

MEMORANDUM

DEPARTMENT OF PUBLIC WORKS County of Placer

TO: BOARD OF SUPERVISORS

DATE: June 5, 2012

FROM: KEN GREHM / ANDREW GABER *AGG*

SUBJECT: **DRY CREEK CAPITAL IMPROVEMENT PLAN UPDATE AND TRAFFIC
MITIGATION FEE ADJUSTMENT**

ACTION REQUESTED / RECOMMENDATION

Conduct a Public Hearing; Approve a Nexus Analysis for the Dry Creek Traffic Impact Fee District; and; Adopt a Resolution modifying the Capital Improvement Program (CIP) and corresponding Traffic Mitigation Fee for the Dry Creek Traffic Impact Fee District. The new fee will be \$3,010, a reduction from the current fee of \$3,362.

BACKGROUND / SUMMARY

In April 1996, the Board adopted the Countywide Traffic Mitigation Fee Program. This program established traffic mitigation fees for eleven (11) separate districts in the County, each with its own Capital Improvement Program (CIP). The CIP consists of intersection and roadway improvements necessary to support the level of traffic created by new growth and development at acceptable service levels.

Future transportation system needs have been identified as part of the environmental analysis for the update to the Dry Creek West Placer Community Plan Circulation Element. With this information, a new CIP has been developed for the Dry Creek District and is presented in the attached Resolution. The current CIP is presented in Attachment A. The new CIP (Attachment 1) identifies \$137.8 million of needed transportation improvements, \$79.4 million of which will be funded through the Dry Creek traffic mitigation fees. The remaining funding will come from various sources, including frontage improvements, local and the Federal Highway Bridge program. The majority of projects will be roadway and transportation improvements associated with developments such as Placer Vineyards and Riolo Vineyards. The CIP also reflects fair share contributions the County anticipates receiving from development within the City of Roseville.

The current fee for the Dry Creek District is \$3,362 per dwelling unit equivalent (DUE). The new fee would be \$3,010 per DUE. Traffic Mitigation Fees in the County range from \$1,995 to \$5,928 with the average of \$3,961 per DUE. The current and updated fees for the Dry Creek District are presented in the attached Resolution. The proposed new CIP and mitigation fee has been reviewed with local developers including Riolo Vineyards, Placer Vineyards and Regional University. In adopting the fee, State law requires that the Board make various findings. These findings are presented in Attachment B, entitled Nexus Analysis. The updated fees for the Dry Creek District are proposed to become effective sixty (60) days after passage and will be paid at the time of building permit issuance.

ENVIRONMENTAL

This action is categorically exempt from CEQA as it relates to obtaining funds for capital projects necessary to maintain service within existing service areas (Section 21080(b)(8)).

FISCAL IMPACT

The fiscal impact of this action would be to narrow the deficiencies between capital improvement costs and capital improvement funding. It will result in \$79.4 million of capital improvement funding needed to support anticipated new growth and development.

Resolution with Attachment 1

Attachment A - Current Dry Creek Capital Improvement Program

Attachment B - Dry Creek Nexus Analysis w/Attachment 1

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

In the matter of: A RESOLUTION ADOPTING
THE CAPITAL IMPROVEMENT PROGRAM AND
TRAFFIC FEE PROGRAM FOR THE DRY CREEK
WEST PLACER BENEFIT DISTRICT

Resol. No:.....

Ord. No:.....

First Reading:.....

The following RESOLUTION was duly passed by the Board of Supervisors
of the County of Placer at a regular meeting held _____,

by the following vote on roll call:

Ayes:

Noes:

Absent:

Signed and approved by me after its passage.

Attest:
Clerk of said Board

Chair, Board of Supervisors

THE BOARD OF SUPERVISORS OF THE COUNTY OF PLACER, STATE OF CALIFORNIA, MAKES THE FOLLOWING FINDINGS:

- 1) The update to the Circulation Element of the Dry Creek West Placer Community Plan was adopted by the Board of Supervisors in August 2011.
- 2) The updated Circulation Element contained a list of required transportation improvements to maintain the levels of service on area roadways and intersections.
- 3) Current County Ordinance Section 15.28.030 of Placer County Code provides a mechanism to update the Capital Improvement Program and associated fee schedule used to collect fees through the Traffic Mitigation Fee program.

- 4) The purpose of the fees shall be to continue appropriate funding for transportation projects identified in the Capital Improvement Program for improving roadways and intersections as necessary to keep pace with increased volumes of traffic from new development. All collected fees will be used as set forth in the Traffic Mitigation Fee Program.
- 5) There still exists a reasonable relationship between the fee's use and the type of development project on which the fee is imposed.
- 6) 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.
- 7) There still exists a reasonable relationship between the unexpended funds in the current fee program and the improvements for which they were collected.
- 8) Funds collected and held for 5 years have been reviewed. These funds are still needed for the purpose that they were collected.

BE IT HEREBY RESOLVED by the Board of Supervisors of the County of Placer, State of California, that this Board adopt the Capital Improvement Program and Traffic Mitigation Fee as shown in Attachment 1.

Attachment 1
2012 Dry Creek CIP

Dry Creek Benefit District			All Costs in Thousands \$					
Street/ Intersection	Segment	Description of Improvements	Est. Total Cost	Frontage Impr. Funding	Funding Source			County Traffic Impact Fee
					Local/Misc Existing Deficiencies	Other	Highway Bridge Program	
16th Street	Sacramento County to Baseline Road	Construct 4 Lanes	\$12,955.8	\$6,477.9				\$6,477.9
Contributions to Sutter County Improvements			\$3,000.0					\$3,000.0
Cook-Riolo Road	PFE Road to Baseline Road	Traffic Calming/Safety Measures (Includes modification of signal and diverter at Baseline Rd)	\$1,790.4					\$1,790.4
	at Dry Creek	New Bridge	\$9,146.1				\$8,097.0	\$1,049.1
Dyer Lane	Baseline Road to 16th Street	Construct 4 Lanes	\$18,247.6	\$9,123.8				\$9,123.8
Locust Road	Sac. County Line to 18th Street *	Widen to 4 lanes	\$1,316.5	\$175.5				\$1,141.0
North Antelope Road	Sacramento County to PFE Road	Widen to 4 lanes	\$1,551.0	\$775.5				\$775.5
	at PFE Road	Signalization	\$451.4					\$451.4
Palladay Road	Sac. County Line to Dyer Lane *	Construct 4 Lanes	\$3,762.2	\$1,881.1				\$1,881.1
PFE Road	North Antelope Road to Roseville City limits	Widen to 4 lanes	\$2,215.1	\$1,107.6				\$1,107.6
	Walerga Road to Cook-Riolo Road	Traffic Calming/Control	\$850.0					\$850.0
	Watt Avenue to Walerga Road *	Construct 4 Lanes	\$11,264.6	\$5,632.3				\$5,632.3
Sierra Vista Specific Plan Contribution			\$3,916.8			\$3,916.8		
Vineyard Road	Crowder Lane to Foothills Blvd.	Safety Measures	\$500.0					\$500.0
Walerga Road	Baseline Road to Sacramento County Line *	Widen to 6 lanes	\$12,289.8	\$6,144.9				\$6,144.9
	at E. Town Center Drive	Signal and Intersection Improvements	\$2,513.5	\$1,256.8				\$1,256.8
	at PFE Road	Signal and Intersection Improvements	\$1,860.0	\$930.0				\$930.0
Watt Avenue	Just South of Sac. Cty. Line to Baseline Road *	Construct 6 Lanes	\$19,906.2	\$6,635.4				\$13,270.8
	at Dry Creek	New Bridge (Two Phases)	\$13,500.0					\$13,500.0
	Baseline Road to University Blvd.**	Construct 4 Lanes	\$3,000.0					\$3,000.0
	at A Street	Signal and Intersection Improvements	\$2,650.0	\$1,325.0				\$1,325.0
	at Dyer Lane	Signal and Intersection Improvements	\$3,072.5	\$1,536.3				\$1,536.3
	at E. Town Center Drive	Signal and Intersection Improvements	\$2,513.5	\$1,256.8				\$1,256.8
	at Oak St	Signal and Intersection Improvements	\$2,154.4	\$1,077.2				\$1,077.2
at PFE Road	Signal and Intersection Improvements	\$2,154.4	\$1,077.2				\$1,077.2	
West Town Center Drive	Pleasant Grove Road to RR spur	Construct 2 Lanes	\$1,216.5					\$1,216.5
Dry Creek Fee District Totals:			\$137,798.3	\$46,413.1	\$0.0	\$3,916.8	\$8,097.0	\$79,371.4

FEE = \$3,010 PER DUE

* Funding included for right-of-way acquisition

** Regional University Improvements - Not in Boundaries of Dry Creek Community Plan

Note: New additions shown in bold

44

Attachment A
Current Dry Creek CIP

Dry Creek Benefit District			All Costs in Thousands \$					
Street/ Intersection	Segment	Description of Improvements	Est. Total Cost	Funding Source			County Traffic Impact Fee	
				Frontage Impr. Funding	Local/Misc Programs			State
Existing Deficiencies	Other							
16th Street	Baseline Road to Sacramento County Line	Construct 2 Lanes	\$1,353.7	\$676.9			\$676.8	
Baseline Road	at Watt Avenue	Signalization	\$180.5				\$180.5	
Cook-Riolo Road	Sacramento County line to PFE Road	Construct 2 lanes	\$249.7				\$249.7	
	PFE Rd. to Baseline Rd. + bridge widening	Off-road bike path	\$526.4	\$263.2			\$263.2	
	Baseline Road to PFE Road	Shoulder widening	\$356.5				\$356.5	
Don Julio Blvd	Sacramento County to PFE Road	Construct 2 lanes	\$254.2			\$254.2		
Dyer Lane	Watt Avenue to 16th Street extension	Widen/Construct 2 lanes	\$300.8	\$150.5			\$150.4	
North Antelope Road	Sacramento County to PFE Road	Widen to 4 lanes	\$1,602.3				\$1,602.3	
North Antelope Road	at PFE Road	Signalization	\$180.5				\$180.5	
PFE Road	North Antelope Road to Roseville City limits	Widen to 4 lanes	\$1,638.3				\$1,638.3	
	Watt to North Antelope	Off-road bikepath	\$716.0	\$358.0			\$357.9	
	west of Cook-Riolo	Construct barrier	\$37.6				\$37.6	
	at Walerga Road	Signalization	\$180.5				\$180.5	
Walerga Road	Baseline Road to Sacramento County Line	Widen to 4 lanes	\$3,008.4				\$3,008.4	
	at Fiddymont/Baseline	Realign	\$601.7				\$601.7	
		Signalization	\$180.5				\$180.5	
Watt Avenue	Baseline Road to Sacramento County Line	Widen to 4 lanes	\$5,739.6				\$5,739.6	
		Off-road bike path	\$327.9	\$163.9			\$164.0	
	at Dry Creek	New Bridge	\$3,309.1				\$3,309.1	
Dry Creek Fee District Totals:			\$20,744.2	\$1,612.5	\$0.0	\$254.2	\$0.0	\$18,877.4

Updated August 10, 2009

45

June 5, 2012

Attachment B

DRY CREEK TRAFFIC IMPACT FEE NEXUS ANALYSIS

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 Dry Creek Community Plan environmental review process, 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 Dry Creek Impact Fees 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 Dry Creek West Placer region that meet the goals and policies set in the Placer County General Plan, as well as the specific Community Plans with 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 Dry Creek West Placer Community Plan and the Placer County General Plan.

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 Plan in the region.

Relationship between the Need for the Facility and the Type of Development:

Projects in the region and new development within the District 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. Fees will be used to fund these transportation improvements and expand capacity which will facilitate traffic flow and mitigate further safety problems resulting from increased traffic volumes. 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 was based on a reasonable 20 year growth projection, the plan horizon, for the recently approved Dry Creek West Placer Community Plan Circulation Element update. The land use projections looked at development within the District, as well as in the surrounding area and communities, both from approved and potential projects.

Roadway Improvements Needs and Costs:

The Environmental Impact Report for the Dry Creek West Placer Community Plan Circulation Element Update was used to establish the roadway needs in the region. The predominant policy guiding the needed improvements is the Level of Service (LOS) policies. The LOS standard is defined in the Placer County General Plan, as well as the Dry Creek West Placer Community Plan.

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. For instance, the County and City of Roseville have developed a joint methodology to account for the trips and fair share costs associated with trips that cross jurisdictional boundaries and affect roadway capacities. In addition, the Dry Creek CIP is supplemented by City/County Fee Program which funds improvements to Base Line Rd and the Walerga Rd Bridge.

Fee Allocation Methodology:

The fee allocation establishes a nexus between the usage of the roadway improvements and of the new development in the region. The fee allocation is based on reasonable 20 year growth projection of the approved community plan. The projects on the existing CIP list have updated to include the list of projects identified in the approved community plan.

Dry Creek Traffic Impact Fee
Nexus Analysis
Page 3 of 3
June 5, 2012

Given its geographic location between Roseville, Sutter County and the Elverta area of Sacramento County, it is projected that the Dry Creek West Placer area will see considerable development over the next 20 years. Because all of the improvements required are based on the peak hour trips, the cost for the improvements have been proportionally spread to residential and non-residential based on the number of vehicular trips on the roadway. In addition, some of the improvements identified are outside of the community plan area and the growth in the community plan area is a portion of the future growth facilitating the need for the improvements.

Dwelling Unit Equivalent:

The fees will be assessed on new development using the same method currently in place, based on their Dwelling Unit Equivalent (DUE). The total number of DUEs for the district is 26,370 which includes the larger new developments such as Riolo Vineyards and Placer Vineyards, but also infill development amongst the established residential areas.

Proposed Updated Fee:

The new fee is calculated by multiplying the percent impact by the total capital improvements divided by the total number of DUEs. The new proposed fee is \$3,010 per DUE.