

Traffic Impact Mitigation Report 2015



Public Works Agency
— Alameda County —

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INTRODUCTION

The Traffic Mitigation Fee Program (Program) Annual Report (Report) of December 2015 complies with the requirements of the Alameda County Ordinance Code Title 15, Chapter 15.44, Cumulative Traffic Impact Mitigation Fees (Fees).

The Report describes the Program's purpose, background, fee structure and basis, and explains how fees are calculated. The Report also describes the zones of benefit and the projects on which the funds have been or will be expended within each zone.

Copies of the Report are available for review or purchase at the Agency's Hayward Office: Public Works Agency, 399 Elmhurst Street, Hayward, CA 94544. Copies of the Report may be purchased at the Agency for \$5.00 each, or for \$8.00 (prepaid) by mail.

PURPOSE

All new development contributes to cumulative traffic impacts which are significant and widespread. In addition, off-site impacts to the transportation system are often difficult to measure and mitigate on a project-by-project basis. However, they are cumulatively measurable and mitigable. The purpose of the Program and its fee structure is to assure that each new development bears the burden of its individual and incremental share of improvements needed to mitigate the cumulative traffic impacts caused by all new development.

PROGRAM FEES

The State Legislature enacted Assembly Bill 1600, establishing Government Code Chapter 5, commencing with Section 66000, Fees for Development Projects. The provisions of this Chapter allow local governments to adopt Fees for development projects.

In September 1988, the Board enacted Ordinance No. 0-88-77, adding Chapter 15.44 to Title 15 of the Alameda County Ordinance Code (formerly Title 7, Chapter 12), establishing Cumulative Traffic Impact Mitigation Fees. This Ordinance also established that all new development for which a building permit application has been filed is subject to the payment of a Cumulative Traffic Impact Mitigation Fee.

On April 5, 2005, the Alameda County Board of Supervisors amended Title 15 of the County General Code to revise the method of determining the cumulative traffic impact mitigation fees. Fees were realigned to reflect roadway usage predictions developed from actual traffic generation studies. The fees were also adjusted to include a provision for annual adjustments based on a construction cost index as outlined in the following Fee Rate Schedule.

FEE SCHEDULE

Effective July 1, 2015

LAND USE	FEE AMOUNT
<u>Residential</u>	
Single Family Dwelling 0-2 Car Garage	\$ 2,460
Single Family Dwelling 3 or More Car Garage	\$ 2,460 + \$681 for each vehicle space over two
Multi-Family Dwelling (must be attached units)	\$ 1,471 per dwelling unit
Mobile Home	\$ 1,365 per dwelling unit
<u>Non-Residential</u>	
Agricultural	No charge, except agricultural buildings that are intended for public access, such as winery sales, and tasting facilities, or horse riding arenas shall be charged as follows:
Publicly Accessible Horse Barns and Arenas	\$ 241 per stall
Winery Retail Sales, Tasting Facilities	\$ 5.39 per gross square footage
Unmanned Antenna Sites	No charge
Shell Buildings	Per the most relevant usage: General Office \$ 6.42/ sq. ft Business Park \$ 2.75/ sq. ft Shopping Center \$ 9.41/ sq. ft General Retail \$13.25/ sq. ft
Other: Non-residential	\$ 2,440 per P.M. peak trip

ZONES OF BENEFIT AND ZONE BALANCES

The Cumulative Traffic Impact Mitigation Fees are divided into the following benefit areas:

ZONES OF BENEFIT		
<u>Zone</u>	<u>Area</u>	<u>Study Zone</u>
1	Ashland/San Lorenzo	Zone A
2	Castro Valley	Zone B
3	Fairview	Zone C
4	East County	Zone D
6	Shapell/Villareal Drive	
5	Countywide	

Seventy percent (70%) of the fees are deposited into the specific impact-related zone with the remaining thirty percent (30%) deposited into the Countywide zone.

ZONE BALANCES	
End of FY 2014-2015	
<u>Zone</u>	<u>Balance</u>
1	\$754,950
2	\$717,982
3	\$147,087
4	\$116,541
6	\$ 67,333
Countywide	\$1,058,765

Zone balances are as of June 30, 2015

*Note: These figures reflect maximum unexpended amounts; however, these funds are committed to long-term projects outlined in the 7-Year Road Capital Improvement Program, or have been spent since this report was prepared.

PROGRAM EXPENDITURES

Completed Projects

<u>Zone</u>	<u>Project</u>	<u>Fiscal Year</u>	<u>Expense</u>
Countywide	Redwood Rd., Phase I (#1589)	97-98	\$126,221
4	Vasco Rd. (#1787)	97-98	\$200,000
2	Redwood Rd., Phase II (#1757)	98-99	\$277,800
Countywide	Redwood Rd., Phase II (#1757)	98-99	\$450,000
1	Slurry Seal (#1863)	99-00	\$ 24,550
Countywide	Slurry Seal (#1863)	99-00	\$ 60,000
2	Stanton Avenue Traffic Signal	03-04	\$190,000
4	Tesla Road Traffic Signal	03-04	\$160,000
1, 2, 3	Pavement Rehabilitation (includes Fairview, Royal)	03-04	\$269,000
Countywide	Tesla Road/S. Vasco Road	05-06	\$125,000
3	Second Street Sidewalks	08-09	\$205,000
6	Palomares Hills Pavement Improvement	10-11	\$450,000
1	Lewelling Widening	12-13	\$100,000
County Share	Stanley Blvd Bike Lane	12-13	\$500,000
3	Maude Ave Sidewalk	13-14	\$150,000
4	East County Overlay Project	13-14	\$200,000

Future Projects

The unexpended fees in each fund are to be used as shown in the Capital Improvement Program and Operating Budget for funds collected from the Cumulative Traffic Impact Mitigation Fees. The following is a list of future projects.

<u>Zone</u>	<u>Committed Project</u>	<u>Fiscal Year</u>	<u>Expense</u>
1	Bockman Road Sidewalk	16-17	\$265,000
1	Bockman Traffic Signal	16-17	\$150,000
1	Meekland Avenue Sidewalk Improvement	15-16	\$460,000
2	A St/Redwood Road Sidewalk	15-16	\$500,000
1	Hesperian/Sycamore Traffic Signal	15-16	\$ 50,000
2	Norbridge/Strobridge Avenue	16-17	\$600,000