

# COUNTYWIDE TRAFFIC FEE PROGRAM SCHEDULE

**July 29, 2019**

ITE 9<sup>th</sup> Edition



Department of Public Works  
Transportation Division

<https://ca-placercounty.civicplus.com/1741/Traffic-Impact-Fee-Program>

# PLACER COUNTY

## Countywide Traffic 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 impact fees. The fees collected through this program, in addition to other funding sources, allow the County to construct transportation facilities needed as a result of new development.

### COUNTYWIDE BENEFIT DISTRICTS

For purposes of assessing and collecting fees, the unincorporated portions of Placer County are divided into eleven (11) benefit districts. Exhibit A depicts the general limits of each benefit district boundary.

Traffic mitigation fees for the same land use types are determined uniformly throughout a benefit district. For example, a single-family residential home is charged the same fee regardless of where it is within a benefit district. Traffic mitigation fees for the same type of land use within separate benefit districts do not result in the payment of the same fee. For example, a residential home in one benefit district is not charged the same fees as a residential home in another benefit district.

### CAPITAL IMPROVEMENT PROGRAMS

The fees collected through the Traffic Fee Program are used, in addition to other funds, to construct roadway improvements within the benefit districts.

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 transportation projects that are needed to serve future development. Funding sources are also identified for each roadway improvement, including the amounts to be collected through the Traffic Impact Fee Program.

A complete listing of the various capital improvement programs is contained in a separate document ([Placer County Capital Improvement Programs](#)) available from the Placer County Public Works and Facilities Department - *Transportation Division*.

### 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 factor for a particular land use category accounts for the number of trips made within the p.m. peak hour, average 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.

Exhibit C identifies the fee per DUE charged within each benefit district.

### Fee Calculation

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

- 1) Determine 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)

### Fee Payment

Fees are collected prior to issuance of building permits.

### Updates/Adjustments

These fees are subject to annual adjustments 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 roadway improvements that have been completed.

## OTHER FEE PROGRAMS

In addition to the above-described Countywide Traffic Fee Program, the County also participates in four other traffic fee programs. These fee programs were developed for the purpose of funding transportation improvements that benefit multiple jurisdictions within Placer County. They are:

### 1. **SPRTA: South Placer Regional Transportation Authority (a joint powers authority)**

Jurisdictions: Placer County, City of Roseville, City of Rocklin, and the City of Lincoln

The SPRTA Capital Improvement Program focuses on regional transportation needs for long-term projected growth within Placer County and associated traffic effects that cross over jurisdictional boundaries. The SPRTA Fee Program and CIP are governed by a Board of elected officials representing each jurisdiction.

### 2. **"Bizz Johnson" Highway Interchange Joint Powers Authority – (aka: Hwy 65 JPA)**

Jurisdictions: Placer County, City of Roseville, and the City of Rocklin

The Hwy 65 JPA Fee Program was created to fund interchange improvements along Hwy 65 in the area of Rocklin, Roseville and unincorporated Placer County with the projected growth in traffic. The Hwy 65 JPA is

governed by a Board made up of elected officials from the above jurisdictions.

### 3. **Placer County/City of Roseville Joint Fee Program**

Jurisdictions: Placer County and the City of Roseville

The Placer County/City of Roseville (PC/CR) Fee Program was developed as a result of a cross-jurisdictional impact of traffic between Placer County and the City of Roseville in the area of Baseline Road, Fiddymont Road and Walerga Road. The Capital Improvement Program associated with this Fee Program includes only the capital improvements that require agency cooperation and joint funding.

### 4. **Tier 2**

Jurisdictions: Placer County, City of Roseville, City of Rocklin, and City of Lincoln

The Tier 2 Fee Program applies to development within the following SPRTA fee districts only: Placer

Vineyards, Curry Creek, Roseville MOU, Regional University, Placer Ranch and Lincoln Villages. This program has been developed to accommodate future roadway capacity requirements as a result of the above projected growth in Southern Placer County. A Capital Improvements Program (CIP), which outlines the improvements to be constructed under the program, is currently being developed and is projected to take effect prior to construction of the above listed development.

Exhibit A attached identifies the Countywide Fee districts as well as the SPRTA and PC/CR funding district areas. The Hwy 65 JPA district boundary map can be obtained by contacting the City of Roseville.

Fee calculation method and DUE rates (Exhibit B), as outlined above, are consistent among the fee programs. A complete listing of these various Capital Improvement Programs is contained in a separate document (Placer County Capital Improvement Programs) and can be obtained from Placer County Department of Public Works - Transportation Division and/or corresponding jurisdiction.

Contact: Amber Conboy (530) 745-7512

This information is available on-line at:

**<https://ca-placercounty.civicplus.com/1741/Traffic-Impact-Fee-Program>**

EXHIBIT B: DUE (Dwelling Unit Equivalent) and Fee Calculations							
Countywide Fee Program and SPRTA, County/City of Roseville, Hwy 65 JPA Programs							
FEE = \$/DUE (From Ex. C) x DUE Per Unit (From Ex. B) x No. of Units (From Project)							
ITE Code	LAND USE CATEGORY	UNIT	PM PEAK RATE/unit <sup>1</sup>	TRIP LENGTH (MILES)	% NEW TRIPS	VMT PER UNIT	DUE PER UNIT
210	SINGLE FAMILY	Dwelling Unit	1.00	5.0	100%	5.00	1.000
220	SECOND RESIDENTIAL UNIT <sup>4</sup>	Dwelling Unit	0.62	5.0	100%	3.10	0.620
220	MULTI-FAMILY/APARTMENT	Dwelling Unit	0.62	5.0	100%	3.10	0.620
231	CONDOMINIUM/TOWNHOUSE	Dwelling Unit	0.78	5.0	100%	3.90	0.780
240	MOBILE HOME PARK	Dwelling Unit	0.59	5.0	100%	2.95	0.590
251	Senior Adult Housing - detached	Dwelling Unit	0.27	5.0	100%	1.35	0.270
252	Senior Adult Housing - attached	Dwelling Unit	0.23	5.0	100%	1.15	0.230
253	CONGREGATE CARE FACILITY	Dwelling Unit	0.17	2.8	74%	0.35	0.070
260	Recreational Home	Dwelling Unit	0.26	2.8	75%	0.55	0.109
110	LIGHT INDUSTRIAL	1,000 S.F.	0.97	5.1	92%	4.55	0.910
120	HEAVY INDUSTRIAL	1,000 S.F.	0.19	5.1	92%	0.89	0.178
130	INDUSTRIAL PARK	1,000 S.F.	0.85	5.1	92%	3.99	0.798
140	MANUFACTURING	1,000 S.F.	0.73	5.1	92%	3.43	0.685
150	WAREHOUSE	1,000 S.F.	0.32	5.1	92%	1.50	0.300
151	MINI-STORAGE	1,000 S.F.	0.26	3.1	92%	0.74	0.148
710	Office - Up to 10,000 s.f.	1,000 S.F.	4.26	5.1	92%	19.99	3.998
	Office 10,001 - 50,000 s.f.	1,000 S.F.	4.26	5.1	92%	19.99	3.998
	Office 50,001 - 150,000 s.f.	1,000 S.F.	1.90	5.1	92%	8.91	1.783
	Office 150,001 - 300,000 s.f.	1,000 S.F.	1.47	5.1	92%	6.90	1.379
	Office 300,001 - 500,000 s.f.	1,000 S.F.	1.32	5.1	92%	6.19	1.239
	Office 500,001 - 800,000 s.f.	1,000 S.F.	1.24	5.1	92%	5.82	1.164
	Office > 800,001 s.f.	1,000 S.F.	1.22	5.1	92%	5.72	1.145
770	BUSINESS PARK	1,000 S.F.	1.26	5.1	92%	5.91	1.182
720	MEDICAL/DENTAL OFFICE	1,000 S.F.	3.57	5.1	77%	14.02	2.804
310	Hotel	Room	0.60	6.4	71%	2.73	0.545
311	All Suites Hotel	Room	0.40	6.4	71%	1.82	0.364
312	Business Hotel	Room	0.62	6.4	71%	2.82	0.563
320	Motel	Room	0.47	6.4	59%	1.77	0.355
430	GOLF COURSE	HOLE	2.78	7.1	90%	17.76	3.553
431	MINIATURE GOLF COURSE	HOLE	0.33	7.1	90%	2.11	0.422
435	MULTIPURPOSE REC. FACILITY	Acre	5.77	7.1	90%	36.87	7.374
444	Movie Theater	1000 S.F.	3.80	2.3	85%	7.43	1.486
492	Health/Fitness Club	1000 S.F.	3.53	3.0	75%	7.94	1.589
493	Athletic Club	1000 S.F.	5.96	3.0	75%	13.41	2.682
495	Recreational Community Center	1000 S.F.	2.74	3.0	75%	6.17	1.233
520	Elementary School	1000 S.F.	1.21	4.3	80%	4.16	0.832
530	High School	1000 S.F.	0.97	4.3	90%	3.75	0.751
536	Private School (K-12)	1000 S.F.	1.70	4.3	80%	5.85	1.170
560	Church <sup>2</sup>	1000 S.F.	0.55	3.9	90%	1.93	0.386
565	DAY CARE CENTER (s.f.)	1,000 S.F.	12.34	2.0	74%	18.26	3.653
565	DAY CARE CENTER (students)	Student	0.81	2.0	74%	1.20	0.240
610	Hospital	1,000 S.F.	0.93	6.4	77%	4.58	0.917
620	NURSING/CONVALESCENT HOMES	1,000 S.F.	0.74	2.8	75%	1.55	0.311
630	Clinic	1,000 S.F.	5.18	4.8	92%	22.87	4.575
640	Animal Hospital/Veterinary Clinic	1,000 S.F.	4.72	4.8	92%	20.84	4.169
812	Building Materials & Lumber Yard < 25Ksf	1,000 S.F.	4.49	1.7	36%	2.75	0.550
813	DISCOUNT SUPERSTORE	1,000 S.F.	4.35	3.6	78%	12.21	2.443
814	SPECIALTY RETAIL Center	1,000 S.F.	2.71	3.6	78%	7.61	1.522
815	DISCOUNT STORE - No Grocery	1,000 S.F.	4.98	1.8	57%	5.11	1.022
816	HARDWARE/PAINT STORE	1,000 S.F.	4.84	1.7	36%	2.96	0.592
817	NURSERY	1,000 S.F.	6.94	1.7	36%	4.25	0.849
818	NURSERY - WHOLESALE	Acre	0.45	1.7	36%	0.28	0.055
820	LOCAL SHOPPING CENTER (≤200 Ksf)	1,000 S.F.	5.99	1.8	59%	6.36	1.272

ITE Code	LAND USE CATEGORY	UNIT	PM PEAK RATE/unit <sup>1</sup>	TRIP LENGTH (MILES)	% NEW TRIPS	VMT PER UNIT	DUE PER UNIT
	SHOPPING CENTER (200,001 - 500 Ksf)	1,000 S.F.	3.96	2.3	76%	6.92	1.384
	Shopping Center (500,001 - 1,000,000 S.F.)	1,000 S.F.	3.08	3.0	78%	7.21	1.441
	Shopping Center (>1,000,000 S.F.)	1,000 S.F.	2.72	3.6	78%	7.64	1.528
823	FACTORY OUTLET	1,000 S.F.	2.29	3.6	78%	6.43	1.286
880	Pharmacy/Drugstore w/o Drive-thru	1,000 S.F.	8.40	1.8	47%	7.11	1.421
881	Pharmacy/Drugstore w/ Drive-thru	1,000 S.F.	9.91	1.8	51%	9.10	1.819
931	QUALITY RESTAURANT	1,000 S.F.	7.49	2.5	79%	14.79	2.959
932	HIGH TURNOVER RESTAURANT	1,000 S.F.	9.85	1.9	76%	14.22	2.845
933	FAST FOOD w/o Drive Thru	1,000 S.F.	26.15	1.7	49%	21.78	4.357
934	FAST FOOD w/ Drive Thru	1,000 S.F.	32.65	1.7	49%	27.20	5.439
936	Coffee/Donut Shop w/o Drive Thru	1,000 S.F.	40.75	1.5	22%	13.45	2.690
937	Coffee/Donut Shop w/ Drive Thru	1,000 S.F.	42.80	1.5	22%	14.12	2.825
938	Coffee/Donut Shop w/ Drive Thru & No	1,000 S.F.	75.00	1.5	22%	24.75	4.950
939	Bread/Bagel Shop w/o Drive Thru	1,000 S.F.	28.00	1.5	22%	9.24	1.848
940	Bread/Bagel Shop w/ Drive Thru	1,000 S.F.	18.99	1.5	22%	6.27	1.253
841	AUTO DEALER - NEW	1,000 S.F.	2.62	2.4	76%	4.78	0.956
843	Automobile Parts Sales	1,000 S.F.	5.98	3.6	78%	16.79	3.358
848	TIRE STORE	1,000 S.F.	4.15	2.2	80%	7.30	1.461
941	QUICK LUBE VEHICLE SHOP	Stall	5.19	2.2	83%	9.48	1.895
942	AUTOMOBILE CARE CENTER	1,000 S.F.	3.11	2.2	83%	5.68	1.136
944	Gas Station	Fuel Position	13.87	1.9	20%	5.27	1.054
945	Gas Station w/Conv. Market	Fuel Position	13.51	1.9	20%	5.13	1.027
946	Gas Station w/Conv. Mkt./Wash	Fuel Position	13.86	1.9	20%	5.27	1.053
850	SUPERMARKET	1,000 S.F.	9.48	1.7	48%	7.74	1.547
851	CONVENIENCE MARKET - 24 hours	1,000 S.F.	52.41	1.5	22%	17.30	3.459
852	CONVENIENCE MARKET < 24 hours	1,000 S.F.	34.57	1.5	22%	11.41	2.282
853	CONVENIENCE MARKET w/Gas Pumps	1,000 S.F.	50.92	1.5	22%	16.80	3.361
861	DISCOUNT CLUB	1,000 S.F.	4.18	2.3	79%	7.60	1.519
862	Home Improvement Superstore	1,000 S.F.	2.33	1.8	52%	2.18	0.436
863	Electronics Superstore	1,000 S.F.	4.50	1.8	60%	4.86	0.972
864	Toy/Children's Superstore	1,000 S.F.	4.99	1.8	59%	5.30	1.060
890	FURNITURE	1,000 S.F.	0.45	3.6	78%	1.26	0.253
911	WALK-IN-BANK	1,000 S.F.	12.13	1.6	77%	14.94	2.989
912	DRIVE-IN-BANK	1,000 S.F.	24.30	1.6	57%	22.16	4.432

Notes:

<sup>1</sup> ITE Trip Generation Manual, 9th Edition

<sup>2</sup> A church may include a sanctuary/assembly hall, parsonage, and/or meeting rooms

<sup>4</sup> For the purposes of this Ordinance, a secondary dwelling, as defined in Section 17.56.200 of the current Zoning Ordinance, is considered a multi-family residence.

**Exhibit C**  
**Traffic Mitigation Fees**  
**Fees per DUE by Benefit District**

<b>Benefit District</b>	<b>County Fee per DUE</b>	<b>Hwy. 65 JPA Fee Per DUE</b>	<b>SPRTA Regional Fee Per DUE</b>	<b>PC/CR Fee Per DUE</b>	<b>Total Fee Per DUE</b>
Auburn/Bowman	\$5,520	\$0	\$0	\$0	<b>\$5,520</b>
Dry Creek	\$3,478	\$0	\$672	\$840	<b>\$4,990</b>
Foresthill (Residential)	\$5,114	\$0	\$0	\$0	<b>\$5,114</b>
Foresthill (Non-Residential)	\$2,659	\$0	\$0	\$0	<b>\$2,659</b>
Granite Bay	\$6,928	\$0	\$670	\$0	<b>\$7,598</b>
Meadow Vista	\$5,620	\$0	\$0	\$0	<b>\$5,620</b>
Newcastle/Horseshoe Bar/Penryn	\$5,355	\$0	\$1,643	\$0	<b>\$6,998</b>
Placer Central	\$2,305	\$0	\$2,070	\$0	<b>\$4,375</b>
Placer East	\$3,729	\$0	\$0	\$0	<b>\$3,729</b>
Placer West	\$2,855	\$0	\$1,582	\$183	<b>\$4,620</b>
Sunset	\$1,849*	\$1,564	\$1,380	\$273	<b>SEE BELOW*</b>
Tahoe	\$5,440	\$0	\$0	\$0	<b>\$5,440</b>

**Notes:**

County fees effective 7/29/2019 (Tahoe 8/2017)

SPRTA fees effective 7/1/2019

Hwy 65 JPA fees effective 7/1/2019

Placer County/City of Roseville (PC/CR) Fee Program effective 7/29/2019

See Exhibit A for Benefit District Map

See Exhibit B for Dwelling Unit Equivalent (DUE) Factors

\* Sunset Countywide Fees only apply to new SF (enclosed and/or outdoor uses); County Fee = \$1849/1000sf of new SF. If project only includes existing SF = \$0 Countywide Fee

Sunset Fees for other fee programs are calculated per DUE for any change in use and/or new use; Sunset Fees = Hwy 65 Fee (per DUE) + SPRTA Fee (per DUE) + PC/CR Fee (per DUE)