80 / Rocklin Road Interchange	\$18,928,245	\$202,898	\$137,158	\$1,111,384	\$130,483	\$69,761	\$1,122	\$13,388,708	\$491,551	\$13,262	\$3,382,117	\$18,928,245
O	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
P	Auburn-Folsom Rd Widening (South of Eureka Rd)	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Q	I-80/SR 65 Interchange	\$133,509,172	\$5,259,789	\$319,537	\$50,153,219	\$277,700	\$303,672	\$233,329	\$8,065,012	\$31,760,644	\$965,502	\$36,180,767	\$133,509,172
R	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
S	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
T	Transit Projects*	\$7,906,554	\$1,026,376	\$85,297	\$1,827,885	\$76,710	\$104,765	\$23,817	\$888,017	\$2,094,338	\$400,333	\$1,677,015	\$7,906,554
U	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
V	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
W	Total SPRTA Costs Attributed by District		\$16,380,785	\$2,262,425	\$102,346,159	\$2,272,813	\$4,909,990	\$679,602	\$37,531,079	\$58,197,917	\$6,551,262	\$61,792,775	\$292,931,073
	Administrative Costs (1.5% of total SPRTA project costs)*		\$570,395	\$47,403	\$1,015,824	\$43,742	\$56,222	\$13,236	\$326,783	\$1,163,902	\$222,480	\$931,979	\$4,393,966
	Pre-SPRTA Credits		\$0	\$-1,933,154	\$-929,237	\$0	\$-210,053	\$0	\$0	\$-562,249	\$-1,504,421	\$0	\$-5,139,113
	Total	\$292,931,073	\$16,951,180	\$376,674	\$102,432,745	\$2,316,555	\$4,758,160	\$692,838	\$37,857,862	\$58,799,570	\$5,269,321	\$62,724,755	\$292,185,925

\* Note: Allocated pro rata based on the number of DUES

## 4.2 Recommended Updated Fees

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

Table 5. The results are shown in Table 12.

**Table 12: Computation of New Fee/DUE by District**

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

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

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

ITE Code	Land Use Category	SPRTA DUE	Dry Creek	Granite Bay	Lincoln	Newcastle /Horseshoe Bar	Placer Central	Placer West	Rocklin	Roseville West	Roseville East	Sunset
<b>Industrial</b>												
110	Light Industrial	0.65 /1,000 s.f.	\$753	\$201	\$2,555	\$1,342	\$2,071	\$1,326	\$2,935	\$1,280	\$600	\$1,705
130	Industrial Park	0.34 /1,000 s.f.	\$393	\$105	\$1,335	\$701	\$1,082	\$693	\$1,533	\$669	\$313	\$891
140	Manufacturing	0.74 /1,000 s.f.	\$857	\$229	\$2,909	\$1,528	\$2,358	\$1,510	\$3,342	\$1,458	\$683	\$1,942
150	Warehousing	0.18 /1,000 s.f.	\$209	\$56	\$709	\$372	\$574	\$368	\$814	\$355	\$166	\$473
151	Mini-Warehousing	0.09 /1,000 s.f.	\$106	\$28	\$358	\$188	\$290	\$186	\$412	\$179	\$84	\$239
<b>Lodging</b>												
310	Hotel	0.57 /Room	\$661	\$177	\$2,244	\$1,179	\$1,819	\$1,165	\$2,578	\$1,124	\$527	\$1,498
311	All Suites Hotel	0.35 /Room	\$404	\$108	\$1,370	\$720	\$1,110	\$711	\$1,574	\$686	\$322	\$914
312	Business Hotel	0.30 /Room	\$348	\$93	\$1,181	\$620	\$957	\$613	\$1,357	\$592	\$277	\$788
320	Motel	0.29 /Room	\$335	\$90	\$1,138	\$598	\$922	\$591	\$1,307	\$570	\$267	\$759
<b>Recreational</b>												
411	City Park	0.14 /Acre	\$157	\$42	\$531	\$279	\$431	\$276	\$611	\$266	\$125	\$355
430	Golf Course	3.96 /Hole	\$4,590	\$1,227	\$15,574	\$8,179	\$12,622	\$8,084	\$17,892	\$7,802	\$3,658	\$10,395
444	Movie Theater	2.57 /1,000 s.f.	\$2,977	\$796	\$10,102	\$5,305	\$8,187	\$5,244	\$11,606	\$5,061	\$2,373	\$6,742
492	Health/Fitness Club	0.63 /1,000 s.f.	\$727	\$195	\$2,468	\$1,296	\$2,001	\$1,281	\$2,836	\$1,237	\$580	\$1,647
493	Athletic Club	3.01 /1,000 s.f.	\$3,493	\$934	\$11,854	\$6,225	\$9,607	\$6,153	\$13,618	\$5,939	\$2,784	\$7,912
495	Recreational Community Center	1.20 /1,000 s.f.	\$1,389	\$371	\$4,712	\$2,475	\$3,819	\$2,446	\$5,414	\$2,361	\$1,107	\$3,145
<b>Institutional</b>												
536	Private School (K - 12)*	4.03 Students	\$4,671	\$1,249	\$15,849	\$8,324	\$12,845	\$8,227	\$18,209	\$7,941	\$3,723	\$10,579
560	Church	0.37 /1,000 s.f.	\$425	\$114	\$1,441	\$757	\$1,168	\$748	\$1,655	\$722	\$338	\$962
565	Day Care Center	3.50 /1,000 s.f.	\$4,063	\$1,086	\$13,787	\$7,241	\$11,173	\$7,157	\$15,839	\$6,907	\$3,238	\$9,202
<b>Medical</b>												
254	Assisted Living	0.11 /bed	\$123	\$33	\$417	\$219	\$338	\$217	\$479	\$209	\$98	\$279
255	Continuing Care Community	0.08 / Unit	\$97	\$26	\$331	\$174	\$268	\$172	\$380	\$166	\$78	\$221
610	Hospital	1.77 /1,000 s.f.	\$2,056	\$550	\$6,976	\$3,664	\$5,654	\$3,621	\$8,015	\$3,495	\$1,638	\$4,656
620	Nursing Home	0.26 /1,000 s.f.	\$306	\$82	\$1,039	\$546	\$842	\$539	\$1,194	\$521	\$244	\$694
630	Clinic	3.47 /1,000 s.f.	\$4,022	\$1,076	\$13,649	\$7,168	\$11,062	\$7,085	\$15,681	\$6,838	\$3,206	\$9,110
<b>Office</b>												
710	Up to 50,000 s.f.	1.94 /1,000 s.f.	\$2,247	\$601	\$7,625	\$4,005	\$6,180	\$3,958	\$8,761	\$3,820	\$1,791	\$5,090
	50,001 - 150,000 s.f.	1.66 /1,000 s.f.	\$1,922	\$514	\$6,523	\$3,426	\$5,287	\$3,386	\$7,494	\$3,268	\$1,532	\$4,354
	150,001 - 300,000 s.f.	1.45 /1,000 s.f.	\$1,680	\$449	\$5,700	\$2,994	\$4,620	\$2,959	\$6,549	\$2,856	\$1,339	\$3,805
	300,001 - 500,000 s.f.	1.31 /1,000 s.f.	\$1,518	\$406	\$5,149	\$2,704	\$4,173	\$2,673	\$5,916	\$2,580	\$1,209	\$3,437
	500,000 - 800,000 s.f.	1.21 /1,000 s.f.	\$1,402	\$375	\$4,756	\$2,498	\$3,854	\$2,469	\$5,464	\$2,383	\$1,117	\$3,174
	> 800,000 s.f.	1.12 /1,000 s.f.	\$1,297	\$347	\$4,401	\$2,312	\$3,567	\$2,285	\$5,057	\$2,205	\$1,034	\$2,938
720	Medical - Dental Office Building	3.28 /1,000 s.f.	\$3,810	\$1,019	\$12,928	\$6,790	\$10,478	\$6,711	\$14,853	\$6,477	\$3,037	\$8,629

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

ITE Code	Land Use Category	SPRТА DUE	Dry Creek	Granite Bay	Lincoln	Newcastle /Horseshoe Bar	Placer Central	Placer West	Rocklin	Roseville West	Roseville East	Sunset
<b>Retail</b>												
812	Building Materials & Lumber Yard	0.29 /1,000 s.f.	\$340	\$91	\$1,153	\$606	\$935	\$599	\$1,325	\$578	\$271	\$770
815	Discount Store	1.06 /1,000 s.f.	\$1,231	\$329	\$4,177	\$2,194	\$3,385	\$2,168	\$4,799	\$2,093	\$981	\$2,788
816	Hardware Store	0.39 /1,000 s.f.	\$450	\$120	\$1,527	\$802	\$1,238	\$793	\$1,755	\$765	\$359	\$1,019
817	Nursery	0.90 /1,000 s.f.	\$1,049	\$280	\$3,559	\$1,869	\$2,884	\$1,847	\$4,089	\$1,783	\$836	\$2,375
820	Shopping Center											
	< 200,000 s.f.	1.14 /1,000 s.f.	\$1,320	\$353	\$4,480	\$2,353	\$3,631	\$2,326	\$5,147	\$2,244	\$1,052	\$2,990
	200,001-500,000 s.f.	1.48 /1,000 s.f.	\$1,715	\$459	\$5,819	\$3,056	\$4,716	\$3,020	\$6,685	\$2,915	\$1,367	\$3,884
	500,000s.f.-1,000,000 s.f.	1.60 /1,000 s.f.	\$1,854	\$496	\$6,291	\$3,304	\$5,099	\$3,266	\$7,228	\$3,152	\$1,478	\$4,199
	>1,000,000 s.f.	1.58 /1,000 s.f.	\$1,833	\$490	\$6,220	\$3,267	\$5,041	\$3,229	\$7,146	\$3,116	\$1,461	\$4,152
931	Quality Restaurant	3.28 /1,000 s.f.	\$3,803	\$1,017	\$12,905	\$6,778	\$10,459	\$6,699	\$14,826	\$6,465	\$3,031	\$8,613
932	High Turnover Restaurant	2.78 /1,000 s.f.	\$3,225	\$862	\$10,944	\$5,748	\$8,870	\$5,681	\$12,574	\$5,483	\$2,571	\$7,305
933	Fast Food w/o Drive-In	5.89 /1,000 s.f.	\$6,829	\$1,826	\$23,172	\$12,170	\$18,780	\$12,028	\$26,622	\$11,609	\$5,443	\$15,466
934	Fast Food Drive-In	5.85 /1,000 s.f.	\$6,792	\$1,816	\$23,046	\$12,104	\$18,678	\$11,963	\$26,477	\$11,546	\$5,413	\$15,382
941	Quick Lube Vehicle Shop	1.88 /Position	\$2,186	\$584	\$7,417	\$3,895	\$6,011	\$3,850	\$8,521	\$3,716	\$1,742	\$4,950
942	Automobile Care Center	0.87 /1,000 s.f.	\$1,014	\$271	\$3,441	\$1,807	\$2,789	\$1,786	\$3,953	\$1,724	\$808	\$2,296
841	New Car Sales	1.46 /1,000 s.f.	\$1,688	\$451	\$5,728	\$3,008	\$4,642	\$2,973	\$6,581	\$2,870	\$1,345	\$3,823
843	Automobile Parts Sales	2.93 /1,000 s.f.	\$3,396	\$908	\$11,523	\$6,052	\$9,339	\$5,981	\$13,238	\$5,773	\$2,706	\$7,691
944	Gasoline/Service Station	1.13 /Pump	\$1,305	\$349	\$4,429	\$2,326	\$3,589	\$2,299	\$5,088	\$2,219	\$1,040	\$2,956
945	Gas/Serv. Strn. W/Conv. Market	1.49 /Pump	\$1,728	\$462	\$5,862	\$3,079	\$4,751	\$3,043	\$6,735	\$2,937	\$1,377	\$3,912
848	Tire Store	1.40 /1,000 s.f.	\$1,629	\$436	\$5,527	\$2,903	\$4,480	\$2,869	\$6,350	\$2,769	\$1,298	\$3,689
850	Supermarket	1.55 /1,000 s.f.	\$1,803	\$482	\$6,118	\$3,213	\$4,958	\$3,176	\$7,029	\$3,065	\$1,437	\$4,083
851	Convenience Market	3.45 /1,000 s.f.	\$4,000	\$1,070	\$13,574	\$7,129	\$11,001	\$7,046	\$15,595	\$6,801	\$3,188	\$9,060
857	Discount Club	1.62 /1,000 s.f.	\$1,880	\$503	\$6,378	\$3,349	\$5,169	\$3,311	\$7,327	\$3,195	\$1,498	\$4,257
862	Home Improvement Superstore	0.46 /1,000 s.f.	\$529	\$141	\$1,795	\$943	\$1,455	\$932	\$2,062	\$899	\$422	\$1,198
863	Electronics Superstore	0.98 /1,000 s.f.	\$1,134	\$303	\$3,846	\$2,020	\$3,117	\$1,997	\$4,419	\$1,927	\$903	\$2,567
864	Toy/Childrens Superstore	1.13 /1,000 s.f.	\$1,311	\$351	\$4,449	\$2,336	\$3,605	\$2,309	\$5,111	\$2,229	\$1,045	\$2,969
880	Drugstore W/O Drive-Thru	1.53 /1,000 s.f.	\$1,777	\$475	\$6,031	\$3,168	\$4,888	\$3,131	\$6,929	\$3,022	\$1,417	\$4,025
881	Drugstore W/Drive-Thru	2.00 /1,000 s.f.	\$2,323	\$621	\$7,881	\$4,139	\$6,388	\$4,091	\$9,055	\$3,949	\$1,851	\$5,260
890	Furniture Store	0.31 /1,000 s.f.	\$361	\$96	\$1,224	\$643	\$992	\$636	\$1,407	\$613	\$288	\$817
911	Walk-In Bank	3.25 /1,000 s.f.	\$3,774	\$1,009	\$12,806	\$6,726	\$10,379	\$6,648	\$14,713	\$6,416	\$3,008	\$8,547
912	Drive-In Bank	4.08 /1,000 s.f.	\$4,730	\$1,265	\$16,050	\$8,430	\$13,008	\$8,332	\$18,440	\$8,041	\$3,770	\$10,713

## 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 <sup>1</sup>	Total SPRTA Share of Funding	SPRTA Tier 2 Funding	Future Transportation Sales Tax Contribution <sup>2</sup>	Non-SPRTA Funding Sources <sup>3</sup>
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 <sup>4</sup>	\$586,167,896	\$135,000,000	\$6,782,026	\$265,000,000	\$179,385,869
Douglas Blvd WB I-80 Ramp	\$1,824,943	\$1,197,743			\$627,200
Atlantic Street WB I-80 Ramp	\$650,000	\$650,000			\$0
Transit Projects	\$100,000,000	\$10,000,000		\$60,000,000	\$30,000,000
I-80 WB Aux Lanes	\$34,600,000	\$13,000,000			\$21,600,000
I-80 EB Aux Lanes	\$14,900,000	\$2,700,000			\$12,200,000
<b>Total</b>	<b>\$2,006,174,277</b>	<b>\$358,889,062</b>	<b>\$651,074,535</b>	<b>\$410,700,000</b>	<b>\$585,510,680</b>

1. Estimated costs as of April 2023.

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

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

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

## 5. Findings

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

### 5.1 Purpose of the Fee

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

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

### 5.2 Use of Fee Revenues

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

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

### 5.3 Use/Type-of-Development Relationship

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

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

## 5.4 Need/Type-of-Development Relationship

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

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

## 5.5 Proportionality Relationship

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

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

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

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

## 5.6 Residential Floor Area

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

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

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

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





ITE Code	Land Use Category	P.M. Peak Hour	Trip	% New	VMT	2023 SPRTA DUE
		Trip Rate Per Unit <sup>1</sup>	Length <sup>2</sup>	Trips <sup>2</sup>	per Unit	per Unit
		(A)	(B)	(C)	(D)=(A)*(B)*(C)	(E)=(D)/4.70 (normalized to Average SFD)
<b>Residential<sup>3</sup></b>						
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
<b>Industrial</b>						
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
<b>Lodging</b>						
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
<b>Recreational</b>						
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
<b>Institutional</b>						
536	Private School (K - 12)*	5.50 / 1,000 s.f.	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
<b>Medical</b>						
254	Assisted Living	0.24 / Bed	2.8	74	0.50	0.106
255	Continuing Care Community	0.19 / Unit	2.8	74	0.39	0.084
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
<b>Office</b>						
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
<b>Retail</b>						
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 / Srv. 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 / Pump	1.9	20	5.29	1.125
945	Gas/Serv. Stn. W/Conv. Market	18.42 / Pump	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

3) The ITE rates shown are for units with national average floor areas for the housing type. Average size is "Medium, 1,500-2,500 sq.ft." for SFD and Senior SFD, and "Small, < 1,500 sq.ft." for all other types



SPRTA Impact Fees		DUE per Unit				Fee per Unit				
ITE Code	Land Use Category	Unit	DUEs for Small (<1,500 sq.ft)	DUEs for Medium (1,500-2,500 sq.ft)	DUEs for Large (>2,500-3,500 sq.ft)	DUEs for Very Large (>3,500 sq.ft)	Fee for Small (<1,500 sq.ft)	Fee for Medium (1,500-2,500 sq.ft)	Fees for Large (>2,500-3,500 sq.ft)	Fees for Very Large (>3,500 sq.ft)
JURISDICTION: Placer County DISTRICT: Granite Bay FEE: \$310.00 2024 Annual Adjustment Factor for Inflation = 2025 Annual Adjustment Factor for Inflation = 2026 Annual Adjustment Factor for Inflation = 2027 Annual Adjustment Factor for Inflation = 2028 Annual Adjustment Factor for Inflation = 2029 Annual Adjustment Factor for Inflation = 2030 Annual Adjustment Factor for Inflation = 2031 Annual Adjustment Factor for Inflation = Cost per DUE with inflation = \$310.00										
<b>Residential</b>										
210	Single Family	Dwelling Unit	0.83	1.00	1.08	1.14	\$257	\$310	\$335	\$353
220	Apartment	Dwelling Unit	0.45	0.54	0.59	0.62	\$140	\$167	\$183	\$192
230	Low-Rise w/ Ground Floor Commercial	Dwelling Unit	0.32	0.38	0.41	0.44	\$99	\$118	\$127	\$136
231	Medium-Rise w/ Ground Floor Commercial	Dwelling Unit	0.15	0.18	0.20	0.21	\$47	\$56	\$62	\$65
240	Mobile Home Park	Dwelling Unit	0.51	0.62	0.67	0.70	\$158	\$192	\$208	\$217
251	Senior, Single-Family	Dwelling Unit	0.26	0.32	0.34	0.36	\$81	\$99	\$105	\$112
252	Senior, Multi-Family	Dwelling Unit	0.22	0.27	0.29	0.30	\$68	\$84	\$90	\$93
<b>SPRTA DUE per Unit, Normalized to SFD</b>										
<b>Industrial</b>										
110	Light Industrial	1,000 s.f.				0.65			\$201	
130	Industrial Park	1,000 s.f.				0.34			\$105	
140	Manufacturing	1,000 s.f.				0.74			\$229	
150	Warehousing	1,000 s.f.				0.18			\$56	
151	Mini-Warehousing	1,000 s.f.				0.09			\$28	
<b>Lodging</b>										
310	Hotel	Room				0.57			\$177	
311	All Suites Hotel	Room				0.35			\$108	
312	Business Hotel	Room				0.30			\$93	
320	Motel	Room				0.29			\$90	
<b>Recreational</b>										
430	Golf Course	Hole				3.96			\$1,226	
444	Movie Theater	1,000 s.f.				2.57			\$795	
492	Health/Fitness Club	1,000 s.f.				0.63			\$194	
493	Athletic Club	1,000 s.f.				3.01			\$933	
495	Recreational Community Center	1,000 s.f.				1.20			\$371	
<b>Institutional</b>										
536	Private School (K - 12)*	1,000 s.f.				4.03			\$1,248	
560	Church	1,000 s.f.				0.37			\$113	
565	Day Care Center	1,000 s.f.				3.50			\$1,086	
<b>Medical</b>										
254	Assisted Living	Bed				0.11			\$33	
255	Continuing Care Community	Unit				0.08			\$26	
610	Hospital	1,000 s.f.				1.77			\$549	
620	Nursing Home	1,000 s.f.				0.26			\$82	
630	Clinic	1,000 s.f.				3.47			\$1,075	
<b>Office</b>										
710	Up to 50,000 s.f.	1,000 s.f.				1.94			\$600	
	50,001 - 150,000 s.f.	1,000 s.f.				1.66			\$514	
	150,001 - 300,000 s.f.	1,000 s.f.				1.45			\$449	
	300,001 - 500,000 s.f.	1,000 s.f.				1.31			\$405	
	500,000 - 800,000 s.f.	1,000 s.f.				1.21			\$374	
	> 800,000 s.f.	1,000 s.f.				1.12			\$347	
720	Medical - Dental Office Building	1,000 s.f.				3.28			\$1,018	
<b>Retail</b>										
812	Building Materials & Lumber Yard	1,000 s.f.				0.29			\$91	
815	Discount Store	1,000 s.f.				1.06			\$329	
816	Hardware Store	1,000 s.f.				0.39			\$120	
817	Nursery	1,000 s.f.				0.90			\$280	
820	Shopping Center									
	< 200,000 s.f.	1,000 s.f.				1.14			\$353	
	200,001-500,000 s.f.	1,000 s.f.				1.48			\$458	
	500,000s.f.-1,000,000 s.f.	1,000 s.f.				1.60			\$495	
	>1,000,000 s.f.	1,000 s.f.				1.58			\$490	
931	Quality Restaurant	1,000 s.f.				3.28			\$1,016	
932	High Turnover Restaurant	1,000 s.f.				2.78			\$862	
933	Fast Food w/o Drive-In	1,000 s.f.				5.89			\$1,825	
934	Fast Food Drive-In	1,000 s.f.				5.85			\$1,815	
941	Quick Lube Vehicle Shop	Svc. Pos.				1.88			\$584	
942	Automobile Care Center	1,000 s.f.				0.87			\$271	
841	New Car Sales	1,000 s.f.				1.46			\$451	
843	Automobile Parts Sales	1,000 s.f.				2.93			\$907	
944	Gasoline/Service Station	Pump				1.13			\$349	
945	Gas/Serv. Stn. W/Conv. Market	Pump				1.49			\$462	
848	Tire Store	1,000 s.f.				1.40			\$435	
850	Supermarket	1,000 s.f.				1.55			\$482	
851	Convenience Market	1,000 s.f.				3.45			\$1,069	
857	Discount Club	1,000 s.f.				1.62			\$502	
862	Home Improvement Superstore	1,000 s.f.				0.46			\$141	
863	Electronics Superstore	1,000 s.f.				0.98			\$303	
864	Toy/Childrens Superstore	1,000 s.f.				1.13			\$350	
880	Drugstore W/O Drive-Thru	1,000 s.f.				1.53			\$475	
881	Drugstore W/Drive-Thru	1,000 s.f.				2.00			\$621	
890	Furniture Store	1,000 s.f.				0.31			\$96	
911	Walk-In Bank	1,000 s.f.				3.25			\$1,008	
912	Drive-In Bank	1,000 s.f.				4.08			\$1,264	

SPRTA Impact Fees		DUE per Unit				Fee per Unit				
ITE Code	Land Use Category	Unit	DUEs for Small (<1,500 sq.ft)	DUEs for Medium (1,500-2,500 sq.ft)	DUEs for Large (>2,500-3,500 sq.ft)	DUEs for Very Large (>3,500 sq.ft)	Fee for Small (<1,500 sq.ft)	Fee for Medium (1,500-2,500 sq.ft)	Fee for Large (>2,500-3,500 sq.ft)	Fee for Very Large (>3,500 sq.ft)
JURISDICTION: Placer County DISTRICT: Lincoln FEE: \$3,937.00 2024 Annual Adjustment Factor for Inflation = 2025 Annual Adjustment Factor for Inflation = 2026 Annual Adjustment Factor for Inflation = 2027 Annual Adjustment Factor for Inflation = 2028 Annual Adjustment Factor for Inflation = 2029 Annual Adjustment Factor for Inflation = 2030 Annual Adjustment Factor for Inflation = 2031 Annual Adjustment Factor for Inflation = Cost per DUE with inflation = \$3,937.00										
<b>Residential</b>										
210	Single Family	Dwelling Unit	0.83	1.00	1.08	1.14	\$3,268	\$3,937	\$4,252	\$4,488
220	Apartment	Dwelling Unit	0.45	0.54	0.59	0.62	\$1,772	\$2,126	\$2,323	\$2,441
230	Low-Rise w/ Ground Floor Commercial	Dwelling Unit	0.32	0.38	0.41	0.44	\$1,260	\$1,496	\$1,614	\$1,732
231	Medium-Rise w/ Ground Floor Commercial	Dwelling Unit	0.15	0.18	0.20	0.21	\$591	\$709	\$787	\$827
240	Mobile Home Park	Dwelling Unit	0.51	0.62	0.67	0.70	\$2,008	\$2,441	\$2,638	\$2,756
251	Senior, Single-Family	Dwelling Unit	0.26	0.32	0.34	0.36	\$1,024	\$1,260	\$1,339	\$1,417
252	Senior, Multi-Family	Dwelling Unit	0.22	0.27	0.29	0.30	\$866	\$1,063	\$1,142	\$1,181
ITE Code	Land Use Category	Unit	SPRTA DUE per Unit, Normalized to SFD				Fee per Unit			
<b>Industrial</b>										
110	Light Industrial	1,000 s.f.	0.65				\$2,555			
130	Industrial Park	1,000 s.f.	0.34				\$1,335			
140	Manufacturing	1,000 s.f.	0.74				\$2,909			
150	Warehousing	1,000 s.f.	0.18				\$709			
151	Mini-Warehousing	1,000 s.f.	0.09				\$358			
<b>Lodging</b>										
310	Hotel	Room	0.57				\$2,244			
311	All Suites Hotel	Room	0.35				\$1,370			
312	Business Hotel	Room	0.30				\$1,181			
320	Motel	Room	0.29				\$1,138			
<b>Recreational</b>										
430	Golf Course	Hole	3.96				\$15,575			
444	Movie Theater	1,000 s.f.	2.57				\$10,102			
492	Health/Fitness Club	1,000 s.f.	0.63				\$2,468			
493	Athletic Club	1,000 s.f.	3.01				\$11,854			
495	Recreational Community Center	1,000 s.f.	1.20				\$4,713			
<b>Institutional</b>										
536	Private School (K - 12)*	1,000 s.f.	4.03				\$15,850			
560	Church	1,000 s.f.	0.37				\$1,441			
565	Day Care Center	1,000 s.f.	3.50				\$13,787			
<b>Medical</b>										
254	Assisted Living	Bed	0.11				\$417			
255	Continuing Care Community	Unit	0.08				\$331			
610	Hospital	1,000 s.f.	1.77				\$6,976			
620	Nursing Home	1,000 s.f.	0.26				\$1,039			
630	Clinic	1,000 s.f.	3.47				\$13,650			
<b>Office</b>										
710	Up to 50,000 s.f.	1,000 s.f.	1.94				\$7,626			
	50,001 - 150,000 s.f.	1,000 s.f.	1.66				\$6,524			
	150,001 - 300,000 s.f.	1,000 s.f.	1.45				\$5,701			
	300,001 - 500,000 s.f.	1,000 s.f.	1.31				\$5,150			
	500,000 - 800,000 s.f.	1,000 s.f.	1.21				\$4,756			
	> 800,000 s.f.	1,000 s.f.	1.12				\$4,402			
720	Medical - Dental Office Building	1,000 s.f.	3.28				\$12,929			
<b>Retail</b>										
812	Building Materials & Lumber Yard	1,000 s.f.	0.29				\$1,154			
815	Discount Store	1,000 s.f.	1.06				\$4,177			
816	Hardware Store	1,000 s.f.	0.39				\$1,528			
817	Nursery	1,000 s.f.	0.90				\$3,559			
820	Shopping Center									
	< 200,000 s.f.	1,000 s.f.	1.14				\$4,480			
	200,001-500,000 s.f.	1,000 s.f.	1.48				\$5,819			
	500,000s.f.-1,000,000 s.f.	1,000 s.f.	1.60				\$6,291			
	>1,000,000 s.f.	1,000 s.f.	1.58				\$6,220			
931	Quality Restaurant	1,000 s.f.	3.28				\$12,905			
932	High Turnover Restaurant	1,000 s.f.	2.78				\$10,945			
933	Fast Food w/o Drive-In	1,000 s.f.	5.89				\$23,173			
934	Fast Food Drive-In	1,000 s.f.	5.85				\$23,047			
941	Quick Lube Vehicle Shop	Svc. Pos.	1.88				\$7,417			
942	Automobile Care Center	1,000 s.f.	0.87				\$3,441			
841	New Car Sales	1,000 s.f.	1.46				\$5,728			
843	Automobile Parts Sales	1,000 s.f.	2.93				\$11,524			
944	Gasoline/Service Station	Pump	1.13				\$4,429			
945	Gas/Serv. Stn. W/Conv. Market	Pump	1.49				\$5,862			
848	Tire Store	1,000 s.f.	1.40				\$5,528			
850	Supermarket	1,000 s.f.	1.55				\$6,118			
851	Convenience Market	1,000 s.f.	3.45				\$13,575			
857	Discount Club	1,000 s.f.	1.62				\$6,378			
862	Home Improvement Superstore	1,000 s.f.	0.46				\$1,795			
863	Electronics Superstore	1,000 s.f.	0.98				\$3,846			
864	Toy/Childrens Superstore	1,000 s.f.	1.13				\$4,449			
880	Drugstore W/O Drive-Thru	1,000 s.f.	1.53				\$6,031			
881	Drugstore W/Drive-Thru	1,000 s.f.	2.00				\$7,882			
890	Furniture Store	1,000 s.f.	0.31				\$1,224			
911	Walk-In Bank	1,000 s.f.	3.25				\$12,807			
912	Drive-In Bank	1,000 s.f.	4.08				\$16,051			

SPRTA Impact Fees		DUE per Unit				Fee per Unit				
ITE Code	Land Use Category	Unit	DUEs for Small (<1,500 sq.ft)	DUEs for Medium (1,500-2,500 sq.ft)	DUEs for Large (>2,500-3,500 sq.ft)	DUEs for Very Large (>3,500 sq.ft)	Fee for Small (<1,500 sq.ft)	Fee for Medium (1,500-2,500 sq.ft)	Fees for Large (>2,500-3,500 sq.ft)	Fees for Very Large (>3,500 sq.ft)
JURISDICTION: Placer County DISTRICT: Newcastle/Horshoe Bar FEE: \$2,068.00 2024 Annual Adjustment Factor for Inflation = 2025 Annual Adjustment Factor for Inflation = 2026 Annual Adjustment Factor for Inflation = 2027 Annual Adjustment Factor for Inflation = 2028 Annual Adjustment Factor for Inflation = 2029 Annual Adjustment Factor for Inflation = 2030 Annual Adjustment Factor for Inflation = 2031 Annual Adjustment Factor for Inflation = Cost per DUE with inflation = \$2,068.00										
<b>Residential</b>										
210	Single Family	Dwelling Unit	0.83	1.00	1.08	1.14	\$1,716	\$2,068	\$2,233	\$2,358
220	Apartment	Dwelling Unit	0.45	0.54	0.59	0.62	\$931	\$1,117	\$1,220	\$1,282
230	Low-Rise w/ Ground Floor Commercial	Dwelling Unit	0.32	0.38	0.41	0.44	\$662	\$786	\$848	\$910
231	Medium-Rise w/ Ground Floor Commercial	Dwelling Unit	0.15	0.18	0.20	0.21	\$310	\$372	\$414	\$434
240	Mobile Home Park	Dwelling Unit	0.51	0.62	0.67	0.70	\$1,055	\$1,282	\$1,386	\$1,448
251	Senior, Single-Family	Dwelling Unit	0.26	0.32	0.34	0.36	\$538	\$662	\$703	\$744
252	Senior, Multi-Family	Dwelling Unit	0.22	0.27	0.29	0.30	\$455	\$558	\$600	\$620
ITE Code	Land Use Category	Unit	SPRTA DUE per Unit, Normalized to SFD				Fee per Unit			
<b>Industrial</b>										
110	Light Industrial	1,000 s.f.	0.65				\$1,342			
130	Industrial Park	1,000 s.f.	0.34				\$701			
140	Manufacturing	1,000 s.f.	0.74				\$1,528			
150	Warehousing	1,000 s.f.	0.18				\$372			
151	Mini-Warehousing	1,000 s.f.	0.09				\$188			
<b>Lodging</b>										
310	Hotel	Room	0.57				\$1,179			
311	All Suites Hotel	Room	0.35				\$720			
312	Business Hotel	Room	0.30				\$620			
320	Motel	Room	0.29				\$598			
<b>Recreational</b>										
430	Golf Course	Hole	3.96				\$8,181			
444	Movie Theater	1,000 s.f.	2.57				\$5,306			
492	Health/Fitness Club	1,000 s.f.	0.63				\$1,297			
493	Athletic Club	1,000 s.f.	3.01				\$6,227			
495	Recreational Community Center	1,000 s.f.	1.20				\$2,475			
<b>Institutional</b>										
536	Private School (K - 12)*	1,000 s.f.	4.03				\$8,326			
560	Church	1,000 s.f.	0.37				\$757			
565	Day Care Center	1,000 s.f.	3.50				\$7,242			
<b>Medical</b>										
254	Assisted Living	Bed	0.11				\$219			
255	Continuing Care Community	Unit	0.08				\$174			
610	Hospital	1,000 s.f.	1.77				\$3,664			
620	Nursing Home	1,000 s.f.	0.26				\$546			
630	Clinic	1,000 s.f.	3.47				\$7,170			
<b>Office</b>										
710	Up to 50,000 s.f.	1,000 s.f.	1.94				\$4,006			
	50,001 - 150,000 s.f.	1,000 s.f.	1.66				\$3,427			
	150,001 - 300,000 s.f.	1,000 s.f.	1.45				\$2,994			
	300,001 - 500,000 s.f.	1,000 s.f.	1.31				\$2,705			
	500,000 - 800,000 s.f.	1,000 s.f.	1.21				\$2,498			
	> 800,000 s.f.	1,000 s.f.	1.12				\$2,312			
720	Medical - Dental Office Building	1,000 s.f.	3.28				\$6,791			
<b>Retail</b>										
812	Building Materials & Lumber Yard	1,000 s.f.	0.29				\$606			
815	Discount Store	1,000 s.f.	1.06				\$2,194			
816	Hardware Store	1,000 s.f.	0.39				\$802			
817	Nursery	1,000 s.f.	0.90				\$1,869			
820	Shopping Center									
	< 200,000 s.f.	1,000 s.f.	1.14				\$2,353			
	200,001-500,000 s.f.	1,000 s.f.	1.48				\$3,057			
	500,000s.f.-1,000,000 s.f.	1,000 s.f.	1.60				\$3,305			
	>1,000,000 s.f.	1,000 s.f.	1.58				\$3,267			
931	Quality Restaurant	1,000 s.f.	3.28				\$6,779			
932	High Turnover Restaurant	1,000 s.f.	2.78				\$5,749			
933	Fast Food w/o Drive-In	1,000 s.f.	5.89				\$12,172			
934	Fast Food Drive-In	1,000 s.f.	5.85				\$12,106			
941	Quick Lube Vehicle Shop	Svc. Pos.	1.88				\$3,896			
942	Automobile Care Center	1,000 s.f.	0.87				\$1,807			
841	New Car Sales	1,000 s.f.	1.46				\$3,009			
843	Automobile Parts Sales	1,000 s.f.	2.93				\$6,053			
944	Gasoline/Service Station	Pump	1.13				\$2,327			
945	Gas/Serv. Stn. W/Conv. Market	Pump	1.49				\$3,079			
848	Tire Store	1,000 s.f.	1.40				\$2,903			
850	Supermarket	1,000 s.f.	1.55				\$3,214			
851	Convenience Market	1,000 s.f.	3.45				\$7,130			
857	Discount Club	1,000 s.f.	1.62				\$3,350			
862	Home Improvement Superstore	1,000 s.f.	0.46				\$943			
863	Electronics Superstore	1,000 s.f.	0.98				\$2,020			
864	Toy/Childrens Superstore	1,000 s.f.	1.13				\$2,337			
880	Drugstore W/O Drive-Thru	1,000 s.f.	1.53				\$3,168			
881	Drugstore W/Drive-Thru	1,000 s.f.	2.00				\$4,140			
890	Furniture Store	1,000 s.f.	0.31				\$643			
911	Walk-In Bank	1,000 s.f.	3.25				\$6,727			
912	Drive-In Bank	1,000 s.f.	4.08				\$8,431			

SPRTA Impact Fees		DUE per Unit				Fee per Unit				
ITE Code	Land Use Category	Unit	DUEs for Small (<1,500 sq.ft)	DUEs for Medium (1,500-2,500 sq.ft)	DUEs for Large (>2,500-3,500 sq.ft)	DUEs for Very Large (>3,500 sq.ft)	Fee for Small (<1,500 sq.ft)	Fee for Medium (1,500-2,500 sq.ft)	Fees for Large (>2,500-3,500 sq.ft)	Fees for Very Large (>3,500 sq.ft)
JURISDICTION: Placer County DISTRICT: Placer Central FEE: \$3,191.00 2024 Annual Adjustment Factor for Inflation = 2025 Annual Adjustment Factor for Inflation = 2026 Annual Adjustment Factor for Inflation = 2027 Annual Adjustment Factor for Inflation = 2028 Annual Adjustment Factor for Inflation = 2029 Annual Adjustment Factor for Inflation = 2030 Annual Adjustment Factor for Inflation = 2031 Annual Adjustment Factor for Inflation = Cost per DUE with inflation = \$3,191.00										
<b>Residential</b>										
210	Single Family	Dwelling Unit	0.83	1.00	1.08	1.14	\$2,649	\$3,191	\$3,446	\$3,638
220	Apartment	Dwelling Unit	0.45	0.54	0.59	0.62	\$1,436	\$1,723	\$1,883	\$1,978
230	Low-Rise w/ Ground Floor Commercial	Dwelling Unit	0.32	0.38	0.41	0.44	\$1,021	\$1,213	\$1,308	\$1,404
231	Medium-Rise w/ Ground Floor Commercial	Dwelling Unit	0.15	0.18	0.20	0.21	\$479	\$574	\$638	\$670
240	Mobile Home Park	Dwelling Unit	0.51	0.62	0.67	0.70	\$1,627	\$1,978	\$2,138	\$2,234
251	Senior, Single-Family	Dwelling Unit	0.26	0.32	0.34	0.36	\$830	\$1,021	\$1,085	\$1,149
252	Senior, Multi-Family	Dwelling Unit	0.22	0.27	0.29	0.30	\$702	\$862	\$925	\$957
ITE Code	Land Use Category	Unit	SPRTA DUE per Unit, Normalized to SFD				Fee per Unit			
<b>Industrial</b>										
110	Light Industrial	1,000 s.f.	0.65				\$2,071			
130	Industrial Park	1,000 s.f.	0.34				\$1,082			
140	Manufacturing	1,000 s.f.	0.74				\$2,358			
150	Warehousing	1,000 s.f.	0.18				\$574			
151	Mini-Warehousing	1,000 s.f.	0.09				\$290			
<b>Lodging</b>										
310	Hotel	Room	0.57				\$1,819			
311	All Suites Hotel	Room	0.35				\$1,110			
312	Business Hotel	Room	0.30				\$957			
320	Motel	Room	0.29				\$922			
<b>Recreational</b>										
430	Golf Course	Hole	3.96				\$12,624			
444	Movie Theater	1,000 s.f.	2.57				\$8,188			
492	Health/Fitness Club	1,000 s.f.	0.63				\$2,001			
493	Athletic Club	1,000 s.f.	3.01				\$9,608			
495	Recreational Community Center	1,000 s.f.	1.20				\$3,820			
<b>Institutional</b>										
536	Private School (K - 12)*	1,000 s.f.	4.03				\$12,847			
560	Church	1,000 s.f.	0.37				\$1,168			
565	Day Care Center	1,000 s.f.	3.50				\$11,175			
<b>Medical</b>										
254	Assisted Living	Bed	0.11				\$338			
255	Continuing Care Community	Unit	0.08				\$268			
610	Hospital	1,000 s.f.	1.77				\$5,654			
620	Nursing Home	1,000 s.f.	0.26				\$842			
630	Clinic	1,000 s.f.	3.47				\$11,063			
<b>Office</b>										
710	Up to 50,000 s.f.	1,000 s.f.	1.94				\$6,181			
	50,001 - 150,000 s.f.	1,000 s.f.	1.66				\$5,287			
	150,001 - 300,000 s.f.	1,000 s.f.	1.45				\$4,621			
	300,001 - 500,000 s.f.	1,000 s.f.	1.31				\$4,174			
	500,000 - 800,000 s.f.	1,000 s.f.	1.21				\$3,855			
	> 800,000 s.f.	1,000 s.f.	1.12				\$3,568			
720	Medical - Dental Office Building	1,000 s.f.	3.28				\$10,479			
<b>Retail</b>										
812	Building Materials & Lumber Yard	1,000 s.f.	0.29				\$935			
815	Discount Store	1,000 s.f.	1.06				\$3,386			
816	Hardware Store	1,000 s.f.	0.39				\$1,238			
817	Nursery	1,000 s.f.	0.90				\$2,885			
820	Shopping Center									
	< 200,000 s.f.	1,000 s.f.	1.14				\$3,631			
	200,001-500,000 s.f.	1,000 s.f.	1.48				\$4,716			
	500,000s.f.-1,000,000 s.f.	1,000 s.f.	1.60				\$5,099			
	>1,000,000 s.f.	1,000 s.f.	1.58				\$5,042			
931	Quality Restaurant	1,000 s.f.	3.28				\$10,460			
932	High Turnover Restaurant	1,000 s.f.	2.78				\$8,871			
933	Fast Food w/o Drive-In	1,000 s.f.	5.89				\$18,782			
934	Fast Food Drive-In	1,000 s.f.	5.85				\$18,680			
941	Quick Lube Vehicle Shop	Svc. Pos.	1.88				\$6,012			
942	Automobile Care Center	1,000 s.f.	0.87				\$2,789			
841	New Car Sales	1,000 s.f.	1.46				\$4,643			
843	Automobile Parts Sales	1,000 s.f.	2.93				\$9,340			
944	Gasoline/Service Station	Pump	1.13				\$3,590			
945	Gas/Serv. Stn. W/Conv. Market	Pump	1.49				\$4,751			
848	Tire Store	1,000 s.f.	1.40				\$4,480			
850	Supermarket	1,000 s.f.	1.55				\$4,959			
851	Convenience Market	1,000 s.f.	3.45				\$11,003			
857	Discount Club	1,000 s.f.	1.62				\$5,169			
862	Home Improvement Superstore	1,000 s.f.	0.46				\$1,455			
863	Electronics Superstore	1,000 s.f.	0.98				\$3,118			
864	Toy/Childrens Superstore	1,000 s.f.	1.13				\$3,606			
880	Drugstore W/O Drive-Thru	1,000 s.f.	1.53				\$4,889			
881	Drugstore W/Drive-Thru	1,000 s.f.	2.00				\$6,388			
890	Furniture Store	1,000 s.f.	0.31				\$992			
911	Walk-In Bank	1,000 s.f.	3.25				\$10,380			
912	Drive-In Bank	1,000 s.f.	4.08				\$13,010			





SPRTA Impact Fees		DUE per Unit				Fee per Unit				
ITE Code	Land Use Category	Unit	DUEs for Small (<1,500 sq.ft)	DUEs for Medium (1,500-2,500 sq.ft)	DUEs for Large (>2,500-3,500 sq.ft)	DUEs for Very Large (>3,500 sq.ft)	Fee for Small (<1,500 sq.ft)	Fee for Medium (1,500-2,500 sq.ft)	Fees for Large (>2,500-3,500 sq.ft)	Fees for Very Large (>3,500 sq.ft)
JURISDICTION: Placer County DISTRICT: Rocklin FEE: \$4,523.00 2024 Annual Adjustment Factor for Inflation = 2025 Annual Adjustment Factor for Inflation = 2026 Annual Adjustment Factor for Inflation = 2027 Annual Adjustment Factor for Inflation = 2028 Annual Adjustment Factor for Inflation = 2029 Annual Adjustment Factor for Inflation = 2030 Annual Adjustment Factor for Inflation = 2031 Annual Adjustment Factor for Inflation = Cost per DUE with inflation = \$4,523.00										
<b>Residential</b>										
210	Single Family	Dwelling Unit	0.83	1.00	1.08	1.14	\$3,754	\$4,523	\$4,885	\$5,156
220	Apartment	Dwelling Unit	0.45	0.54	0.59	0.62	\$2,035	\$2,442	\$2,669	\$2,804
230	Low-Rise w/ Ground Floor Commercial	Dwelling Unit	0.32	0.38	0.41	0.44	\$1,447	\$1,719	\$1,854	\$1,990
231	Medium-Rise w/ Ground Floor Commercial	Dwelling Unit	0.15	0.18	0.20	0.21	\$678	\$814	\$905	\$950
240	Mobile Home Park	Dwelling Unit	0.51	0.62	0.67	0.70	\$2,307	\$2,804	\$3,030	\$3,166
251	Senior, Single-Family	Dwelling Unit	0.26	0.32	0.34	0.36	\$1,176	\$1,447	\$1,538	\$1,628
252	Senior, Multi-Family	Dwelling Unit	0.22	0.27	0.29	0.30	\$995	\$1,221	\$1,312	\$1,357
ITE Code	Land Use Category	Unit	SPRTA DUE per Unit, Normalized to SFD				Fee per Unit			
<b>Industrial</b>										
110	Light Industrial	1,000 s.f.	0.65				\$2,935			
130	Industrial Park	1,000 s.f.	0.34				\$1,533			
140	Manufacturing	1,000 s.f.	0.74				\$3,342			
150	Warehousing	1,000 s.f.	0.18				\$814			
151	Mini-Warehousing	1,000 s.f.	0.09				\$412			
<b>Lodging</b>										
310	Hotel	Room	0.57				\$2,578			
311	All Suites Hotel	Room	0.35				\$1,574			
312	Business Hotel	Room	0.30				\$1,357			
320	Motel	Room	0.29				\$1,307			
<b>Recreational</b>										
430	Golf Course	Hole	3.96				\$17,893			
444	Movie Theater	1,000 s.f.	2.57				\$11,606			
492	Health/Fitness Club	1,000 s.f.	0.63				\$2,836			
493	Athletic Club	1,000 s.f.	3.01				\$13,619			
495	Recreational Community Center	1,000 s.f.	1.20				\$5,414			
<b>Institutional</b>										
536	Private School (K - 12)*	1,000 s.f.	4.03				\$18,210			
560	Church	1,000 s.f.	0.37				\$1,655			
565	Day Care Center	1,000 s.f.	3.50				\$15,840			
<b>Medical</b>										
254	Assisted Living	Bed	0.11				\$479			
255	Continuing Care Community	Unit	0.08				\$380			
610	Hospital	1,000 s.f.	1.77				\$8,015			
620	Nursing Home	1,000 s.f.	0.26				\$1,194			
630	Clinic	1,000 s.f.	3.47				\$15,681			
<b>Office</b>										
710	Up to 50,000 s.f.	1,000 s.f.	1.94				\$8,761			
	50,001 - 150,000 s.f.	1,000 s.f.	1.66				\$7,495			
	150,001 - 300,000 s.f.	1,000 s.f.	1.45				\$6,549			
	300,001 - 500,000 s.f.	1,000 s.f.	1.31				\$5,916			
	500,000 - 800,000 s.f.	1,000 s.f.	1.21				\$5,464			
	> 800,000 s.f.	1,000 s.f.	1.12				\$5,057			
720	Medical - Dental Office Building	1,000 s.f.	3.28				\$14,854			
<b>Retail</b>										
812	Building Materials & Lumber Yard	1,000 s.f.	0.29				\$1,325			
815	Discount Store	1,000 s.f.	1.06				\$4,799			
816	Hardware Store	1,000 s.f.	0.39				\$1,755			
817	Nursery	1,000 s.f.	0.90				\$4,089			
820	Shopping Center									
	< 200,000 s.f.	1,000 s.f.	1.14				\$5,147			
	200,001-500,000 s.f.	1,000 s.f.	1.48				\$6,685			
	500,000s.f.-1,000,000 s.f.	1,000 s.f.	1.60				\$7,228			
	>1,000,000 s.f.	1,000 s.f.	1.58				\$7,146			
931	Quality Restaurant	1,000 s.f.	3.28				\$14,826			
932	High Turnover Restaurant	1,000 s.f.	2.78				\$12,574			
933	Fast Food w/o Drive-In	1,000 s.f.	5.89				\$26,622			
934	Fast Food Drive-In	1,000 s.f.	5.85				\$26,478			
941	Quick Lube Vehicle Shop	Svc. Pos.	1.88				\$8,521			
942	Automobile Care Center	1,000 s.f.	0.87				\$3,953			
841	New Car Sales	1,000 s.f.	1.46				\$6,581			
843	Automobile Parts Sales	1,000 s.f.	2.93				\$13,239			
944	Gasoline/Service Station	Pump	1.13				\$5,088			
945	Gas/Serv. Stn. W/Conv. Market	Pump	1.49				\$6,735			
848	Tire Store	1,000 s.f.	1.40				\$6,350			
850	Supermarket	1,000 s.f.	1.55				\$7,029			
851	Convenience Market	1,000 s.f.	3.45				\$15,595			
857	Discount Club	1,000 s.f.	1.62				\$7,327			
862	Home Improvement Superstore	1,000 s.f.	0.46				\$2,062			
863	Electronics Superstore	1,000 s.f.	0.98				\$4,419			
864	Toy/Childrens Superstore	1,000 s.f.	1.13				\$5,111			
880	Drugstore W/O Drive-Thru	1,000 s.f.	1.53				\$6,929			
881	Drugstore W/Drive-Thru	1,000 s.f.	2.00				\$9,055			
890	Furniture Store	1,000 s.f.	0.31				\$1,407			
911	Walk-In Bank	1,000 s.f.	3.25				\$14,713			
912	Drive-In Bank	1,000 s.f.	4.08				\$18,440			

SPRTA Impact Fees		DUE per Unit				Fee per Unit				
ITE Code	Land Use Category	Unit	DUEs for Small (<1,500 sq.ft)	DUEs for Medium (1,500-2,500 sq.ft)	DUEs for Large (>2,500-3,500 sq.ft)	DUEs for Very Large (>3,500 sq.ft)	Fee for Small (<1,500 sq.ft)	Fee for Medium (1,500-2,500 sq.ft)	Fees for Large (>2,500-3,500 sq.ft)	Fees for Very Large (>3,500 sq.ft)
JURISDICTION: Placer County DISTRICT: Roseville West FEE: \$1,972.00 2024 Annual Adjustment Factor for Inflation = 2025 Annual Adjustment Factor for Inflation = 2026 Annual Adjustment Factor for Inflation = 2027 Annual Adjustment Factor for Inflation = 2028 Annual Adjustment Factor for Inflation = 2029 Annual Adjustment Factor for Inflation = 2030 Annual Adjustment Factor for Inflation = 2031 Annual Adjustment Factor for Inflation = Cost per DUE with inflation = \$1,972.00										
<b>Residential</b>										
210	Single Family	Dwelling Unit	0.83	1.00	1.08	1.14	\$1,637	\$1,972	\$2,130	\$2,248
220	Apartment	Dwelling Unit	0.45	0.54	0.59	0.62	\$887	\$1,065	\$1,163	\$1,223
230	Low-Rise w/ Ground Floor Commercial	Dwelling Unit	0.32	0.38	0.41	0.44	\$631	\$749	\$809	\$868
231	Medium-Rise w/ Ground Floor Commercial	Dwelling Unit	0.15	0.18	0.20	0.21	\$296	\$355	\$394	\$414
240	Mobile Home Park	Dwelling Unit	0.51	0.62	0.67	0.70	\$1,006	\$1,223	\$1,321	\$1,380
251	Senior, Single-Family	Dwelling Unit	0.26	0.32	0.34	0.36	\$513	\$631	\$670	\$710
252	Senior, Multi-Family	Dwelling Unit	0.22	0.27	0.29	0.30	\$434	\$532	\$572	\$592
ITE Code	Land Use Category	Unit	SPRTA DUE per Unit, Normalized to SFD				Fee per Unit			
<b>Industrial</b>										
110	Light Industrial	1,000 s.f.	0.65				\$1,280			
130	Industrial Park	1,000 s.f.	0.34				\$669			
140	Manufacturing	1,000 s.f.	0.74				\$1,457			
150	Warehousing	1,000 s.f.	0.18				\$355			
151	Mini-Warehousing	1,000 s.f.	0.09				\$179			
<b>Lodging</b>										
310	Hotel	Room	0.57				\$1,124			
311	All Suites Hotel	Room	0.35				\$686			
312	Business Hotel	Room	0.30				\$592			
320	Motel	Room	0.29				\$570			
<b>Recreational</b>										
430	Golf Course	Hole	3.96				\$7,801			
444	Movie Theater	1,000 s.f.	2.57				\$5,060			
492	Health/Fitness Club	1,000 s.f.	0.63				\$1,236			
493	Athletic Club	1,000 s.f.	3.01				\$5,938			
495	Recreational Community Center	1,000 s.f.	1.20				\$2,360			
<b>Institutional</b>										
536	Private School (K - 12)*	1,000 s.f.	4.03				\$7,939			
560	Church	1,000 s.f.	0.37				\$722			
565	Day Care Center	1,000 s.f.	3.50				\$6,906			
<b>Medical</b>										
254	Assisted Living	Bed	0.11				\$209			
255	Continuing Care Community	Unit	0.08				\$166			
610	Hospital	1,000 s.f.	1.77				\$3,494			
620	Nursing Home	1,000 s.f.	0.26				\$521			
630	Clinic	1,000 s.f.	3.47				\$6,837			
<b>Office</b>										
710	Up to 50,000 s.f.	1,000 s.f.	1.94				\$3,820			
	50,001 - 150,000 s.f.	1,000 s.f.	1.66				\$3,268			
	150,001 - 300,000 s.f.	1,000 s.f.	1.45				\$2,855			
	300,001 - 500,000 s.f.	1,000 s.f.	1.31				\$2,579			
	500,000 - 800,000 s.f.	1,000 s.f.	1.21				\$2,382			
	> 800,000 s.f.	1,000 s.f.	1.12				\$2,205			
720	Medical - Dental Office Building	1,000 s.f.	3.28				\$6,476			
<b>Retail</b>										
812	Building Materials & Lumber Yard	1,000 s.f.	0.29				\$578			
815	Discount Store	1,000 s.f.	1.06				\$2,092			
816	Hardware Store	1,000 s.f.	0.39				\$765			
817	Nursery	1,000 s.f.	0.90				\$1,783			
820	Shopping Center									
	< 200,000 s.f.	1,000 s.f.	1.14				\$2,244			
	200,001-500,000 s.f.	1,000 s.f.	1.48				\$2,915			
	500,000s.f.-1,000,000 s.f.	1,000 s.f.	1.60				\$3,151			
	>1,000,000 s.f.	1,000 s.f.	1.58				\$3,116			
931	Quality Restaurant	1,000 s.f.	3.28				\$6,464			
932	High Turnover Restaurant	1,000 s.f.	2.78				\$5,482			
933	Fast Food w/o Drive-In	1,000 s.f.	5.89				\$11,607			
934	Fast Food Drive-In	1,000 s.f.	5.85				\$11,544			
941	Quick Lube Vehicle Shop	Svc. Pos.	1.88				\$3,715			
942	Automobile Care Center	1,000 s.f.	0.87				\$1,724			
841	New Car Sales	1,000 s.f.	1.46				\$2,869			
843	Automobile Parts Sales	1,000 s.f.	2.93				\$5,772			
944	Gasoline/Service Station	Pump	1.13				\$2,219			
945	Gas/Serv. Stn. W/Conv. Market	Pump	1.49				\$2,936			
848	Tire Store	1,000 s.f.	1.40				\$2,769			
850	Supermarket	1,000 s.f.	1.55				\$3,064			
851	Convenience Market	1,000 s.f.	3.45				\$6,799			
857	Discount Club	1,000 s.f.	1.62				\$3,195			
862	Home Improvement Superstore	1,000 s.f.	0.46				\$899			
863	Electronics Superstore	1,000 s.f.	0.98				\$1,927			
864	Toy/Childrens Superstore	1,000 s.f.	1.13				\$2,228			
880	Drugstore W/O Drive-Thru	1,000 s.f.	1.53				\$3,021			
881	Drugstore W/Drive-Thru	1,000 s.f.	2.00				\$3,948			
890	Furniture Store	1,000 s.f.	0.31				\$613			
911	Walk-In Bank	1,000 s.f.	3.25				\$6,415			
912	Drive-In Bank	1,000 s.f.	4.08				\$8,040			

SPRTA Impact Fees		DUE per Unit				Fee per Unit				
ITE Code	Land Use Category	Unit	DUEs for Small (<1,500 sq.ft)	DUEs for Medium (1,500-2,500 sq.ft)	DUEs for Large (>2,500-3,500 sq.ft)	DUEs for Very Large (>3,500 sq.ft)	Fee for Small (<1,500 sq.ft)	Fee for Medium (1,500-2,500 sq.ft)	Fees for Large (>2,500-3,500 sq.ft)	Fees for Very Large (>3,500 sq.ft)
JURISDICTION: Placer County DISTRICT: Roseville East FEE: \$925.00 2024 Annual Adjustment Factor for Inflation = 2025 Annual Adjustment Factor for Inflation = 2026 Annual Adjustment Factor for Inflation = 2027 Annual Adjustment Factor for Inflation = 2028 Annual Adjustment Factor for Inflation = 2029 Annual Adjustment Factor for Inflation = 2030 Annual Adjustment Factor for Inflation = 2031 Annual Adjustment Factor for Inflation = Cost per DUE with inflation = \$925.00										
<b>Residential</b>										
210	Single Family	Dwelling Unit	0.83	1.00	1.08	1.14	\$768	\$925	\$999	\$1,055
220	Apartment	Dwelling Unit	0.45	0.54	0.59	0.62	\$416	\$500	\$546	\$574
230	Low-Rise w/ Ground Floor Commercial	Dwelling Unit	0.32	0.38	0.41	0.44	\$296	\$352	\$379	\$407
231	Medium-Rise w/ Ground Floor Commercial	Dwelling Unit	0.15	0.18	0.20	0.21	\$139	\$167	\$185	\$194
240	Mobile Home Park	Dwelling Unit	0.51	0.62	0.67	0.70	\$472	\$574	\$620	\$648
251	Senior, Single-Family	Dwelling Unit	0.26	0.32	0.34	0.36	\$241	\$296	\$315	\$333
252	Senior, Multi-Family	Dwelling Unit	0.22	0.27	0.29	0.30	\$204	\$250	\$268	\$278
<b>SPRTA DUE per Unit, Normalized to SFD</b>										
<b>Industrial</b>										
110	Light Industrial	1,000 s.f.				0.65			\$600	
130	Industrial Park	1,000 s.f.				0.34			\$314	
140	Manufacturing	1,000 s.f.				0.74			\$684	
150	Warehousing	1,000 s.f.				0.18			\$167	
151	Mini-Warehousing	1,000 s.f.				0.09			\$84	
<b>Lodging</b>										
310	Hotel	Room				0.57			\$527	
311	All Suites Hotel	Room				0.35			\$322	
312	Business Hotel	Room				0.30			\$278	
320	Motel	Room				0.29			\$267	
<b>Recreational</b>										
430	Golf Course	Hole				3.96			\$3,659	
444	Movie Theater	1,000 s.f.				2.57			\$2,374	
492	Health/Fitness Club	1,000 s.f.				0.63			\$580	
493	Athletic Club	1,000 s.f.				3.01			\$2,785	
495	Recreational Community Center	1,000 s.f.				1.20			\$1,107	
<b>Institutional</b>										
536	Private School (K - 12)*	1,000 s.f.				4.03			\$3,724	
560	Church	1,000 s.f.				0.37			\$339	
565	Day Care Center	1,000 s.f.				3.50			\$3,239	
<b>Medical</b>										
254	Assisted Living	Bed				0.11			\$98	
255	Continuing Care Community	Unit				0.08			\$78	
610	Hospital	1,000 s.f.				1.77			\$1,639	
620	Nursing Home	1,000 s.f.				0.26			\$244	
630	Clinic	1,000 s.f.				3.47			\$3,207	
<b>Office</b>										
710	Up to 50,000 s.f.	1,000 s.f.				1.94			\$1,792	
	50,001 - 150,000 s.f.	1,000 s.f.				1.66			\$1,533	
	150,001 - 300,000 s.f.	1,000 s.f.				1.45			\$1,339	
	300,001 - 500,000 s.f.	1,000 s.f.				1.31			\$1,210	
	500,000 - 800,000 s.f.	1,000 s.f.				1.21			\$1,117	
	> 800,000 s.f.	1,000 s.f.				1.12			\$1,034	
720	Medical - Dental Office Building	1,000 s.f.				3.28			\$3,038	
<b>Retail</b>										
812	Building Materials & Lumber Yard	1,000 s.f.				0.29			\$271	
815	Discount Store	1,000 s.f.				1.06			\$981	
816	Hardware Store	1,000 s.f.				0.39			\$359	
817	Nursery	1,000 s.f.				0.90			\$836	
820	Shopping Center									
	< 200,000 s.f.	1,000 s.f.				1.14			\$1,053	
	200,001-500,000 s.f.	1,000 s.f.				1.48			\$1,367	
	500,000s.f.-1,000,000 s.f.	1,000 s.f.				1.60			\$1,478	
	>1,000,000 s.f.	1,000 s.f.				1.58			\$1,462	
931	Quality Restaurant	1,000 s.f.				3.28			\$3,032	
932	High Turnover Restaurant	1,000 s.f.				2.78			\$2,572	
933	Fast Food w/o Drive-In	1,000 s.f.				5.89			\$5,445	
934	Fast Food Drive-In	1,000 s.f.				5.85			\$5,415	
941	Quick Lube Vehicle Shop	Svc. Pos.				1.88			\$1,743	
942	Automobile Care Center	1,000 s.f.				0.87			\$808	
841	New Car Sales	1,000 s.f.				1.46			\$1,346	
843	Automobile Parts Sales	1,000 s.f.				2.93			\$2,707	
944	Gasoline/Service Station	Pump				1.13			\$1,041	
945	Gas/Serv. Stn. W/Conv. Market	Pump				1.49			\$1,377	
848	Tire Store	1,000 s.f.				1.40			\$1,299	
850	Supermarket	1,000 s.f.				1.55			\$1,437	
851	Convenience Market	1,000 s.f.				3.45			\$3,189	
857	Discount Club	1,000 s.f.				1.62			\$1,499	
862	Home Improvement Superstore	1,000 s.f.				0.46			\$422	
863	Electronics Superstore	1,000 s.f.				0.98			\$904	
864	Toy/Childrens Superstore	1,000 s.f.				1.13			\$1,045	
880	Drugstore W/O Drive-Thru	1,000 s.f.				1.53			\$1,417	
881	Drugstore W/Drive-Thru	1,000 s.f.				2.00			\$1,852	
890	Furniture Store	1,000 s.f.				0.31			\$288	
911	Walk-In Bank	1,000 s.f.				3.25			\$3,009	
912	Drive-In Bank	1,000 s.f.				4.08			\$3,771	



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

January 2024

Fiscal Years	FY 2023/24	FY 2024/25	FY 2025/26	FY 2026/27	FY 2027/28	FY 2028/29	FY 2029/30	FY 2030/31	FY 2031/32	FY 2032/33	FY 2033/34 thru FY 04/24/3	FY 2043/44 and Beyond	Total Planned Expenditures
<b>Beginning Balance</b>	17,281,118	9,171,124	8,984,124	6,295,091	1,672,091	434,091	3,604,091	2,860,853	2,033,853	1,705,853	3,777,853	6,277,853	
<b>Projected Income, Net of Operations</b>	6,538,000	7,183,000	7,183,000	7,177,000	7,172,000	7,170,000	7,174,000	7,173,000	7,172,000	7,172,000	71,720,000	139,838,147	
<b>I-80 Auxiliary Lanes</b>	7,000,000	7,000,000	687,033										14,687,033
<b>SR 65 Widening</b>	408,000	185,000	9,000,000	7,000,000	4,000,000	4,000,000	3,000,000			1,600,000	16,000,000	32,980,000	78,183,000
<b>I-80/SR 65 IC</b>	411,744	185,000	185,000	1,500,000	1,500,000			2,500,000	2,500,000	3,500,000	35,000,000	87,230,000	132,011,744
<b>I-80/Rocklin IC</b>	4,712,024			2,300,000	2,910,000								21,822,024
<b>Placer Parkway</b>	800,000										11,000,000		5,835,238
<b>Environmental Clearance/Prelim Design, Coordination</b>	18,000												
<b>Placer Pkwy/Whitney Ranch IC</b>							3,817,238	2,000,000					9,081,226
<b>Bus &amp; Transit</b>	1,198,226			1,000,000									2,883,000
<b>Sierra College Blvd</b>													
<b>Segment 1&amp;2 - SR 193 to Taylor Road</b>							1,100,000	5,000,000	5,000,000			10,000,000	28,088,000
<b>Segment 5 - I-80 EB Ramp to Rocklin Road</b>												650,000	
<b>Segment 6 - Rocklin Rd to S. Rocklin City Limits</b>												2,118,000	
<b>Segment 8 - Douglas Boulevard to Eureka Road</b>											750,000		
<b>Segment 9 - Eureka Road to East Roseville Parkway</b>											1,570,000		
<b>Segment 10 - East Roseville Pkwy to Sac. County Line</b>											1,900,000		
<b>I-80/Douglas WB Ramp</b>												1,198,000	7,198,000
<b>Lincoln Bypass</b>													9,047,000
<b>Phase 2 - Wise Rd to Riessa Rd</b>													
<b>Total Project Expenditures</b>	14,647,994	7,370,000	9,872,033	11,800,000	8,410,000	4,000,000	7,917,238	8,000,000	7,500,000	5,100,000	69,220,000	146,116,000	232,016,768
<b>Ending Balance</b>	9,171,124	8,984,124	6,295,091	1,672,091	434,091	3,604,091	2,860,853	2,033,853	1,705,853	3,777,853	6,277,853	-	

Both revenue and expenses exclude any future inflation assumptions (all figures FY23/24 dollars).  
Values in green text have existing allocations.

# SPRTA Tier 1 Fee Program

## CIP Project Descriptions

January 2024

### I-80 Auxiliary Lanes:

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

### SR65 Widening:

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

### I-80/SR65 Interchange:

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

### I-80/Rocklin Rd Interchange:

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

### Placer Parkway:

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

### Bus and Transit:

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

Sierra College Blvd:

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

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

I-80/Douglas WB Ramp:

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

Lincoln Bypass:

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

# SOUTH PLACER REGIONAL TRANSPORTATION AUTHORITY

## Technical Advisory Committee Meeting Minutes

January 9, 2024 – 2:00 p.m.

**ATTENDANCE:** Vin Cay, City of Lincoln  
Matthew Medill, City of Lincoln  
Amber Conboy, Placer County  
Katie Jackson, Placer County  
Kevin Ordway, Placer County  
Jake Hanson, Cit of Roseville  
Mark Johnson, City of Roseville  
Mark Stout, City of Roseville

**STAFF:** Rick Carter  
Mike Costa  
Solvi Sabol

### **Sierra College Project Within SPRTA Fee**

Rick explained that he was recently contacted by Merrill Buck, Public Works Director for the Town of Loomis. Merrill inquired about the feasibility of funding the section of Sierra College Boulevard that's north of Taylor Road. Rick added that this section is included in the SPRTA fee program. Rick informed Merrill this would be a SPRTA Board decision and would need a recommendation from the TAC first. Rick had recommended that the Town of Loomis come back with a funding request and plan for improvements to the section of Sierra College that is north of Taylor Road. This may come before the TAC in February or March.

### **SPRTA Fee Update & CIP Adoption**

Rick explained that there was data copying error which affected Table 14 in the nexus fee study that was adopted in October. As such, we rescinded the resolution the adopted nexus study and reinstated fees based on the prior resolution adopted in June 2023. The error has since been corrected and some minor text clarifications made. There will be a Public Hearing at the January SPRTA Board meeting where staff will be recommending adoption of the nexus study with fees effective on April 1. The TAC concurred.

### **SPRTA JPA Agreement Amendment for Inflation Period Change**

The current Joint Powers Authority (JPA) Agreement states that the annual inflation increase will be based on an April-to-April schedule using the ENR construction cost increase data. The fee increase requires a public hearing and updated fees made publicly available 10 days prior to adoption. AB 602 now requires that proposed fees are updated and available 60 days prior to adoption. Because of this we need to establish a new timeline to keep the July 1 effective date. The TAC thinks it would be appropriate to revise the agreement to reference "most recent available data" and specify an effective date of July 1. Katie Jackson, Placer County, will provide the County's code regarding CCI language for their traffic fee program to Rick. Rick will send out to members of the TAC that will bring this forward to their respective City Councils and Board of Supervisors.

### **Other Items**

SPRTA Board Meeting: January 24, 2024 – 10:45 a.m.

Annual Caltrans Coordination Meeting: February 13<sup>th</sup> from 1:00 - 4:00 p.m.

The meeting was adjourned at approximately 2:45 p.m.

ss:rc