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Title: Community Development Agency (CDA) Long Range Planning Division presenting a workshop to begin the preparation of the 2014 Capital Improvement Plan (CIP), and requesting direction on the Board's preferred growth projection option for the CIP and Traffic Impact Mitigation Fee (TIM) Fee Program updates. (Est. Time: 90 Min.)

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Attachments: 1. A - CIP Presentation.pdf

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7/30/2013	1	Board of Supervisors	Received and Filed	

Community Development Agency (CDA) Long Range Planning Division presenting a workshop to begin the preparation of the 2014 Capital Improvement Plan (CIP), and requesting direction on the Board's preferred growth projection option for the CIP and Traffic Impact Mitigation Fee (TIM) Fee Program updates. (Est. Time: 90 Min.)

Fiscal Impact/Change to Net County Cost

There is no change to the Net County Cost in terms of the General Fund.

Background

General Plan Policy TC-Xb requires the County to "at least every five years, prepare a Traffic Impact Mitigation (TIM) Fee Program specifying roadway improvements to be completed within the next 20 years to ensure compliance with all applicable level of service and other standards in this plan." The five year update must include the development of a 10-Year Capital Improvement Program (CIP) to address General Plan Policy TC-Xf related to development of subdivisions of five or more parcels.

One of the major funding sources for the CIP is revenue from the TIM Fee Program. The majority of the TIM Fee Program's revenue comes from residential building permits. Forecasting future residential building permits is necessary to estimate TIM Fee revenues programmed in the 10-Year and 20-Year CIP. Each year in September, staff presents a residential permit forecast to the Board, which initiates the annual updating cycle for both the CIP and the TIM Fee Program.

There are consequences of forecasting too high or too low. If the projected estimate is too high, the revenue forecast assumes the capacity to finance additional roadway projects in the CIP. However, if the actual permits received are lower than forecasted, projects included in the CIP may become underfunded. Conversely, if the estimate is too low, the County could potentially miss the opportunity to include necessary roadway projects in the CIP.

The County's new Travel Demand Model (TDM) will be available for use in developing the 2014 CIP.

The TDM will be used to determine the roadway infrastructure required in the County. On December 19, 2011, the Board received a TDM Needs Assessment. The assessment highlighted areas where the existing model could be improved. On January 24, 2012, the Board of Supervisors authorized the update of the TDM through a contract with Kimley-Horn and Associates, Inc. (KHA).

The CDA has begun the process to evaluate the roadway network with the completion of the draft TDM. The 2010 Baseline data for the TDM has been established. The 2035 land use forecast data will remain draft until the Board of Supervisors is satisfied that the TDM has analyzed sufficient scenarios to finalize a 20-Year land use forecast. Upon completion of the 2035 land use forecast, the TDM will be used to determine the roadway infrastructure required in the County. This may result in changes to current projects as described in the 10-Year and 20-Year CIP.

Discussion

The presentation provides an overview of the TDM. Staff will discuss TDM outputs for the 2010 base year and 2035 projections. In addition, staff will discuss the requirements for the 2014 CIP and TIM Fee updates, and the relationship between the two programs.

This workshop provides the opportunity for the Board to identify an initial or preferred projection to be analyzed in the CIP and TIM Fee Program update.

Action(s) to be taken following Board approval

CDA staff will:

- 1) Analyze the Board's preferred growth projection option for the CIP and TIM Fee Program updates; and
- 2) Return to the Board in September with the annual 2014-2015 residential permit forecast.

Contact

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