



# *Traffic Impact Mitigation (TIM) Fee Program*

Annual Cost Update  
Public Hearing - June 8, 2010

Legistar Item #10-0301

## *Purpose for this Presentation:*

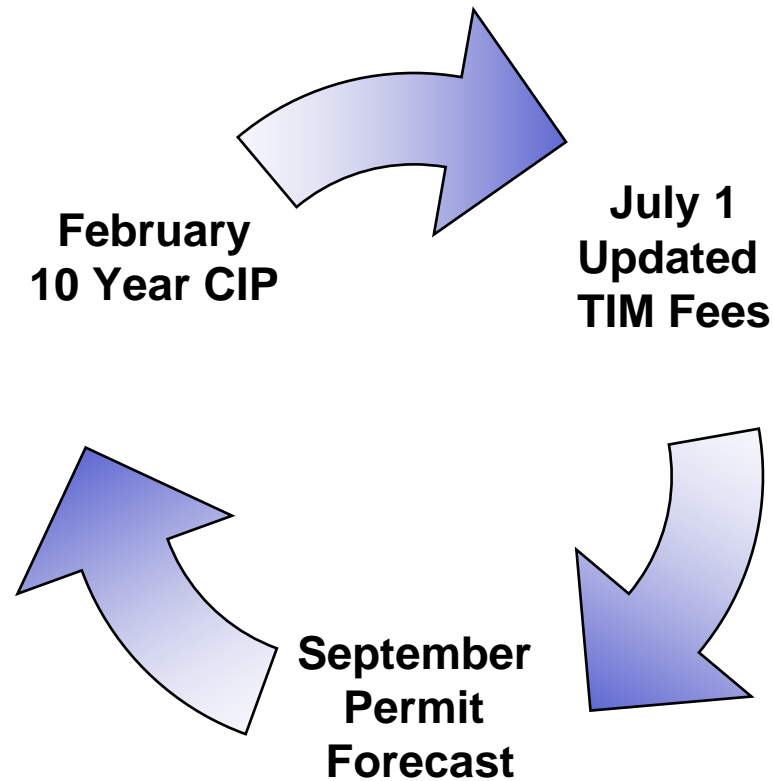
- Review updated TIM Fee Program costs;
- Request that the Board adopt DOT's proposed recommendation and Resolution updating the TIM Fee Program costs.

# *Agenda*

- • Overview of the TIM Fee Program
- Annual Update - Analysis and Recommendations

# ***DOT CIP/TIM Fee Program Annual Updating Process:***

- **July 1 – Updated TIM Fees Become Effective**
  - Based on updated cost estimates (project specific or inflation adjusted)
- **September – Approve Permit Forecast**
  - TIM Fee revenues are directly related to number of permits issued
- **February – Approve CIP**
  - Updated costs and schedules
  - Updated revenue from approved permit forecast
    - Establishes priorities for delivery
    - Determines workload for annual budget needs



***Reminder: the CIP/TIM Fee Program are 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 requires an annual review and adjustment
- First annual adjustment adopted Sept. 25, 2007 in Resolution 243-2007 (14.16% increase)
- Second annual adjustment adopted July 29, 2008 in Resolution 205-2008 (1.73% decrease)
- Third annual adjustment adopted June 2, 2009 in Resolution 114-2009 (with no change in fees)
- We are here for the fourth 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 using the Engineering News Record (ENR) Building Cost Index - BCI)
- D. Summation of all project costs provides new total Program cost =

$$A. + B. + C.$$

# *Results*

- Cost of Total Program increases from \$982.1 million in June, 2009 to \$995.7 million now (+\$13.6M or 1.4%)
- This is on top of an increase from \$942.9 million to \$982.1 million (+\$39.2M or 4.2%) between July, 2008 and June, 2009
- However, the \$52.8 million (+5.6%) overall increase includes large projects that are currently being reviewed for possible reductions:
  - U.S. 50 / Cameron Park Dr. Interchange projects (currently \$68M including Cameron Park Dr. widening),
  - U.S. 50 / Silva Valley Pkwy. Interchange (currently \$86M including Tong Rd. realignment)



## *Items that DOT is continuing to work on that will need future Board discussion and action:*

- The \$181M in the TIM Fee Program originally estimated to come from other sources (e.g., State/Federal grants) has already been allocated:
  - Affordable housing,
  - Non residential,
  - External to external trips,
  - Fee revenue shortfalls;
- Age-Restricted Fee Categories;
- Regional fee associated with the US 50 Corridor Mobility Partnership

***In addition, DOT has also learned over the last year that it would be helpful to clarify the conditions under which refunds of TIM Fees would be made.***

- The Resolution now includes:
  - “D. The Director of Transportation or designee shall not authorize the refunding of any County TIM Fee paid unless:
    1. Written request to withdraw an application or permit is provided by the current owner or original applicant or an authorized agent of either.
    2. Said request is made within one year of the application or within two years of the original date of issuance.
    3. No work of any sort has been done under the permit in question.”
- Source: This language was taken from Resolution No. 180-2007 “Building Fee Schedule”.

# *Recommendations:*

- No change in Fees now;
- Add clarification to address TIM Fee refunds;
- Continue dialogue with the Board to discuss the alternatives, trade-offs, and issues associated with
  - U.S. 50 / Cameron Park Dr. Interchange, and
  - U.S. 50 / Silva Valley Interchange;
- DOT to begin CEQA analysis on CIP Project #71365 Palmer Dr. to Wild Chaparral Dr. Connection so that it can be added into the TIM Fee Program by the time of next year's Fee Program update.

## *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 prepare the appropriate CEQA document for CIP Project #71365 Palmer Dr. to Wild Chaparral Dr. Connection;
- Direct DOT to return with alternatives and implications for:
  - U.S. 50 / Silva Valley Interchange,
  - U.S. 50 / Cameron Park Drive Interchange.