



CITY OF SALINAS

TRAFFIC AND TRANSPORTATION COMMISSION

STAFF REPORT

DATE: MAY 9, 2019

DEPARTMENT: PUBLIC WORKS DEPARTMENT

FROM: JAMES SERRANO, TRANSPORTATION MANAGER

TITLE: TRAFFIC IMPROVEMENT PROGRAM

RECOMMENDATION:

The Traffic and Transportation Commission is requested to receive report on the City's Traffic Improvement Program and Traffic Fee Ordinance.

EXECUTIVE SUMMARY:

The General Plan and specifically its Circulation element prescribe the transportation network the City will need in the future. The Traffic Improvement Program and the Traffic Fee Ordinance are supporting documents and policies that provide financing tools to enable the city to build the network when needed.

Furthermore, the City is planning a much needed update of the Traffic Fee Ordinance, the work for which may begin in the coming months. Such an update may receive lots of attention from developers, builders and local businesses. The fee update will necessary be brought to the Traffic and Transportation Commission. Finally, the City is also planning to update its General Plan in the next few years.

This report is the second of two reports that aims to provide background on network planning objectives that staff works to accomplish. The Traffic Improvement Program is the accompanying implementation plan for the future network foreseen in the General Plan. The Traffic Improvement Program and the Traffic Fee Ordinance (TFO) constitute City's financing strategy for funding the General Plan network.

BACKGROUND

Included in City's Traffic Improvement Program is the transportation network in the General Plan. The traffic analysis for the General therefore is the basis for the listing of projects in the Transportation Improvement Program. Attached is the map from the Traffic Improvement Program that identifies the new transportation network that is needed when the city is built out as envisioned by the General Plan. The network projects are numbered. Also attached is Table 6.2 from the Traffic Improvement Program that shows the breakdown of estimated costs of these

projects in 2002 dollars. Staff will continue to discuss costs in terms of 2002 dollars for simplicity of the presentation. Current costs can be estimated annually using the Engineering News Record Index (ENR). The total cost of the 76 projects in the Traffic Improvement Program is \$461,136,000.

Financing the Future Traffic Network.

As mentioned, the 2002 cost of the total TIP is \$461 million. The City, in approving the General Plan, must have a financing strategy to satisfy traffic impacts identified. Thirty-two percent (~\$149M) of the total cost is assumed to come from regional, State or Federal funding sources for portions of the needed improvements on County roads, State (SR 68 & 183) and federal highways (US 101). The remaining costs will be provided by future development, the City and the Traffic Impact Fees.

Traffic fees are collected from development projects that add new trips to the transportation system in accordance with the Ordinance. The City started collecting traffic impact fees in 1987 with the establishment of the Traffic Fee Ordinance. The TFO was updated into a two-tier fee in 2005 which was necessary to meet the General Plan California Environmental Quality Act (CEQA) requirements. It was updated again in 2010 to include the anticipated traffic impacts for the Salinas Ag Industrial Center development. Two other minor updates were made for traffic impacts related to the Gateway Development project and the Northridge Mall Expansion. Other than these updates, an annual update of fees based on an index is made periodically to account for inflation.

The basis of the Traffic Improvement Program and the TFO program on the general plan's projected growth is important to note. The improvements do not need to be built if the projected development does not happen. Consequently, fees are not collected unless the City experiences growth in traffic.

The Traffic Improvement Program and Traffic Fee Program are tools not only needed to satisfy the city's sustainability and transportation goals, but these tools also help enable new development to mitigate traffic impacts of new traffic in the City.

ATTACHMENTS:

Attachment 1 – Traffic Improvement Map and Project Listing

Attachment 2 – Trip Generation

Attachment 3 – Traffic Improvement Program 2010