

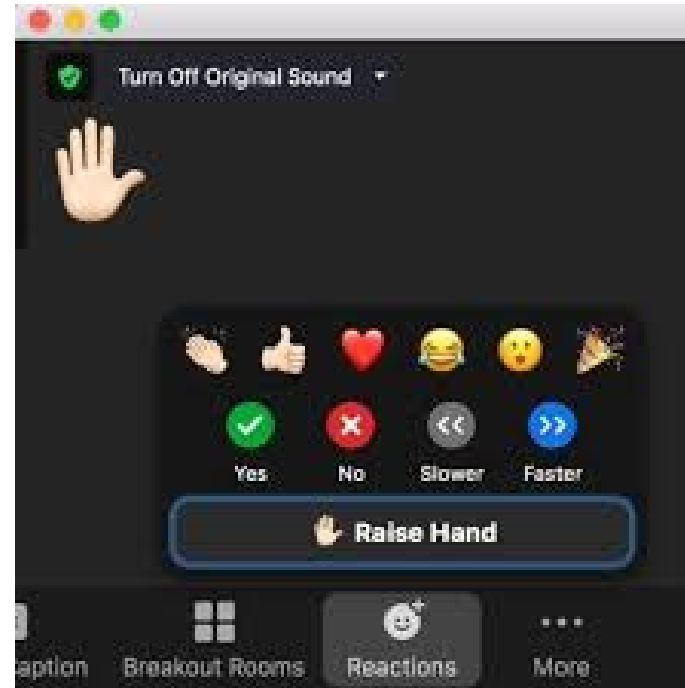
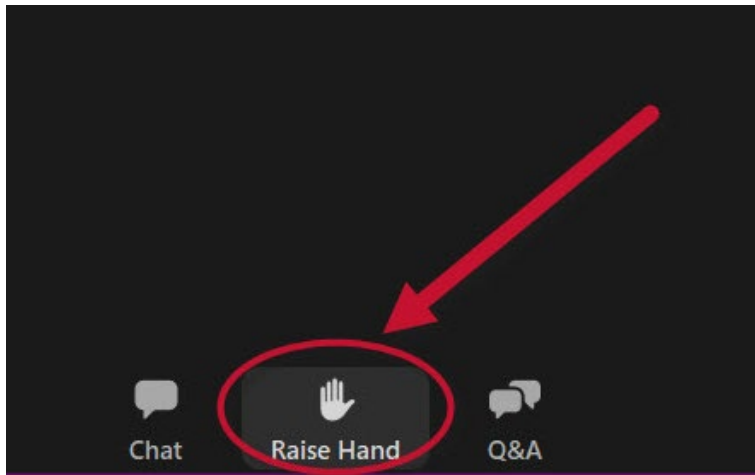
South Placer Regional Transportation Authority

Board of Directors Meeting

June 23, 2021



Zoom Meeting Logistics



Phone

Dial *9 to raise hand

Dial *6 to unmute



Flag Salute

Item A



Roll Call

Item B



Approval of April 2021 Action Minutes

Item C



Agenda Review

Item D



Public Comment

Item E



Mini-Workshop on Nexus Study Analysis Framework for Tier I & II Impact Fee Update

Item F



SPRTA Model and Fee Program Update

June 23, 2021

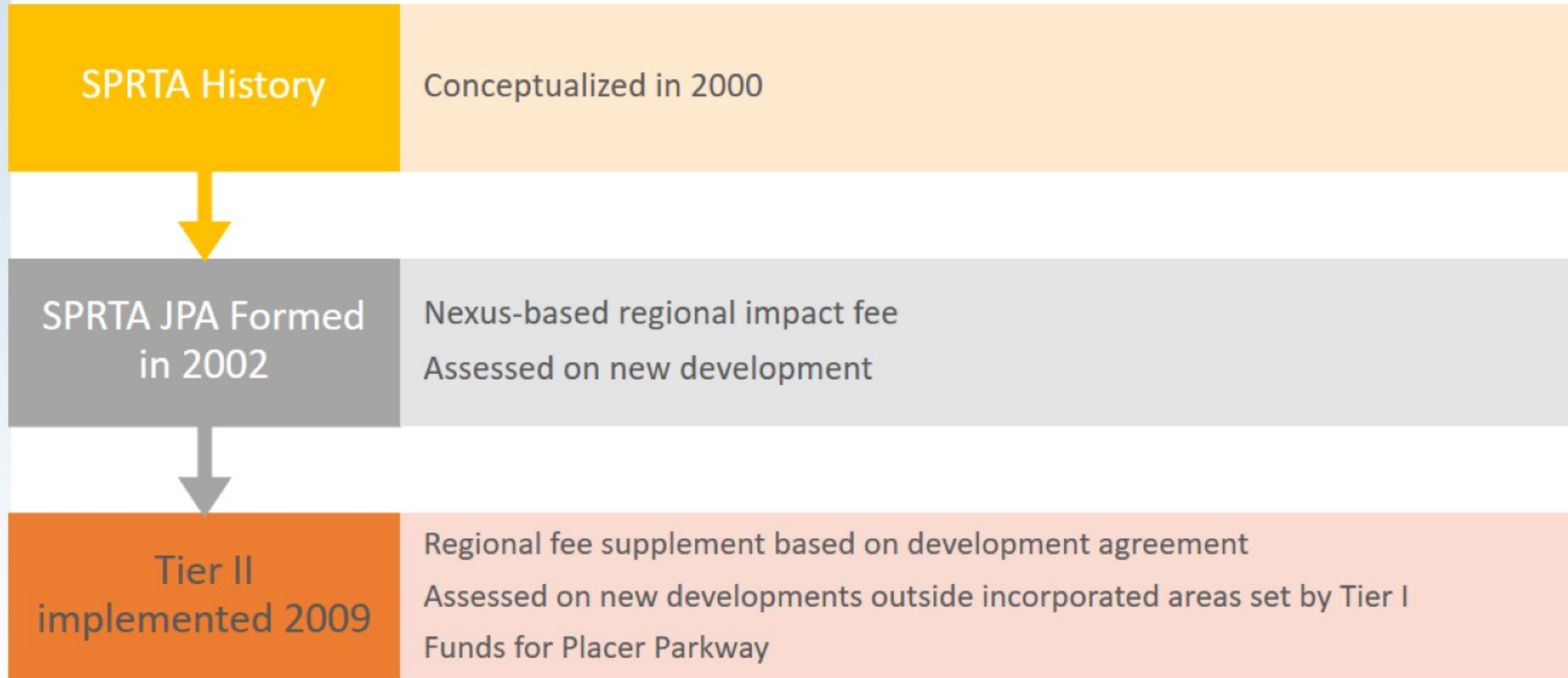


Outline

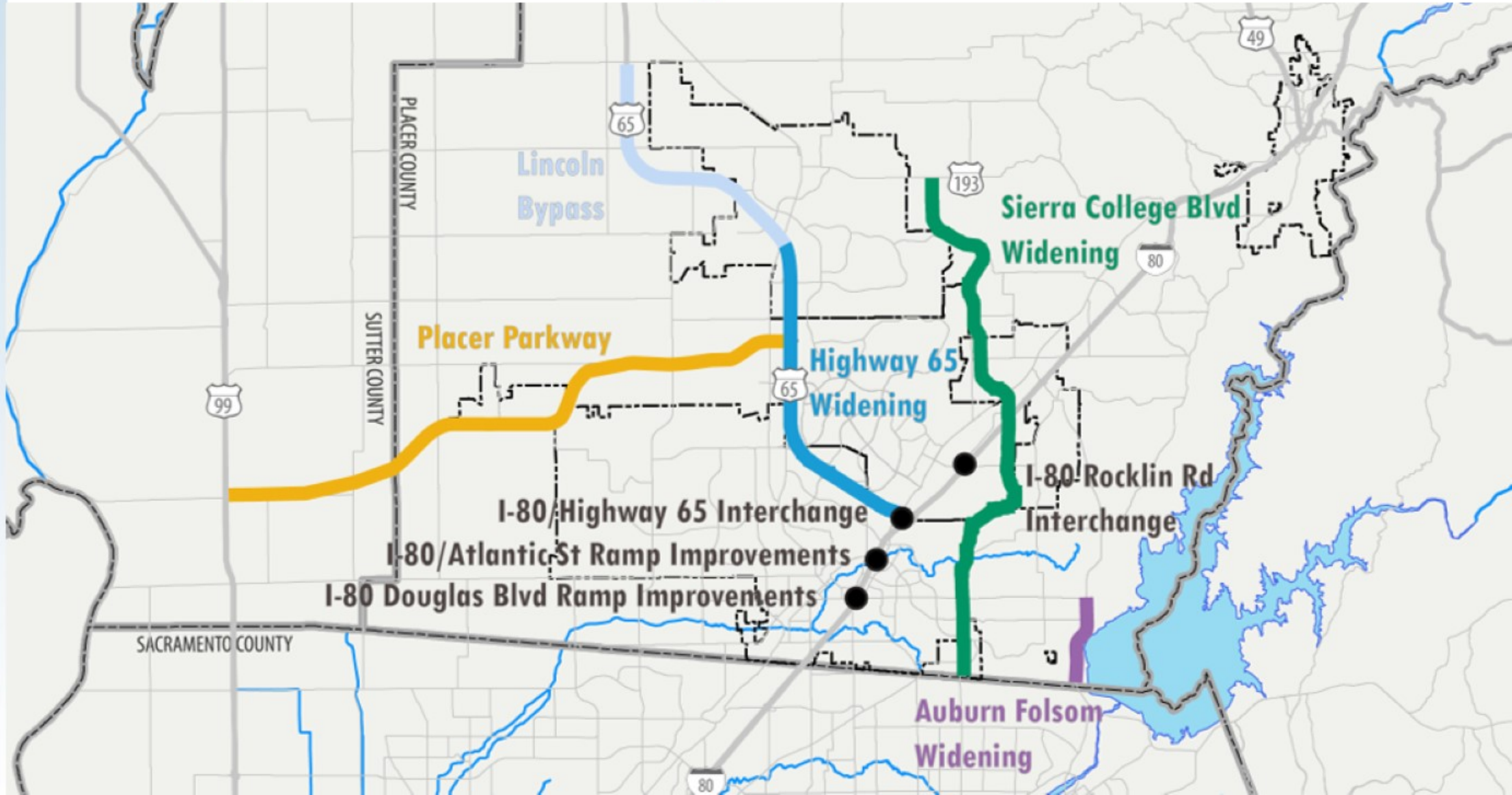
- Background
- Stakeholder Outreach Summary
- Nexus Study Overview
- Schedule
- Questions & Answers



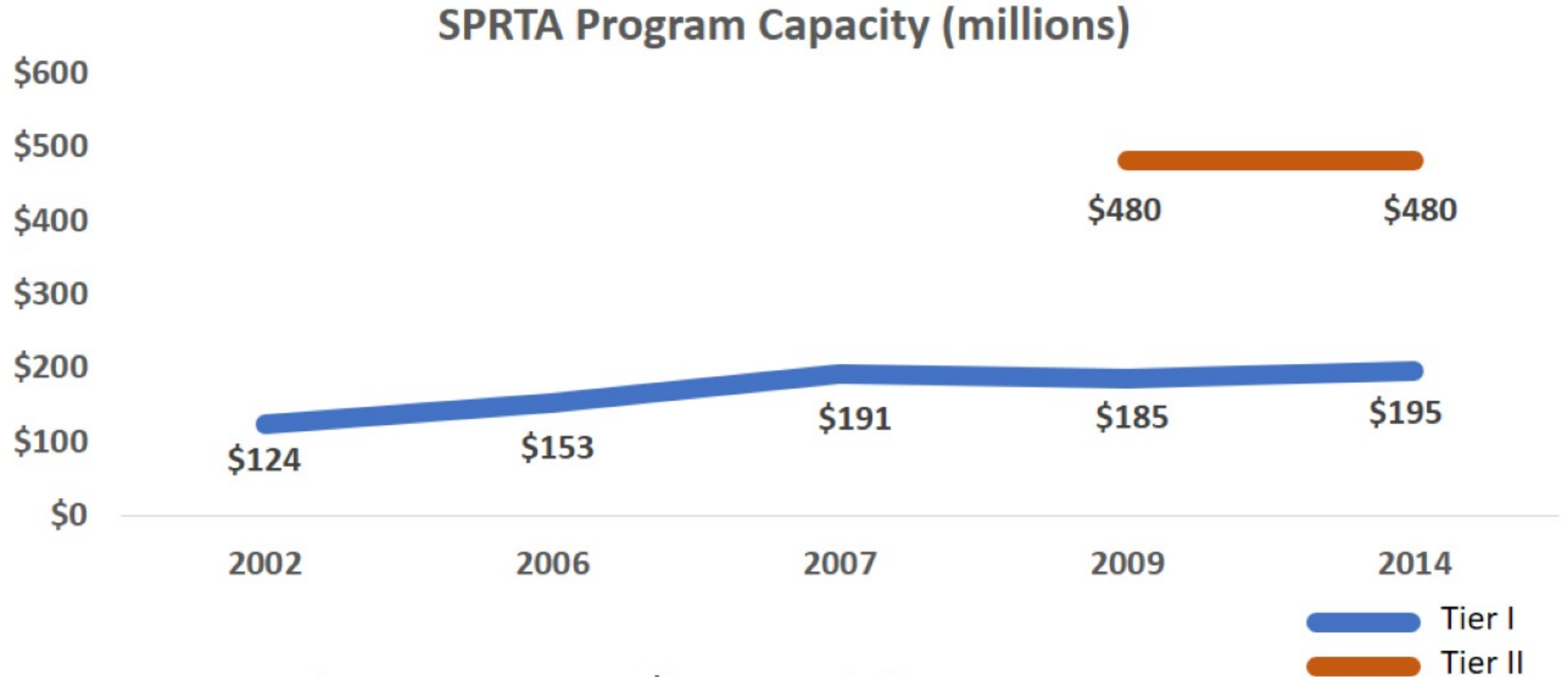
Background - History



Background - Projects



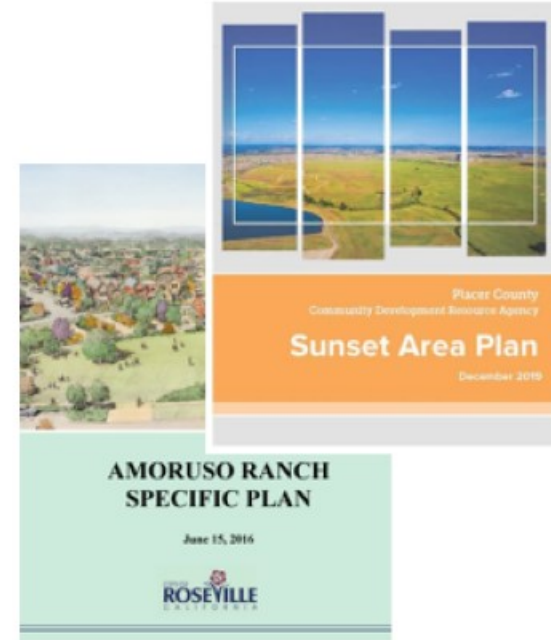
Background – Program Capacity



Total Project Costs: \$1,702.7 billion

Background – Need for Update

- A program update is needed
 - Approvals of significant specific plans in South Placer
 - Age of the travel demand model
 - Nexus study is generally updated every 5-years
- Stakeholder engagement is a critical component
 - Elected officials, agency staff, builder community, business community
 - Coordination with South Placer Funding Strategy
- 2-year schedule to develop a new model and update nexus study



Stakeholder Outreach Summary

Public Outreach

- 4 Jurisdictional Quarterly SPRTA Virtual Board Workshops
- 3 Stakeholder Workshops
- Project Updates (for Board and for stakeholders)
- Public Awareness Program
- Virtual Community Workshop / Online Survey

Placer County Transportation Planning Agency
May 2020

Transportation Infrastructure Improvements: The Lifeline of Our Economy

First and foremost, we at PCTPA want to acknowledge the resilience of our residents and businesses in Placer County. The ongoing stay-at-home orders have not been easy for our community and have put many of us in a vulnerable position. Despite businesses shuttering their doors and residents confined to their homes, or in some cases, facing the loss of their livelihoods, our community has risen to the occasion to help our neighbors during this unprecedented time.

Our residents are on the frontlines as essential workers keeping our community going at health care centers or grocery stores, volunteering to distribute food to those who cannot leave their homes, sewing masks for our essential workers, and simply doing their part by staying home and social distancing. Others are contributing their time by checking in regularly with their loved ones to be sure they are healthy and safe. Placer County is staying strong together during the COVID-19 crisis. A sincere and big thank you to all of our volunteers and essential workers for helping to calm the chaos of this situation through your continued dedication and hard work.

A picture is worth 1,000 words... so how much is a video worth?

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A majority of the essential businesses continuing to operate amid this crisis are also our major employers, harnessing the more than 210,000 commuters that utilize our transportation system daily. As home to more than 380,000 residents, Placer County roads and thoroughfares serve as the vital network to get residents, visitors, first responders, and goods coming to and from their destinations. During the COVID-19 pandemic especially, this transportation system has been and continues to be a lifeline that quickly and efficiently gets our healthcare workers and other essential employees supplies to and from the places they are needed most.

VIRTUAL COMMUNITY WORKSHOP

Help plan for the North Lake Tahoe region's transportation future!

The recent Triangle Transportation Plan is a regional effort to make travel around North Lake Tahoe easier.

To do this, we need to hear from you.
Participate in this virtual community workshop through August 17 to give your input on key proposed strategies around four topics.

To get started, watch the introduction video below.
(Then, select the first topic you'd like to learn more about and provide feedback on.)

INTRODUCTION INTRODUCCIÓN



Builder Meeting Summary

- Attendees

8

Representatives from seven builders/property owners

- Outcomes

- Primarily interested in possible fee increase
- Interest in revisiting Tier II fee program as nexus-based fee
- Curiosity about COVID's influence on model and calculating SB-743
- Questioned a missed funding opportunity by not incorporating all development in Tier II

Stakeholder Meeting Summary

- Attendees

16 Participants from builders, business, and local agency staff

- Stakeholder Feedback

65% Of participants felt that the SPRTA Program was about the right size

71% Of participants thought the SPRTA program should include other modes



?

Wanted to know COVID's impact on future traffic levels

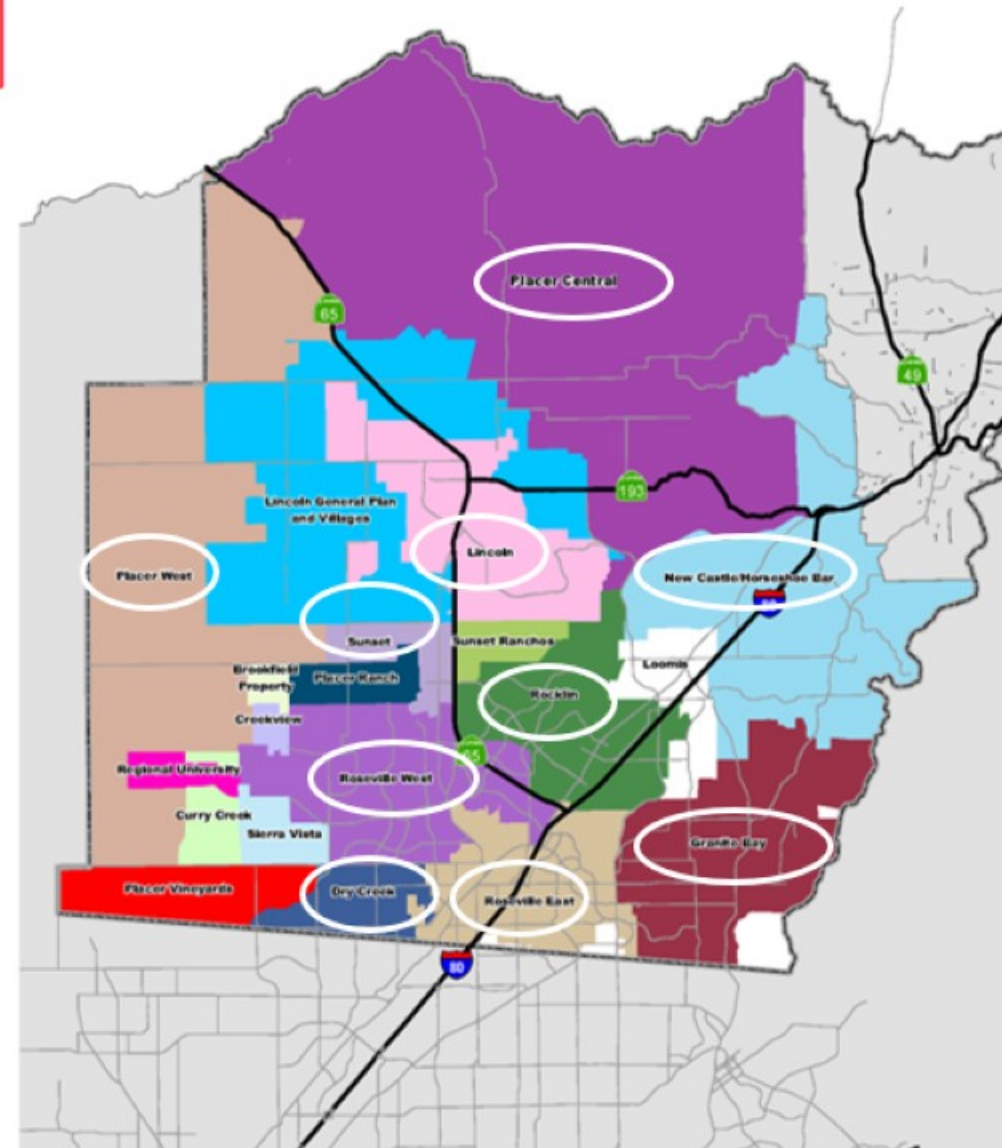
Stakeholder Schedule (near-term)

June	July	August	September
Board Workshop #2	Stakeholder Update #2	On-line Virtual Workshop/ Survey	Stakeholder Update #3

SPRTA Nexus Study Update

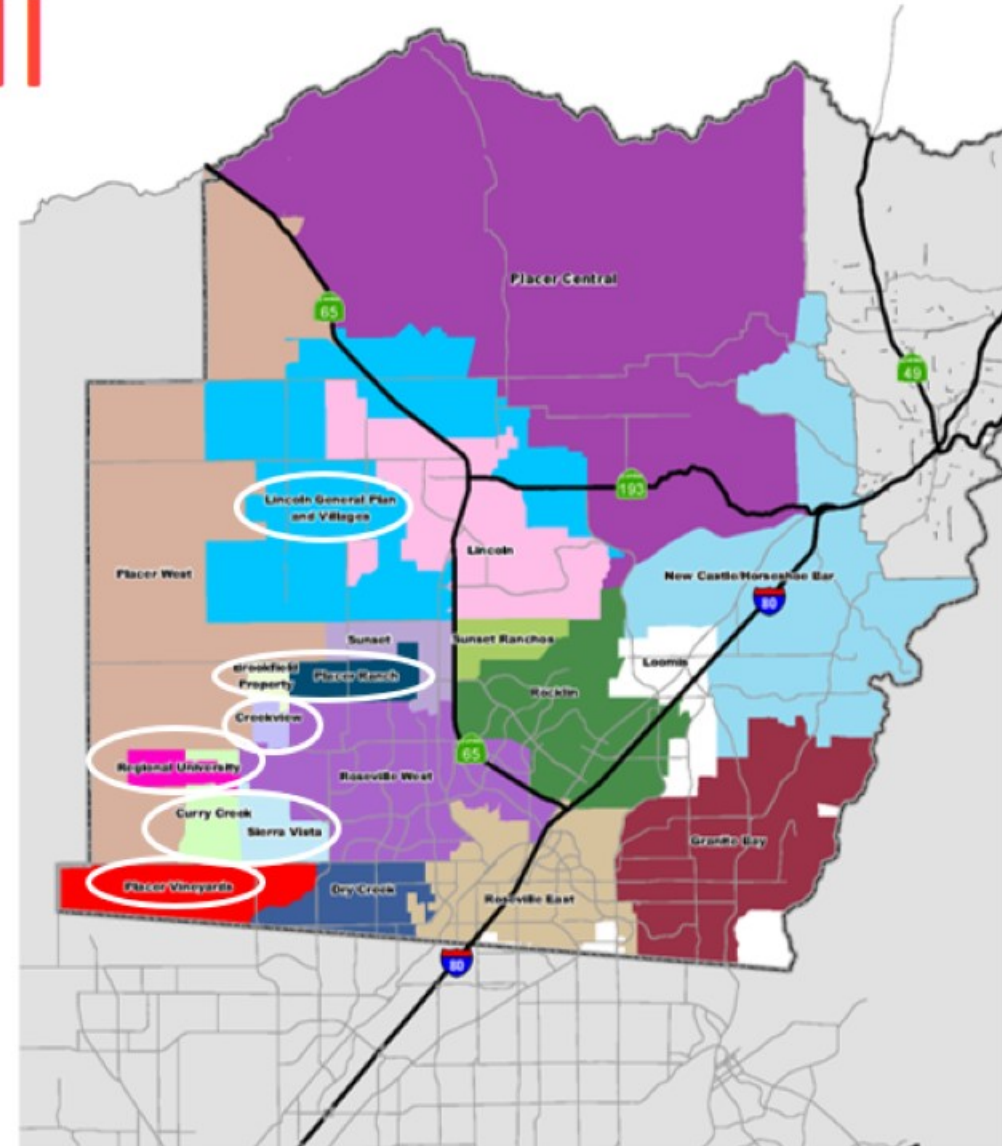
Nexus Study – Tier I

- Currently 10 fee districts
- Fees determined on nexus-basis
 - Amount, location, develop type
- Applied on a dwelling unit equivalent
 - Variability of residential, commercial, industrial traffic patterns



Nexus Study – Tier II

- Currently 8 growth areas
 - Uniform fee across growth areas
 - Tier II fees are built into development agreements
- Recommend Evaluating Tier II as a District Based Fee



Nexus Study - Steps

Step 1

Start with total cost of traffic improvement



Step 2

Use TDF model to determine where the impacts* are coming from
* trips creating the need for the improvement



Step 3

Based off this info, assign a percentage of the total cost to each of the 10 SPRTA Zones



Step 4

Cost within each zone is divided based upon proposed land use of each development & the potential impacts



Step 5

Fair share impact fee for new developments is calculated



Nexus Study – Project Costs

Step 1

Start with
total
cost of
traffic
improvement



Project	Estimated Total Cost (Millions)	SPRTA Funding (Millions)	SPRTA Percentage	% of SPRTA
SR-65 Widening	115	67	58%	34.2%
Sierra College Boulevard Widening	45	45	100%	23.2%
Lincoln Bypass	324	30	9%	15.3%
Placer Parkway	660	10	2%	5.1%
I-80 / Rocklin Road Interchange	30	10	33%	5.1%
Auburn-Folsom Road Widening	23	8	35%	4.1%
Transit Projects	7	7	100%	3.6%
I-80 / Douglas Boulevard Interchange	40	5	13%	2.6%
I-80/SR 65 Interchange	450	5	1%	2.6%
Atlantic Street WB I-80 Ramp	5	5	100%	2.3%
Administration Costs	3	3	100%	1.5%
Douglas Blvd WB I-80 Ramp	1	1	100%	0.4%
Total	\$1,703	\$196	12%	100.0%

✓ Current Costs

✓ Inflation

Nexus Study – Project Costs

Step 1

✓ Recommend to add I-80 Auxiliary Lane Project

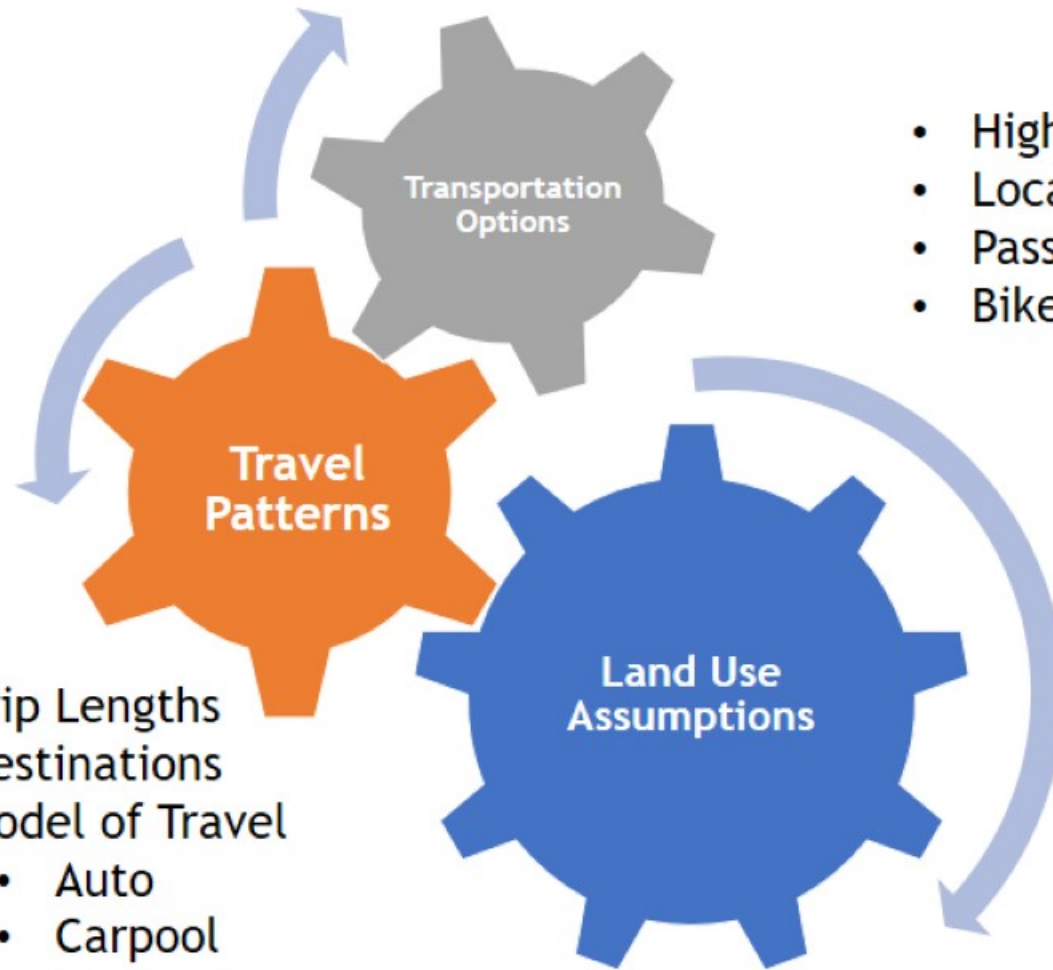
Start with
total
cost of
traffic
improvement



Nexus Study – Project Need

Step 2

Use TDF model to determine where the impacts* are coming from
* trips creating the need for the improvement



- Highways & Local Roads
- Local & Commuter Buses
- Passenger Rail
- Bikeways

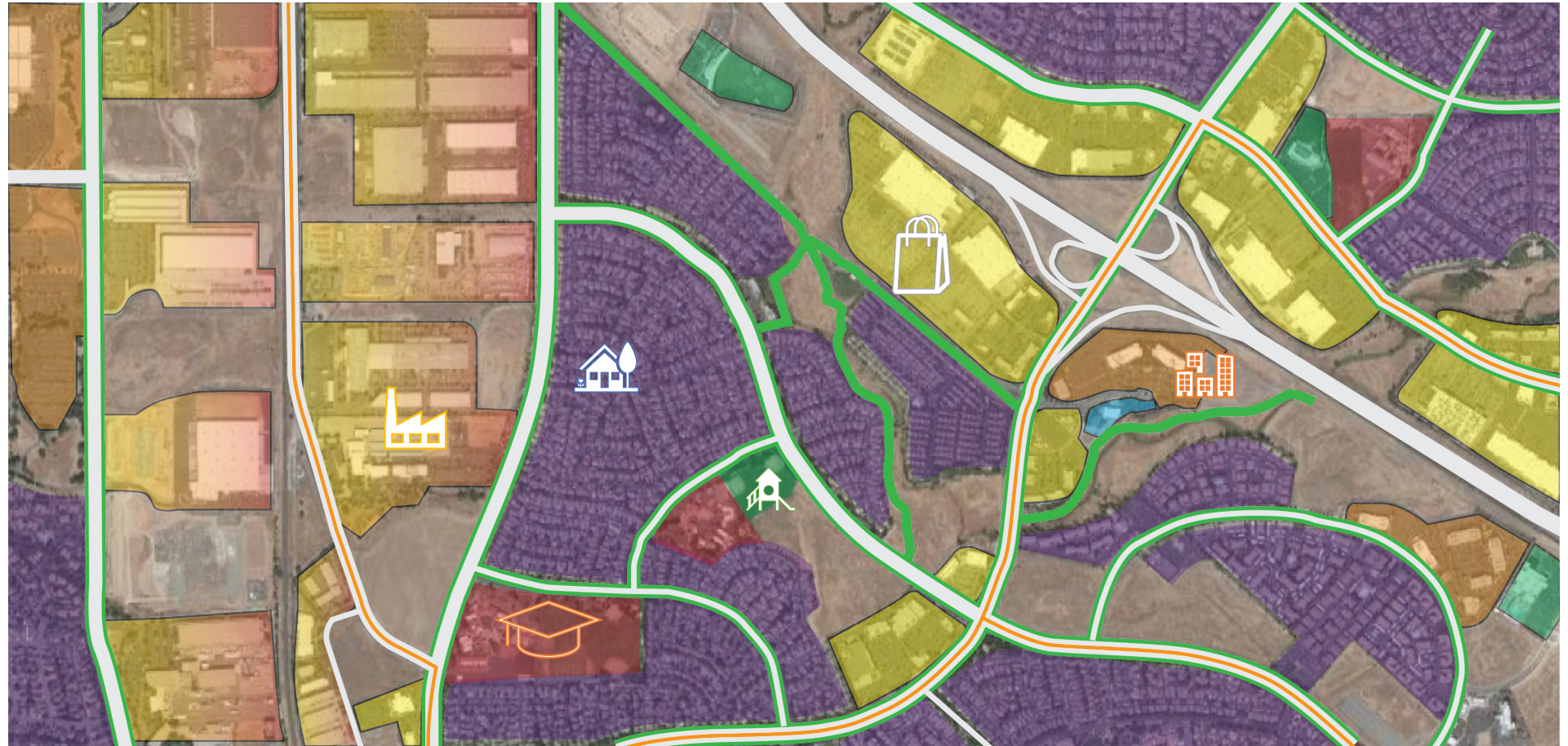
- Trip Lengths
- Destinations
- Model of Travel
 - Auto
 - Carpool
 - Bus/Train
 - Walk/Bike

- Location & Type of:
 - Homes
 - Office Space
 - Retail
 - Restaurants
 - Industrial
 - Entertainment

Nexus Study – Project Need

Step 2

Use TDF model
to determine
where the
impacts* are
coming from
* trips creating the
need for the
improvement



Nexus Study – Determining Trips

Step 3

PM Peak Hour Trip Table

		2035											
Total Assigned PM Pkhr Trips	1 Dry Creek	1,818	27	170	14	10	4	166	1,800	428	50	2,475	6,962
	2 Granite Bay	36	948	100	90	16	1	322	291	838	18	1,796	4,456
	3 Lincoln	323	132	12,783	213	503	106	1,741	2,227	668	560	4,540	23,796
	4 Newcastle/HB	12	69	128	680	90	1	332	139	128	16	1,420	3,015
	5 Placer Central	3	6	240	57	231	4	142	67	38	19	399	1,206
	6 Placer West	2	0	52	1	4	9	7	13	4	3	70	165
	7 Rocklin	321	476	2,076	583	307	18	6,868	3,568	1,893	390	6,102	22,602
	8 Roseville West	2,327	454	2,697	309	198	32	4,113	16,111	3,639	573	9,536	39,989
	9 Roseville East	820	1,307	1,121	343	145	14	2,454	4,218	8,836	137	12,638	32,033
	10 Sunset	193	74	1,324	76	83	12	880	1,250	315	350	1,674	6,231
	11 Outside PC ²	3,644	2,048	3,474	2,067	902	96	4,780	7,959	7,924	446	601,401	634,741
	Total	9,499	5,541	24,165	4,433	2,489	297	21,805	37,643	24,711	2,562	642,051	775,196

Based off this info, assign a percentage of the total cost to each of the 10 SPRTA Zones



District	PM Peak Hour Trip %
Dry Creek	0.5%
Granite Bay	3.3%
Lincoln	8.3%
Newcastle/Horseshoe Bar	6.7%
Placer Central	4.3%
Placer West	0.0%
Rocklin	65.7%
Roseville West	1.8%
Roseville East	9.3%
Sunset	0.1%

Nexus Study - Assessing Cost to Land Uses

Step 4

Cost within each zone is divided based upon proposed land use of each development & the potential impacts



- Attributing the trip

- Recommend maintaining 50%/50% between residential and non-residential uses



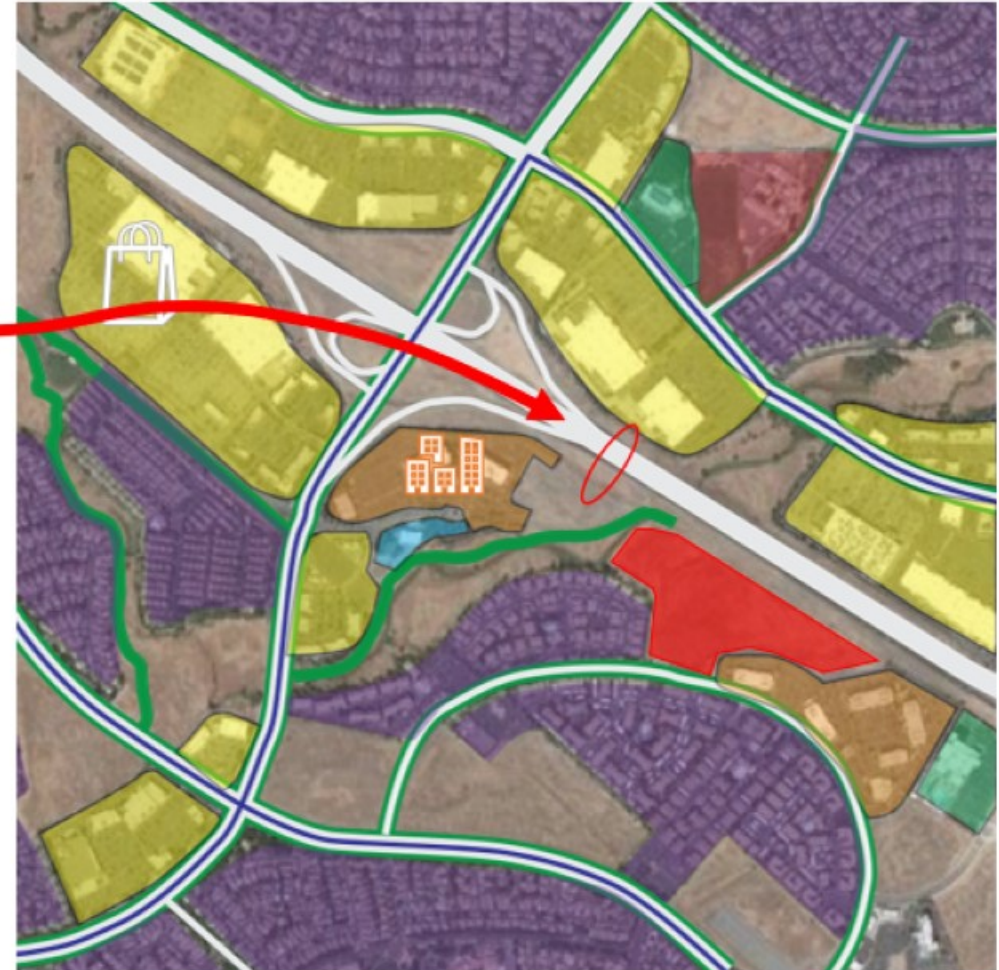
- Exemptions to the fee

- Recommend maintaining exemptions for public k-8, high schools, and accessory dwelling units less than 750 sq ft

Nexus Study – Fair Share Calculation

Step 5

Fair share impact fee for new developments is calculated



Nexus Study – Recommendations

- Evaluate Tier II as a District Based Fee
- Add I-80 Auxiliary Lane Project to Tier I
- Maintain Current Practice with Respect to Calculating Fees:
 - Based on the PM peak hour of traffic
 - Splitting a trip equally between residential and non-residential uses
 - Exempting public k-8, high schools, and accessory dwelling units less than 750 sq ft

Schedule

Schedule

TASK	2021												2022							
	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun
Model Development	[Dark Blue Bar]																			
Model User Guide								[Dark Blue Bar]												
Nexus Study						[Dark Blue Bar]														
Outreach	[Light Blue Bar]																			



Draft Fees



Questions & Answers

FY 2020/21 Administrative Budget - Amendment #2

Item G



FY 2021/22 Administrative Budget

Item H



Nevada Station Operating Budget

Item I



I-80 Auxiliary Lanes Project – Approving ROW Contract & Executing Certificate of Acceptance and Deeds

Item J



Executive Director's Report

Item K



Board Direction to Staff

Item L



Informational Items

Item M



**Next Meeting:
August 25, 2021**

