

Exhibit 3

TOWN OF TRUCKEE California

RESOLUTION 2024 - 75

A RESOLUTION OF THE TOWN COUNCIL OF THE TOWN OF TRUCKEE FOR THE AB 1600 FY 23-24 ANNUAL REPORT

WHEREAS, California government code section 66001, article 4 requires specific findings be made in order to retain development impact fees which have been on deposit in a municipality in excess of five years; and

WHEREAS, at the conclusion of the 2023/2024 fiscal year the AB 1600 (traffic impact) fee program account contained \$845,248 in funds which had been deposited in excess of five years prior to the end of the fiscal year; and

WHEREAS, the source of the \$845,248 deposited but unspent in the AB 1600 (traffic impact) fee program fund in excess of five years prior to the end of the 2023/2024 fiscal year was the unexpended portion of the \$24,083,417 in revenues which were deposited into the fund prior to fiscal year 2019/2020; and

WHEREAS, the annual report includes a review of cost estimates, changes in development proposals, administrative charges, and fees collected. The fee program is adjusted to reflect any updated information in the review. An adjustment is applied each year based upon the increases in the Engineering News Record Construction Cost Index for both the Traffic and Facility Impact Fee Programs;

NOW THEREFORE BE IT RESOLVED that the council hereby make the following findings;

1. Funds which were deposited in the Town of Truckee AB 1600 (traffic impact) fee program fund in excess of five years prior to the end of the 2023/2024 fiscal year are intended for expenditure on elements of current projects such as the developer reimbursements for the I-80/Donner Pass Road/ Coldstream RAB and on elements of future projects such as the Pioneer Trail Extension/Bridge Street Extension Project and the Reimagine Bridge Street Project, which is included in the capital improvement project list approved at the February 9, 2016 Town Council meeting in the Truckee Area AB 1600 Traffic Impact Fee Study (LSC, February 1, 2016).
2. A reasonable relationship between the fee and the purpose for which it is charged is shown in the Truckee Area AB 1600 Traffic Impact Fee Study (LSC, February 1, 2016) approved by the Town Council through Ordinance No. 2016-03 on February 23, 2016. Town Council adopted Resolution 2024-06 on January 23, 2024, revising implementation procedures for the collection of traffic impact fees under Ordinance No. 2016-03.
3. The sources and amounts of funding anticipated to complete the financing of any incomplete improvements, the approximate dates when funding is expected to be deposited, and the estimated construction commencement dates of those projects are shown on Exhibit A, incorporated by reference herein.

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4. The funds which are on deposit in the AB 1600 (traffic impact) fee program fund, which were collected in excess of 5 years prior to the end of the 2023/2024 fiscal year, or are on deposit in excess of the prescribed five-year limit established by government code section 66001, article 4 for the following reasons:
 - a. Implementation of certain projects in the current and previous AB 1600 (traffic impact) fee program capital improvement project list is dictated by schedules of other agencies which preclude expenditure of these funds within the prescribed five-year time frame.
 - b. Interest which is earned on AB 1600 (traffic impact) fee program fund balances will be used to offset increases in construction cost inflation.
 - c. Certain projects within the AB 1600 (traffic impact) fee program will require funds in excess of those which could be collected within a five-year time frame.
 - d. Certain projects within the current and previous AB 1600 (traffic impact) fee program capital improvement project lists require in excess of five years of project development time due to the complexity of engineering, permitting, and environmental requirements necessary for project implementation.
5. Given the information in the Findings, no funds deposited in the AB 1600 (traffic impact) fee program funds in excess of five years prior to the end of the 2023/2024 fiscal year shall be due or refundable to the sources from which they were collected.
6. An annual adjustment has been applied to the Traffic and Facility Impact Fee Programs based upon increases in the Engineering News Record Construction Cost Index. The updated fees, which go into effect on February 10, 2025, are presented in Exhibit B, incorporated by reference herein.

The foregoing Resolution was introduced by _____, seconded by _____, at a Regular Meeting of the Truckee Town Council, held on the 10th day of December 2024 and adopted by the following vote:

AYES:

NOES:

ABSENT:

ATTEST:

David Polivy, Mayor

Kelly Carpenter, Town Clerk

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EXHIBIT A

Project Summary

| Street / Intersection | Segment | Description of Improvement | Estimated Total Cost (\$) | Traffic Impact Fee Funding | Status - Estimated Construction Commencement |
|---|--------------------------------------|---|---------------------------|----------------------------|--|
| Truckee Intersections | | | | | |
| Donner Pass Road / Cold Stream Road / I-80 EB Ramps | | Construct 1-Lane Roundabout | \$5,896,987 | \$4,186,900 | 2021 |
| Donner Pass Road / I-80 WB Ramps (West Interchange) | | Construct 1-Lane Roundabout | \$4,616,710 | \$3,647,200 | >2029 |
| West River Street / Molver Crossing | | Construct 1-Lane Roundabout | \$3,297,650 | \$3,165,700 | >2029 |
| Donner Pass Road / Bridge Street | | Construct 1-Lane Roundabout or Equivalent Improvements | \$4,054,960 | \$3,365,600 | 2026 |
| Bridge Street / West River Street | | Construct 1-Lane Roundabout or Equivalent Improvements | \$4,054,960 | \$3,365,600 | 2026 |
| Donner Pass Road / I-80 EB Off Ramp (East Interchange) | | Construct 1-Lane Roundabout | \$4,616,710 | \$4,570,500 | >2029 |
| Donner Pass Road / Pioneer Trail | | Convert to 2-Lane Roundabout | \$989,295 | \$979,400 | >2029 |
| SR 267 / I-80 WB Ramps | | Construct 2-Lane Roundabout | \$5,276,240 | \$4,906,900 | >2029 |
| SR 267 / I-80 EB Ramps | | Construct 2-Lane Roundabout | \$5,276,240 | \$4,695,900 | >2029 |
| SR 267 / Brockway Road | | Construct 3-Lane Roundabout | \$5,276,240 | \$4,801,400 | 2027 |
| Glenshire Drive / Dorchester Road (West) | | Eastbound Left Turn Lane | \$364,137 | \$189,400 | 2017 |
| SR 89 North / Rainbow Road | | Southbound Left Turn Lane | \$659,530 | \$600,200 | >2029 |
| Brockway Road / Reynolds Way | | Eastbound Left Turn Lane | \$513,329 | \$497,900 | 2017 |
| Donner Pass Road / South Shore Drive | | Westbound Left Turn Lane | \$659,530 | \$554,000 | >2029 |
| Truckee Roadways | | | | | |
| Pioneer Trail & Bridge Street Extensions | | 2 Travel Lanes from Pioneer Commerce Center to Northwoods Blvd. and from Jibboom St. to Pioneer Trail (1) | \$43,588,892 | \$43,588,900 | >2029 |
| Church Street Extension | Donner Pass Road to Glenshire Drive | Extend from DPR to Glenshire Drive to Address Glenshire/DPR Deficiency | \$4,297,260 | \$4,297,300 | 2022 |
| SR 267 | Brockway to Placer County Line | Widen to 4 Lanes | \$5,408,146 | \$4,326,500 | >2029 |
| Glenshire Drive | Berkshire Circle to Wiltshire Lane | Add Shoulders | \$2,635,690 | \$1,043,700 | 2017 |
| Donner Pass Road | South Shore Drive to Town Limits | Add Shoulders | \$713,491 | \$231,200 | 2017 |
| West River Street | All | Add Shoulders | \$2,278,585 | \$875,000 | 2016 |
| Nevada County Roadway | | | | | |
| Glenshire Drive/ Hirshohdale Rd. Improvements | Truckee Town Limits to I-80 WB Ramps | Add Shoulders | \$3,957,180 | \$3,284,500 | >2029 |
| SUBTOTAL: Truckee and Eastern Nevada County (Current Fee Program) | | | \$108,431,759 | \$97,173,700 | |
| Estimated Expenditures on Mousehole Project Subsequent to June 30, 2015 | | | | \$800,000 | |
| Truckee Area Fair Share Contributions to Eastern Placer Improvements | | | | \$9,595,291 | |
| Total: Truckee + Eastern Placer Projects | | | | \$107,568,991 | |
| Credit for Placer County Traffic Impacts Already Included in Truckee TIF Program | | | | -\$6,096,491 | |
| Cumulative AB 1600 Funds in Account as of July 1, 2015 | | | | -\$6,283,640 | |
| Additional Funds Not Yet Collected | | | | \$95,188,860 | |
| Note 1: A portion of this project including Comstock Dr and part of Pioneer Trail have been completed. Note 2: Prior to 1999, impact fees were collected through a program implemented by Nevada County prior to Town incorporation. Source: LSC Transportation Consultants, Inc. | | | | | |

Exhibit 3

Exhibit B

Traffic Impact Fee Program

| TABLE 5: Dwelling Unit Equivalent Factors and Fee Calculations | | | | | | | |
|---|------------------|-------------------|--|-------------|--------------------|--------------|---------------------|
| <i>Fee Formula: $\\$8,884 \times DUE \text{ per Unit} \times \text{Units (from Project)} = \text{fee}$</i> | | | | | | | |
| Land Use Category | Unit | ITE Land Use Code | PM Peak Hour Trip Rate Per Unit ³ | % New Trips | New Trips per Unit | DUE per Unit | Fee per square foot |
| Residential (Note 1) | 1,000 s.f. | 210, 220, 240 | 0.41 | 100% | 0.41 | 0.41 | \$3.64 |
| Hotel/Motel | Room | 310 | 0.7 | 100% | 0.70 | 0.70 | |
| Office | | | | | | | |
| General Office | 1,000 s.f. | 710 | 1.49 | 100% | 1.49 | 1.49 | \$13.24 |
| Medical Office | 1,000 s.f. | 720 | 3.57 | 100% | 3.57 | 3.57 | \$31.72 |
| Commercial | | | | | | | |
| General Retail | 1,000 s.f. | Note 4 | 6.08 | 43% | 2.64 | 2.64 | \$23.45 |
| Multiplex Movie Theater | 1,000 s.f. | 445 | 2.94 | 100% | 2.94 | 2.94 | \$26.12 |
| Restaurant - Quality or High-Turnover | 1,000 s.f. | 931, 932 | 8.67 | 37% | 3.23 | 3.23 | \$28.70 |
| Fast Food Restaurant / Coffee Shop | 1,000 s.f. | 933, 934 | 29.4 | 30% | 8.78 | 8.78 | \$78.00 |
| Supermarket | 1,000 s.f. | 850 | 9.48 | 34% | 3.24 | 3.24 | \$28.78 |
| Convenience Market | 1,000 s.f. | 851 | 52.4 | 24% | 12.53 | 12.53 | \$111.32 |
| Bank | 1,000 s.f. | 912 | 24.3 | 27% | 6.56 | 6.56 | \$58.28 |
| Gas Station | Fueling Position | 944 | 13.87 | 13% | 1.79 | 1.79 | |
| Health Fitness Club | 1,000 s.f. | 492 | 3.53 | 75% | 2.65 | 2.65 | \$23.54 |
| Industrial | | | | | | | |
| Light Industrial | 1,000 s.f. | 110 | 0.97 | 100% | 0.97 | 0.97 | \$8.62 |
| Warehouse | 1,000 s.f. | 150 | 0.32 | 100% | 0.32 | 0.32 | \$2.84 |
| Hospital | 1,000 s.f. | 610 | 0.93 | 77% | 0.72 | 0.72 | \$6.40 |
| Public Park | Acre | 417 | 0.2 | 100% | 0.2 | 0.20 | |
| School | | | | | | | |
| Elementary School | 1,000 s.f. | 520 | 1.21 | 80% | 0.97 | 0.97 | \$8.62 |
| Middle School | 1,000 s.f. | 522 | 1.19 | 80% | 0.95 | 0.95 | \$8.44 |
| High School | 1,000 s.f. | 530 | 0.97 | 80% | 0.78 | 0.78 | \$6.93 |
| Community College | 1,000 s.f. | 540 | 2.54 | 80% | 2.03 | 2.03 | \$18.03 |
| Note 1: Residential additions less than 500 square feet shall not be assessed a fee. An Accessory Dwelling Unit (ADU) less than 750 square feet shall not be assessed a fee. Note 3: PM peak-hour of adjacent street traffic. Note 4: Trip generation rate based on calibrated Town of Truckee Model. | | | | | | | |

Facility Impact Fee Program

| Land Use Category | Unit | Fee |
|--|------|--------|
| Residential (Note 1) | s.f. | \$1.69 |
| Hotel/Motel | Room | \$249 |
| Commercial/Office | s.f. | \$1.72 |
| Industrial | s.f. | \$1.06 |
| Note 1: Residential additions less than 500 square feet shall not be assessed a fee. An Accessory Dwelling Unit (ADU) less than 750 square feet shall not be assessed a fee. | | |