

San Joaquin County Traffic Impact Mitigation Fee Update
San Joaquin County Department of Public Works
Wednesday, January 25, 2007
3:00 to 4:30 p.m.

Project Team:

Mike Selling, San Joaquin County
Adam Brucker, San Joaquin County
Leilani Chua, San Joaquin County
Richard Dowling, Dowling Associates, Inc.
Jim Damkowitch, Dowling Associates, Inc.
Bob Spencer, MuniFinancial
Carlos Villareal, MuniFinancial
Nicole Angeloni, The Hoyt Company
Desiree Mervau, The Hoyt Company

Mike Selling began the meeting by welcoming everyone and giving brief introductions of County Supervisor, Ken Vogel, County staff and the consultant team.

Richard Dowling then gave an overview of the Fee update, stating that this was the first meeting in a series of three to educate stakeholders and gather their input on the Traffic Impact Mitigation Fee (TIMF) Update Program. He explained that this meeting was purposed to provide background information on the existing TIMF, explain the need for an update and gather input from stakeholders. He then gave a brief presentation on the Program, beginning with the history. R. Dowling explained that the TIMF was established in 1990 to mitigate development impacts to the transportation system for local and regional county roadways, the state highway system and alternative modes of transportation, such as bicycle lanes and pedestrian facilities. Following the addition of Mountain House in 2000, there were 12 established planning areas.

R. Dowling went on to explain that although the County adopted the Regional Traffic Impact Fee (RTIF) in 2006 to pay for regional and state highway projects, an update to the TIMF was needed to reflect current unincorporated area housing and employment growth forecasts.

R. Dowling went on to outline why a fee update was needed. This included the following objectives:

- Review project list from County fee program to ensure compatibility with RTIF
- Update to reflect current unincorporated area housing and employment growth
- Update local roadway project needs
- Update roadway project list and costs
- Refocus TIMF on county roads only

R. Dowling stated that although this update would ideally be coordinated with the General Plan Update, because it is not scheduled until 2008, with adoption occurring several years following, it does not make sense to wait to update the TIMF. In fact, by the time the General Plan Update was adopted, the TIMF would likely be ready for another update.

He went on to explain that the fee is currently divided into five components:

- Congestion Management Program (CMP)
- Non-CMP County Roadways
- County Roads (Regional & Local)
- Alternative Transportation Modes
- Administrative

As of June 2006, he explained, \$18.5 million had been leveraged from state and federal funds, and 28 projects in unincorporated San Joaquin County were made possible because of this program. The existing TIMF outlines that near-term priority projects (2006-2009) are projected at \$16.5 million and long-term priority projects (2010-2016) are projected at \$13.5 million.

R. Dowling then went on to explain the work conducted to date, which included preliminary research showing an additional 76,875 dwelling units between 2006 and 2030, a 15 percent increase in employment and roughly 200 traffic counts thus far. He also explained that the team would be utilizing the 2030 Travel Forecasts Model developed by the San Joaquin Council of Governments (SICOG).

The next analysis steps were then outlined:

- Evaluate Planning Area Designations
- Develop New Capital Improvement Project List
- Establish New Base and Future Year Construction Costs
- Establish Fair Share Percentages (local vs. regional)
- Establish Preliminary Fee Schedule (\$/Trip by Planning Area)
- Get Stakeholder Feedback
- Develop Preliminary Fee Schedule

R. Dowling concluded his presentation stating that this was only the beginning of the process and that two more stakeholder meetings would be held to gather input. Those meetings were tentatively scheduled for March (to review capital improvements list and preliminary fee calculations) and April (to review the draft fee schedule). Stakeholders would be notified via e-mail and the Web page when more information became available.

Nicole Angeloni then opened the forum for questions and comments.

- Is it possible to get a copy of the PowerPoint?
- How will the money be spent?
- Is there a separate process for proposing preferred projects if I have a suggestion for one?
- I did not receive my newsletter invitation until yesterday, so I am concerned that stakeholders did not have enough notification time. What is your plan for outreach to each planning area? Are you going to go to each one? I think your schedule is very aggressive.
- Is there any money left from the existing program?
- Can you post maps for each planning area outlining which roads are eligible for funding?
- The RTIF is supposed to encompass road improvements for the incorporated areas of the County, or the Cities. Would someone ever need to pay both the

TIMF and the RTIF?

- Are there really that many homes projected for the unincorporated area of the County? That seems very excessive.
- Are the results of the model available? If not, when will they be available?
- Can you explain again what CMP, Non-CMP and Alternative Modes mean and how they relate to potential projects?
- How does it get decided which projects should receive funding?
- This program only pays for transit improvements related to additional traffic due to development, right? There is no money for existing problems that are not related to new development.
- Can left hand turns and stop signs qualify as part of the project?
- In regards to the time schedule, this seems pretty aggressive. A lot crammed into a short period of time.
- I think you need to reach out to the general public who drive every day. I am sure they have something to say and should get involved.
- Have you worked with the County Supervisors to identify stakeholders?