
CITY-COUNTY TRAFFIC FEE PROGRAM ANNUAL REPORT



FISCAL YEAR 2016-17

**SUBMITTED BY:
DEPARTMENT OF PUBLIC WORKS AND FACILITIES
DECEMBER 12, 2017**

**CITY-COUNTY
TRAFFIC FEE PROGRAM
Fiscal Year 2016-17 Annual Report**

Submitted by
The Department of Public Works and Facilities

December 12, 2017

The City of Roseville and County of Placer entered into an agreement in September 2004 regarding implementation of a joint Traffic Fee Program for future development. The Placer County Board of Supervisors, in conjunction with the City of Roseville Council, adopted a joint Traffic Fee Program, requiring certain “new” lands for development within the City and County to pay traffic impact fees to fund improvements to Baseline Road and the Walerga Road Bridge. In addition to other funding sources, the fees collected through this program, per the Mitigation Fee Act (Government Code 66000), allows the City of Roseville and Placer County to fund the construction of transportation improvements needed as a result of new development.

The City-County Capital Improvement Program (CIP) identifies a list of transportation improvement projects that are needed to serve future development and maintain General Plan, Community Plan and safety goals and policies. Funding sources are also identified for each infrastructure improvement project identified in the Capital Improvement Program, including the amounts to be collected through the Traffic Fee Program. The fees collected through the City-County Traffic Fee Program are used strictly for funding construction of transportation infrastructure improvement projects identified in the joint program CIP.

Pursuant to Government Code 66000 et. seq., the Ordinance implementing the Fee Program requires an annual review and report of the balance of fees in the public trust fund accounts, fees remaining unspent or uncommitted in the account for more than five years, the infrastructure constructed and to be constructed, and certain findings. In addition, consistent with Government Code 66006 (b), this report was made available to the public within 180 days after the last day of the fiscal year and 15 days in advance of the Board of Supervisor’s public hearing on the matter. The following is submitted as the Annual Report to the Board of Supervisors:

A. The type of Fee in the accounts or funds

The mitigation fee is used only for expansion of transportation infrastructure to accommodate new development. Fees collected are not intended for operating or maintenance costs. Revenues are used to maintain General Plan and Community Plan standards associated with capacity and safety. In general, the CIPs projects include roadway widening, intersection improvements, and traffic controls. A separate trust fund is kept for funds collected by each jurisdiction.

B. Amount of the Fee

The current Fee Schedule for FY 2017-18 became effective July 31, 2017, including an increase of 2.37% based on the average change in the Engineering News Record 20-cities average and the San Francisco Construction Cost Indexes from May 2016 to May 2017. A FY 2017-2018 Traffic Fee Program Schedule is included in Attachment 1.

C. Beginning and ending balance of the fund

Beginning Balance (As of July 1, 2016)	\$3,200,050
Ending Balance (June 30, 2017)	\$3,283,253

D. Fees collected and the interest earned

Fees Collected during Fiscal Year 16-17	\$53,062
Interest Earned	\$43,636

E. Identification of public improvements on which the Fees were expended and percentage of the cost of the public improvement that was funded with Fees

In FY 2016-17 fees were expended on one project in the design phase; Walerga Road @ Dry Creek Bridge. A breakdown of these expenditures is included in Attachment 3. The total Fiscal Year expenditure was \$9,620; 0.1% of the total traffic fee funding costs for the projects identified to be funded in full or partially by City-County traffic fees.

F. Identification of an approximate date by which the construction of the improvement will commence if the local agency determines that sufficient funds have been collected to complete financing on an incomplete public improvement

Transportation improvement projects currently included in the City-County Capital Improvement Program have been reviewed for consistency with the Placer County General Plan, Community Plans and Specific Plans (where applicable). Improvement projects have been prioritized based on need and availability of complete project funding; including other local, state or federal funding. Construction date projections have been included for all projects within reasonable funding projections based on historical fee collection statistics.

G. A description of each inter fund transfer or loan made

No inter fund transfers or loans were performed in FY 2016-17 with City-County traffic fees.

H. Amount of refunds made pursuant Section 66001 subdivisions (e) and (f)

There were no refunds made from the City-County trust fund pursuant to Government Code Section 66001 during FY 2016-17.

I. Fee Deferral Program

There were no fee deferrals of City-County fees during FY 2016-17.

J. Portion of Fee remaining unexpended/uncommitted in fee account for 5 or more years

There are fees in the City-County Traffic Fee Program trust fund account which have been unexpended or uncommitted for 5 or more years. Improvements identified in the Capital Improvement Program have been prioritized for construction over the next five years with commitments of the Traffic Fee Program trust fund as a full or partial source of funding. All unexpended and uncommitted funds are allocated for expenditure within the next 5 years. These funding projections are detailed in Attachment 2.

K. Balance of Fees in Countywide Traffic Fee Accounts

As of June 30, 2017, the balance of the Traffic Fee Program trust fund accounts is \$3,283,253. A complete breakdown of the City-County trust fund balances is included in Attachment 2.

L. Facilities to be constructed

Government Code 66000 et. seq. requires findings to describe the continued need for impact fees be made specifying the intended use of unexpended impact fees, regardless of whether the fees are committed or uncommitted.

1. The purpose of the Traffic Fee Program stems from the County General Plan policies to mitigate the impacts of new development through fair share payment for the construction of improvements which include roadway widening for additional travel lanes, intersection improvements and bridge replacement on Walerga Road.

2. The reasonable relationship between the Traffic Fee Program fee(s) and their purpose for which the fees are charged is outlined in the March 15, 2013 City/County Traffic Impact Fee Program Update memo from Fehr and Peers; on file with Clerk of the Board. The update and amended Free Program Agreement were presented to the Board of Supervisors on June 4, 2013; prior to amendment of the Traffic Fee Program.
3. Infrastructure projects identified in the City-County Capital Improvement Program will be funded with Traffic Impact Fees. The funding amounts identified depend on an engineer's estimate of the total cost for design and construction of the improvement. Further roadway widening is the obligation of adjacent landowners under the Street Improvement Ordinance of the Placer County Land Development Manual. Traffic fees may also be supplemented by revenue from other sources such as state and federal programs.
4. As described in section F and J above, a detailed inventory of Capital Improvement Program projects including priorities and approximate construction dates in which the fees are anticipated to fund needed projects as been completed and is included in this report as Attachment 2.

M. Review of administrative charge

The fee collected shall be used to pay for the capital improvements listed in the Capital Improvement Program (the CIP), including planning, design, administration, environmental compliance, and construction. There were not City-County Traffic Fee Program expenditures for administration costs in FY 2016-17.

NOTE: As required by the Government Code, this information was made available to the public by posting of a copy of this Report 15 days prior to the public meeting. In addition, notification of the availability of the report was provided to anyone who had an information request on file with the Clerk of the Board.

Attachment 1 – FY 2017-18 City-County Traffic Fee Program Summary

Attachment 2 – City-County Capital Improvement Program Prioritization and Projection Report

Current City-County Fee Schedule	Fee per DUE
Auburn/Bowman	\$0
Dry Creek	\$798
Foresthill (Residential)	\$0
Foresthill (Non-Residential)	\$0
Granite Bay	\$0
Meadow Vista	\$0
Newcastle / Horseshoe Bar / Penryn	\$0
Placer Central	\$0
Placer East	\$0
Placer West	\$174
Sunset ⁽¹⁾	\$260
Tahoe	\$0

Trust Fund Balances, Revenues and Expenditure Summary	Fund Balance ⁽¹⁾ (7/1/16)	Fees Collected ⁽²⁾ FY 16-17	Interest Earned FY 16-17	Expenditures ⁽³⁾ FY 16-17	Fund Balance ⁽¹⁾ (6/30/17)
City / County	\$3,200,050	\$53,062	\$43,636	\$9,620	\$3,283,253

⁽¹⁾ Trust fund balances include interest amounts

⁽²⁾ Collections include loan repayments from SPRTA and Caltrans

⁽³⁾ Expenditures include project/administrative charges, updated loan accounting and refunds

Trust Fund Expenditures Details	Projects with Traffic Fee Expenditures	Project #	Fees Expended FY16/17	City/County Funding in CIP	% Expended	Total Project Cost (Est.)
City / County	Walerga Road @ Dry Creek Bridge	2570	\$9,620.05	\$18,263,200	0.1%	\$39,500,000

Attachment 2

City - County Capital Improvement Program - 2017 Priority and Projection Report

Trust Fund	Remaining Unspent [FY11-12 to FY 16-17]	Ending Balance [FY 16-17]	Average Annual Revenue	5 Year Balance Projection [end FY 22]	5 Year Funding Projection	Projection Detail Costs	5 Year Project Priorities ¹
City/County	\$ 2,232,974	\$ 3,287,128	\$ 66,336	\$ 3,618,808		\$ 3,618,808	Walerga Road Bridge -(20%)

¹ All remaining improvement projects in CIPs not listed here are projected beyond the FY 2021-2022

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Exhibit B

FIRST AMENDED AND RESTATED AGREEMENT
BETWEEN PLACER COUNTY AND THE CITY OF ROSEVILLE
FOR BASELINE/WALERGA ROADS TRAFFIC FEE PROGRAM

THIS AGREEMENT is made and entered into this 5th day of June 2013, by and between the City of Roseville, a municipal corporation ("City"), and the County of Placer, a political subdivision of the State of California ("County").

WITNESSETH:

WHEREAS, Placer County ("County") and the City of Roseville ("City") have worked to cooperatively address the anticipated impacts of development in Roseville and Placer County and have designed a joint traffic fee program to implement mitigation measures for impacts identified in the environmental impact reports for developments within the City of Roseville and Placer County ("Traffic Fee Program"); and

WHEREAS, the Traffic Fee Program was approved by the Placer County Board of Supervisors on September 21, 2004 and the Roseville City Council on September 1, 2004; and

WHEREAS, the County and City entered into an agreement in September 2004 regarding implementation of the Traffic Fee Program; and

WHEREAS, certain "new" lands have been approved for development and have received land use entitlements that will contribute to the traffic impacts upon the roadway projects that are part of this Traffic Fee Program; and

WHEREAS, both the City and County have conditioned within the development agreements for those projects adjacent to Baseline Road, those portions of improvement obligations that are standard frontage obligations of each phase of development; and

WHEREAS, the costs for the Fiddymont Road widening and the Fiddymont Bridge, which were initially included in the Traffic Fee Program, have been removed from the Traffic Fee Program and included in the City's Capital Improvement Program ("CIP"); and

WHEREAS, Baseline Road and Walerga Road Bridge are roads that are impacted by developments within both jurisdictions and will continue to be included in the Traffic Fee Program; and

WHEREAS, as a result of the changes noted above, the City and County retained the services of the consulting firm of Fehr and Peers to conduct a fee study update dated March 15, 2013 (F&P's Fee Study) to analyze the cost of proposed required improvements and methodology for distributing costs; and

WHEREAS, as a result of F&P's Fee Study, County and City desire to amend the Traffic Fee Program and amend and restate the September 2004 agreement to read as set forth herein.

NOW, THEREFORE, County and City agree as follows.

1. TRAFFIC FEE PROGRAM

The Traffic Fee Program is revised to include those new development areas within the identified fee districts; as depicted on Figure 1 of the F&P's Fee Study, which are subject to the Traffic Fee Program to fund certain improvements for Baseline Road and the Walerga Road Bridge.

The fee program will fund those improvements as listed in Section 2 below. The City and County will work together on a phased approach to complete the initial construction of four-lanes of Baseline Road to the western County line. The City and County will identify how monies collected with the fee program and frontage obligations of adjacent development will best be utilized to complete the construction of the initial four-lanes. The ultimate widening of Baseline Road to six-lanes will occur as traffic demands warrant.

1.1 Fiddymment Road / Fiddymment Bridge

Fiddymment Road and the Fiddymment Bridge are removed from the Traffic Fee Program with credits provided to the City per the F&P's Fee Study.

1.2 Frontage Obligations of Adjacent Land Development Projects

Both the City and County will condition adjacent development projects to construct standard frontage improvements on Baseline Road and Walerga Road and to dedicate the right-of-way for the ultimate width of all Baseline Road or Walerga Road right-of-way needs with recordation of any final or parcel map or with the first recorded map of any adjacent Specific Plan. Standard frontage improvements will consist of curb, gutter, sidewalk, one half of the median landscaping and median curb, drainage facilities, utilities, street lights, signal interconnect conduits, and eighteen feet (18') of asphalt pavement adjacent to the property, including grading, aggregate base and sub-base, and any additional pavement widening for turn lanes and bus turnouts. The costs of these improvements are not included in this Traffic Fee Program.

2. PROJECTS TO BE INCLUDED IN THE TRAFFIC FEE PROGRAM

City and County agree that the Traffic Fee Program will pay for the following improvements.

2.1. Baseline Road

Generally, the scope of improvements to be made on Baseline Road begin approximately 1,200 feet west of Foothills Boulevard and extend westerly to the County line as shown on Exhibit 1 (Sections 1-4 of Baseline Road) and the cross sections for each section shown on Exhibit 2. Exhibits 1 and 2 are attached hereto to this Agreement and incorporated herein by this reference. In the event that the Traffic Fee Program advances the construction of any portion of the standard frontage obligations of adjacent properties, those properties developing in the future will be responsible for the standard frontage obligations and will be conditioned to reimburse the Traffic Fee Program for those improvements as allowed by law.

A. *Fiddymment/Walerga Road to Foothills Boulevard* – Section 1

- Add one eastbound lane, including curb and gutter.
- B. *Fiddyment/Walerga Road to Sierra Vista Specific Plan ("SVSP") Western Edge – Section 2*
- Four lanes of an ultimate six-lane road. (All improvements except for frontage improvements adjacent to approved projects).
 - Construction of intersection improvements on Baseline Road including signals and turn lanes at Fiddyment/Walerga, Westbrook/Dyer, and Watt Avenue.
- C. *Sierra Vista Specific Plan ("SVSP") Western Edge to Placer Vineyards Specific Plan ("PVSP") Western Edge – Section 3*
- Four or five lanes of an ultimate six-lane road. Future approval of any land use entitlement adjacent to this segment of Baseline Road will require the owner of abutting property to fund standard frontage improvements as defined in Section 1.2 above. Construction of intersection improvements, including signals and left-turn lanes at Locust Road, 16th Street and West Dyer Road.
- D. *PVSP Western Edge to County Line – Section 4*
- The center four or five lanes of an ultimate six-lane road. As adjacent properties develop, they will be responsible for standard frontage improvements as defined in Section 1.2 above.

2.2. Walerga Road Bridge

A. *Walerga Bridge*

- City and County agree that the construction of a six-lane bridge with a 700 foot northern approach and a 1,800 foot southern approach on Walerga Road at Dry Creek, will be funded through the Traffic Fee Program. The cost of the Walerga Bridge shall not include the cost of any utilities, except those necessary for street drainage and lighting as may be required.

3. COSTS

- A. City and County agree with the estimated roadway costs identified in the F&P's Fee Study and made part of this Traffic Fee Program. The mutually agreed costs shall be adjusted annually for inflation based upon averaging the Construction Cost Index ("CCI") for 20 cities and for San Francisco, as published in the Engineering News Record publication for the preceding 12 months ending in May, and shall reflect the most current construction cost estimates unless mutually agreed to otherwise. Tables 1, 6, and 7 of the F&P's Fee Study summarize proposed improvements to be constructed and the spread of costs among various City and County fee district areas.
- B. City and County agree that any state or federal funding that either party may receive for an improvement included within the Traffic Fee Program shall be applied to reduce the portion of the improvement cost to be paid by the Traffic Fee Program, so that both City and County will benefit from such state or federal funding.
- C. City and County agree to require dedication of ultimate right of way needed for the improvements described herein from all new development that is adjacent to Baseline or

Walerga Roads as a condition of adjacent land development projects. City and County agree that wherever a land development project is adjacent to Baseline Road, the developer shall be required to construct and/or fund standard frontage improvements as defined in Section 1.2 above. Such improvements shall be at the sole expense of the developer and not a part of the Traffic Fee Program.

- D. The fee program will pay for the overlay of existing Baseline Road, the future removal of pavement for the ultimate landscape median, all signal appurtenances that are installed in their ultimate location and signal modifications as approved by City and/or County. The fee program shall not pay for other temporary improvements required by development phasing, which will be the obligation of the developing party.
- E. Costs assume that developers will construct and improve Baseline Road as an initial four-lane roadway, with either a 2-way left turn lane or with necessary median turn lanes as determined in the future. The initial four-lane roadway shall be designed to minimize any unnecessary improvements not needed for the ultimate roadway except as defined above.

4. FEE METHODOLOGY / UPDATES

- A. City and County agree that the fees shall be assessed to all new development within the Fee Districts as depicted on Figure 1 of the F&P's Fee Study. The Regional University project shall be considered within the Dry Creek Fee District.
- B. City and County agree that the basis of calculation of traffic mitigation fees shall be as outlined in the F&P's Fee Study, unless and until a different basis is mutually agreed to in writing by City and County.
- C. City and County agree that the basis of any updates of the fee program shall be the methodology included within the F&P's Fee Study, unless a different method is mutually agreed to in writing by City and County.
- D. City and County agree that the fees shall be updated a minimum of every five years or with any significant changes in land use designation or zoning within the identified fee districts. City and County agree that the fees shall also be adjusted annually to reflect changes in the Construction Cost Index. The cost of updating the fee program will be borne by the fee program.

5. FEE COLLECTION / DISBURSEMENTS / AUDITS

- A. ~~City and County agree that each agency shall collect the fee upon issuance of a building permit and deposit all fees collected in a separate account maintained by each respective agency, for the sole purpose of funding improvements identified in the Traffic Fee Program.~~
- B. City and County will meet as necessary to jointly determine priorities for improvements and available funding. Generally speaking, County will take responsibility for the construction of improvements in the unincorporated County and the City will take responsibility for the construction of improvements within the City. City and County understand that fees collected in one jurisdiction may be used in another jurisdiction

based on mutually agreed priorities. Typically, funding and reimbursement priorities will be given to the following:

- i. Fee Credits
- ii. Developer Reimbursements
- iii. New Construction

- C. Developers who construct or advance improvements subject to this fee program will be entitled to a fee credit for that portion of work that they performed, or a reimbursement from the fee program if a developer's ability to utilize fee credits is less than the cost of work performed. Fee credits will take priority over cash reimbursements. Availability of funding and timing of reimbursements will be mutually agreed to by City and County. The intent is that payment for reimbursement obligations will be made on a first construction completed first paid basis as moneys are made available in the fee program.
- D. City and County agree that each agency shall provide an annual accounting to the other agency of revenues and expenses within their respective funds, including credits given for construction of improvements by third parties. City or County may request an audit of the program, and City and County shall share the cost of any such audit equally.


IN WITNESS WHEREOF, the City of Roseville, a municipal corporation, has authorized the execution of this Agreement in duplicate by its City Manager and attested to by its City Clerk under the authority of Resolution No. 13-179 adopted by the Council of the City of Roseville on the 5th day of June, 2013.

IN WITNESS WHEREOF, the County of Placer, a political subdivision of the State of California, has authorized the execution of this Agreement in duplicate by its County Executive Officer and attested to by its Clerk of the Board under the authority of Resolution No. 2013-106, adopted by the Placer County Board of Supervisors on the 4 day of June, 2013.

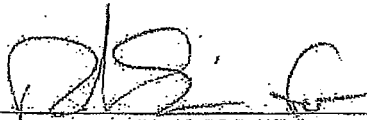
APPROVED:


David Boesch, County Executive Officer
Placer County

ATTEST:

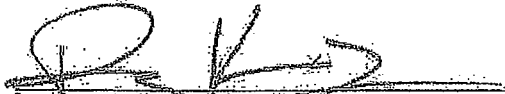

Clerk of the Board

APPROVED AS TO FORM:



Brett Holt, County Counsel
Placer County

APPROVED:



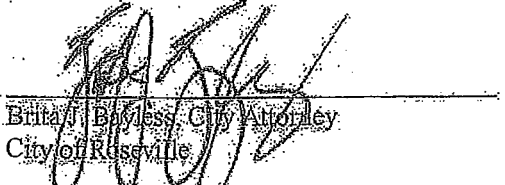
Ray Kerridge, City Manager
City of Roseville

ATTEST:



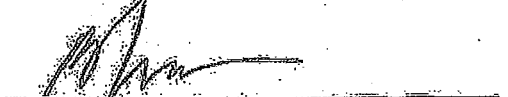
Sonia Orozco, City Clerk
City of Roseville

APPROVED AS TO FORM:



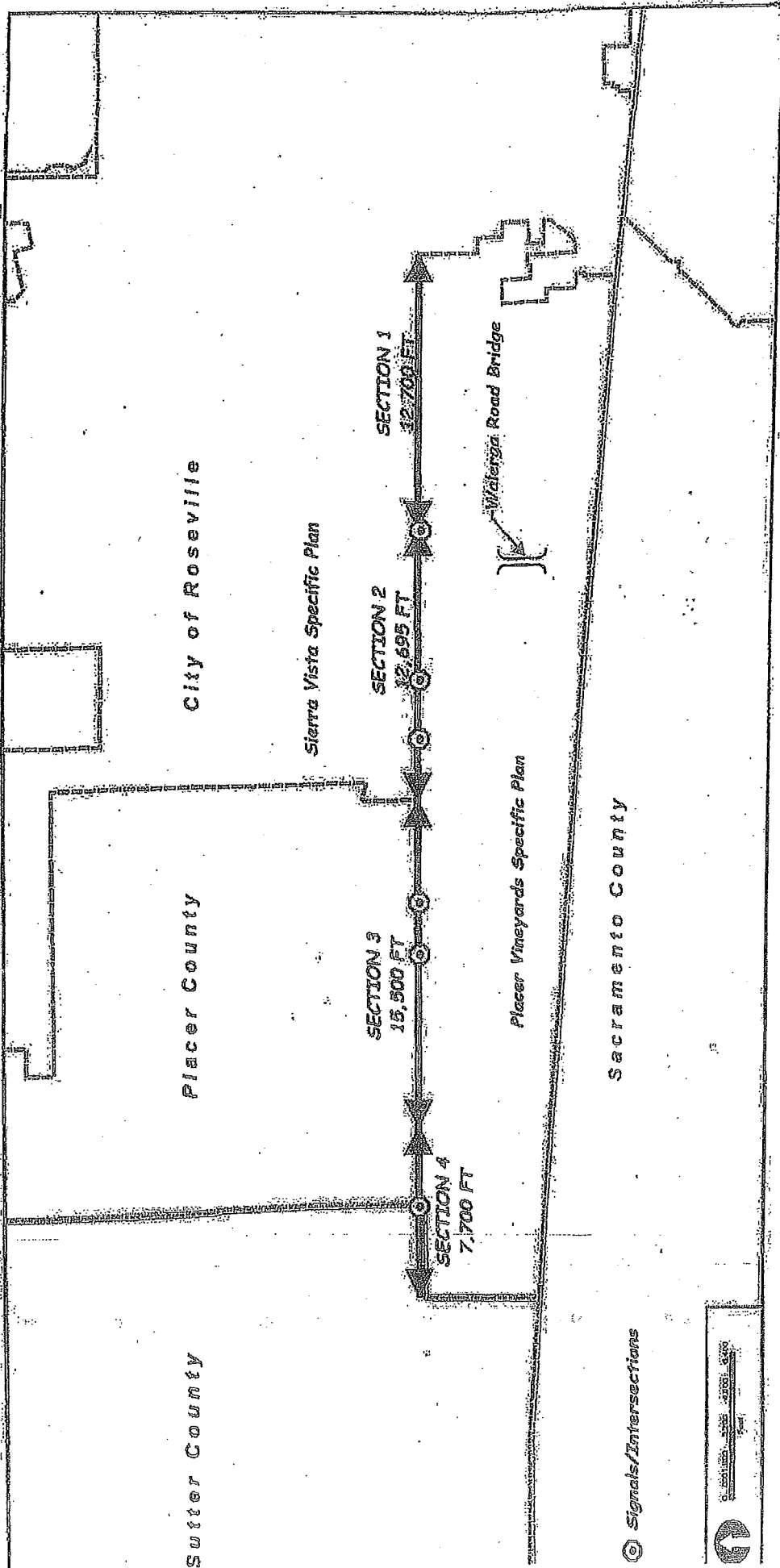
Brita W. Bless, City Attorney
City of Roseville

APPROVED AS TO SUBSTANCE:



Rob Jensen, Assistant City Manager
City of Roseville

JOINT CITY OF ROSEVILLE-PLACER COUNTY
BASELINE/WALEGRA ROAD TRAFFIC FEE PROGRAM
(Improvements)



⊙ Signals/Intersections

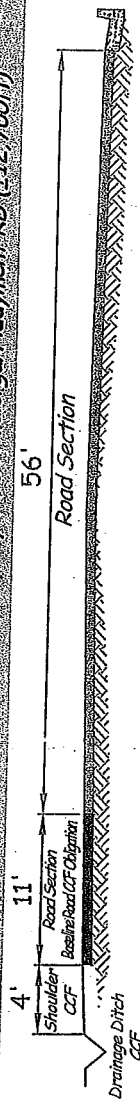




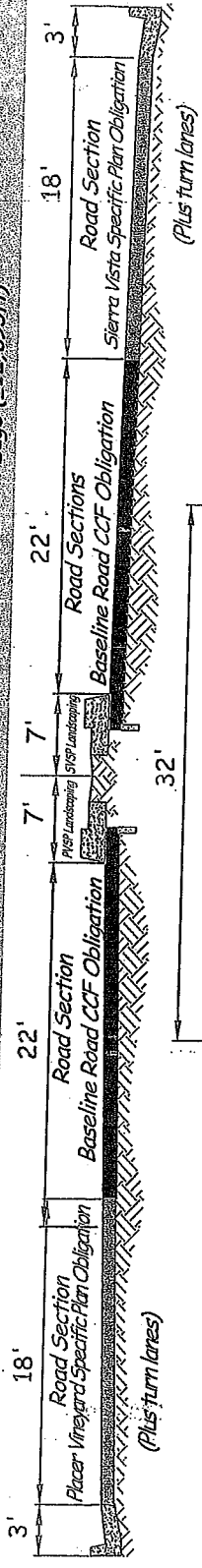
JOINT CITY OF ROSEVILLE-PLACER COUNTY
 BASELINE/WALEGRA ROAD TRAFFIC FEE PROGRAM
 (Improvements)



Section 1 - Brady LN to Valeraga/Fridaymrd RD (±12,700ft)

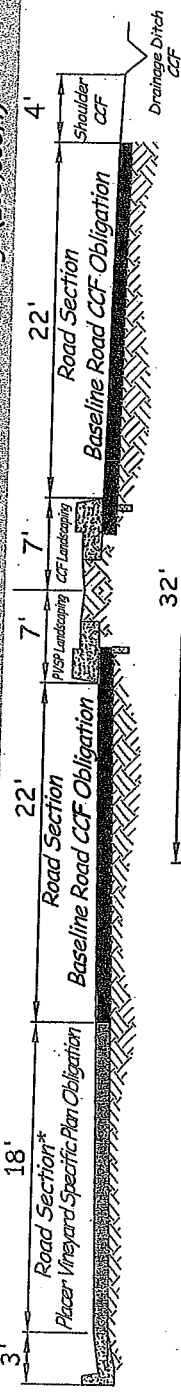


Section 2 - Valeraga/Fridaymrd RD TO SVSP Western Edge (±12,695ft)



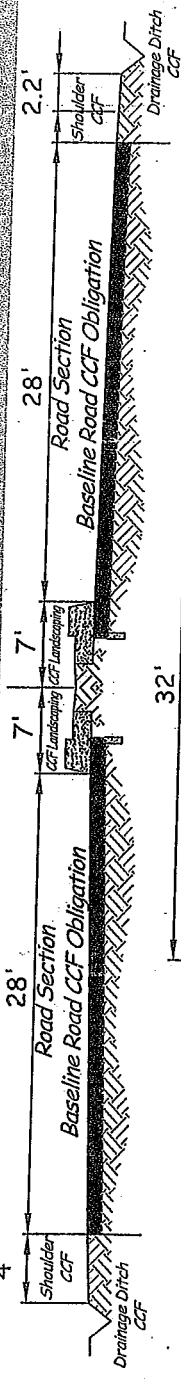
Existing Baseline Road to be overlaid with 6"AC. Median to be removed in future

Section 3 - SVSP Western Edge to PVSP Western Edge (±15,500ft)



Existing Baseline Road to be overlaid with 6"AC. Median to be removed in future

Section 4 - PVSP Western Edge to County Line (±7,700ft)



Existing Baseline Road to be overlaid with 6"AC. Median to be removed in future

RESOLUTION NO. 13-179

APPROVING A FIRST AMENDED AND RESTATED AGREEMENT BETWEEN THE CITY OF ROSEVILLE AND COUNTY OF PLACER, AND AUTHORIZING THE CITY MANAGER TO EXECUTE IT ON BEHALF OF THE CITY OF ROSEVILLE

WHEREAS, a First Amended and Restated Agreement for Baseline/Walerga Roads Traffic Fee Program, by and between the City of Roseville and County of Placer, has been reviewed by the Council;

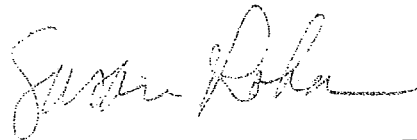
NOW, THEREFORE, BE IT RESOLVED by the Council of the City of Roseville that said amendment is approved and that the City Manager is authorized to execute it on behalf of the City of Roseville.

PASSED AND ADOPTED by the Council of the City of Roseville this 5th day of June, 2013 by the following vote on roll call:

AYES COUNCILMEMBERS: Roccucci, Herman, Garcia, Gore, Rohan

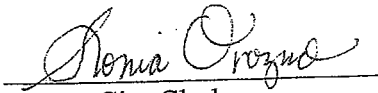
NOES COUNCILMEMBERS: None

ABSENT COUNCILMEMBERS: None



MAYOR

ATTEST:


City Clerk

The foregoing instrument is a correct copy of the original on file in this office.

ATTEST:
City Clerk of the City of Roseville, California


DEPUTY CLERK