

TOWN OF SAN ANSELMO

RESOLUTION NO. 3619

A RESOLUTION OF THE TOWN COUNCIL OF THE TOWN OF SAN ANSELMO ADOPTING A STREET AND ROADWAY IMPACT FEE TO PROVIDE FOR THE REPAIR AND MAINTENANCE OF DAMAGED STREETS AND ROADS CAUSED BY CONSTRUCTION ACTIVITY

WHEREAS, the town of San Anselmo is required to fund ongoing roadway projects to maintain and repair local roadways; and

WHEREAS, traffic associated with construction activity places a significant burden on local roadways and is a significant cause of roadway damage; and

WHEREAS, the Town Council has considered the Town Engineer's report (attached hereto as Exhibit A) analyzing road repair costs and the share of the project costs resulting from construction activity; and

WHEREAS, the Town Council has determined that the increased cost to the Town for such maintenance and repair resulting from construction activity should be offset by the collection of fees to cover the costs to the Town; and

WHEREAS, the Town Engineer has calculated that the following fees will cover the costs to the Town for its roadway repair resulting from construction activity; and

WHEREAS, notice of the proposed road impact fee has been noticed consistent with California Government Code Sections 66018,

NOW, THEREFORE BE IT RESOLVED, that the following fees are to become effective consistent with state law and shall be subject to the requirements and collected as specified herein:

1. Road impact fees shall be collected at the time of issuance of a building permit by the Building Department. A road impact fee of one percent (1%) of the building permit project's valuation shall be paid for all construction projects occurring on all public and private streets and roads.
2. Impact fees shall be retained in a separate fund with all fund accounting and reporting performed consistent with State Law.

3. The Town Council may exempt the impact fee in case of construction activity directly related to housing affordable to low and moderate income households.

PASSED AND ADOPTED at a regular meeting of the Town Council of the Town of San Anselmo held on the 8th day of October, 2002 by the following vote:

AYES: Chignell, Kilkus, Kroot

NOES: (none)

ABSTAIN: (none)

ABSENT: Breen, Hodgens

APPROVED: *Pete Kilkus, Vice-Mayor*

ATTEST: *Delira Stutsman, Town Clerk*

**ROAD IMPACT FEE
Town Engineer's Report**

Construction Traffic Impact on San Anselmo's Roads

Passenger cars, vans, sports utility vehicles and pickups have a negligible effect on road pavement life. Present roadway design allows for truck traffic by setting a basic design element of 18,000 pounds single-axle load. Many of the old roads are not designed to carry heavy loads such as construction traffic. As loads increase, their impact increases exponentially. A concrete truck for example, causes 6,000 times the damage that a standard passenger vehicle would cause. With the increase in construction activity comes an increase in the frequency construction traffic which results in more damage to the roads.

Deterioration of roadways occurs initially in the base section which is usually a compacted gravel mix over the subgrade, and below the asphalt surfacing. Repeated passes with high axle loads will lead to premature distress and failure of the pavement.

Roadway damage is primarily the result of age, natural elements (sun and water) and vehicle loading. Vehicle impact has been estimated to typically represent about 60% of the damage. This is probably more like 70%, on hillside roads where lateral support is weaker on the downslope side. Repetitive heavy loads force roadway base to move laterally, opening pavement cracks and causing depressions which accelerate the damage. Considering 65% damage and assuming 15% due to none construction vehicles resulting in 50% impact due to construction activities.

Recovering Costs of Construction Impact on Roads

Government agencies have historically imposed fees on new developments to help offset the maintenance and repair of infrastructure. In San Anselmo, new developments take the form of individual residential / commercial projects, renovations, additions and various structures that create the need for heavy construction, concrete deliveries, export of excavated material, equipment and material deliveries; all involve repetitive heavy loads on the roadways.

The Town of San Anselmo is responsible to maintain and repair its public roads. In 1995 a bond measure raised 10.8 million dollars to make up the deferred maintenance to its infrastructure. Now that the bond money is running out, the need for continuous maintenance to keep the present level of road condition is critical. In order for the Town to achieve this purpose, a road impact fee resulting from construction activity is justified.

Analysis

Computer models based on Pavement Management System (PMS) created by Metropolitan Transportation Commission (MTC) which is widely used in California were studied. The condition of the roadway is represented by Pavement Condition Index (PCI) an index of above 80 is optimum, and index of 65 is fair. The 2003 PCI is 63 which is fair.

To maintain this index at around the same level after 10 years, a minimum of \$400,000 a year is needed.

Considering the damage due to construction impact at 50%, the construction impact share would be \$200,000.

The following table lists total actual Building Permit project valuations for the last six years.

Fiscal Year	Remodel, Add, Demo	New Dwelling	Commercial
'01/02	15,252,695	3,964,700	589,282
00/01	14,739,730	4,793,225	324,660
99/00	10,988,371	3,952,823	2,680,655
98/99	8,337,071	2,909,709	750,000
97/98	7,860,572	2,071,471	478,460
96/97	6,260,640	1,196,826	1,934,778

Reviewing the valuation table above in the commercial column for 99/00 the value is skewed because of the Safe Way work valued at \$1,200,000. Also 96/97 the value is skewed because of the Andronico work valued at \$600,000.

Looking through the years there is a jump in the total evaluation starting 99/00. The property values are holding throughout the economic retreat which lead us to assume that the last three years are more representative of the trend with minor fluctuations. Based on the last three years with 99/00 adjusted by taking away Safe Way valuation, the average per year is \$18,695,380.

Using the rounded number of 1% fee will generate \$186,695 per year.

Based on above analysis a Road Impact Fee of 1% of the Building Permit project valuation is recommended.

Town of San Anselmo

Date Printed 02/21/2002

Scenarios - Network Condition Summary

PMS1035

Interest: 5.00%

Inflation: 3.00%

Scenario: \$400,000
Annually 10
Years No SFD

<u>Year</u>	<u>Budget</u>	<u>PM Amt</u>	<u>Year</u>	<u>Budget</u>	<u>PM Amt</u>	<u>Year</u>	<u>Budget</u>	<u>PM Amt</u>
2003	\$400,000	12%	2004	\$400,000	12%	2005	\$400,000	12%
2006	\$400,000	12%	2007	\$400,000	12%	2008	\$400,000	12%
2009	\$400,000	12%	2010	\$400,000	12%	2011	\$400,000	12%
2012	\$400,000	12%						

Projected Network Average PCI by year

<u>Year</u>	<u>Never Treated</u>	<u>With Selected Treatment</u>
2003	61	63
2004	58	62
2005	55	62
2006	53	62
2007	50	62
2008	48	62
2009	46	62
2010	44	61
2011	42	61
2012	40	61

**Percent Network Area by Functional Classification and Condition Class
Condition in base year 2003, prior to applying treatments.**

<u>Condition Class</u>	<u>Arterial</u>	<u>Collector</u>	<u>Res/Loc</u>	<u>Other</u>	<u>Total</u>
I	10.2%	17.6%	22.3%	0.0%	50.1%
II / III	1.4%	5.4%	6.4%	0.0%	13.2%
IV	0.0%	7.6%	15.3%	0.0%	23.0%
V	0.0%	5.1%	8.7%	0.0%	13.8%
Total	11.6%	35.7%	52.7%	0.0%	100.0%

**Percent Network Area by Functional Classification and Condition Class
Condition in year 2003 after schedulable treatments applied.**

<u>Condition Class</u>	<u>Arterial</u>	<u>Collector</u>	<u>Res/Loc</u>	<u>Other</u>	<u>Total</u>
I	11.6%	19.3%	22.3%	0.0%	53.2%
II / III	0.0%	4.0%	6.4%	0.0%	10.4%
IV	0.0%	7.6%	15.3%	0.0%	23.0%
V	0.0%	4.8%	8.7%	0.0%	13.5%
Total	11.6%	35.7%	52.7%	0.0%	100.0%

**Percent Network Area by Functional Classification and Condition Class
Condition in year 2012 after schedulable treatments applied.**

<u>Condition Class</u>	<u>Arterial</u>	<u>Collector</u>	<u>Res/Loc</u>	<u>Other</u>	<u>Total</u>
I	11.6%	33.2%	23.7%	0.0%	68.4%

Date Printed 02/21/2002

Scenarios - Network Condition Summary

PMS1035

Scenario: \$400,000
Annually 10
Years No SFD

II / III	0.0%	0.0%	1.1%	0.0%	1.1%
IV	0.0%	0.3%	6.4%	0.0%	6.7%
V	0.0%	2.2%	21.5%	0.0%	23.8%
Total	11.6%	35.7%	52.7%	0.0%	100.0%