

SILAN

Traffic Impact Mitigation (TIM) Fee Program

Annual Cost Update
Public Hearing - June 2, 2009
Legistar Item #09-0538

Purpose for this Presentation:

- Review updated TIM Fee Program costs;
- Request that the Board adopt DOT's proposed recommendation and Resolution updating the TIM Fee Program costs.

Agenda



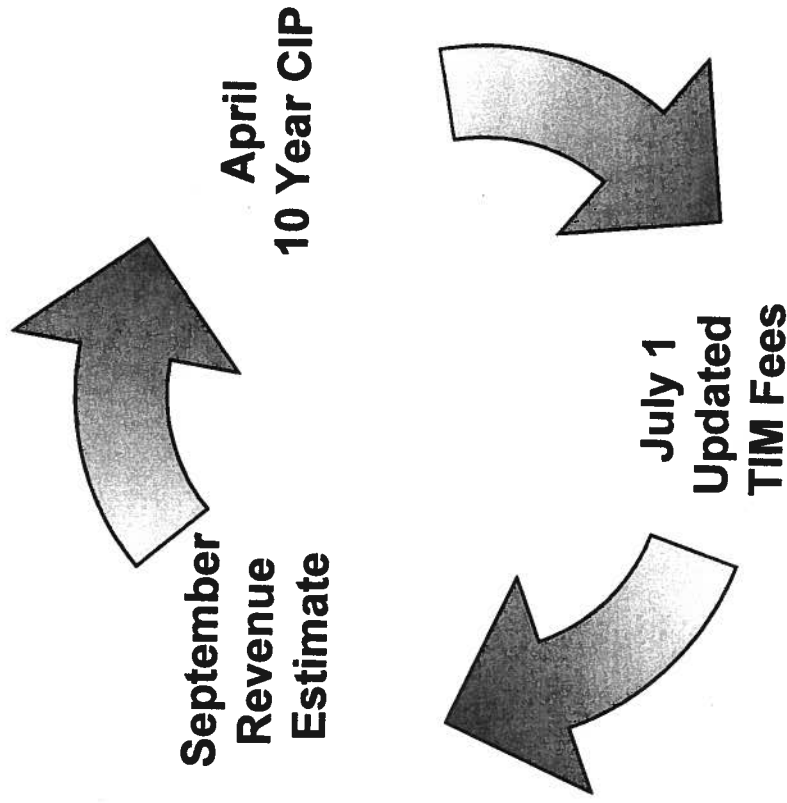
Overview of the TIM Fee Program

- Annual Update - Analysis and Recommendations

DOT TIM Fee Program Annual Updating

Process:

- **April – Approve CIP**
 - Updated costs and schedules
 - Updated revenue from approved revenue estimate
 - Establishes priorities for delivery
 - Determines workload for annual budget needs
- **July 1 – Updated TIM Fees Become Effective**
 - Based on updated cost estimates (project specific or inflation adjusted)
- **September – Approve Revenue Estimate**
 - Approve revenue assumptions
 - External funding (Federal, State, other)
 - Development activity



Reminder: the TIM Fee Program is updated every year.

The General Plan requires new development to pay for required infrastructure improvements*.

- The TIM Fee Program is the primary mechanism for paying for road/bridge capacity improvements.
- The original Program was adopted August 22, 2006 via Resolution 266-2006 which required an annual review and adjustment
- First annual adjustment adopted Sept. 25, 2007 in Resolution 243-07
- Second annual adjustment adopted July 29, 2008 in Resolution 205-2008
- We are here for the third annual adjustment.

**** Developer paid fees can be combined with any other available funds per amended Policy TC-Xa.***

Agenda

- Overview of the TIM Fee Program



• Annual Update - Analysis and Recommendations

Program Cost Updating Process

- A. Completed Projects: Actual costs used
- B. Projects in Development (CIP): Specific Engineering Estimates used
- C. Future Projects: This year, Specific Engineering Estimates used (instead of Engineering News Record Building Cost Index - BCI)
- D. Summation of all project costs provides new total Program cost =

$$\underline{\mathbf{A. + B. + C.}}$$

Results

- Cost of Total Program increases from \$942.9 million to \$982.1 million (+4.2%)
- However, the total includes costs for projects with funding issues and/or large cost increases.
 - These merit further discussion with the Board:
 - U.S. 50 / Cameron Park Dr. Interchange
 - U.S. 50 / Silva Valley Interchange
 - U.S. 50 / H.O.V. Lanes.

On 10/28/08, the Board directed DOT to consider two new Traffic Impact Mitigation (TIM) fee categories for Age Restricted (55+) Housing:

Item 30. 08-1466 Transportation Department recommending an addition of a new fee category for age-restricted development in the County's Traffic Impact Mitigation Fee Program. (Cont'd 9/23/08, Item 31)

A motion was made by Supervisor Dupray, seconded by Supervisor Baumann to create two new Traffic Impact Mitigation (TIM) fee categories for Age Restricted (55+) Housing - Single Family Dwelling and Age Restricted (55+) Housing - Multifamily Dwelling County-wide.

Yes: 5 - Dupray, Baumann, Sweeney, Briggs and Santiago

A motion was made by Supervisor Dupray, seconded by Supervisor Sweeney to direct the Department of Transportation to work with the Traffic Impact Mitigation (TIM) Working Group and developers to resolve all of the outstanding issues and concerns relating to the implementation of the new fee program categories; and return to the Board at the time of the next annual update, May 2009, with a report on the new fee program and the appropriate resolutions for the categories.

Yes: 5 - Dupray, Baumann, Sweeney, Briggs and Santiago

Since October, 2008, DOT has been working to comply with the Board's direction:

- “ ...work with the Traffic Impact Mitigation (TIM) Working Group and developers to resolve all of the outstanding issues and concerns relating to the implementation of the new fee program categories...”
- DOT has researched and analyzed what it would take to add Age Restricted (AR) Fee Categories to the TIM Fee Program.
- The Age Restricted alternatives and analysis have been discussed at four meetings of the TIM Fee Working Group, beginning with the December, 2008 meeting.
- No consensus has been reached by the TIM Fee Working Group.
- Members have multiple points of view on this topic that cannot be easily reconciled.

Recommendations

- No change in Fees now.
- Begin a dialogue with the Board over the next couple of months to discuss the alternatives, trade-offs and issues associated with
 - U.S. 50 / Cameron Park Dr. Interchange
 - U.S. 50 / Silva Valley Interchange
 - U.S. 50 / H.O.V. Lanes.

DOT is requesting that the Board:

- Hold a public hearing on the Resolution to leave the TIM Fees unchanged;
- Adopt the Resolution to leave the TIM Fees unchanged;
- Direct DOT to return over the next several months with alternatives and implications for the following projects:
 - U.S. 50 / Silva Valley Interchange
 - U.S. 50 / Cameron Park Drive Interchange
 - U.S. 50 / H.O.V. Lanes.

Back-up

Program Cost Updating Process

- A. Completed Projects: Actual costs used
- B. Projects in Development (CIP): Specific Engineering Estimates used
- C. Future Projects: This year, Specific Engineering Estimates used (instead of Engineering News Record Building Cost Index - BCI)
 - Specific Engineering Estimates = cost reduction of about 5%
 - Between Jan, 2008 and Jan, 2009, BCI went up by 4.94% (4557 versus 4782)
 - Between Oct, 2005 and Jan, 2009, the Caltrans Construction Index went up only 4.99% (240.7 versus 252.7)
- D. Summation of all project costs provides new total Program cost =
A. + B. + C. = \$982.1M
resulting in an increase of 4.2%