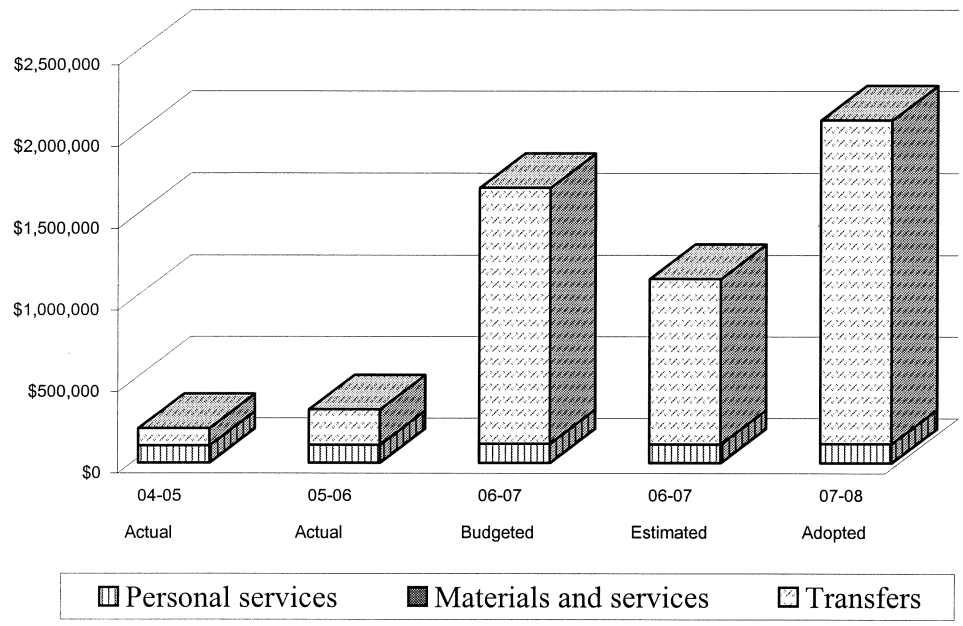
TRAFFIC IMPACT FEE FUND

ADOPTED FY 2007-08



By Expenditure Type

TRAFFIC IMPACT FEE FUND
SUMMARY OF REVENUES AND EXPENDITURES
AND OTHER FINANCING SOURCES & USES

	FY 2004-05 Actual	FY 2005-06 Actual	FY 2006-07 Budgeted	FY 2006-07 Estimated	FY 2007-08 Adopted
Revenues:					
System development charges	$1,460,401	$1,430,831	$1,590,000	$1,590,000	$1,132,000
Interest on investments	52,408	143,440	126,000	212,500	250,000
Miscellaneous	83,029	0	0	0	0
Sub Total Revenues	$1,595,837	$1,574,271	$1,716,000	$1,802,500	$1,382,000
Expenditures:					
Personal services	$104,578	$109,292	$117,373	$113,125	$116,782
Materials & services	244	463	825	825	1,180
Capital outlay	0	0	0	0	0
Sub Total Expenditures	$104,822	$109,755	$118,198	$113,950	$117,962
Revenues Over/Under Expenditures	$1,491,016	$1,464,516	$1,597,802	$1,688,550	$1,264,038
Other financing sources (uses):					
Transfers in	$1,013	$0	$0	$0	$0
Transfers out	(107,365)	(218,053)	(1,565,554)	(1,015,920)	(1,979,672)
Total Other Financing Sources (Uses):	($106,352)	($218,053)	($1,565,554)	($1,015,920)	($1,979,672)
Net Change in Fund Balance	$1,384,663	$1,246,463	$32,248	$672,630	($715,634)
Fund Balance/Working Capital Beginning of Year	1,957,949	3,342,613	4,589,076	4,589,076	5,261,706
Fund Balance (Contingency)/Working Capital End of Year	$3,342,613	$4,589,076	$4,621,324	$5,261,706	$4,546,072

Contingency for FY 2007-08 adopted budget is available for appropriation upon the City Council's approval. This fund's revenues are generated from fees on land development and its impact on the transportation system. Expenditures are used to operate the fund and transfer funding to the Capital Projects Fund for capacity improvements to the transportation system. Therefore, contingency is accumulated and is available to fund future street construction projects.

FUND:	DEPARTMENT:
114 TRAFFIC IMPACT FEE	PUBLIC WORKS - ENGINEERING
PROGRAM:	**PROGRAM MANAGER:**
0669 STREET IMPROVEMENTS	JABRA KHASHO

Program Goal:

To provide thorough and consistent review of transportation impacts from proposed developments to ensure that impacts from new development are fairly and reasonably considered. To administer the Traffic Impact Fee program in order to develop a transportation system to meet current and future needs.

REQUIREMENTS	FY 2004-05 ACTUAL	FY 2005-06 ACTUAL	FY 2006-07 BUDGETED	FY 2007-08 PROPOSED	FY 2007-08 ADOPTED
POSITION	1.00	1.00	1.00	1.00	1.00
PERSONAL SERVICES	$104,578	$109,292	$117,373	$116,782	$116,782
MATERIALS & SERVICES	244	463	825	1,180	1,180
CAPITAL OUTLAY	0	0	0	0	0
TRANSFERS	107,366	218,052	1,565,554	1,334,672	1,979,672
CONTINGENCY	0	0	4,621,324	5,191,072	4,546,072
TOTAL	**$212,188**	**$327,807**	**$6,305,076**	**$6,643,706**	**$6,643,706**

Funding Sources:	FY 2004-05	FY 2005-06	FY 2006-07	FY 2007-08	FY 2007-08
Beginning Working Capital	$1,957,949	$3,342,613	$4,589,076	$5,261,706	$5,261,706
Traffic Impact Fee	1,277,979	1,235,428	1,400,000	1,000,000	1,000,000
Transit Fee	182,422	195,403	190,000	132,000	132,000
Miscellaneous Revenue	135,436	143,440	126,000	250,000	250,000
Transfers	1,013	0	0	0	0

	FY 2004-05 Actual	FY 2005-06 Actual	FY 2006-07 Budgeted	FY 2007-08 Adopted
Traffic Impact Fee Budget Cost Per Capita (less contingency)	$2.67	$3.94	$19.98	$24.65

Performance Measures:	FY 2004-05 Projected/Actual	FY 2005-06 Projected/Actual	FY 2006-07 Projected/Revised	FY 2007-08 Adopted
Number of land use applications reviewed	350 / 362	350 / 372	350 / 350	350
Number of site development plans reviewed	80 / 100	85 / 53	85 / 85	85
Number of commercial permits processed that require a traffic impact fee assessment	50 / 50	50 / 50	50 / 50	50

FUND: 114 TRAFFIC IMPACT FEE	**DEPARTMENT:** PUBLIC WORKS - ENGINEERING
PROGRAM: 0669 STREET IMPROVEMENTS	**PROGRAM MANAGER:** JABRA KHASHO

Program Objective (services provided):

Staff in the Traffic Impact Fee (TIF) Program fund review development proposals to identify traffic impacts and assure compliance with City transportation standards and policies. They recommend conditions of approval related to transportation issues and coordinate with County and State transportation staff. In addition, TIF Program staff manages the TIF fund to ensure funding for high priority transportation projects through accurate assessments and credits (where appropriate), timely processing and minimizing appeals.

Program trends, needs and performance:

As more land is developed leaving fewer sites available, development of smaller parcels and sites with more difficult conditions results in a more complex development review process. In addition, an increasing number of developments are required to construct safety and capacity improvements creditable against Traffic Impact Fee assessments. A positive impact of the Traffic Impact Fee program is that necessary street improvements are often built at the same time as the development that generates the need for those improvements. There is also the need to respond to increased transportation needs, regulatory compliance, and regional coordination requirements.