

TAHOE TRANSPORTATION FEE PROGRAM

July 1, 2023

ITE 10th Edition



Department of Public Works
Transportation Division

<https://www.placer.ca.gov/1741/Traffic-Impact-Fee-Program>

PLACER COUNTY

Tahoe Transportation Fee Program

BACKGROUND/PURPOSE

In April 1996, the Placer County Board of Supervisors adopted the Countywide Traffic Fee Program, requiring new development within the County to pay traffic fees. The fees collected through this program, in addition to other funding sources, allow the County to construct transportation facilities needed because of new development.

For purposes of assessing and collecting fees, the unincorporated portions of Placer County are divided into eleven benefit districts. Exhibit A depicts the general limits of each benefit district boundary. Separate Capital Improvement Programs have been developed within each of the eleven benefit districts of the County. Each Capital Improvement Program identifies a list of projects that are needed to serve future development. Funding sources are also identified for each improvement, including the amounts to be collected through the Transportation Fee Program. The Tahoe Transportation Fee District is one of the eleven fee districts within the Countywide Traffic Fee Program.

TAHOE TRANSPORTATION FEE DISTRICT

The Tahoe District includes the unincorporated land east of the Sierra Crest, including the Tahoe Basin, as shown on Exhibit A.

Under Senate Bill 743, the County is required to analyze vehicle miles traveled (VMT) as the primary transportation metric for CEQA documents. Within the Tahoe District, the Capital Improvement Program project list, and associated fees, shifts focus from capacity increasing projects to projects that reduce VMT.

Dwelling Unit Equivalence (DUE)

Within each benefit district, a fee is assessed to new development based on its Dwelling Unit Equivalent (DUE). DUE is a term used to compare the trip-making characteristics of various land uses to that of a single-family residential dwelling unit. The DUE factors for a particular land use category account for the number of trips made daily, relative trip length, and percentage of trips that are new to the roadway system as a result of the subject land use.

DUEs are expressed in terms of units of development. For example, residential land uses are typically stated in terms of DUEs per dwelling unit. Non-residential uses are typically expressed in terms of DUEs per 1,000 square feet of building construction.

Exhibit B identifies the DUE per unit of development for typical residential and non-residential land use categories. Exhibit B is merely a guide for standard types of land use categories. DPW Engineers will determine the appropriate land use category and corresponding trip generation rate upon review of a proposed development. Staff may rely on additional published trip generation rates and standards, which may not be contained in this handout when determining the appropriate DUE factor. It is often the case that a particular proposed use does not fit neatly into these categories. In these cases, staff will determine the appropriate DUE factor, in conjunction with published trip generation standards and information supplied by the applicant.

Fee per DUE

Exhibit C identifies the fee per DUE for the Tahoe District. An adjustment is applied to projects located in the Tahoe Basin that are subject to the Tahoe Regional Planning Agency (TRPA) Mobility Mitigation Fee program.

Capital Improvement Program

The Capital Improvement Program for the Tahoe District includes the expansion of transit, pedestrian and bicycle infrastructure, improvements to address roadway safety, and projects identified through various adopted planning documents.

The Capital Improvement Program (CIP) for the Tahoe District is included as Exhibit D.

Fee Calculation

The traffic mitigation fees for a project are determined as follows:

- 1) Determine the area of the Benefit District the project is within (Exhibit A)
- 2) Determine the appropriate DUE per unit (Exhibit B)
- 3) Identify the fee per DUE within the benefit district (Exhibit C)
- 4) Determine the number of units of the project (dwelling units, 1,000 s.f.)

Fee = DUE per Unit (step #2) multiplied by the Fee per DUE (step #3) multiplied by the Number of Units (step #4)

Adjustment For Affordable Housing: To support the County's goal of improving the availability of workforce housing and housing for permanent residents in Tahoe, the County will offer an incentive for production of deed-restricted affordable housing units. The incentive will be a 50% reduction in fees per deed-restricted affordable unit.

Fee Payment

Fees are collected prior to issuance of building permits.

Updates/Adjustments

The Tahoe Transportation Fees are subject to annual adjustment every July based on the Construction Cost Index as published in the Engineering News Record. Periodic updates may also occur as conditions change to account for new approvals to major land use projects as well as CIP projects that have been completed.

Contact: Amber Conboy (530) 745-7512

This information is available online at:

<https://www.placer.ca.gov/1741/Traffic-Impact-Fee-Program>

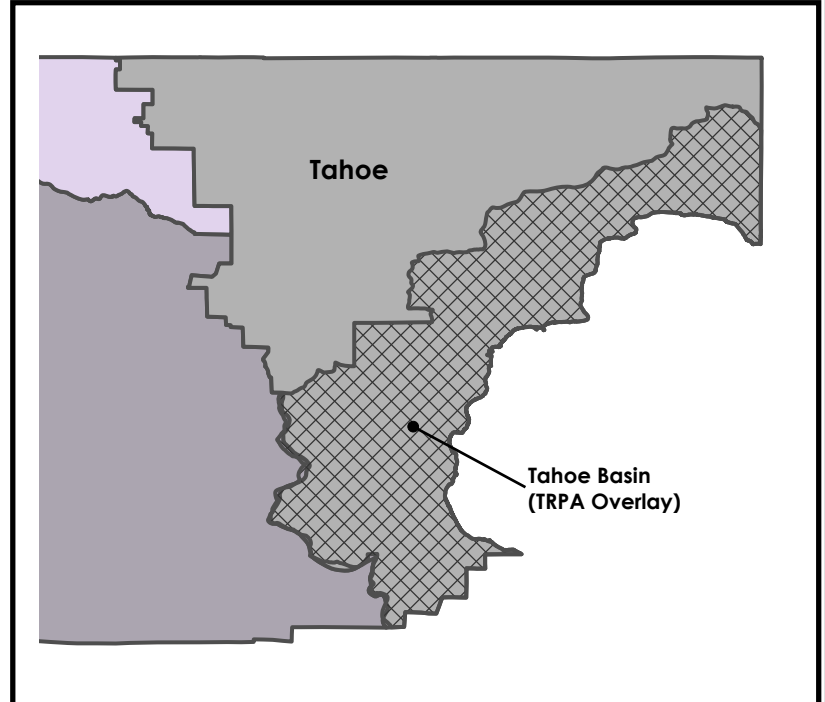
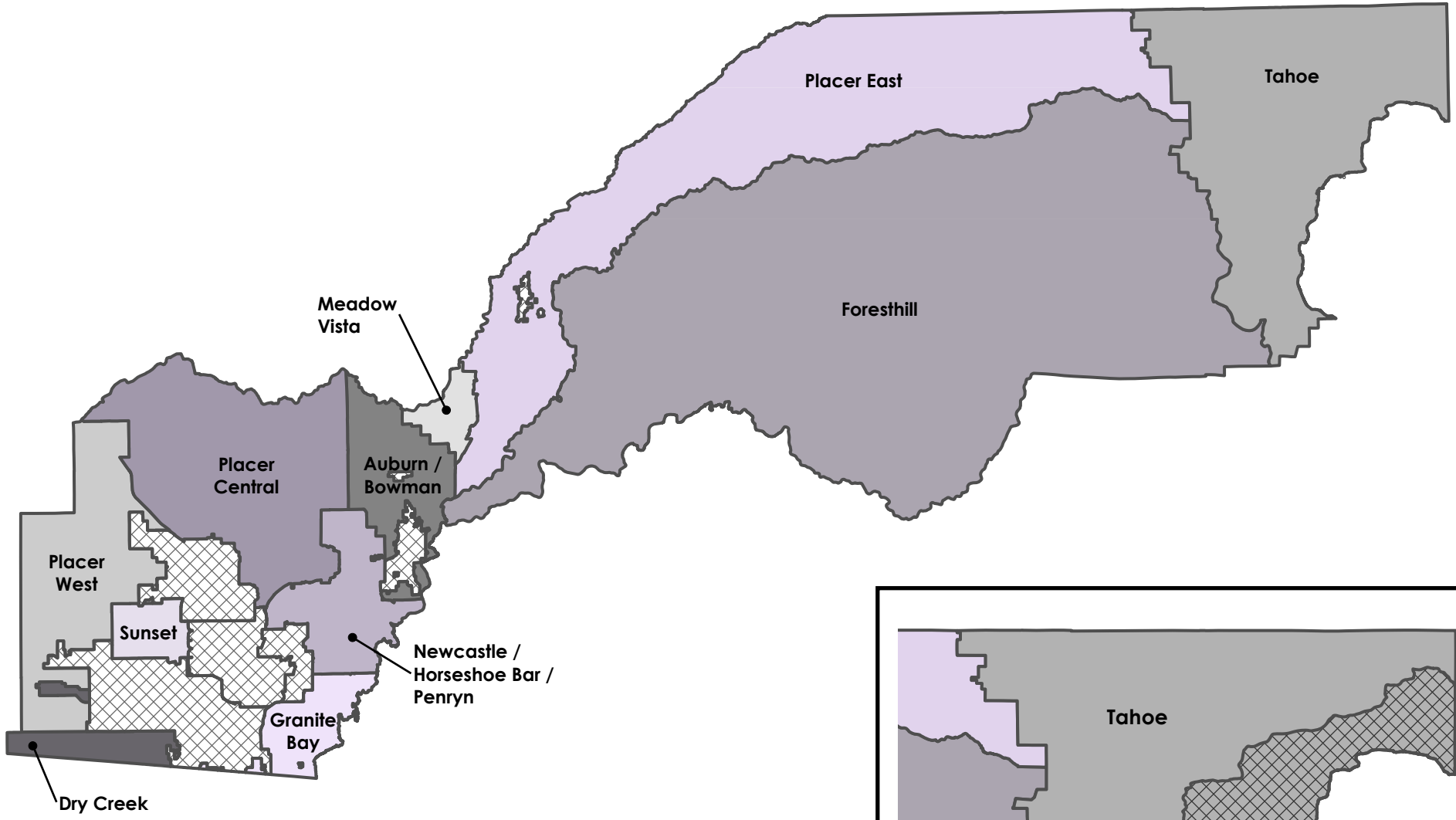


EXHIBIT A: BENEFIT DISTRICTS

EXHIBIT B:

DUE (Dwelling Unit Equivalent) and Fee Calculations

Tahoe Transportation Fee District

FEE = \$/DUE x DUE Per Unit (From Ex. C) x No. of Units (From Project)

ITE CODE	LAND USE CATEGORY	UNIT	DAILY TRIP RATE/unit (a)	RELATIVE TRIP LENGTH	% NEW TRIPS (b)	RELATIVE VEHICLE IMPACT	DUE PER UNIT
210	Single Family	Dwelling Unit	9.44	1.00	100%	9.44	1.00
	Second Residential Unit (c)	Dwelling Unit	--	--	--	--	(c)
220	Multi-Family Housing (1-2 Story)	Dwelling Unit	7.32	1.00	100%	7.32	0.78
221	Multi-Family Housing (3-9 Story)	Dwelling Unit	5.44	1.00	100%	5.44	0.58
240	Mobile Home Park	Dwelling Unit	5.00	1.00	100%	5.00	0.53
110	Light Industrial	1,000 S.F.	4.96	1.02	92%	4.65	0.49
140	Manufacturing	1,000 S.F.	3.93	1.02	92%	3.69	0.39
150	Warehouse	1,000 S.F.	1.74	1.02	92%	1.63	0.17
151	Mini-Storage	1,000 S.F.	1.51	0.62	92%	0.86	0.09
310	Hotel	Room	5.01	1.28	71%	4.55	0.48
320	Motel	Room	3.35	1.28	59%	2.53	0.27
430	Golf Course	HOLE	30.38	1.42	90%	38.83	4.11
492	Health/Fitness Club	1000 S.F.	13.24	0.60	75%	5.96	0.63
493	Athletic Club	1000 S.F.	17.23	0.60	75%	7.75	0.82
495	Recreational Community Center	1000 S.F.	28.82	0.60	75%	12.97	1.37
565	DAY CARE CENTER (s.f.)	1,000 S.F.	47.62	0.40	74%	14.10	1.49
640	Animal Hospital/Veterinary Clinic	1,000 S.F.	21.50	0.96	92%	18.99	2.01
712	Office - Up to 5,000 SF	1,000 S.F.	16.19	1.02	92%	15.19	1.61
710	Office > 5,000 SF	1,000 S.F.	9.74	1.02	92%	9.14	0.97
770	Business Park	1,000 S.F.	12.44	1.02	92%	11.67	1.24
720	Medical/Dental Office	1,000 S.F.	34.80	1.02	77%	27.33	2.90
814	Variety Store	1,000 S.F.	63.47	0.72	36%	16.45	1.74
820	Local Shopping Center (<200 KSF)	1,000 S.F.	37.75	0.36	59%	8.02	0.85
850	Supermarket	1,000 S.F.	106.78	0.34	48%	17.43	1.85
851	Convenience Market	1,000 S.F.	762.28	0.30	22%	50.31	5.33
853	Convenience Market w/ Gas Pumps	1,000 S.F.	624.2	0.30	22%	41.20	4.36
880	Pharmacy/Drugstore w/o Drive-thru	1,000 S.F.	90.08	0.36	47%	15.24	1.61
899	Liquor Store	1,000 S.F.	101.49	0.34	51%	17.60	1.86
912	Bank	1,000 S.F.	100.03	0.32	57%	18.25	1.93
930	Fast Casual Restaurant	1,000 S.F.	315.17	0.38	76%	91.02	9.64
931	Quality Restaurant	1,000 S.F.	83.84	0.50	79%	33.12	3.51
932	High Turnover Restaurant	1,000 S.F.	112.18	0.38	76%	32.40	3.43
933	Fast Food w/o Drive Thru	1,000 S.F.	346.23	0.34	49%	57.68	6.11
936	Coffee/Donut Shop w/o Drive Thru	1,000 S.F.	388.56	0.30	22%	25.64	2.72
941	Quick Lube Vehicle Shop	Stall	40.00	0.44	83%	14.61	1.55
942	Automobile Care Center	1,000 S.F.	29.49	0.44	83%	10.77	1.14
944	Gas Station	Fuel Position	172.01	0.38	20%	13.07	1.38
945	Gas Station w/Conv. Market	Fuel Position	205.36	0.38	20%	15.61	1.65

Notes:

a ITE Trip Generation Manual, 10th Edition

b Tindale, Steven A, Impact Fees - Issues, Concepts and Approaches, ITE Journal, May 1991

c Secondary dwellings < 750 SF are not assessed fees; Secondary Dwellings ≥ 750 SF = (2nd Dwelling SF / Primary Dwelling SF) * Fee per DUE

Exhibit C
Transportation Fees
Fees per DUE

	County Fee per DUE
Tahoe	\$3,634
Tahoe Basin (TRPA Overlay) ¹	\$2,874

Notes:

¹Reduction applied to projects located in the Tahoe Basin that are subject to the TRPA MMF program

EXHIBIT D: CAPITAL IMPROVEMENT PROGRAM

Tahoe Transportation Fee District			All Costs in Thousands \$		
Roadway or Project Type	Location	Description of Improvements	Est. Total Cost	Existing Fund Balance	County Transportation Fee
Northstar Drive	Trimont Lane / Intercept Lot to Basque Road	Widening	\$2,163		\$482
Squaw Valley Road	Squaw Creek Road to Ski Resort Parking Lot	Traffic Flow Improvements	\$2,544		\$567
State Route 267	Town of Truckee to Highlands View Drive	Transit Improvements	\$33,345		\$2,334
State Route 28	SR 89 (Wye) to Lighthouse Center (Tahoe City)	Traffic Operations / Multimodal Enhancements	\$2,343		\$164
	SR 267 to w/o Beach Street	Safety Improvements ¹	\$814	\$750	\$181
	Various Intersections (Tahoe City)	ITS / Multimodal Enhancements	\$500		\$111
	at Dollar Drive	Intersection Improvements	\$2,575		\$574
State Route 89	at Granlibakken Road	Intersection Improvements	\$2,575		\$574
	Fanny Bridge and West Lake Boulevard	Complete Streets & Bridge Rehabilitation	\$20,602	\$750	\$4,594
	from Bridge 5 (Silver Creek Campground) to Rampart (approx. 4.2 miles)	Transit Improvements	\$137,839		\$9,649
	Tahoe City to El Dorado County (unsignalized intersections)	Pedestrian / Bicycle Enhancements	\$1,486		\$104
Bike & Pedestrian	Tahoe City Lakeside Multi-Use Trail	Multi-Use Trail	\$1,339		\$299
	Sunnyside to Lower Sequoia Class I Trail	Multi-Use Trail	\$567		\$40
	Martis Valley Trail	Multi-Use Trail	\$2,736		\$610
	Truckee River Trail	Multi-Use Trail	\$35,332		\$2,473
	Kings Beach	Sidewalks	\$771		\$172

EXHIBIT D: CAPITAL IMPROVEMENT PROGRAM

Tahoe Transportation Fee District			All Costs in Thousands \$		
Roadway or Project Type	Location	Description of Improvements	Est. Total Cost	Existing Fund Balance	County Transportation Fee
Parking Management	Tahoe City and Kings Beach Commercial Cores	Parking Management Capital	\$767		\$171
	Various Beach Parking Locations	Parking Management Capital	\$400		\$89
Transit Service	Tahoe Fee District	Transit Vehicles	\$6,026		\$1,344
	SR 89 and SR 267	Transit Signal Priority & Queue Jump Lanes	\$4,116		\$918
	Kings Beach	Transit / Mobility Hub	\$2,060		\$144
	On-Demand Micro Transit	Shuttle Purchases	\$773		\$54
	Service to/from West Placer	Transit Vehicles	\$2,678		\$597
	TART Mainline Expansion	Transit Vehicles	\$1,339		\$94
TDM	Tahoe Fee District	Mobility Option / Trip Planning Tool	\$103		\$23
Other	Locations to be determined	Safety Improvements	\$1,277		\$285
	Program Administration	Administration	\$267		\$267
Tahoe Fee District Totals:			\$267,338.8		\$26,130.0

Notes:

1 This project is a part of the Kings Beach Western Approach project which has an estimated total cost of \$6.2M