

MEMORANDUM

DEPARTMENT OF PUBLIC WORKS

County of Placer

TO: BOARD OF SUPERVISORS

DATE: June 4, 2013

FROM: KEN GREHM / ANDREW GABER *KG AG*

SUBJECT: **AMENDMENT TO AGREEMENT AND ADOPTION OF UPDATED FEES: PLACER COUNTY – CITY OF ROSEVILLE JOINT TRAFFIC FEE PROGRAM**

ACTION REQUESTED / RECOMMENDATION

1. Conduct a Public Hearing on the updated fee schedule and Capital Improvement Program for the Placer County – City of Roseville Joint Traffic Fee Program.
2. Adopt a Resolution authorizing the County Executive Officer to execute, with County Counsel and Risk Management's review and approval, the First Amended and Restated Agreement between Placer County and the City of Roseville for Baseline/Walerga Roads Traffic Fee Program approving the updated Traffic Fee Schedule and Capital Improvement Program. There is no net County cost.

BACKGROUND / SUMMARY

In 2004, Placer County and the City of Roseville established a joint traffic mitigation fee program to fund improvements to Baseline Road, Walerga Road Bridge and Fiddymont Road necessitated by development in the City and County. Since then, several specific plans have been approved in both the County and City and the agencies retained the consulting firm of Fehr and Peers to conduct a fee program update.

The program update incorporates refined scopes of work, adjustments to construction costs and inclusion of approved specific plans such as Placer Vineyards and Regional University in the unincorporated County and Sierra Vista and Creekview within the City of Roseville. The Fiddymont Road improvements were removed from the program as they are substantially completed, and the remaining improvements will be funded through the City of Roseville's fee programs. As part of the analysis, it was determined that over the past eight years sufficient fees have been collected within the Granite Bay, Newcastle/Horseshoe Bar and the Placer Central Districts to pay for their fair share of improvements, and the fee will no longer be collected in these districts. The fee within the Sunset District will increase slightly, \$4.00, to \$237/DUE and the fee within the Dry Creek/West Placer District will decrease \$134 to \$727/DUE.

The updated fee program has been reviewed by local developers representing Placer Vineyards, Riolo Vineyards, Regional University, as well as, developers within the City of Roseville and the local chapter of the Building Industry Association (BIA). They have all accepted the proposed changes.

It is anticipated that the updated fees will take effect July 1st, 2013 after the agreement is approved and executed by both agencies.

ENVIRONMENTAL

This action is not a project, as defined by Public Resources Code Section 21065, and is therefore exempt under California Environmental Quality Act (CEQA). In addition, project specific impacts have been evaluated in the environmental reviews conducted for Placer Vineyards, Sierra Vista within the City of Roseville and the Walerga Road Bridge.

FISCAL IMPACT

The fee program will generate approximately \$56 million from new development to fund improvements to Baseline Road and the Walerga Road Bridge. All County costs will be covered by the fee.

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

In the matter of:

Resol. No: _____

A RESOLUTION AUTHORIZING THE COUNTY EXECUTIVE OFFICER TO EXECUTE, WITH COUNTY COUNSEL AND RISK MANAGEMENT'S REVIEW AND APPROVAL, THE FIRST AMENDED AND RESTATED AGREEMENT BETWEEN PLACER COUNTY AND THE CITY OF ROSEVILLE FOR THE BASELINE/WALERGA ROADS TRAFFIC FEE PROGRAM AND APPROVING THE UPDATED FEES AND CAPITAL IMPROVEMENT PROGRAM

The following Resolution was duly passed by the Board of Supervisors of the County of Placer

at a regular meeting held on _____ by the following vote on roll call:

Ayes:

Noes:

Absent:

Signed and approved by me after its passage.

Chair, Board of Supervisors

Attest:
Clerk of said Board

WHEREAS, transportation improvements are required to serve traffic created by new growth and development from unincorporated Placer County and the City of Roseville at acceptable levels of service; and

WHEREAS, the Placer County Board of Supervisors continues to support a joint jurisdictional approach to transportation improvements and financing; and

WHEREAS, the fees collected pursuant to this agreement shall be used to finance the public facilities indentified in the fee program; and

NOW, THEREFORE, BE IT RESOLVED by the Board of Supervisors of the County of Placer, State of California, that this Board authorizes the County Executive Officer to execute the First Amended and Restated Agreement between Placer County and the City of Roseville for the Baseline/Walerga Roads Traffic Fee Program and approves the updated fees and capital improvement program for the Placer County – City of Roseville Baseline / Walerga Roads Traffic Fee Program as shown on Exhibits A and B.

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Table 7 summarizes the change per DUE for the current and updated 2013 traffic fees for the City/County fee districts. As shown, the average fee per DUE has increased by \$67.

Table 7 Current Fee Vs. Updated Fee			
Fee District	Current Net Fee Per DUE	Updated Net Fee Per Due	Difference
Sunset	\$233	\$237	\$4
Dry Creek/Placer Vineyards	\$861	\$727	-\$134
Granite Bay	\$57	\$0	-\$57
Newcastle/Horseshoe Bar	\$37	\$0	-\$37
Placer Central	\$43	\$0	-\$43
Placer West	\$91	\$159	\$68
Roseville West			
Del Webb	\$353	\$343	-\$10
HRN	\$196	\$343	\$147
NCRSP	\$152	\$343	\$191
N. Industrial	\$193	\$343	\$150
NRSP (Ph 1 & Ph 2N)	\$248	\$343	\$95
Woodcreek West	\$248	\$343	\$95
NRSP (Ph 3)	\$248	\$343	\$95
NWRSP	\$259	\$343	\$84
Roseville East			
Infill	\$78	\$57	-\$21
NERSP	\$30	\$57	\$27
SERSP	\$47	\$57	\$10
Stoneridge East	\$45	\$57	\$12
Stoneridge West	\$45	\$57	\$12
WRSP - Signature	\$412	\$770	\$358
WRSP - Westpark	\$412	\$770	\$358
Sierra Vista	\$0	\$1,350	\$1,350
Creekview	\$0	\$616	\$616
Average Fee Per DUE (Excludes Sierra Vista/Creekview):	\$204	\$271	\$67

EXHIBIT B

PC/CR Baseline Road - Walerga Bridge			All Costs in Thousands \$						
Street/ Intersection	Segment	Description of Improvements	Est. Total Cost	Frontage Impr. Funding	Funding Source			State	County & City Traffic Impact Fee
					Local/Misc Programs				
					Existing Deficiencies	Redevelop- ment	Other		
Baseline Road	Brady Lane to Fiddymnt/Walerga	Widen to 4 lanes	\$6,106.9						\$6,106.9
	Fiddymnt/Walerga to Sierra Vista W. Edge	Widen to 4 lanes	\$7,852.1	1					\$7,851.1
	Sierra Vista W. Edge to Locust Road	Widen to 4 lanes	\$10,740.5	1					\$10,739.5
	Locust Road to Pleasant Grove/Co. Line	Widen to 4 lanes	\$9,340.6	1					\$9,339.6
	Fiddymnt/ Walerga to County Line	Intersection Improvements ²	\$5,371.9						\$5,371.9
Walerga Road	Dry Creek Bridge	Widen bridge & req. approaches ³	\$16,640.0						\$16,640.0
Sunset Fee District Totals:			\$56,051.9		\$0.0	\$0.0	\$0.0	\$0.0	\$56,051.9
¹ Land development projects to complete facility to 6 lanes ² Intersection improvements to be completed at: Fiddymnt/Walerga, Westbrook/Dyer, Watt, 16th, West Dyer, Locust ³ 700' of northern approach & 1800' of southern approach considered part of the bridge widening project									
FEES ILLUSTRATED REPRESENT TOTAL COST OF IMPROVEMENTS, NOT JUST THE COUNTY OBLIGATION									

**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 ____ day of _____, 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 Fiddymment Road widening and the Fiddymment 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. *Fiddymment/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 Fiddymment/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 Ordinance No. _____, adopted by the Council of the City of Roseville on the ____ day of _____, 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. _____, adopted by the Placer County Board of Supervisors on the ____ day of _____, 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:

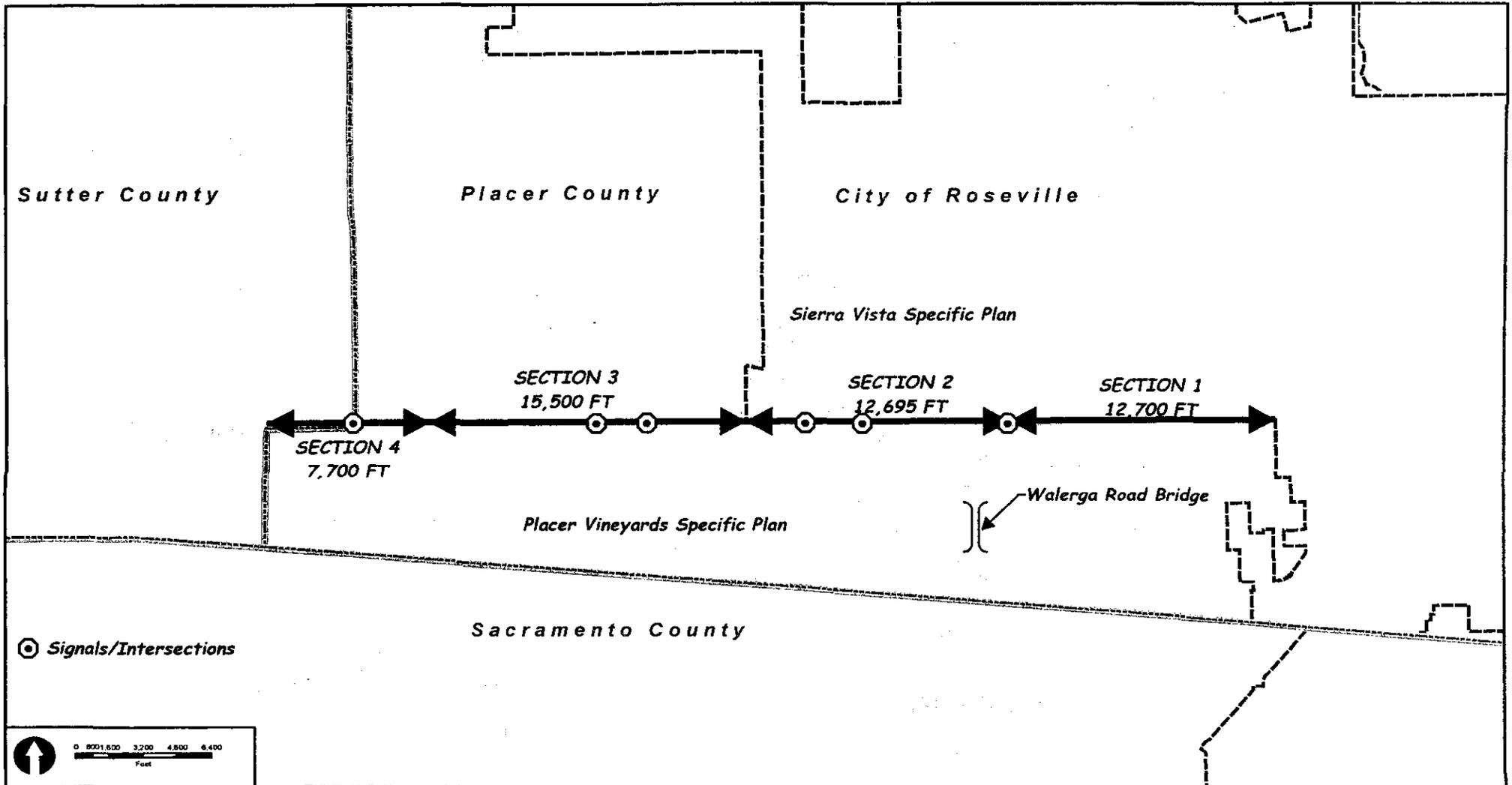
Brita J. Bayless, City Attorney
City of Roseville

APPROVED AS TO SUBSTANCE:

Rob Jensen, Assistant City Manager
City of Roseville

Attachments: Exhibits 1 & 2

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

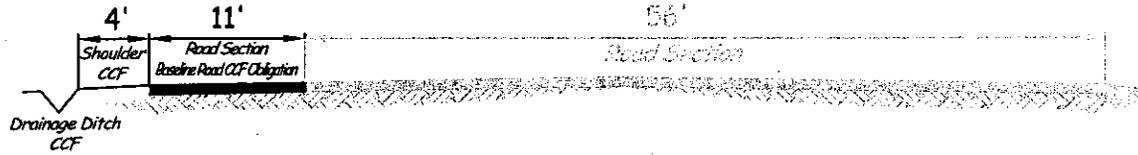


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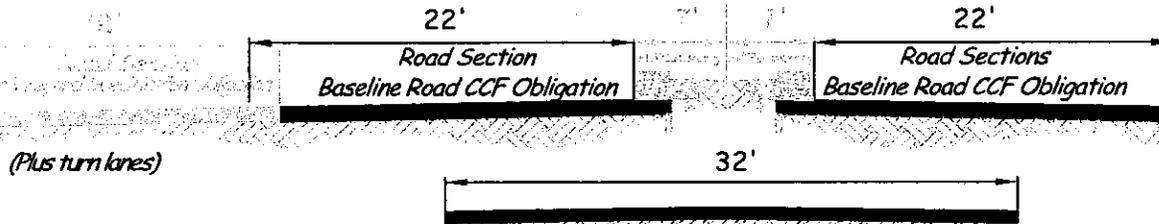
JOINT CITY OF ROSEVILLE-PLACER COUNTY
 BASELINE/WALEGRA ROAD TRAFFIC FEE PROGRAM
 (Improvements)



Section 1 - Brady LN to Walerga/Fiddymnt RD (±12,700ft)

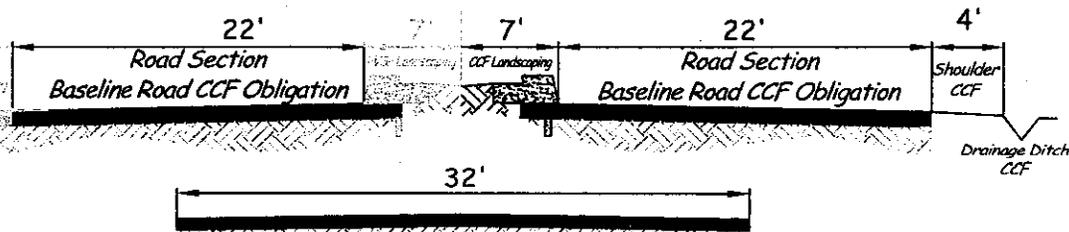


Section 2 - Walerga/Fiddymnt RD TO SVSP Western Edge (±12,695ft)



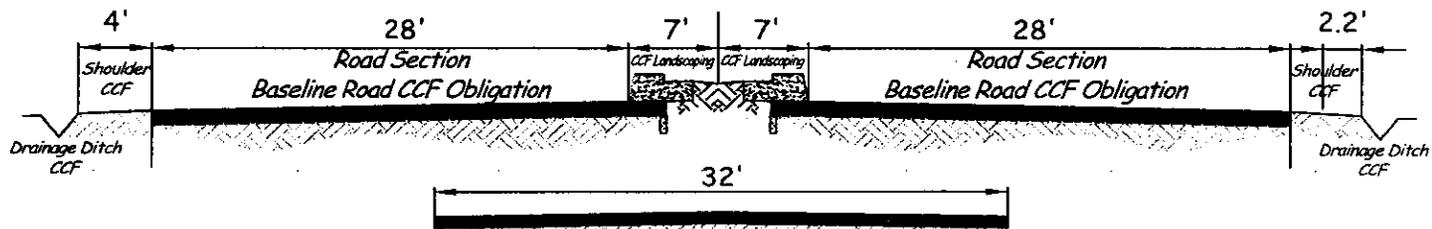
Existing Baseline Road to be overlaid with 6"AC. Median to be removed in future

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

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