



Department of Public Works

Establishment of the Truck Drop Lots Development Category in the Regional Transportation Development Mitigation Fee Plan and Mitigation Fee Calculation Methodology

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THE REGIONAL TRANSPORTATION DEVELOPMENT FEE PLAN

The Regional Transportation Development Fee Plan (Regional Fee Plan):

- Is required by the San Bernardino County Congestion Management Plan.
- Identifies road projects needed to mitigate traffic growth from development.
- Establishes the fees, based on development category, charged to developers to pay for the road projects.
- Pertains to single- and multi-family residences, commercial, hotel/motel, offices, industrial facilities, high-cube warehouse, and institutional development projects.

TRUCK DROP LOTS



The Department of Public Works (Department) is proposing to establish the “Truck Storage/Drop Lot” development category in the Regional Fee Plan to allow for a simplified calculation of fees.

Development that stores trucks/trailers for space rental, warehouse staging areas, or additional on-site parking exceeding 15% of the minimum parking requirements.

PROPOSED CHANGE

Planned Development Permits or Specific Plan types of development, which would now include Truck Storage/ Drop Lots, may conduct a specialized study.

- The study will:
 - Apply the unique characteristics of the project to the underlying Nexus Study methodology.
 - Analyze project trip lengths, passenger car equivalencies to vehicle miles traveled conversion factors, and any other related information needed to complete the fee calculations.
 - Be submitted to the Department for review and approval.
- The specialized study analysis will use the San Bernardino Transportation Analysis Model database overseen by the San Bernardino County Transportation Authority.

WHY THE CHANGE?

The current “Uncategorized” land use methodology presents an opportunity for further refinement.

The County can more accurately and proportionally characterize projects with an improved methodology.

The Department is recommending an improved methodology to address evolving land uses.

This proposed improved methodology:

- Is mathematically based, proportionally scales the trip generation based on acreage, and uses cost factors already existing in the Regional Fee Plan.
- Generates revenue fairly to fund projects that mitigate increased traffic.
- Complies with Federal and State laws and is consistent with other approved categories in the Regional Fee Plan.

Questions?