

BEFORE THE  
FRESNO COUNTY REGIONAL TRANSPORTATION MITIGATION FEE AGENCY  
RESOLUTION No. 2014-03

In the Matter of:  
Regional Mitigation Fee Nexus Update

WHEREAS, FRESNO COUNTY REGIONAL TRANSPORTATION MITIGATION FEE AGENCY adopted Resolution 2009-01 establishing the “Fresno County Regional Transportation Mitigation Fee” (the “RTMF”) as directed by the “Fresno County Transportation, Safety, Road Repair Measure” approved by the voters of Fresno County on November 7, 2006 (the “Measure ‘C’ Extension”).

WHEREAS, the Mitigation Fee Act, as set forth in the California Government Code Sections 66000 through 66008, establishes the framework for mitigation fees in the State of California. The Act requires the FRESNO COUNTY REGIONAL TRANSPORTATION MITIGATION FEE AGENCY to make five year findings with respect to a proposed fee.

WHEREAS, the Fresno Council of Governments has prepared “Fresno Regional Transportation Mitigation Fee – 2014 Nexus Study Update” to address the statutory requirements.

NOW, THEREFORE, BE IT RESOLVED, that the Board of Directors of the FRESNO COUNTY REGIONAL TRANSPORTATION MITIGATION FEE AGENCY (the RTMF Board) ordain as follows:

**Section 1. Findings**

**A. Purpose of the Fee**

The purpose of the RTMF is to establish a uniform, cooperative program to mitigate cumulative indirect regional impacts of future developments on traffic conditions on high-priority state roadways in Fresno County. The fees will help fund improvements needed to maintain the target level of service in the face of the higher traffic volumes brought on by new developments.

**B. Relationship between the fee and the purpose for which it is charged**

RTMF funds shall be used for regional state highway projects on the Regional Transportation Program Tier 1 list and those identified in the Fresno-Madera County Freeway Interchange study (FIDS). High priority projects are selected to insure all of the county’s new residents and businesses will benefit from the maintenance of a reasonable level of service. The traffic demand for new development was compared to the demand without out new development to determine traffic impact. The differences in traffic generated by each type of development and the cost of each highway facility was factored in.

**C: Sources and Amounts of Funding to Complete Financing**

The Fresno COG Regional Transportation Plan factors in funding from various state, federal, and local funding sources available to the region for completion of the approved project list.

**D: Approximate Dates on which funds are available**

The Measure “C” Regional Transportation Program provides a long range plan identifying funding availability by year over the life of the program.

**Section 2. Fee Rates**

<b>Land Use Category</b>	<b>Current Fee</b>	<b>Recommended Revised Fee</b>	<b>% Change</b>
<b>Residential Development Categories</b>			
Single-Family Dwellings (market rate)	\$1,727 /DU	\$1,637 /DU	-5%
Single-Family Dwellings (affordable)	\$863 /DU	\$819 /DU	-5%
Multi-Family Dwellings (market rate)	\$1,212 /DU	\$1,150 /DU	-5%
Multi-Family Dwellings (affordable)	\$606 /DU	\$575 /DU	-5%
<b>Non-Residential Development Categories</b>			
Commercial/Retail	\$1.96 Sq.Ft.	\$1.61 Sq.Ft.	-18%
Commercial/Office/Service	\$1.23 Sq.Ft.	\$0.89 Sq.Ft.	-27%
Government	Exempt	Exempt	
Education	Exempt	Exempt	
Light Industrial	\$0.49 Sq.Ft.	\$0.32 Sq.Ft.	-35%
Heavy Industrial	\$0.10 Sq.Ft.	\$0.07 Sq.Ft.	-30%
Other Non-Residential	\$0.42 Sq.Ft.	\$0.28 Sq.Ft.	-33%

**Section 3. Effective Date**

This Resolution 2014-03 shall become effective January 1, 2015.