

South Placer Regional Transportation Authority

Board of Directors Meeting

January 27, 2021



Flag Salute

Item A



Roll Call

Item B



Approval of December 2020 Action Minutes

Item C



Agenda Review

Item D



Public Comment

Item E



Regional Transportation and Air Quality Mitigation Fee Allocation Request for Interstate 80 / Rocklin Road Interchange

Item F



Mini-Workshop on SPRTA Travel Demand Model and Tier I and II Impact Fee Update

Item G



SPRTA Model and Fee Program Update

January 27, 2021

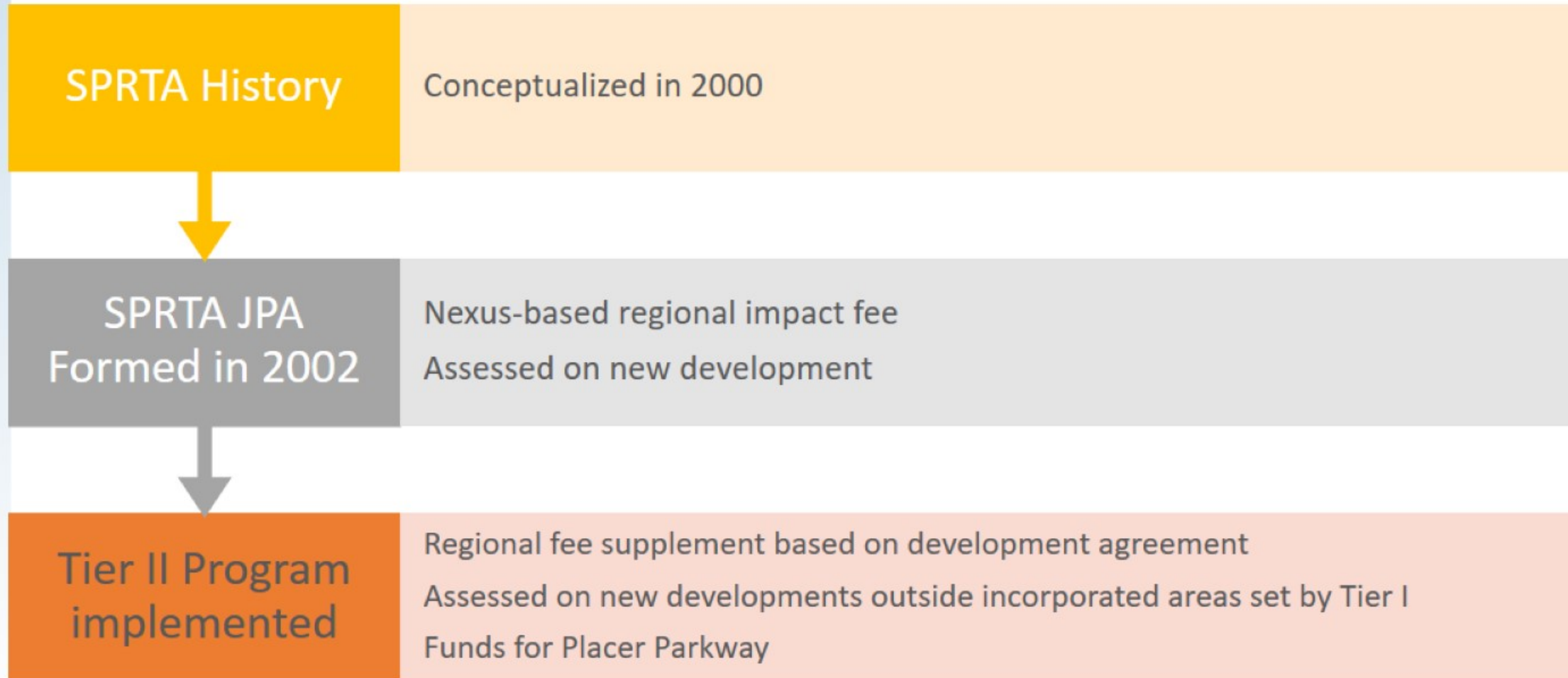


Outline

- Background
- Three Components
 - Updating the Placer County Model
 - SPRTA Fee Nexus Study Update
 - Public & Stakeholder Outreach
- Schedule
- Questions & Answers



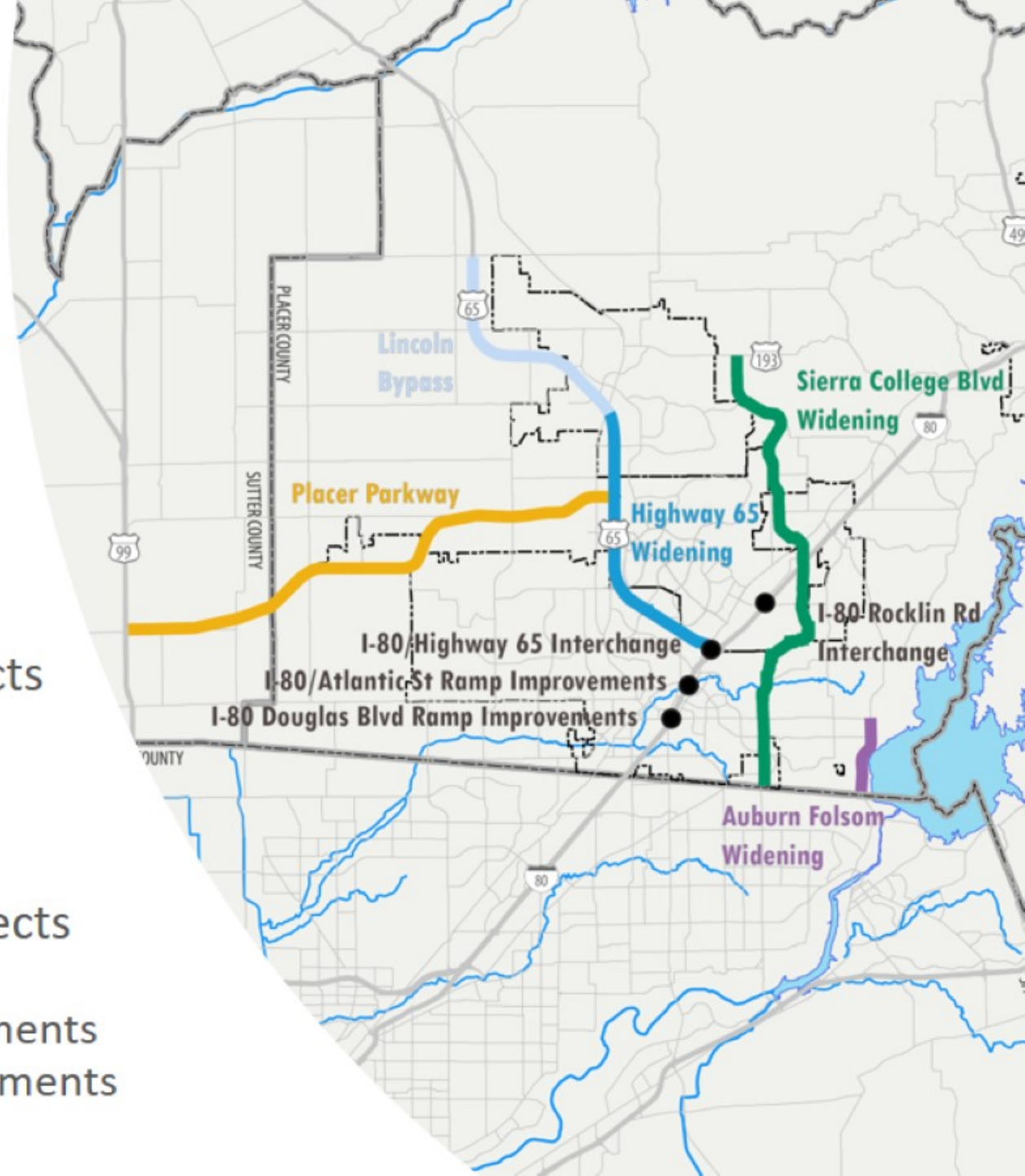
Background



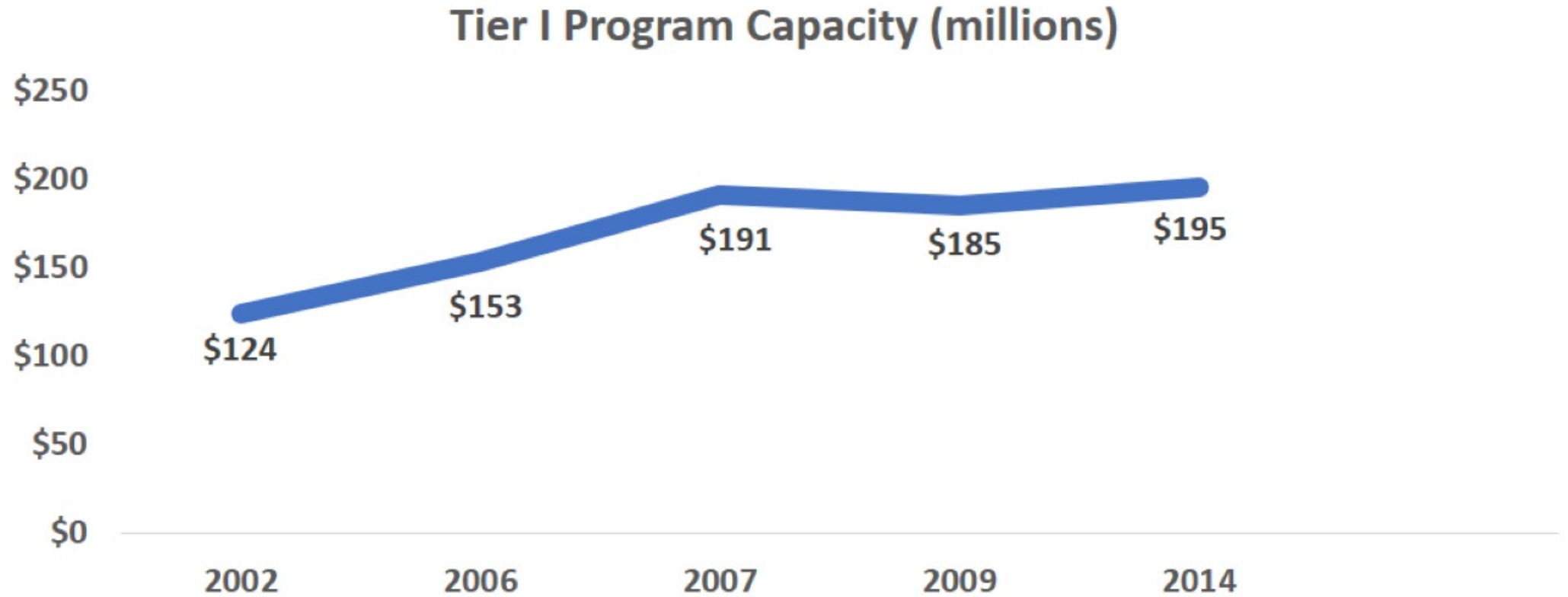
Background

Projects

- Program began with 5 projects
 - Placer Parkway
 - Sierra College Blvd
 - Lincoln Bypass
 - Douglas Blvd
 - Transit projects
- 2007 Update added 3 more projects
 - Highway 65
 - Rocklin Rd Interchange
 - Auburn/Folsom Rd
- 2014 Updated added 3 more projects
 - I-80/SR 65 Interchange
 - I-80/Atlantic Ave Ramp Improvements
 - I-80/Douglas Blvd Ramp Improvements



Background

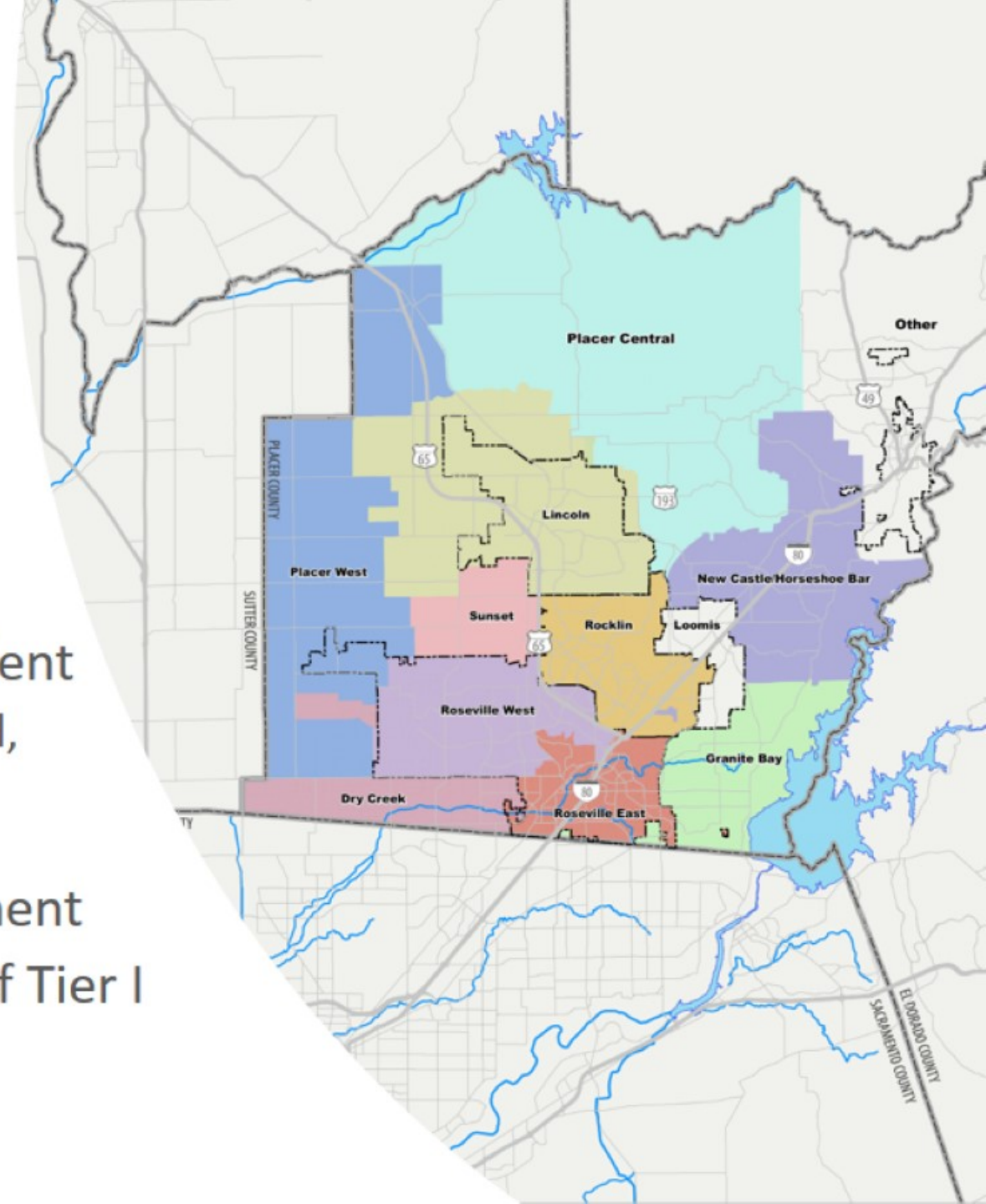


Total Project Costs: \$1,202.7 million

Background

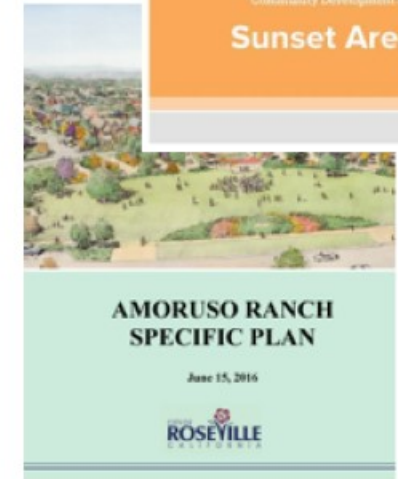
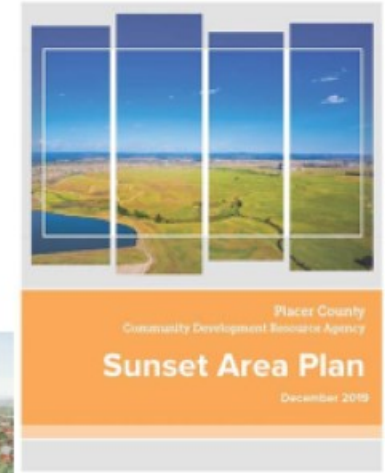
Fee Districts

- 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
- Tier II fees are built into development agreements for projects outside of Tier I



Background

- 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



Placer County Model Update

Why Update the Model?

1

The main analytical tool used in a nexus study is a travel demand model.

The model must reflect current conditions or the nexus study could be vulnerable to legal challenge

2

The current SPRTA model was based on a discontinued version of SACMET.

Its land use and network assumptions date from 2014 and are no longer valid

3

In addition, member agency staff described a need for a model that can do SB-743 analyses.

The new model will do this, and so has usefulness beyond the nexus study.

Goals of Model Development



Create a model suitable for several purposes:

Nexus Study

Traffic impact studies for EIRs, including VMT analysis

Traffic studies for planning & design



Provide a high level of detail and good geographic coverage for Placer County, short run time, easy to use

What will be different?

- Geographic area extended eastward:
 - Covers: Auburn, Loomis, and unincorporated areas to Emigrant Gap
- Network updated to include most recent RTP
- Land uses updated to include current SCS
- Added features to meet the requirements of SB-743



Hybrid SPRTA/SACSIM
Model

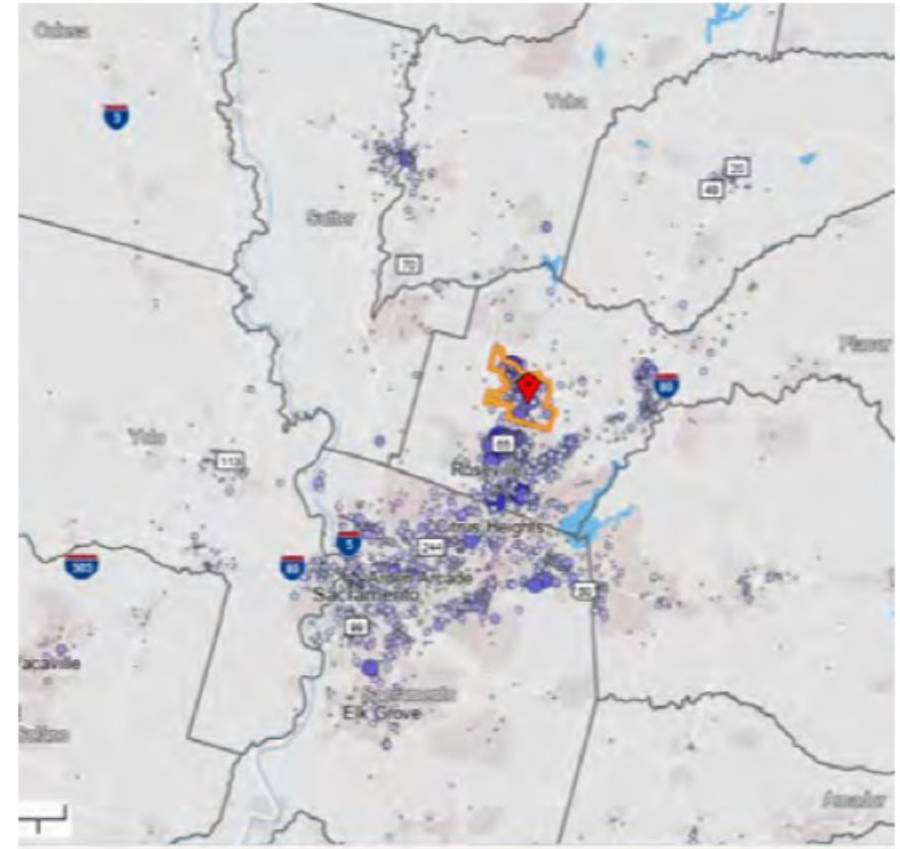
SB-743 and Modeling

- SB-743 introduces a new requirement to analyze vehicle miles traveled (VMT) impacts wherever they occur.
- For the first time, traffic analyses are required to extend past the boundaries of a traffic model

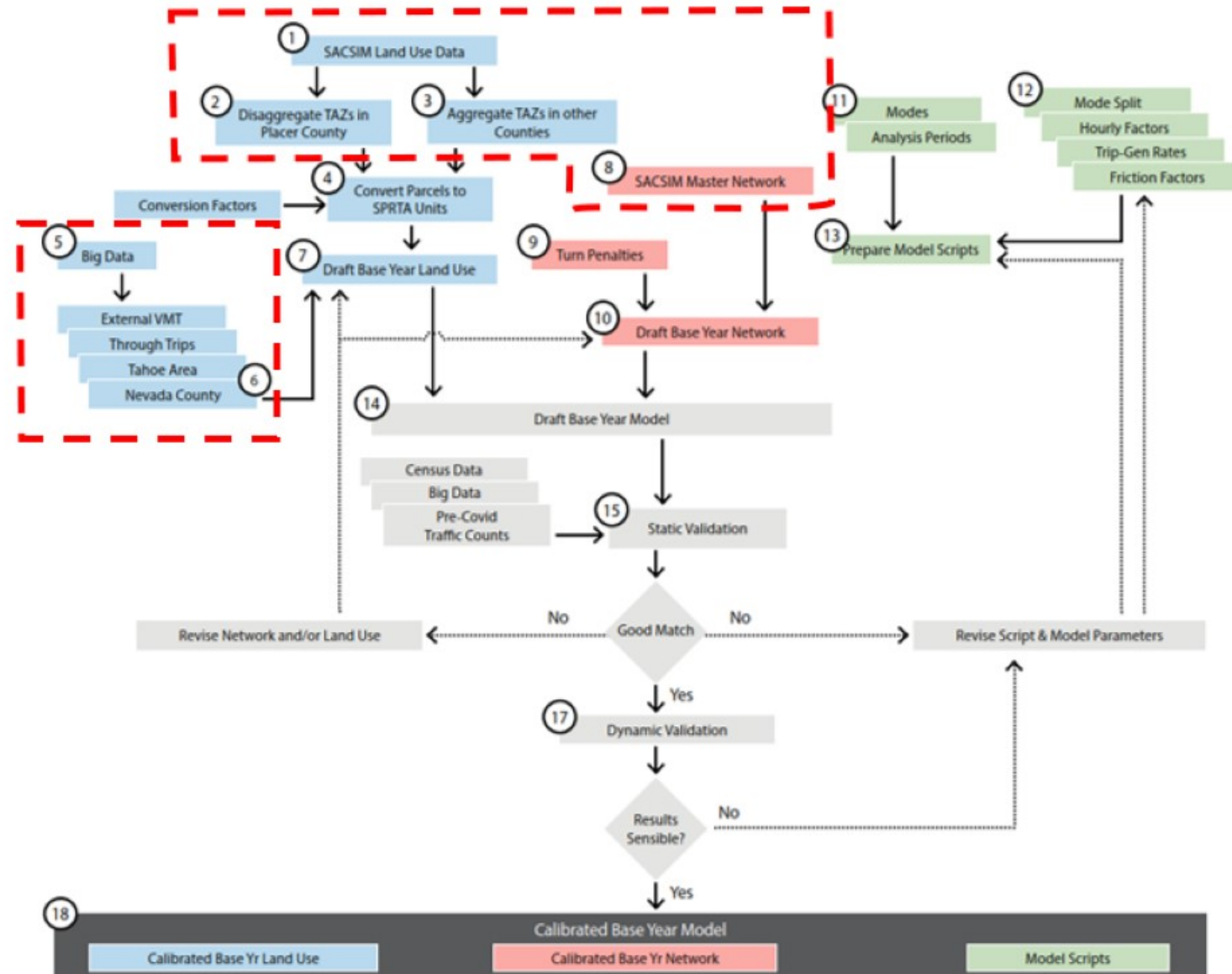
Census Bureau
(job locations for Lincoln residents)

Jobs by Distance - Home Census Block to Work Census Block

	2017	
	Count	Share
Total Private Primary Jobs	13,875	100.0%
Less than 10 miles	4,018	29.0%
10 to 24 miles	4,813	34.7%
25 to 50 miles	1,048	7.6%
Greater than 50 miles	3,996	28.8%



Current Status



LEGEND

- Develop Land Uses by TAZ
- Develop Road Network
- Develop Scripts
- Calibration & Validation
- Deliverables

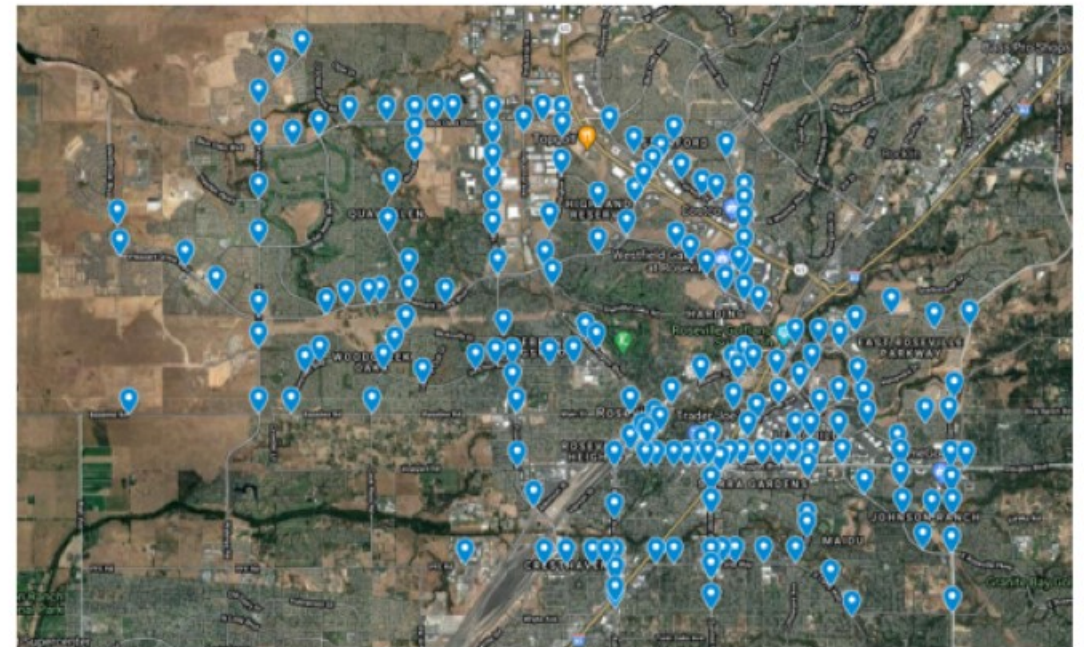


Data Gathering

Great response from agencies:

Dataset	% Submitted
Intersection Counts	100%
Parcel Shapefile	100%
Road Shapefile	98%
Pending Projects	100%

Intersection count
locations from Roseville



SPRTA Nexus Study Update

Fee Studies are different



Fee studies are not like traffic engineering studies; they are more like preparing income tax returns:

They are numerical calculations set in a complicated legal framework
You have to follow a logical process that leads to numerical results



Procedural issues matter (*a lot!*)

Noticing, required findings, proper attribution of project costs, clear complete documentation, substantial evidence, etc.



Can be contentious, but plan on an extensive stakeholder outreach

Requirements of Mitigation Fee Act

1

Identify the **purpose** of the fee

2

Identify the use to which the fee will be put. If the use is financing **facilities, the facilities shall be identified**

3

Determine the reasonable relationship between the **fees' use and the type of development** project on which the fee is imposed

4

Determine the reasonable relationship between the **need for the public facilities** and the types of development on which the fee is imposed

5

Determine how there is a reasonable relationship between the fees amount and the cost of the facilities or the **portion of the facilities attributable to the development** on which the fee is imposed

Requirements of Mitigation Fee Act



5.2. NEXUS DETERMINATION

The Mitigation Fee Act, as set forth in the California 66008, establishes the framework for mitigation fee. On the basis for a fee to be implemented, the Act requires respect to a proposed fee. These findings are described

5.2.1. Purpose of the Fee

Identify the Purpose of the Fee

The purpose of the Regional Logistics Mitigation Fee is to fund mitigation fee to be paid by new warehouse and logistics developments on overall traffic conditions on the freeway. The fee, to be paid in-lieu of completing specific improvement project, will be utilized to help fund capacity projects in Riverside County that are needed to maintain the target level of volumes brought on by new growth in the county.

Specific to Regional Logistics Mitigation Fee for Riverside County, the determination of a fair-share fee satisfies the Settlement Agreement between the County of Riverside, the City of Moreno Valley and Highways Commission, the City of Moreno Valley and Highways Commission, the City of Moreno Valley and Highways Commission that each party would contribute toward the cost of a transportation study to evaluate a logistics-related

5.2.2. Use of Fee Revenues

Identify the use to which the fees will be put. If not identified

The Mitigation Fee Act requires that the public impact fee be identified. In the case of the Regional Logistics Mitigation Fee, the analysis described in Section 2 identified those local network that would be impacted by additional traffic development activity in Riverside County. This information is used in Section 3 to define specific improvement projects and deficiencies, as summarized in Table 3-3. Further, individual improvement project to specifically address the growth of warehousing and logistics uses in Riverside County as the basis for calculating the logistics fee.



5.2.3. Use/Type-of-Development Relationship

Determine the reasonable relationship between the fees' use and the type of development project on which the fees are imposed

To determine the "use" relationship, the development being financed is reasonably shown to derive some use or benefit from the facility. In the case of the Regional Logistics Mitigation Fee, the projects to be financed are identified by completing deficiency analysis to determine where new development in Riverside County would impact the freeway. Improvement project concepts were developed to mitigate these impacts, the cost of these improvements being determined to be attributable to the development. The fact that the projects that will be funded in part by the Mitigation Fee are to provide additional freeway capacity, and are on the highest functional class of the roadway network and critically important to the roadway hierarchy, means that all residents and businesses in the area benefit from the maintenance of a reasonable level of service on the freeway. Specifically, most truck trips coming to or going from new warehouses are expected to use area freeways for at least part of their trips, as do those that do not benefit because good traffic conditions on the area freeway from diverting to other roads and causing congestion in other parts of the area. Residents or workers in the new developments who do not drive to goods and services made possible in part by the serviceability of the freeway network.

5.2.4. Need/Type-of-Development Relationship

Determine the reasonable relationship between the need for the development on which the fees are imposed

To determine the "need" relationship the facilities to be financed are needed at least in part because of the new development. The regional transportation study as required by the July 29, 2016 agreement to determine the extent to which additional truck trips associated with logistics uses would impact the freeways in Riverside County as a fair share amount of in-lieu fee payments to adequately mitigate the impacts determined by analyzing the forecast traffic demand with the existing development and comparing that with the demand without new development analyzed individually and the degree to which the need for the projects, warehouses and logistics developments varied widely from project to project. This analysis is summarized in Table 3-4, which indicates that new development activities are responsible for a share of the overall future freeway capacity deficiencies.



5.2.5. Proportionality Relationship

Determine how there is a reasonable relationship between the fees amount and the cost of the facilities or portion of the facilities attributable to the development on which the fee is imposed

The "proportionality" relationship requires that there be rough proportionality between the fee charged to each development and the cost of the facility being financed. In the case of the Regional Logistics Mitigation Fee, the share of truck traffic generated specifically by warehouses and logistics uses was estimated using the validated SCAG travel demand model as the basis to determine the rough proportion of the improvement cost to mitigate future deficiencies caused by these trucks on the Riverside County freeway network. Furthermore, the share of project costs was adjusted to account for those improvements already being completed by current funded capacity expansion projects, as well as the share of the cost of arterial interchange improvements necessary to accommodate freeway capacity expansion that are already being funded by the existing WRCOG TUMF program. The overall project cost share was also adjusted to account for existing capacity deficiencies that cannot be fully attributed to new growth in Riverside County. Table 2-5 summarizes the attribution of various project cost factors resulting in the determination of the fair-share of improvement costs that are roughly proportional to the specific impacts of new warehouse and logistics uses. Additionally, the detailed cost breakdowns in Appendix B include the adjustments for project cost elements already covered as part of the WRCOG TUMF program.

5.3. CONCLUSIONS

The findings of the RCTC Truck Study and Regional Logistics Mitigation Fee Study indicate that there is a reasonable relationship between the cumulative regional freeway traffic impacts of new land development projects in Riverside County, including truck traffic impacts associated with new warehouse and logistics developments, and the need to mitigate these freeway traffic impacts, including using funds levied through a Regional Logistics Fee. The study evaluation results have established the proportional fair share of the freeway improvement cost attributable to truck trips generated by new warehouse and logistics development having adjusted for existing deficiencies, the impacts of other development type and the effects of pass through trips, and having accounted for improvements already being completed as part of an ongoing freeway project or funded by another impact fee. As presented in Table 5-1, the fair share fee to mitigate the cumulative indirect regional freeway traffic impacts of truck

Policy Options

- The Mitigation Fee Act allows for a fair amount of discretion, so long as you follow the framework
- Later this year we will be bringing a number of policy options to the Board to either confirm current policies or go in a different direction. A few examples:
 - Fees can be differentiated by area, or uniform
 - They can be based on development's additions to daily traffic or to peak hour traffic
 - Trips between a home and a business can be attributed to the home, the business, or split 50/50
 - Examine feasibility of converting Tier II to a nexus-based fee program
- There are solid reasons why you could go either way on these issues. It will be up to the Board to give direction based on policy goals

Public & Stakeholder Outreach

Public Outreach - Purpose

- Coordinate this work with other parts of the South Placer Funding Strategy
- Educating the public on the overall funding plan for South Placer and the opportunities and constraints with the mitigation fee act.
- Get buy-in from stakeholders by giving them a place at the table
- Give the development community advanced notice of changes that may occur to the fee programs



The screenshot shows the website for the Placer County Transportation Planning Agency. The header includes the agency logo and name, along with social media icons and the tagline "Moving Placer Forward: Planning, Funding, and Building Transportation Infrastructure". A navigation menu lists categories such as ABOUT, MEETINGS & AGENDAS, TRANSIT PLANNING, STREETS & HIGHWAYS, BIKE & PEDESTRIAN, REGIONAL PLANNING, and BLOG.

SPRTA Model & Regional Impact Fee Update

Posted on December 22, 2020

The South Placer Regional Transportation Authority (SPRTA) Board of Directors is currently composed of four members from the Placer County Transportation District Board from Lincoln, Rocklin, Roseville and Placer County. The SPRTA Board recently approved a contract with a traffic engineering firm, WSP, to update the travel demand forecasting model and Regional Transportation and Air Quality Mitigation Fee (Tier I and II) programs. Approximately 18 years ago, the SPRTA joint powers authority established a regional impact fee on new development within the south Placer Area to provide timely and strategic funding for high priority transportation projects in South Placer County. These funding programs present a significant source of revenue for transportation improvements in South Placer County.

With the assistance of WSP, PCTPA staff will begin a two-year effort to update the travel demand forecasting model and the Tier I & II regional impact fee programs. The last update was done 18 years ago when traffic congestion was much less. Large amounts of commercial and residential development have been built in South Placer, and updates are needed to comply with state regulations.

The travel demand forecasting model is an analytical tool that traffic engineers and planners use to estimate future traffic levels and determine the transportation improvements needed to accommodate future population growth. Although the models tend to be relatively complex, the basic components of a model include the location and type of land uses such as homes, schools, and jobs; the roadways and transit services that get people to their destinations; and numerous assumptions based on data about how and when people make their trips.

SPRTA Area Boundary

The SPRTA fee area is divided into 10 fee districts, with fees established on a seven-year cycle. The South Placer traffic model fees are assessed on all development, including residential, commercial, and industrial.

A map of the SPRTA Fee Districts



RECENT NEWS

- Mike's Message: Winter 2020 Update
- SPRTA MODEL & REGIONAL IMPACT FEE UPDATE**
- Freeway Service Patrol
- Airport Land Use Compatibility Plan Update
- Mike's Message: Spring 2020 Update
- Transportation Infrastructure Improvements: The Lifeline of Our Economy
- It's All About the Dollars
- Meet the riders of the Capital Corridor!
- PCTPA Board Perspective: John Allard
- Message from Executive Director Mike Lukes
- Message from Executive Director Mike Lukes
- You're invited to the Interstate 60 / Highway 65 Interchange Ribbon Cutting Ceremony!

Public Outreach - Components

- 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



Public Outreach - Schedule

January	February	March	April	May	June
Stakeholder Update #1	Stakeholder Workshop		Informational Video #1	Stakeholder Update #3	Board Workshop #2
Board Workshop #1	Stakeholder Update #2		On-line Virtual Workshop/ Survey		

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]																					

Policy Options

Draft Fees

Questions & Answers

FY 2020/21 Administrative Budget Amendment #1

Item H



Executive Director's Report

Item I



Board Direction to Staff

Item J



Informational Items

Item K



**Next Meeting:
February 24, 2021**

