

12 PROJECTED TRAFFIC IMPACT FEES

This section provides recommendations for traffic impact fees based on the cost estimates and land use development estimates outlined earlier in this report. The purpose of calculating traffic impact fees is to allow Colusa County to assess an appropriate fee to pay for necessary transportation improvements. By assessing this fee, the County can be assured that if the potential development is realized, the traffic improvements necessary to accommodate growth will be funded.

12.1 Methodology for Developing Traffic Impact Fees

The methodology used to develop the traffic impact fees for this study are fairly straight forward and is typical of other traffic impact fee programs. The following outlines the steps used to generate the traffic impact fees.

- Determine land use estimates for all study scenarios
- Estimate number of individual units for all land uses (i.e. Single Family Dwelling Units for residential, Thousands of Square feet or Acres for Commercial or Industrial, etc.)
- Calculate the trip generation for all units
- Estimate the improvements necessary to accommodate all new trips through a traffic operations evaluation
- Estimate the costs for these improvements
- Use a weighted method based on number of trips for each land use to distribute costs for all improvements among those land uses

This methodology provides an equitable means of assessing fees by land use for all development. In this case, the residential land uses are charged by dwelling unit, commercial uses are charged by the 1,000 square feet, and industrial areas by acre.

12.2 Traffic Impact Fee Calculations

Table 12.1 shows the resulting Traffic Impact Fees based on this methodology for the Arbuckle and College City areas. In order to calculate the fees, the first column is taken from the costs estimates in Chapter 10. Next, the total trips from the trip generation calculations in Chapter 5 are shown. Then the total cost estimates by scenario (i.e. short and long term) are divided by the total number of trips per scenario to arrive at a “per trip” fee. Knowing the trips per land use from the trip generation calculations, this cost can be weight-distributed among the three main land use categories of residential, commercial, and industrial by multiplying the per trip fee by the trips per land use. Finally, knowing the number of units for each land use, the fee per land use unit is calculated (final column on the right).

TABLE 12.1
TRAFFIC IMPACT FEE CALCULATIONS

Scenario	Cost Estimate (A)	Total Trips (B)	Cost per Trip (C = A + B)	Trips by Land Use (D)	Fees per land use (E = D x C)	Units by Land Use (F)	Fees by land use (G = E + F)
Near Term Growth ¹	\$2,569,000	8,210	\$312.91	Residential - 8,210 Commercial - 0 <u>Industrial - 0</u> Total - 8,210	Residential - \$2,569,000 Commercial - \$0 Industrial - \$0	Residential - 762 (SFDU) Commercial - 0 (KSF) Industrial - 0 (Acre)	Residential - \$3,371/SFDU Commercial - \$0/KSF Industrial - \$0/Acre
Long Term Growth ²	\$84,341,000	65,754	\$1,282.67	Residential - 35,513 Commercial - 30,122 <u>Industrial - 120</u> Total - 65,755	Residential - \$45,551,630 Commercial - \$38,636,730 <u>Industrial - \$152,640</u> Total - \$84,341,000	Residential - 3,750 (SFDU) Commercial - 645 (KSF) Industrial - 80 (Acre)	Residential - \$12,147/SFDU Commercial - \$59,901/KSF Industrial - \$1,908/Acre
All Phases Combined ³	\$86,937,000	73,964	\$1,175.40	Residential - 43,723 Commercial - 30,122 <u>Industrial - 120</u> Total - 73,964	Residential - \$51,391,845 Commercial - \$35,405,282 <u>Industrial - \$139,873</u> Total - \$49,250,000	Residential - 4,512 (SFDU) Commercial - 645 (KSF) Industrial - 80 (Acre)	Residential - \$11,390/SFDU Commercial - \$54,891/KSF Industrial - \$1,748/Acre

Notes:

- 1) Near term growth includes only that land use expected to develop during the near term (i.e. 0 to 5 years)
- 2) Long term growth includes land use expected after near term, and within approximately 20 years.
- 3) All phases combined include both near term and long term figures added together.

As shown in Table 12.1, the near-term Traffic Impact Fee would be:

- Residential - \$3,371 per dwelling unit
- Commercial - n/a
- Industrial - n/a

The long term traffic impact fees would be:

- Residential - \$12,147 per dwelling unit
- Commercial - \$59,901 per thousand square feet
- Industrial - \$1,908 per acre

Note that the long-term fees are significantly higher than the near term fees as there is considerably more traffic, and more improvements required, in the long term scenario.

Note in Table 12.1, a combined option of fees is included for reference in the lower third of the table. These fees could be used, if the County so desires, as a means of capturing fees irrespective of where market demands place early development.

12.3 Applying the Fees

There are several options for the County to apply these fees. These are outlined below.

- Apply the fees as calculated for each respective area. This would require, in effect, a near-term impact fee zone and a long term impact fee zone. All development in each respective zone would be charged the appropriate rate. One draw back is that ultimately the near-term development does contribute to the long term traffic and thus the long term improvements.
- An option is to phase the fees such that, irrespective of where in the Arbuckle College City area development occurs, the same fee would apply for all development (per land use type.) After the near-term level of development is realized, then the rates would switch to long term rates.
- Colusa County can choose to apply the long term rates to all development irrespective of location. This would ensure that adequate funds are available for improvements, but may stunt growth for economic reasons.
- The County should consider increasing the rates for long-term fees based on some inflationary index, such as the Consumer Index growth, in order to assess fees appropriate to the construction year.

- If development occurs within the Long Term areas identified prior to the Short Term areas completely filling in, then the County should consider applying the long term rates to those developments.
- Similarly, if development occurs outside of the areas identified as either Short Term or Long Term, then the County should consider applying the long term rates to those developments.