



Agenda Date: 1/29/2008  
Agenda Placement: 8E  
Set Time: 10:15 AM PUBLIC HEARING  
Estimated Report Time: 15 Minutes

## NAPA COUNTY BOARD OF SUPERVISORS Board Agenda Letter

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**TO:** Board of Supervisors  
**FROM:** Michael Stoltz for Robert Peterson - Director  
Public Works  
**REPORT BY:** Martha Burdick, Public Works Admin Manager - 259-8188  
**SUBJECT:** Annual Review and Fee Adjustment of the Traffic Mitigation Fee Program for the Napa Airport Industrial Area

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### **RECOMMENDATION**

Director of Public Works requests the following actions with respect to the Napa Industrial Area Traffic Mitigation Fee Program:

1. Open a Public Hearing for discussion of:
  - a. Annual report on the Traffic Mitigation Fee Program; and
  - b. Adjustment of the Traffic Mitigation Fee.
2. Close the Public Hearing and adopt:
  - a. Resolution making Government Code Section 66006 findings with respect to the mitigation program for the Fiscal Year 2006-2007; and
  - b. Resolution adjusting the traffic mitigation fee for new development within the Airport Industrial Area Specific Plan area for inflation, from \$2,762 to \$3,551 per afternoon peak hour vehicle trip, and updating references to the peak hour methodology document.

### **EXECUTIVE SUMMARY**

The Airport Industrial Area Specific Plan (AIASP) was adopted by the Board of Supervisors on July 29, 1986, to provide for the orderly development of the area around the Napa County Airport. The Road Improvement Program and Development Fee Schedule was adopted by Resolution in December 1990 to fund the Specific Plan area's share of road improvements to accommodate the additional traffic generated by new development.

California Government Code Section 66006(b)(1) requires local government agencies to make a series of financial disclosures regarding the collection and expenditure of the development fees on a yearly basis. In addition, California Government Code Sections 66004 and 65962 provide for the establishment and periodic update of development fees of the type contemplated pursuant to the requirements of Section 66018 and in the manner required by Section 6062(a).

**Procedural Requirements**

1. Chair announces agenda item.
2. Chair declares the Public Hearing open.
3. Staff reports on the item.
4. Questions by the Board.
5. Chair invites public comment.
6. Chair declares the Public Hearing closed.
7. Chair invites a motion on the item.
8. Member makes a motion on the item.
9. Another member seconds the motion on the item.
10. Board discussion and debate.
11. Chair calls for the Vote on the motion on the item.
12. Chair announces the result of the Vote.

**FISCAL IMPACT**

Is there a Fiscal Impact?	Yes
Is it currently budgeted?	Yes
Where is it budgeted?	Mitigation Trust Fund - Airport Industrial Area
Is it Mandatory or Discretionary?	Discretionary
Discretionary Justification:	California Government Code Sections 66004 and 65962 provide for the establishment and periodic update of development fees of the type contemplated by the capital facilities plan to mitigate the road infrastructure impacts anticipated by the Airport Industrial Area Specific Plan (AIASP). Rates are adjusted based upon the CalTrans Construction Cost Index and will be adjusted from the current rate of \$2,762 per P.M. Peak Hour Vehicle Trip to \$3,551 per P.M. Peak Hour Vehicle Trip.
Is the general fund affected?	No
Future fiscal impact:	Future projects which may be constructed from these funds are: the extension of Devlin Road across Fagan Creek to Tower Road, and widening of Devlin Road. The funds are also scheduled to be used to pay for the AIASP area's share of future improvements to the State Highway 29/12 and State Highway 29/221 intersections.
Consequences if not approved:	The fee adjustment is required so that the fees generated by the new developments keep in constant relationship with the cost of construction. If the request is not approved, funding for the capital facilities plan to mitigate the road infrastructure impacts will not be in line with actual costs.
Additional Information:	As of June 30, 2007, the Trust Fund balance is \$1,762,473.63.

## **ENVIRONMENTAL IMPACT**

**ENVIRONMENTAL DETERMINATION:** General Rule. It can be seen with certainty that there is no possibility the proposed action may have a significant effect on the environment and therefore CEQA is not applicable [See Guidelines For the Implementation of the California Environmental Quality Act, 14 CCR 15061(b)(3)].

## **BACKGROUND AND DISCUSSION**

The following information is provided in support of and in compliance with the reporting requirements of Government Code Sections as relates to the Road Improvement Program and Development Fees:

### **A. Annual Review of the Traffic Mitigation Program from Fiscal Years 1990/91 through 2006/07**

During this time period there has been \$3,960,359.47 received from developer's contributions and \$919,966.90 has been earned in interest.

During the same time period, \$3,117,852.74 has been expended for authorized projects. Projects completed to date include:

- | Signals at Kelly Road and State Highway 12
- | Widening a portion of Devlin Road to 4 lanes from Airport Blvd. north ± 2,000 feet
- | Signals at Devlin Road and Airport Blvd.
- | Widen Devlin Road to 3 lanes from Tower Road to South Kelly Road
- | Connect Devlin Road from Soscol Ferry Road to Airport Blvd.

As of June 30, 2007, the difference between total revenue and expenditures provides for an available balance of \$1,762,473.63. Future projects which may be constructed from these funds are the extension of Devlin Road across Fagan Creek to Tower Road, and the widening of Devlin Road. These projects will be completed when there is development in those areas. The funds are also scheduled to be used to pay for the AIASP share of future improvements to the intersections of State Highway 29/12 and State Highway 29/221. Approval of the attached Resolution and Exhibit A is requested to fulfill the Code Section requirements for financial disclosure.

### **B. Adjustment of the Traffic Mitigation Fee**

Section D of the September 1990 Road Improvement Program and Development Fee Schedule requires the County to annually adjust/increase the road development fee to keep pace with the inflationary cost increase in road construction prices. The County uses the California Department of Transportation (DOT) Construction Cost Index. This adjustment for inflation is necessary to maintain the road development fee in constant relationship to the cost of construction. This fee was last adjusted in September 2006 to \$2,762 per afternoon peak hour vehicle trip. The DOT Construction Cost Index has increased dramatically due to cost increases associated with construction materials and petroleum. This cost increase requires the fee to be updated to \$3,551 per afternoon peak hour vehicle trip.

### **C. Monitoring the Rate of Development**

An annual comparison of the rate and location of development with that forecasted in the Specific Plan has been completed. This analysis has determined that the assumptions, as to when road improvement projects will be required, are still valid.

The County is also required to actively support and participate in a County wide transportation task force comprised of public and private entities. The task force is to track State/Federal transportation funding/scheduling issues. The Napa County Transportation Planning Agency (NCTPA) performs these functions.

A notice of this hearing was published in the Napa Valley Register on January 19, 2008 and January 24, 2008.

**SUPPORTING DOCUMENTS**

- A . Resolution to Amend Fees
- B . Attachment A
- C . Fee Mitigation Findings Resolution

CEO Recommendation: Approve

Reviewed By: Helene Franchi