

# Before the Board of Supervisors County of Placer, State of California

**In the matter of:** A Resolution modifying the Granite Bay Capital Improvement Program to reflect a comprehensive update to the infrastructure projects and costs.

Resolution No: 2016-141

The following Resolution was duly passed by the Board of Supervisors of the County of Placer at a regular meeting held July 12, 2016, by the following vote on roll call:

Ayes: DURAN, HOLMES, UHLER, MONTGOMERY, WEYGANDT

Noes: NONE

Absent: NONE

Signed and approved by me after its passage.

  
Chair, Board of Supervisors

Attest:

  
Clerk of said Board

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WHEREAS, periodic adjustments should be applied to the County's Capital Improvement Program (CIP) and Traffic Mitigation Fee Program to ensure sufficient funding of the CIP projects.

WHEREAS, current County Ordinance Subsection (f) of Section 15.28.030 of Placer County Code provides a mechanism to adjust the cost estimates within the Capital Improvement Program and associated fee schedule used to collect fees through the Traffic Mitigation Fee program.

WHEREAS, the purpose of the fee adjustment shall be to continue appropriate funding for transportation projects identified in the Capital Improvement Program by updating specific project costs. Addition of new projects which have been determined to be necessary to mitigate cumulative traffic associated with land use development is also necessary to continue to maintain LOS policy in the Granite Bay Community Plan.

All collected fees will continue to be used as set forth in the Traffic Mitigation Fee Program.

WHEREAS, there still exists a reasonable relationship between the fee's use and the type of development project on which the fee is imposed.

WHEREAS, there still exists a reasonable relationship between the need for the Capital Improvement Program and the type of development projects on which the fee is imposed.

WHEREAS, there still exists a reasonable relationship between the unexpended funds in the current fee programs and the improvements for which they were collected.

WHEREAS, funds collected and held for 5 years have been reviewed. These funds are still needed for the purpose that they were collected.

NOW, THEREFORE, BE IT HEREBY RESOLVED by the Board of Supervisors of the County of Placer, State of California, that this Board adopts the Capital Improvement Program as shown in Attachment 1.

The update to the Granite Bay Capital Improvement Program shall take effect upon the date of adoption of the resolution.

Any fee that may be increased as a result of the update shall be in effect sixty (60) days from the date of adoption of this resolution.

Attachment 1

**NEXUS ANALYSIS**  
**Modification of the Granite Bay**  
**Capital Improvement**  
**Program**

In April 1996, the Placer County Board of Supervisors adopted a Countywide Traffic Fee Program. The program ensures new development pays their fair share for improvements required to the local and regional transportation system. With the updated infrastructure needs identified as part of the 2005 Granite Bay Circulation Element an updated Capital Improvement Program (CIP) list has been developed for the future improvements needed within the plan boundaries for the 20 year plan horizon.

This memorandum will provide the nexus between new development and the need for additional roadway and intersection improvements. These improvements are presented on the table in attachment 1 along with the identified financing for the specific improvements. These improvements will be used to update the existing Granite Bay Impact Fee Program, pursuant to Placer County's police power in accordance with the procedural guidelines established in A.B.1600, codified in California Government Section 66000 et seq. These procedures require a reasonable relationship, or nexus, must exist between a government exaction and the purpose of the condition. Specifically, each local agency imposing a fee must:

- Identify the purpose of the fee
- Identify how the fees will be used
- Determine a reasonable relationship exists between the fee's use and the type of development project on which it is imposed
- Determine how a reasonable relationship exists between the need for the public facility and the type of development project on which the fee is imposed
- Demonstrate a reasonable relationship between the amount of the fee and the cost of the public facility or portion of the public facility attributed to the development on which the fee is imposed

**Purpose of the fee:**

Provide improvements to the transportation system within the Granite Bay region that meet the goals and policies set in the Placer County General Plan, as well as the specific Community Plan for the region.

**Use of the fee:**

Expansion of existing roadway facilities and the construction of new facilities as identified in the Circulation Element of the Placer County General Plan, specific Community Plan for the region and the Granite Bay Cumulative Circulation Study (Oct 29, 2015; KDA Transportation Engineers)

**Relationship between type of development and the use of the fee:**

Projects in the region will add new vehicular trips to the roadway network and roadway capacity improvements will be needed to maintain the County's Level of Service on area roadways and intersections. The fees will be used to expand capacity, which will facilitate traffic flow and mitigate future safety problems resulting from increased volume of traffic on the area's roadway network. The increase in capacity will be done to meet the goals and policies of the Placer County General Plan as well as the specific Community Plans in the region.

**Relationship between the need for the facility and the type of development:**

Each new development will add incrementally to the need for increased roadway capacity and safety improvements. For the County's Level of Service standards and safety policies to be maintained, roadway capacity and safety improvements will be required. Different types of development must account for their relative traffic impacts and required improvements to the regional roadway network.

**Relationship between amount of fee and the cost of, or portion of, the facility to development upon which the fee is imposed:**

The remainder of the discussion is regarding the assumptions and methodology used to establish the relationship between the fee and the cost of the improvements attributed to development. Specifically, the land use assumptions, roadway improvements needs and costs, fee allocation, dwelling unit equivalents, and the proposed updated fee.

**Land Use Assumptions:**

Future land use for the region was based on reasonable 20 year growth projections, the plan horizon, as developed by SACOG. Future land use for the Granite Bay community plan area was based on the number of vacant parcels, parcels with potential for additional development and the buildout population contained within the Community Plan.

**Roadway improvements needs and costs:**

The 2005 Granite Bay Circulation Element was used to establish the roadway needs in the region. The 2016 Granite Bay Cumulative Circulation Study referenced here as an update to the 2005 study. The predominant policy guiding the needed improvements is the Level of Service (LOS) policy. The LOS standards are defined in the Placer County General Plan, as well as various community plans. The appropriate LOS standards, and associated improvements were discussed and reviewed with the Granite Bay MAC prior to development of the CIP and Fee.

The costs of the improvements identified on the attached table have been developed using recent cost estimates for construction projects in the region. Economies of scale were used and other considerations were given to the total project costs.

**Fee Allocation Methodology:**

The fee allocation establishes a nexus between the usage of the roadway improvements and the new development in the region. The fee allocation is based on reasonable 20 year growth projections of the approved circulation element. The projects on the existing CIP list have been updated to include the list of projects identified in the approved circulation element and suggested additions from the 2016 study.

Granite Bay is a very desirable area to live because of its central location. It is close to employment centers in Roseville, Sacramento and Folsom, as well as the recreational areas in the Sierra Nevada Mountains and San Francisco Bay area. Douglas Boulevard and Auburn-Folsom Road, the primary east-west and north-south roads in the Plan area provide access to Folsom Lake State Recreation Area, which has a full range of water oriented and outdoor recreational activities. This central location also means that roadways within the Plan area are heavily used as commuter routes, which can lead to peak hour congestion; additionally, weekend trips within the Plan area can be high due to its proximity to recreation areas. The cost for the identified improvements have been proportionally spread based on the number of vehicular trips on each roadway facility.

**Dwelling Unit Equivalent:**

The fees will be assessed on new development using the same method currently in place, their Dwelling Unit Equivalent (DUE). The number of vacant parcels and potential for development were examined, and it was established that 2,358 DUEs remain within the District.

**Proposed Updated Fee:**

The new fee is calculated by multiplying the percent impact by the total capital improvements (\$14,951,500) divided by the total number of DUEs. The new proposed fee for the Granite Bay district will be \$6,341 per DUE.