

SUBJECT: DETERMINING THE COST OF STREET MAINTENANCE FOR FISCAL YEAR 2005-2006 AND DETERMINING AND IMPOSING A STREET MAINTENANCE ASSESSMENT WITHIN 1996 STREET MAINTENANCE ASSESSMENT DISTRICT FOR FISCAL YEAR 2005-06 PURSUANT TO THE PROVISIONS OF THE BENEFIT ASSESSMENT ACT OF 1982, CHAPTER 6.4 OF PART 1 OF DIVISION 2 OF TITLE 5 OF THE CALIFORNIA GOVERNMENT CODE

INITIATED BY: FINANCE DEPARTMENT
(Anil Gandhi, Finance & Information Technology Director)

STATEMENT ON THE SUBJECT:

The City Council will consider adopting a resolution determining and imposing a street maintenance assessment within the 1996 Street Maintenance Assessment District for Fiscal Year 2005-2006. The assessment rate is unchanged from 2004-2005.

RECOMMENDATION:

Adopt Resolution No. 05-_____, "A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF WEST HOLLYWOOD DETERMINING THE COST OF STREET MAINTENANCE FOR FISCAL YEAR 2005-2006 AND DETERMINING AND IMPOSING A STREET MAINTENANCE ASSESSMENT WITHIN 1996 STREET MAINTENANCE ASSESSMENT DISTRICT FOR FISCAL YEAR 2005-2006 PURSUANT TO THE PROVISIONS OF THE BENEFIT ASSESSMENT ACT OF 1982, CHAPTER 6.4 OF PART 1 OF DIVISION 2 OF TITLE 5 OF THE CALIFORNIA GOVERNMENT CODE."

BACKGROUND:

The proposed street, roadway and highway maintenance to be financed by the Assessment District for fiscal year 2005-2006 (and future years) includes street paving on various streets, roads and highways in accordance with the City's Pavement Management Program. These maintenance projects will also include pavement restriping and marking, project design and administration.

The assessment rate is unchanged from 2004-2005 and all of the following must be met to levy an assessment for maintenance of streets, roadways and highways:

- The amount of the assessment imposed on any parcel shall be related to the benefit to the parcel derived from the maintenance of streets, roads and highways.
- The annual aggregate amount of the assessment shall not exceed the estimated annual cost of providing the service

- The revenue derived from the assessment shall be used only to pay the cost of services for which the assessment is being levied.

The levy is based on traffic generation factors. These factors are used to determine the average daily vehicle trip generation rates for most land use types as assembled by the Institute of Transportation Engineers (ITE). These rates are based on many years of research by hundreds of transportation engineer professionals. The parcels within the City have a wide variety of sizes and shapes and many different land uses. The ITE daily vehicle trip generation rates are used to correlate the volume of daily traffic generated by a parcel to variables of land use, lot size and passby traffic (*i.e.*, vehicle trip reduction due to vehicles which may stop at several nearby parcels on a single “trip.”)

A numeric relationship between the various lots and parcels is necessary for the allocation of the costs of street maintenance among the lots and parcels. It is customary to relate the various land uses to the single family lot, which is established as one Equivalent Dwelling Unit (EDU), and all other lots and parcels are related proportionally to the single family lot. For purposes of comparison of the various land uses for lots and parcels, 10 vehicle trips per day is designated as the equivalent of 1 EDU.

For calculations of daily trip generation characteristics for the majority of non-residential land uses within the City, the independent size variable used with the ITE daily trip generation rates is the gross floor area of the parcel (measured in square feet.) Considering zoning requirements for setbacks and landscaping of non-residential land uses, the gross floor area of each parcel is estimated to be 75% of the total parcel area.

The history of the Street Maintenance District formation was to transfer the City’s funding reliance from the Landscape and Lighting Assessment District to the Street Maintenance District. This project was not designed to be a revenue enhancement, but merely the amending of the City’s enterprise funding alternatives.

CONFORMANCE WITH VISION 2020

This item is consistent with the Primary Strategic Goal of Fiscal Sustainability.

OFFICE OF PRIMARY RESPONSIBILITY

Finance Department

FISCAL IMPACT:

The levy of this assessment is unchanged from 2004-2005 and will generate approximately \$282,000 in street maintenance funds, which will be included in the 2005-2006 budget