2018 Regional Development Impact Fee Nexus Study Update

TRANSPORTATION AGENCY FOR MONTEREY COUNTY
What is an Impact Fee Program?

Impacts from new development

Growth pays for growth

Existing vs. new traffic

Capacity improvements
Benefits

Streamlines process:
• Saves time, money, hassle
• Predictable costs

All projects pay fair share

Makes fees consistent for all
Regional Development Impact Fee

Mitigates CEQA Cumulative Impacts

Applies to Development Based on New Vehicle Trips

Coordinates with Local Impact Fees

Joint Powers Authority
Regional Development Impact Fee

Nexus Study:

- Road Congestion
- Zone Structure
- Project Cost Updates
- FORA Zone Analysis
Regional Development Impact Fee Update

1. Identify Roadway Congestion and Improvements
2. Estimate Cost of Improvements
3. Determine Who Will Benefit from the Identified Improvements
4. Calculate Fees
Identify Roadway Congestion and Improvements

Questions we are trying to answer:

• Where does congestion occur today?

• Where will congestion occur in the future?

• What can be done to improve congestion?
Future Traffic

AMBAG Model Network
AMBAG Traffic Analysis Zones (TAZs)
Year 2035 Without Improvements
Determine Project List
Year 2035 With Improvements
Determine Cost of Improvements

Step 2

- **Step A**: Develop Preliminary Quantities
- **Step B**: Develop Unit Costs
- **Step C**: Develop Construction Cost Estimates
Determine Who Will Benefit from the Identified Improvements

Step A: Update Benefit Zone Structure

Step B: Determine Where Growth Will Occur

Step C: Determine Where People Will Go

Step D: Determine Which Routes People Will Take
Update Benefit Zone Structure

Step 3A

North County

Greater Salinas

Peninsula / South Coast

South County

FORA

2018 REGIONAL DEVELOPMENT IMPACT FEE NEXUS STUDY UPDATE
Determine Where Growth Will Occur

Buildout of the Region is based on the Adopted General Plans

Population Growth Per Zone

Employment Growth Per Zone
Trip Generation

Growth in Trips Per Zone

- Z1 - North County: 83,000
- Z2 - Greater Salinas: 84,000
- Z3 - Peninsula: 38,000
- Z4 - South County: 25,000
- Z5 - FORA: 93,000
Greater Salinas Trip Origins

- North County
  Trips: 20,000

- Greater Salinas
  Trips: 218,000

- Peninsula / South Coast
  Trips: 28,000

- South County
  Trips: 16,000

- FORA
  Trips: 8,000

- Internal/External
  Trips: 70,000
Greater Salinas Trip Destinations

- North County
  Trips: 20,000

- Greater Salinas
  Trips: 218,000

- Peninsula / South Coast
  Trips: 28,000

- South County
  Trips: 16,000

- FORA
  Trips: 8,000

- Internal/External
  Trips: 70,000

Determine Where People Will Go

2018 REGIONAL DEVELOPMENT IMPACT FEE NEXUS STUDY UPDATE
Determine Which Routes People Will Take

- SR-166 Widening
- 7,800 New Trips
- 800 New Trips
New Development Cost Share per Zone

\[
\text{Cost of Improvement} \times \frac{\text{Number of New County Trips Using Improvement}}{\text{Total Number of Future Trips Using Improvement}}
\]

This is further divided by benefit zone.
Year 2035 Vehicle Trips by Project

- Existing Trips
- New Trips - Internal
- New Trips - External

- State Route 1
- State Route 156
- Marina-Salinas Corridor
- Davis Road North
- Davis Road South
- Del Monte (Monterey)
- US-101 South County 1
- US-101 South County 2
- State Route 68
- US 101
- County Route G12
- Salinas Road

2018 REGIONAL DEVELOPMENT IMPACT FEE NEXUS STUDY UPDATE
State Route 156 Corridor and US 101 Interchange

Total Project Cost
- $388,834,000

Regional Fee Share
- $41,567,649 (10.7%)
Improvements Cost Share per Zone

North County
Zone Share: $13.9M

Greater Salinas
Zone Share: $30.4M

Peninsula / South Coast
Zone Share: $51.1M

South County
Zone Share: $18.9M

FORA
Zone Share: $17.4M
Step 4  Calculate Fees

Fee Components:

• Improvement Projects Cost

• Transit Component ($10 million divided between zones by transit use)

• Administrative Costs (about 1% of the total fees)
Fee Equation

Fee / Trip = \frac{\text{Total Fee Share for Benefit Zone}}{\text{Total Growth in Trips for Benefit Zone}}
Fee / Trip Comparison to 2013 Nexus Study

North County
Greater Salinas
Peninsula / South Coast
South County
FORA

2013
2018
Question:

Why are Peninsula Trips on the Harris Road Interchange?
2018 REGIONAL DEVELOPMENT IMPACT FEE NEXUS STUDY UPDATE

- 500 New Trips
- 1,200 New Trips
- 1,700 New Trips Total

- US-101 South County Phase 2 (Harris Road Interchange)
US 101 South County Phase 2

Total Project Cost
- $59,850,000

Regional Fee Share
- $7,463,477 (12.5%)
Question:

Why Does Peninsula pay more for the Harris Road Interchange than Greater Salinas?
500 New Trips

1,200 New Trips

US-101 South County Phase 2 (Harris Road Interchange)

1,700 New Trips Total
Question:

Why doesn’t North County contribute towards the US 101 South County projects?
US 101 South County Phase 1

**Total Project Cost**
- $108,096,000

**Regional Fee Share**
- $17,937,753 (16.6%)
US 101 South County Phase 2

Total Project Cost
- $59,850,000

Regional Fee Share
- $7,463,477 (12.5%)
Question:

Why are there South County Trips on County Route G12 and Salinas Road?
1,800 New Trips

1,400 New Trips
County Route G12

Total Project Cost
- $74,221,000

Regional Fee Share
- $6,971,846 (9.4%)
Salinas Road Improvements

**Total Project Cost**
- $7,516,000

**Regional Fee Share**
- $628,280 (8.4%)
Regional Fee Program Policies

Keep the FORA zone separate from the Peninsula

Provide appropriate fees for affordable housing and infill development

Provide an appeals process
Strategic Expenditure Plan

Previously Funded Projects
• US 101 / San Juan Road Interchange
• Holman Highway 68 Roundabout

Currently Programmed
• State Route 156
• State Route 68
Next Steps

Review Draft Regional Fee Nexus Study with TAMC Board
- June 2018

Circulate and Receive Comments from the Jurisdictions
- July 2018

TAMC Board Consider Approval of Final Regional Fee Nexus Study
- August 2018

Adoption by the Jurisdictions
- September 2018