

Regional and Local Traffic Mitigation Fees



Topics Covered

- Changes since the last time fees were set in 2008
- Why the fees are being updated
- East County local fees
- Proposed projects in the regional and local fee programs
- Revised Regional and Local Traffic Mitigation Fees

Actions

- Adopt 2 separate resolutions to revise the Local Traffic Mitigation Fee (LTMF) and Regional Traffic Mitigation Fee (RTMF) Programs
- Adopt an additional resolution amending the RTMF agreement with the Nevada County Transportation Commission



Background to the Fee Update

What has Changed Since 2008?

- The economy and effects from the Great Recession
- The housing market
- Demographic trends and growth forecasts are down
- RTMF program is smaller due to fewer projects (Dorsey Drive, Brunswick / Loma Rica, E. Main Street Roundabout)
- LTMF is larger due to the inclusion of new local projects.

Why Update the Fees?

- **State Law** - State law requires that impact fees be periodically reviewed and adjusted (last updated in 2008)
- **Existing Conditions Change** - The reason is that congestion levels change, growth forecasts change, construction costs change, etc.
- **Reality** – Programs are playing out much differently than we previously anticipated in 2008
- **Equity** - Adjustments are needed to ensure that the fees remain fair for all concerned



Eastern Nevada County

Eastern Nevada County

- In 2004, Nevada County establishes agreement with Truckee to transfer all collected local fees in east county to Truckee to mitigate Truckee impacts (Resolution 04-25)
- Parcels adjacent to Truckee have direct impacts on Truckee roads
- Truckee expects adjacent development to mitigate its impacts on Truckee roads
- Previously, the County has calculated the necessary fees for impacts to Truckee roads

Eastern Nevada County

- County requested that Truckee include these parcels in the recent fee update process
- Truckee's new Traffic Impact Fee program has established the need for these parcels to contribute to the Truckee program
- All remaining parcels in eastern Nevada County outside this area would pay the LTMF
- East county parcels do not pay RTMF



Proposed Project List

Capital Improvement Project List - RTMF

- Projects previously approved by NCTC

Project ID (from Previous Study)	Project ID (New)	Facility	Segment	Updated Cost Estimate	RTMF Funds		Funds from Other Sources	
					Already Collected	Fees on Future Development	Already Secured	Future Funding
1	1	SR-49 Interchange	Dorsey Drive	\$24,000,000	\$1,143,134	\$3,471,257	\$19,385,609	\$0
2B	2	SR-49	S/o La Barr Meadows Rd (SB)	\$33,417,273	\$0	\$3,871,078	\$0	\$29,546,195
2C	3	SR-49	South of Alta Sierra Dr (SB)	\$123,414,693	\$0	\$3,732,890	\$0	\$119,681,804
4	4	SR-49 NB & SB Ramps	@ McKnight Way	\$8,000,000	\$0	\$4,918,526	\$0	\$3,081,474
6	5	SR 20 EB Ramps	@ McCourtney Rd	\$1,556,515	\$0	\$483,627	\$0	\$1,072,888
10	6	SR 20/49 NB Ramps	@ Idaho Maryland Rd	\$1,380,043	\$0	\$1,333,700	\$0	\$46,342
13A	7	SR 20/49 SB Ramps	@ Ridge Rd/Gold Flat Rd	\$670,000	\$0	\$338,466	\$0	\$331,534
15	8	SR 20/SR 49	@ Uren St	\$1,088,655	\$0	\$225,911	\$0	\$862,745
29	9	E.Main St	@ Bennett St/Richardson St	\$1,500,000	\$268,465	\$1,190,180	\$0	\$41,355
*	10	South Auburn St	@ SR-20/49 NB Ramps	\$1,033,842	\$0	\$999,125	\$0	\$34,717
**	11	SR-49	@ Coyote St	\$350,000	\$0	\$115,283	\$0	\$234,717
	12	Admin Costs and 5-year reviews		\$425,560	\$0	\$411,270	\$0	\$14,290
Total				\$196,836,581	\$1,411,599	\$21,091,311	\$19,385,609	\$154,948,062
As a percent of total costs for needed projects					0.7%	10.7%	9.8%	78.7%

* indicates a project that had been in the previous Grass Valley TIF project list but is now being identified as a regional project and so shifted to the RTMF program

** indicates a new project not in the previous project list but identified in the current study as a deficiency that is at least partially attributable to new development

Capital Improvement Project List - LTMF

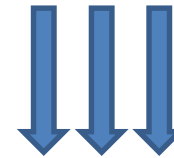
- Combie Road - Highway 49 to Magnolia (Dist. 2)
- Combie Road at Higgins Road Traffic Signal (Dist. 2)
- Safety projects remain in program (all Districts)
- **Highway 20 at Pleasant Valley Road** transfers from RTMF to LTMF (Dist. 4)
- **Rough and Ready Hwy @ Ridge Road** new project in LTMF (Dist. 3)
- **Stampede Meadows Safety Project** new project in LTMF (Dist. 5)



Proposed Fees

Proposed Changes to Local and Regional Fees

- Significant reductions in RTMF due to the need for fewer regional projects
- Increases in the LTMF due to the continued need for local projects
- **Recommended overall minor reduction in combined fees**



District	LTMF		RTMF		Combined		% Change for Combined Fees	Unit
	Current	Proposed	Current	Proposed	Current	Proposed		
Residential								
Western Nevada County	\$163	\$180	\$439	\$396	\$602	\$576	-4%	Daily Trips
Eastern Nevada County - near Truckee	\$1,357	N/A	\$0	\$0	\$1,357	N/A	Transfer to Truckee's Program	Peak Hour Trips
Eastern Nevada County - not near Truckee	\$143	\$180	\$0	\$0	\$143	\$180	26%	Daily Trips
Non-Residential								
Western Nevada County	\$40	\$72	\$110	\$70	\$150	\$142	-6%	Daily Trips
Eastern Nevada County - near Truckee	\$1,357	N/A	\$0	\$0	\$1,357	N/A	Transfer to Truckee's Program	Peak Hour Trips
Eastern Nevada County - not near Truckee	\$143	\$72	\$0	\$0	\$143	\$72	-50%	Daily Trips



Questions and Answers



Supplemental Information

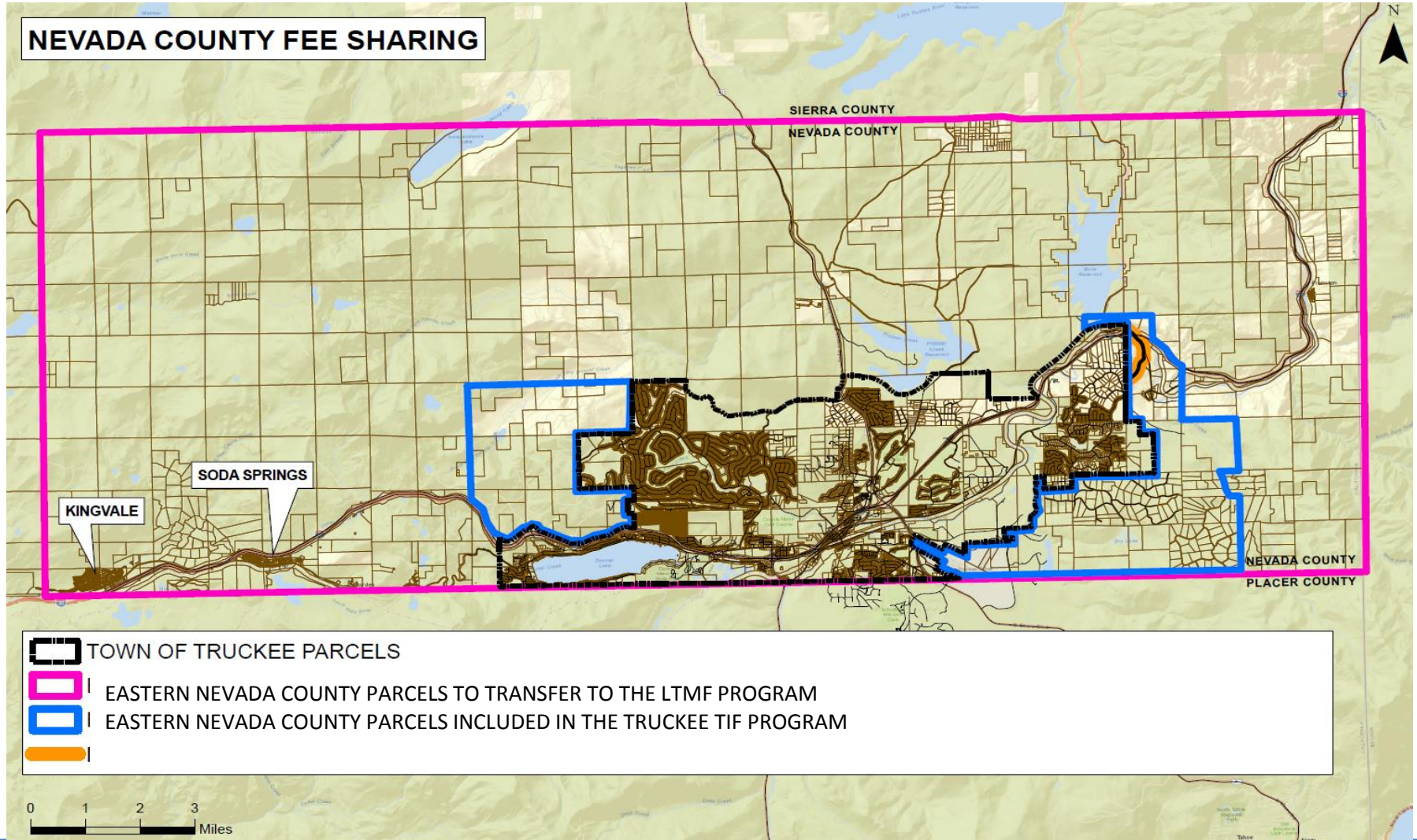
What factors drive traffic fees?

- Development's contribution to mitigate their impacts (projects)
- The number of future additional trips generated by development
- A residential trip has more impacts than a non-residential trips, so residential trips are generally higher fee.

How are Fees Calculated?

$$\frac{\text{Development's Cost to Mitigate Impacts}}{\text{Total Number of Vehicle Trips Generated by New Development}} = \text{Cost (\$) Per Trip}$$

LTMF Zone Map – eastern Nevada County

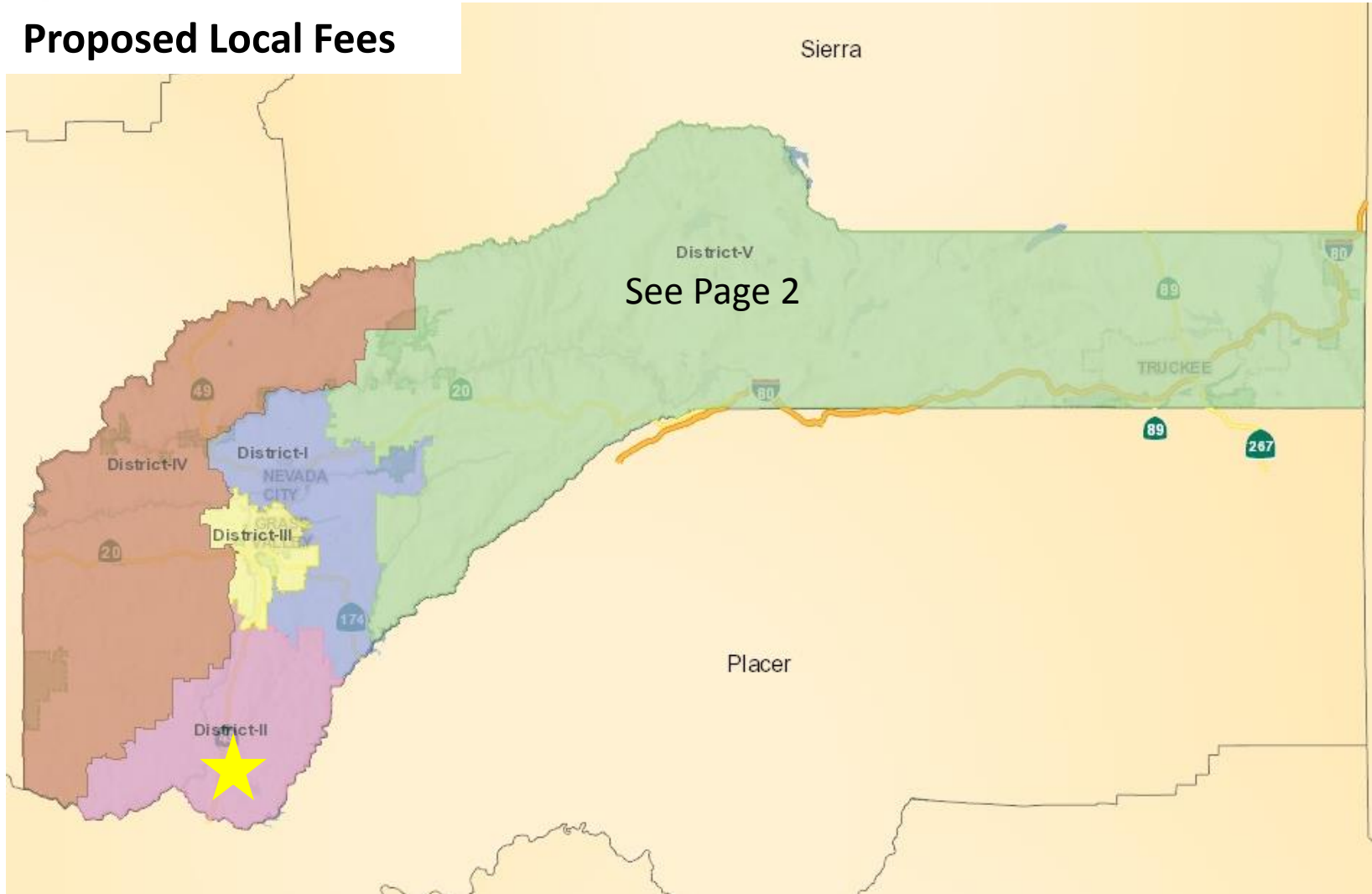


Capital Improvement Project List

- Current fund balance of \$2.5 million dollars
- The total remaining funding necessary to deliver these local projects is \$33.4 million.
- Approximately \$6.6M attributable to new development
- Previous 2008 program projected the need for \$6.8M from new development

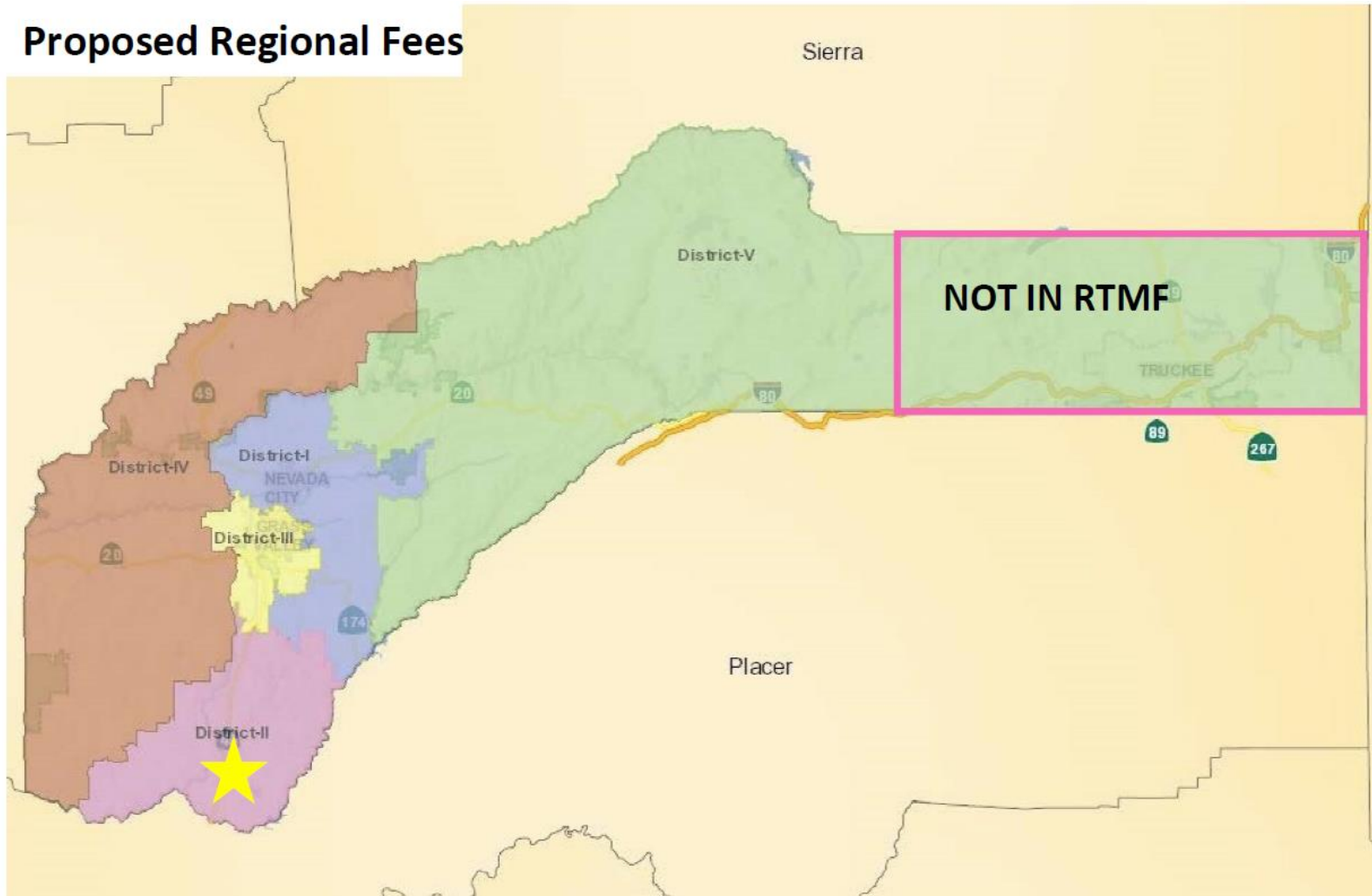
LTMF Zone Map – Page 1

Proposed Local Fees



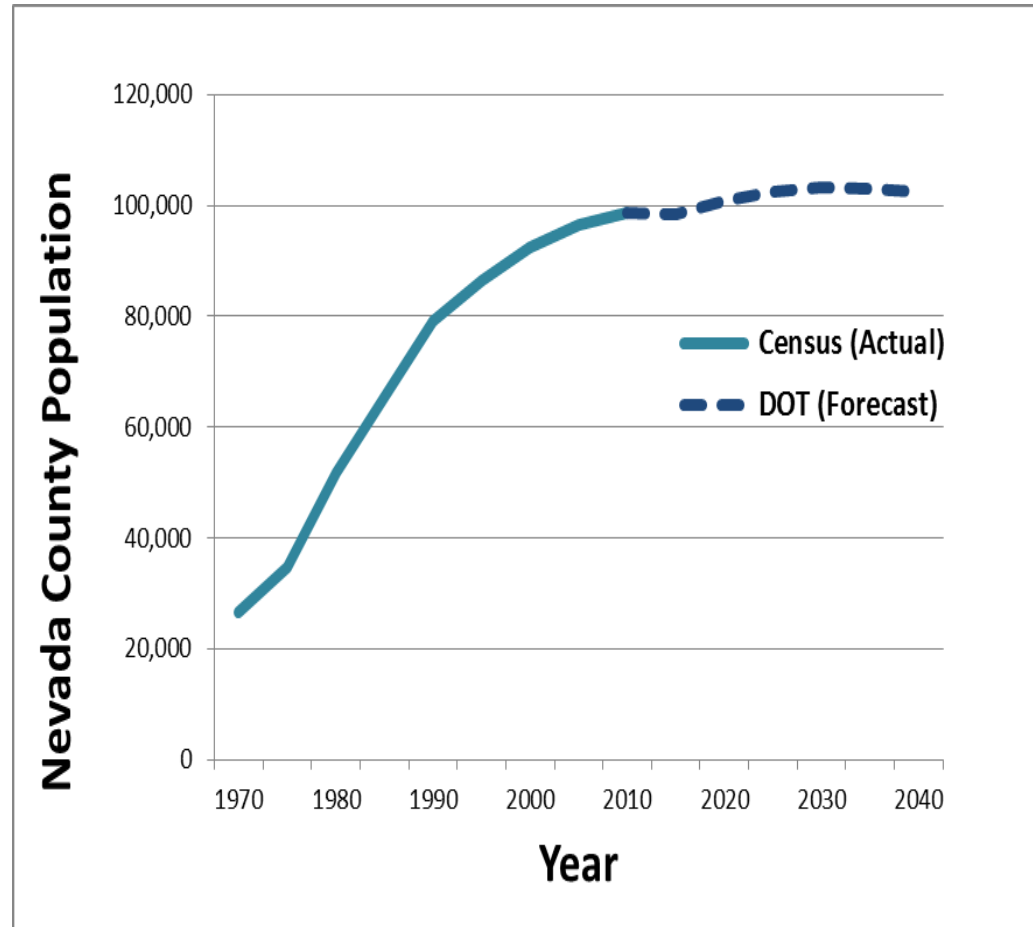
RTMF Zone Map

Proposed Regional Fees



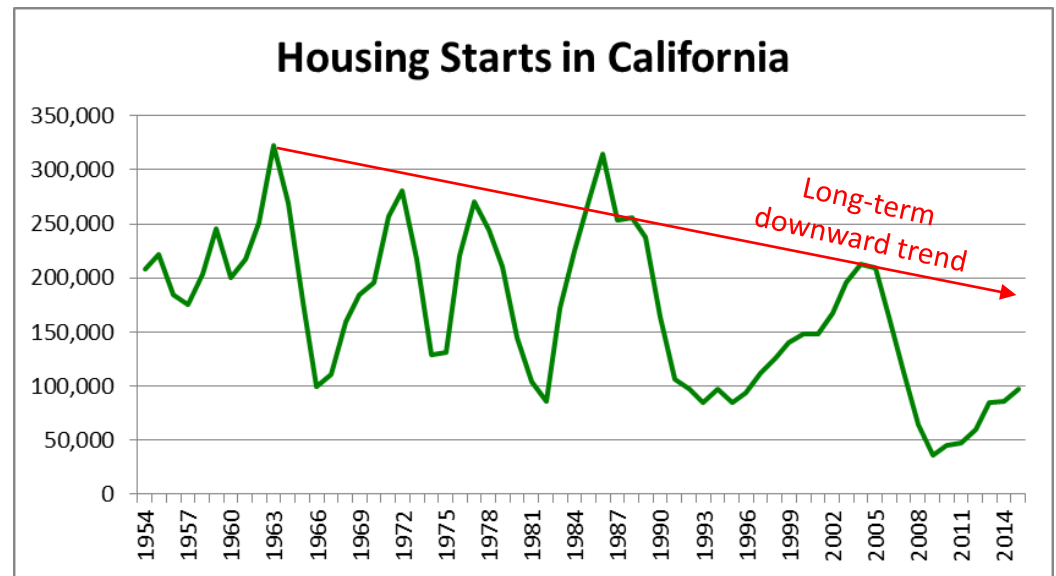
Nevada County Population Forecast

- The State forecasts only **modest growth** for Nevada County for the foreseeable future
- Overall western Nevada County growth projections down 62%
- Unincorporated western Nevada County growth projections down 81%
- Results in much more modest fee program



Effects of the Great Recession

- The Great Recession was **much worse** than any previous post-WWII recessions
- Housing booms smaller over time, and intervals between them are becoming longer
- Significantly affects our land use assumptions and projections from the previous 2008 study



Projects Recommended for RTMF Funding

Most of the NCTC capital improvement program is geared towards solving existing problems. Impact fees can be used for new development's fair share of costs, but no more than that. The RTMF is expected to provide about 12% of the total cost; the rest of the funding will be need to come from other sources.

Project ID (from Previous Study)	Facility	Segment	Updated Cost Estimate	% of Need Attributable to New Development	Amount Potentially Collectable from RTMF	Funds Needed from Other Sources
1	SR-49 Interchange	Dorsey Drive	\$24,000,000	33%	\$4,472,545	\$141,846
2B	SR-49	S/o La Barr Meadows Rd (SB)	\$33,417,273	12%	\$4,005,587	\$29,411,686
2C	SR-49	South of Alta Sierra Dr (SB)	\$123,414,693	3%	\$3,862,597	\$119,552,096
4	SR-49 NB & SB Ramps	@ McKnight Way	\$8,000,000	64%	\$5,089,431	\$2,910,569
6	SR 20 EB Ramps	@ McCourtney Rd	\$1,556,515	35%	\$545,276	\$1,011,239
10	SR 20/49 NB Ramps	@ Idaho Maryland Rd	\$1,380,043	100%	\$1,380,043	\$0
13A	SR 20/49 SB Ramps	@ Ridge Rd/Gold Flat Rd	\$670,000	52%	\$350,227	\$319,773
15	SR 20/SR 49	@ Uren St	\$1,088,655	19%	\$212,254	\$876,402
29	E.Main St	@ Bennett St/Richardson St	\$1,500,000	100%	\$1,500,000	\$0
*	South Auburn St	@ SR-20/49 NB Ramps	\$1,033,842	100%	\$1,033,842	\$0
**	SR-49	@ Coyote St	\$350,000	60%	\$208,537	\$141,463
	Admin Costs and 5-year reviews				\$450,000	
	Total		\$196,411,021		\$23,110,339	\$154,365,073
	As a percent of total costs for needed projects				12%	79%

Added at Request of County Staff

4 big projects account for about 75% of the program

The Nexus Study

- A nexus study establishes the relationship between development impacts and the projects (and project costs) necessary to mitigate those impacts
- Study also allows for a legally defensible fee program
- Similar study has been prepared and adopted by the Nevada County Transportation Commission (NCTC) as part of their Regional Fee