



Legislation Text

File #: 19-1453, **Version:** 1

Department of Transportation recommending the Board receive and consider action on three Technical Memoranda regarding policy issues pertaining to the Major Update of the Traffic Impact Mitigation (TIM) Fee Program and the Capital Improvement Program (CIP). Staff is recommending that the Board:

- 1) Receive Technical Memorandum 1A: VMT (Vehicle Miles Traveled) Based EDU (Equivalent Dwelling Units) Rates and consider adopting the methodology into the TIM fee program (Attachment A); and
- 2) Receive Technical Memorandum 1B: Fee Rates by Size of Single-Family Unit and consider adopting the methodology into the TIM fee program (Attachment B); and
- 3) Receive Technical Memorandum 1C: Age-Restricted Fee Category and continue the use of the age-restricted categories in the TIM fee program (Attachment C); and
- 4) Receive and file the proposed schedule for the Major Update to the TIM Fee Program and the CIP (Attachment D). (Est. Time: 1 Hr.)

FUNDING: TIM Fee Program.

DISCUSSION / BACKGROUND

The Department of Transportation has been directed to accelerate the Major Update to the TIM Fee Program and the CIP (see September 17, 2019, Item 32). This is the first workshop to discuss policy items related to the implementation of the TIM Fee Program. Three technical memoranda have been prepared by the County's consultant, DKS & Associates (DKS). Each technical memorandum covers a specific policy subject as it relates to implementation of the TIM Fee Program.

Technical Memorandum 1A: VMT Based EDU Rates (Attachment A). The County's TIM Fee Program allocates the cost of roadway improvements by land use types based on "equivalent dwelling units" (EDU), which is the demand placed on the transportation network relative to one single family dwelling unit. EDUs are currently calculated based on the number of new vehicle trips generated by that land use in the PM peak hour. The current methodology does not consider the average trip length for that land use type. Multiplying the vehicle trip generation by trip length results in vehicle-miles of travel (VMT), which is a more appropriate measure of the demand placed on the County's roadway system. Most counties and cities in the region have been using VMT-based EDU rates, and they are considered by many to be a "best practice" for traffic impact fee programs.

If adopted, VMT-based EDU rates for all residential unit types would remain unchanged, and the rates for office and industrial uses would increase by only two percent. The EDU for typical "general commercial uses" would decrease to half the current EDU rate, while lodging uses would increase by 29 percent over current rates, due to their longer average trip lengths.

Technical Memorandum 1B: Fee Rates by Size of Single-Family Unit (Attachment B). The County's Traffic Impact Mitigation (TIM) Fee Program currently has one fee rate for new "non-age restricted" single-family dwelling units, regardless of their size. For several other local jurisdictions, DKS has established a nexus to justify fee rates that differ by the size of housing units, using data from the

census and SACOG household travel surveys.

The data indicates that for housing sizes between about 1,200 and 2,500 square feet, the trip rate for a single family unit is generally within five percent of the average trip rate for single-family units. Thus in this range, use of the average trip rate from ITE Trip Generation report is appropriate. For single-family units less than 1,200 square feet (approximately 17 percent of units), a trip rate that is 88 percent of the average rate is warranted. For single-family units more than 2,500 square feet (approximately 17 percent of units), a trip rate that is 117 percent of the average rate is appropriate.

Technical Memorandum 1C: Age Restricted Fee Category (Attachment C). Age-restricted dwelling units currently comprise 13.5% of the total number of dwelling units in the current TIM Fee program. These age-restricted units are concentrated in Zone 2 (Cameron Park/Shingle Springs), Zone 3 (El Dorado/Diamond Springs), and Zone 8 (El Dorado Hills). The amount of TIM Fees paid by development is determined by the number of PM peak hour vehicle trips generated. Because age-restricted units generate 73-75% fewer vehicle trips than non-restricted, single family homes, TIM Fees for age-restricted units are 73-75% lower. The reduced trip-making of senior housing is well-supported by industry data, and is accounted for in many other TIM Fee programs in the region, including Sacramento County, Placer County, and the cities of Folsom, Elk Grove, Roseville, and Rocklin.

County staff requested analysis of the potential effects of removing the distinction between “age-restricted” and “non-restricted” housing. Eliminating the age-restricted TIM Fee category would recombine those housing units into the non-restricted categories in Zones 2, 3, and 8. The total cost of the fee program allocated to those zones would not change. The result would be substantial increases in fees for the previously age-restricted units, and modest reductions in fees for the non-restricted and nonresidential units in those zones.

Staff is recommending that the Board:

- 1) Receive Technical Memorandum 1A: VMT (Vehicle Miles Traveled) Based EDU (Equivalent Dwelling Units) Rates and consider adopting the methodology into the TIM Fee program (Attachment A);
- 2) Receive Technical Memorandum 1B: Fee Rates by Size of Single-Family Unit and consider adopting the methodology into the TIM Fee program (Attachment B);
- 3) Receive Technical Memorandum 1C: Age-Restricted Fee Category and continue the use of the age-restricted categories in the TIM Fee program (Attachment C); and
- 4) Receive and file the proposed schedule for the Major Update to the TIM Fee Program and the CIP (Attachment D).

ALTERNATIVES

N/A

PRIOR BOARD ACTION

On May 14, 2019 (Item 41) the Board directed staff to move forward with the major update to the TIM Fee Program. On September 17, 2019 (Item 32) the Board directed staff to expedite the 2020 Major TIM Fee update and provide public outreach by holding workshops at the Board.

OTHER DEPARTMENT / AGENCY INVOLVEMENT

Planning and Building Department

CAO
Auditor Controller
County Counsel

CAO RECOMMENDATION / COMMENTS

It is recommended the Board approve this item.

FINANCIAL IMPACT

There is no change to Net County Cost associated with this agenda item.

CLERK OF THE BOARD FOLLOW UP ACTIONS

N/A

STRATEGIC PLAN COMPONENT

TIM Fee funding is a major funding source for the CIP, which is a vital part of the Infrastructure component of the County Strategic Plan. Adequate infrastructure is necessary for the Economic Development component and is a requirement of the County General Plan. Safe roads are a crucial factor in the Public Safety component of the County Strategic Plan.

CONTACT

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Department of Transportation