

City of Sacramento

Legislation Details (With Text)

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Title: Citywide Transportation Development Impact Fee Annual Report for the Year Ending June 30, 2018
[Published 01/212/2019]

Sponsors:

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Date	Ver.	Action By	Action	Result
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Title:

Citywide Transportation Development Impact Fee Annual Report for the Year Ending June 30, 2018 [Published 01/22/2019]

File ID: 2019-00132

Location: Citywide

Recommendation:

Pass a Motion to receive and file the Citywide Transportation Development Impact Fee Annual Report for the Year Ending June 30, 2018.

Contact: April Lu, Supervising Financial Analyst, (916) 808-2680; Lucinda Willcox, Program Manager, (916) 808-5052, Department of Public Works.

Presenter: None

Attachments:

1-Description/Analysis

2-Exhibit A (Citywide Transportation Impact Fee Annual Report)

Description/Analysis

Issue Detail: The Mitigation Fee Act (California Government Code Section 66000 et. seq., hereafter

the “Act”) and City Code section 18.156.150 mandate an annual report be prepared regarding development impact fees charged by the City and made available to the public. The *Citywide Transportation Development Impact Fee Annual Report* for the Year Ending June 30, 2018 (attached as Exhibit A) fulfills the annual reporting requirement for the Citywide Transportation Development Impact Fee.

The report presents the following information as required by the Act and City Code:

- A brief description of the type of fee in the account or fund
- The amount of the fee
- The beginning and ending balance of the account or fund
- The amount of the fees collected, and interest earned
- An identification of each public improvement on which fees were expended and the amount of the expenditures on each improvement, including the total percentage of the cost of the public improvement that was funded by the fees
- An identification of an approximate date by which the construction of the public improvement will commence if the local agency determines that sufficient funds have been collected to complete financing on an incomplete public improvement
- A description of each interfund transfer or loan made from the account or fund, including the public improvement on which the transferred or loaned fees will be expended, and, in the case of an interfund loan, the date on which the loan will be repaid, and the rate of interest that the account or fund will receive the loan
- The amount of any refunds made once it has been determined that sufficient revenues have been collected to fund all projects
- The amount of any automatic annual adjustment, including the basis of the calculation

Pursuant to the Act and City Code, the report included as Exhibit A was made available to the public on January 22, 2019.

Policy Considerations: Filing the required annual report will satisfy the requirement of the Act and City Code. The Transportation Development Impact Fee provides funding to address impacts from new development on the city’s transportation network. Areas near transit stations, in infill areas, and in disadvantaged census tracts are given a 40 percent discount on the fees.

Economic Impacts: Not applicable.

Environmental Considerations: This report contains administrative activities that do not constitute a “project” as defined by the CEQA Guidelines Section 15378(b)(2) (Title 14 Cal Code Reg. §15000et. Seq.).

Sustainability: Not applicable.

Commission/Committee Action: None

Rationale for Recommendation: The Act and City Code Section 18.56.150 require an annual report filed with City Council for all the City's impact fee funds.

Financial Considerations: For the first fiscal year of its implementation, the City collected \$1,306,602 in Transportation Development Impact Fee (TDIF) fees toward the \$172 million identified as eligible (TDIF) contributions resulting from impacts from development for the over \$500 million in transportation projects identified in the General Plan.

While North Natomas and Delta Shores are generally exempt from the citywide fee, the following table identifies where the funding was collected. The largest amount was in the Central City, followed by East Sacramento (attributable almost entirely to development in McKinley Village). A hotel project in South Natomas also contributed a relatively large proportion of the funding.

The City provided approximately \$250,000 in fee reductions to development in incentive areas.

Comm Plan Area	Amount	Percent
ARDEN ARCADE	\$ 1,863.68	0.14%
CENTRAL CITY	\$ 304,878.73	23.33%
EAST SACRAMENTO	\$ 300,551.69	23.00%
FRUITRIDGE/BROADWAY	\$ 110,134.47	8.43%
LAND PARK	\$ 52,859.16	4.05%
NORTH NATOMAS	\$ 11,814.85	0.90%
NORTH SACRAMENTO	\$ 95,590.74	7.32%
POCKET	\$ 65,046.24	4.98%
SOUTH AREA	\$ 112,750.00	8.63%
SOUTH NATOMAS	\$ 251,112.72	19.22%
Grand Total	\$ 1,306,602.28	100.00%

Funding will be allocated to CIPs as part of separate efforts based on several factors, including project readiness, where fees were collected, and other factors. The first project that will be ready for funding is the Downtown Mobility Project (T15195000), where the City will leverage the funds as partial match for a \$5 million grant received for the implementation of parking protected bike lanes throughout midtown and downtown.

Local Business Enterprise (LBE): Not applicable.