

2008

Solano Regional Transportation Impact Fee Feasibility Study



Prepared for the
Solano Transportation Authority
9/17/2008

Disclaimer

This draft feasibility report by the Solano Transportation Authority (STA) includes survey data, an evaluation of various optional approaches and preliminary recommendations for a potential Regional Transportation Impact Fee program(s) for the Cities and County of Solano. It is not an AB 1600 nexus study nor is it intended to cover the requirements and procedures set forth in the California Mitigation Fee Act, Government Code sections 66000 et seq.

This study makes no commitments on behalf of the STA, its member agencies, technical working group or staff without further direction and action by the STA Board.

However, should the Board decide to eventually move forward with a formal AB 1600 nexus report and recommendation, then the necessary procedures, requirements and processes will be conducted in accordance with state law.

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Summary

Introduction

The STA's Travel Demand Model clearly demonstrates that new developments have cumulative off-site transportation impacts on the countywide transportation system. Maintaining levels of service on key regional roadways has continued to be a challenge. Providing alternative "reliever" routes and transit facilities to maintain mobility during peak demand periods and when incidents occur has become an increasingly more important part of STA's strategic planning and project delivery efforts.

The State's Proposition 1B Transportation Bond Funding Act of 2006, the Regional Measure 2 bridge toll program and the State Highway Operations and Protection Program (SHOPP) provided substantial funding to some key projects such as the I-80 High Occupancy Lanes between I-680 and Air Base Parkway, SR 12 (Jamison Canyon) highway segment between Solano and Napa counties, eastbound Cordelia Truck Scales, and the significant pavement improvements to address the deferred maintenance and safety issues on the I-80 and SR corridors throughout large portions of Solano County.

But the more than \$ 2 billion of other funding needs identified through the year 2030 to make other important roadway capacity improvements to keep up with projected growth, remain largely unfunded. Current projected funding sources, as identified in the Metropolitan Transportation Commission's proposed Regional Transportation Plan 2035 and the STA's Comprehensive Transportation Plan, are unable to sufficiently address these impacts. Transportation impact fees can help address the funding shortfall and provide some needed infrastructure improvements in a timely manner.

Background

In February 17, 2005, the STA Board held a Retreat to consider the results of 17 other counties that had either adopted or were considering a countywide Regional Transportation Impact Fee (RTIF) along with some options associated with conducting and/or implementing a study. This topic was discussed in conjunction with a number of pending countywide transportation issues (including pursuing passage of a follow-up local transportation sales tax expenditure plan, a countywide transit consolidation study, and taking steps to accelerate the delivery of priority projects). Subsequently the Board opted to table the initiation of the feasibility study for a regional impact fee in deference to focusing on several of the other countywide efforts.



STA Board Members discussing issues at the February 17, 2005 retreat.

During 2008, members of the STA Board's SR 12 Steering Committee and the SR 113 Steering Committee members and staff went on fact-finding trips to learn about the regional

transportation impact fee programs that have been implemented in Contra Costa, Placer, and Riverside counties. The basic message conveyed from elected officials and staff in each of these counties was that the implementation of their respective fee programs have been successful and a key ingredient in helping start, advance and/or finish projects that would not otherwise occurred.

On July 9, 2008, the STA Board authorized staff to initiate a feasibility study to examine potential options and benefits regarding the initiation of a regional traffic impact fee. Since then an STA team has contacted a number of additional counties and analyzed various RTIF programs and optional approaches that have been widely used.

Because successfully implementing a regional impact fee program is largely dependent on having a solid local economic base, STA has also been reviewing historical building permit trends and economic growth and market indicators for Solano County. Although some economic data and forecasts have been compiled during the past two months, because of the current economic conditions staff believes that more additional forecast data should be developed particularly as it pertains to the housing and construction trends in Solano County and the Bay Area.

Also, traffic impact fee schedules, building permit fee scenarios and the status of AB 1600 fee programs from each of Solano cities and the county have been obtained.

Some preliminary calculations of 10-year revenues that might be expected from some optional regional traffic impact fees for potential program areas in the county (corridor, subarea and countywide) have been compiled.

In addition, substantial input has been received from each of the STA member agencies, the City Managers Group, the RTIF Technical Working Group, and RTIF Policy Committee.

Problem

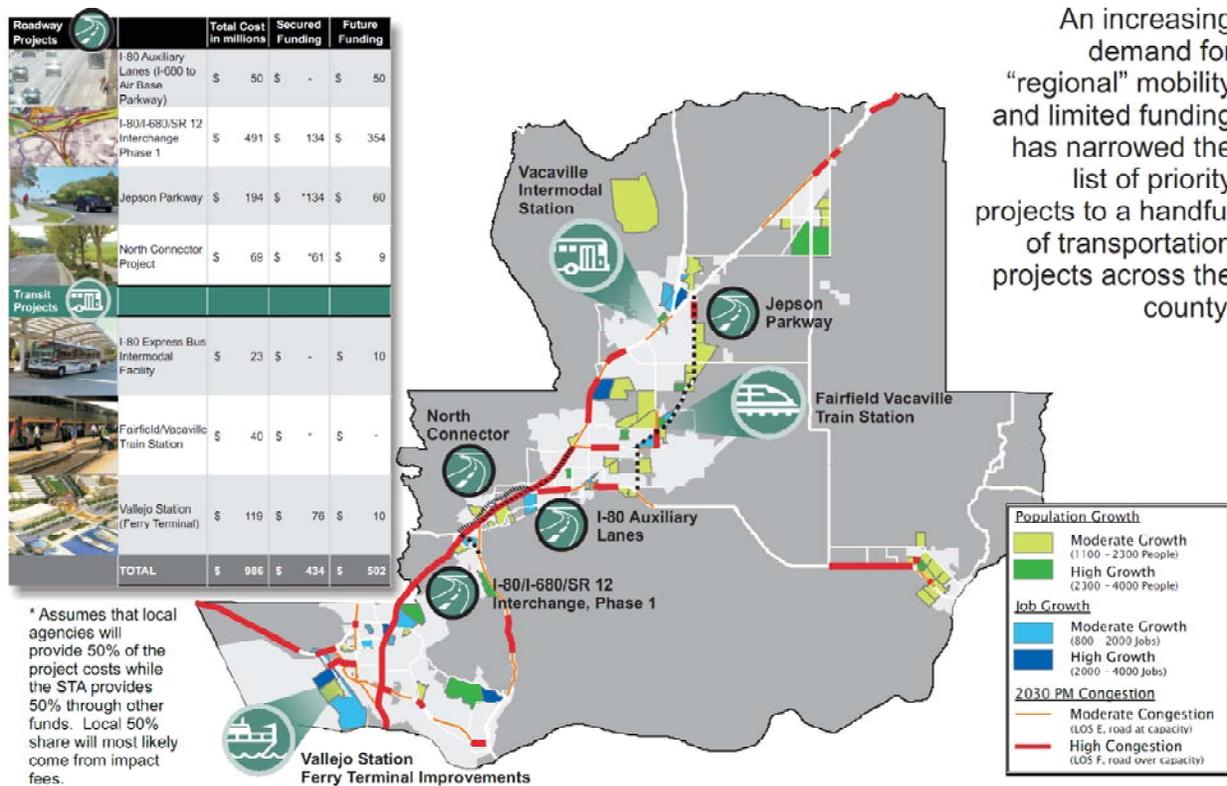
The increasing demand for mobility and limited funding sources have narrowed the list of funded projects to a handful of regionally beneficial projects across the county. Projects identified over through other transportation studies (i.e. Jepson Parkway project, SR 12 Major Investment Study and I-80/I-680/I-780 Major Investment and Corridor Study) cannot compete for these limited funds despite projected demand for increased capacity and safety improvements.

Increasing Demand for Mobility

Just in the past eight years, population in California has grown by about 4 million persons and Solano County added about 32,000 residents and more than 12,000 dwelling units. Average daily traffic volumes throughout have continued to increase about 2% a year, on average, since 2000.

The Association of Bay Area Governments (ABAG) [Projections 2007](#), project the construction of almost 20,000 more houses and about 26,000 new jobs in Solano County between 2010 and 2020. Population is also expected to increase by over 59,000 new residents during the next decade.

The Solano-Napa Travel Demand Model is based on countywide and regional housing, and traffic job forecasts. Traffic models like the one STA has developed have proven to be reliable indicators of future traffic congestion. The model projects that some of the largest percentage increases in traffic volumes will occur in the next decade along the SR 12, I-80 and Jepson Parkway corridors. If these major congested corridors are not improved, congestion between our cities will worsen. Maintaining a level of service “D” along regional roadways will become increasingly difficult if we don’t develop additional local resources.



Currently Planned Projects

STA has developed a list countywide roadway projects that could be considered for a potential RTIF program. The Solano Comprehensive Transportation Plan is currently being updated along with new and updated “Routes of Regional Significance.” The I-80 High Vehicle Occupancy lane is now being constructed between I-680 and Air Base Parkway but no funding

is available to extend it to I-505 as proposed in the I-80/I-680/I-780 Corridor Study and the Metropolitan Transportation Commission's (MTC) Freeway Performance Initiative. Other than one or two new locally funded interchanges along I-80, there is very little or no funding to construct and improve the many outdated interchanges along I-80 and SR 12.

The Draft Environmental Impact Report/Statement for Jepson Parkway has been released for public impact and once the Final EIR/S is certified, the next priority segment should be ready for construction by 2010-12. Additional widening to State Route 12 between I-80 and the Sacramento will be needed in the next decade to accommodate growth patterns along all the corridor cities. The SR 113 Major Investment and Corridor Study will be completed by the end of 2008 and a list of implementation improvements will be developed in the plan.

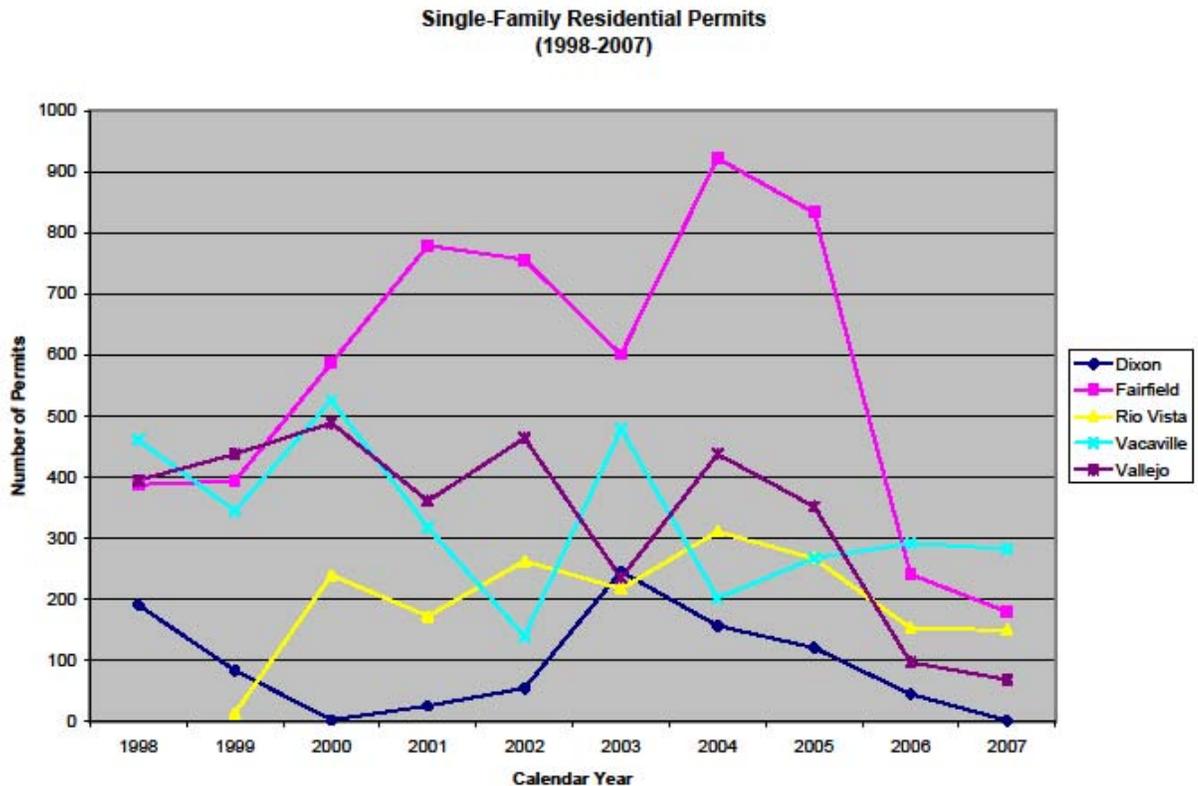
Funding from Regional Measure 2 and other sources is committed to building major portions of new commuter facilities including the Vallejo Ferry Station, Curtola Park and Ride, Fairfield-Vacaville and Dixon Train stations, and Vacaville Intermodal Center but funding shortfalls remain for the full build-out of these projects.

What are the Historic and Projected Market Indicators in Solano County

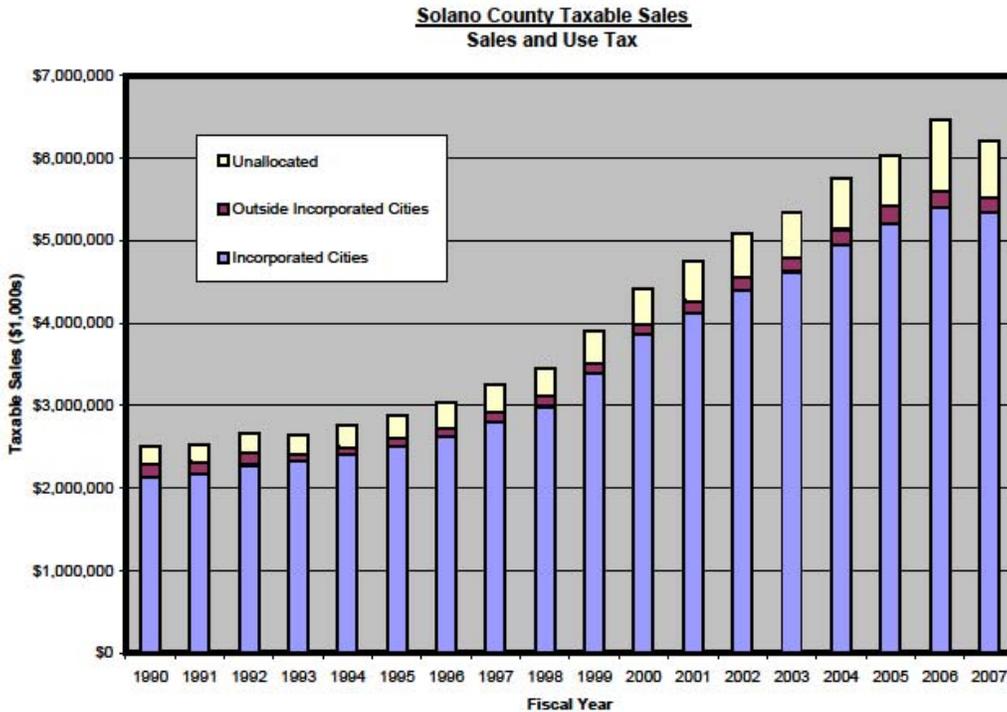
During most of the past decade, the rate of building permits in Solano communities issued for new homes, commercial and industrial developments has been fairly steady. Appendix B includes a summary of permits issued by cities in Solano County since 1998. For instance, total permits issued for new construction have ranged between 1300 to over 2100 permits issued each year countywide between 1998 and 2005. Then in 2006 and 2007 the numbers dropped dramatically to 952 and 755 permits respectively.

Permits issued for new single-family dwelling represent over 92% of all permits issued and have resulted in an average of well over 1500 new homes built each year countywide as depicted by jurisdiction on the following chart:

as of 08/13/08



Average countywide taxable sales have also grown steadily each year from about \$2 billion in 1990 to over \$ 6 billion in both 2006 and 2007.



date printed: 8/12/2008

Nancy Whelan Consulting - August 2008

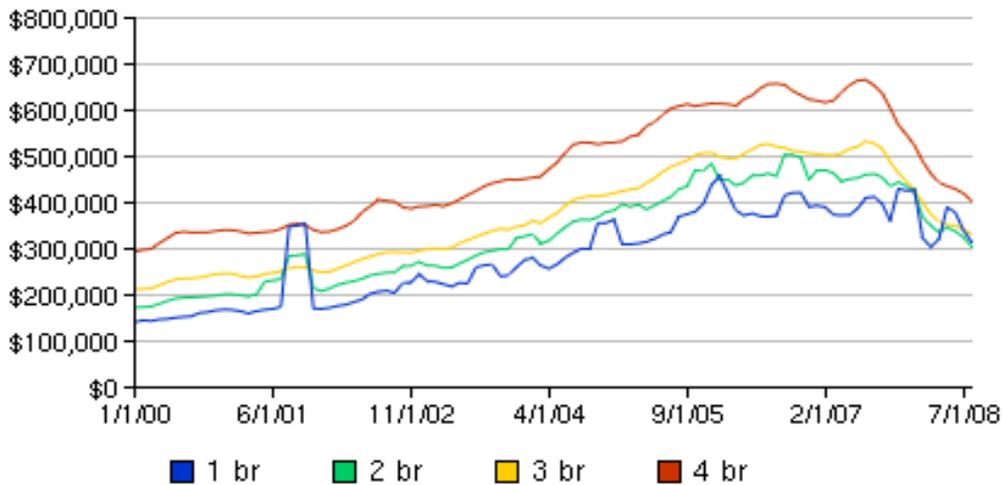
Solano County average home prices have seen the dramatic swing in the past 5 years. Having peaked in mid-2006 at about \$477,000 in early 2006, average home values have now dropped back to approximately 2003 prices of less than \$300,000



Solano County Average Home Prices Over Past 5 years

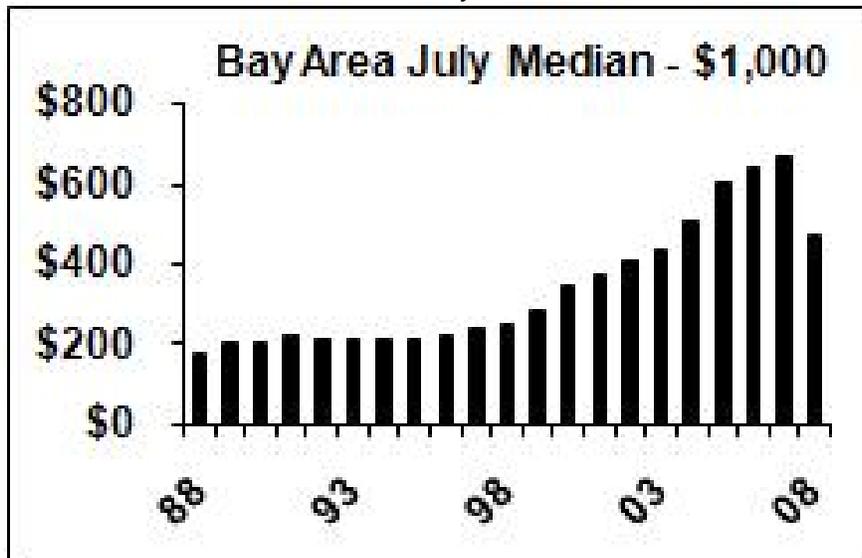
Although the typical single-family dwelling in Solano County sells for about 10% - 15% less than the statewide average, our county has generally followed the statewide trend lines of peaks and valleys that indicated home prices peaking throughout California at about the mid \$500,000 range between early 2006 and early 2007 and as of July 2008 the average homes are selling in the mid to lower \$300,000 range (depending on number of bedrooms).

Average Sales Price for homes in California



In the Bay Area, home prices peaked in 2007 at over \$600,000 and then dropped about 30% between July 2007 and July 2008.

Historical Bay Area Median House Prices - July 2008



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Bay Area Median House Prices By County - July 2008

	Sales Volume			Median Price		
	Jul-07	Jul-08	%Chng	Jul-07	Jul-08	%Chng
All homes						
Alameda	1,577	1,428	9.4%	\$605,000	\$440,000	-27.30%
Contra Costa	1,328	1,730	30.3%	\$599,000	\$350,000	-41.60%
Marin	306	277	9.5%	\$887,500	\$770,000	-13.20%
Napa	85	125	47.1%	\$614,500	\$440,000	-28.40%
Santa Clara	1,910	1,660	13.1%	\$700,000	\$585,500	-16.40%
San Francisco	564	609	8.0%	\$799,000	\$749,000	-6.3%
San Mateo	728	648	11.0%	\$800,000	\$670,000	-16.30%
Solano	408	592	45.1%	\$415,000	\$275,000	-33.70%
Sonoma	517	517	0.0%	\$520,000	\$362,500	-30.30%
Bay Area	7,423	7,586	2.2%	\$665,000	\$470,000	-29.30%

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But asking prices for brand new homes remain about 30% or more above total average home prices. Based on a sample of about 23 new subdivisions in Solano and four adjacent counties, it was determined that new home prices are averaging about \$454,000 in these five counties. Also, it has been determined that total building permit/impact fees are averaging about \$55,467 in the communities survey in the five county area and that represents about 12% of the average asking price of the new homes surveyed. Solano County jurisdictions building permit fees are averaging about \$52,456 or about 9% of the asking sales prices of the Solano subdivisions surveyed.

Total building permit/development impact fee charges vary widely throughout the Bay Area and Central Valley. Depending on what special charges a community may impose on its developments (such as agricultural mitigation, drainage, sewer treatment plant expansions, habitat mitigation and school fees), as well as how much a community may allow a developer to pass along to the buyers through a Community Facilities District (also called Mello Roos), can substantially affect how much infrastructure cost is actually paid by the developer at the time a building permit is issued and how much the city allows the developer to defer to property tax payments by the buyer.

For more details on the sample of housing prices that was undertaken in August/September 2008 by the STA is included in Appendix F.

Trying to predict when the current economic slowdown will begin to turnaround is almost impossible to predict based on current economic forecasts. However, even though historically economists show that the current cycle will bottom out and new development activities will occur once consumer and financial confidence is re-established, we don't know when that will be. Both the 2007 Caltrans Economic and the Bay Area Council's 2007 East Bay Regional forecasts predicted a market recovery should occur between the end of 2009 and 2011. But before a proposed regional transportation fee program is considered, a more definite forecast showing when the construction would be expected to improve to pre- 2006 conditions would be helpful information.

Sample of Average New Home Prices and Average % of Building Permit Fees to New Home Values

New Homes For Sale	Average Home Asking Prices	Typical Building Permit Fees	% of Fees to Asking Home Prices
American Canyon	\$570,633	\$50,000	7%
Antioch	\$404,353	\$34,498	6%
Solano County	\$ 567,739	\$52,456	9%
Stockton	\$257,258	\$66,279	27%
West Sacramento	\$470,400	\$74,101	15%
Average	\$454,076	\$55,467	12%

Source: Solano Transportation Authority, August 2008



What are Development Impact Fees?

Development impact fees are used successfully by cities and counties throughout California. They are one-time charges against new development to provide new revenue for new or expanded transportation facilities or other community projects such as roads, civic centers, waste water treatment plants, open space and fire stations, as necessitated by the new development. Development impact fees have to be collected by a city or county through their land use and building permit processes. Most of these fee programs are established for a single jurisdiction (city or county), but some are multi-jurisdictional.

“Development fees emerged as a local financing technique for public facilities in the 1970s and 1980s when state and federal funding for local infrastructure improvements was declining yet the need for public facilities continued to grow.¹”

A transportation impact fee is established by local government (and usually collected during issuance of the building permit) in connection with approval of a development project for the purpose of defraying all or a portion of the cost of particular public facilities that address the project’s impacts.

Before a new transportation impact fee can be established, the California Mitigation Fee Act (AB 1600) requires cities or counties prepare “nexus” calculations, based on project cost estimates, land use projections, traffic modeling, and appropriate trip generation rates to make sure that the impact fee will primarily benefit new development. Based on the project and program nexus, such fees can either fund all, but sometimes only a proportionate share of the project needed to accommodate the new development. Fees cannot pay for more than the project costs, should not overlap (but can complement) existing impact fees and must provide credit for developers who actually construct all or a portion of the project for which that the fee is paid. Such fees can only be used for capital projects and not be used for operations and maintenance.

Impact fees are required to have a 5-year capital improvement plan indicating the purpose and use of the fee. Therefore, impact fee programs can be used very effectively on project development activities (i.e. preliminary engineering, environmental studies or other early project phases such as acquisition of right-of-way and/or commitment as a local match for other funding to fund construction activities). Although some of the smaller projects can be entirely funded with traffic impact fees (if the project is entirely needed because of a new development area), regional transportation impact fees are best coordinated in a funding package with a variety of other local, regional, state and/or federal funds.

[How have our cities used existing local Traffic Impact Fees?](#)

Each of the seven Solano cities has funded and built critical transportation infrastructure using local development impact fees as a match or to build the entire project.

Examples of such projects in each of our communities include:



Airport Road/McCormack Road improvements in Rio Vista

¹ Memo entitled “Brief Overview of Potential New Revenue Sources for Transit,” to Daryl K. Halls, Executive Director, Solano Transportation Authority, from Nancy Whelan, Nancy Whelan Associates, dated August 4, 2008.



Dixon Traffic signals along SR 113 and future Parkway Railroad Grade Separation



East. 2nd Street widening in Benicia near Valero Refining Company



Manuel Campos Parkway and N. Texas interchange in Fairfield



Walters Road widening (Jepson Parkway) and SR 12 widening projects in Suisun City



Leisure Town Road Overcrossing in Vacaville (part of Jepson Parkway)



Wilson Avenue improvements in Vallejo with new landscaped median, crosswalks and wide sidewalks

Traffic Impact Fees vary widely for Solano cities. Copies of existing AB 1600 studies and a status of any pending updates were compiled (see following table). Most jurisdictions have established citywide and/or specific AB 1600 subarea fees for particular growth areas. Rio Vista has primarily used developer agreements to establish impact fees for major subdivisions and commercial projects. Some communities such as Fairfield and Vallejo have established Community Facility Districts (Mello Roos) and cities such as Rio Vista and Benicia have used developer agreements to establish off-site mitigation requirements for traffic and other mitigations.

Status of Current AB 1600 Studies For Solano Cities		
	Year AB 1600 Study Last Updated	Plans to Update AB 1600 Study Fees Next
Benicia	March 2008	None
Dixon	Feb. 2008	2009
Fairfield	July 2008	Pending
Rio Vista	Per Development Agreements	Fall 2008
Solano Co.	2006	Pending
Suisun City	1993	Pending
Vacaville	1992	2009
Vallejo	2004	None

Many jurisdictions annually update their fee schedule based on the Engineering News Record (ENR). STA reviewed most of the existing AB 1600 studies that established the “nexus” between their fee and projects along with the master fee schedules for each jurisdiction. Because of special area fees, traffic impact fees can be difficult to compare between communities. But a survey of current traffic impact fees charged by Solano County jurisdictions indicate that, after factoring in some typical special area traffic fees, an average of about \$5,707 of traffic fees are charged in the major growth areas throughout the county (see following chart). Refer to Appendix D for more detailed information.

Jurisdiction	Existing Transportation Impact Fees / Special Area Fees (1)
Benicia	\$1,029
Dixon	\$3,200
Fairfield	\$6,245
Rio Vista	\$7,828
Solano County	\$6,379
Suisun City	\$4,802
Vacaville	\$8,174
Vallejo	\$8,003
AVERAGE	\$5,707

1.) Includes basic citywide traffic impact fees plus any major special area fees such as for the Parkway railroad crossing in Dixon, the Northeast Area fee in Fairfield, the English Hills Special Area Transportation Impact Fee for Solano County and the American Canyon Overcrossing fee for the Hiddenbrooke subdivision in Vallejo.

What Are Regional Transportation Impact Fees?

In California, a Regional Transportation Impact Fees is a type of development impact fee used primarily for arterials, highways, and transit facilities. They are usually established by two or more jurisdictions that have a mutual interest in funding and constructing one or more regional transportation projects. Since the 1980s to the present, these programs have been successful methods to pay for the regional impacts of development on the transportation system.

Widely used throughout Contra Costa, Riverside and Placer counties for the past five or more years, programs have recently been established in San Joaquin, Merced, Monterey and Sacramento counties. Most of them are either based on a countywide, corridor or subarea of a county. The Tri-Valley Traffic Mitigation Program even straddles two counties, along portions of Alameda and Contra Costa adjacent to the I-580 and I-680 corridors,

What are the Main Pros & Cons of Establishing a Regional Transportation Impact Fee Program

Before considering any new development impact fee program, the needs, options and alternatives should first be fully discussed fully with the business and development community. Any fee that may possibly be implemented needs to take into consideration development feasibility, housing and commercial market demand, and competitiveness with adjacent communities. These programs need to develop full consensus between the public and private sectors. When the need and the purpose for a regional impact fee program are widely known very early in the development review process, they can be better factored into the financial feasibility assessments. But some of the recurring issues that have come forward early in the process in other similar programs include:

Potential Concerns

- Constrain local economic development, serving as a de facto “tax” on capital, reducing investment.
- Drive growth and sales taxes to other lower fee jurisdictions.
- Compete with or overlap with other development impact fees already being collected or proposed in the local community.

Therefore, to alleviate these types of common concerns, STA is committed to working closely with the business community, city councils, board of supervisors, city and county managers, public works, planning and economic development staffs to make certain that any fee that may eventually be considered would not adversely affect the local economy or adversely affect the planned growth of a community. Efforts should also be made to ensure that the actual type and amount of fee considered for various residential, commercial and industrial uses would be developed only to implement and co-ordinate critical multi-jurisdictional projects where no other funding source, or sufficient funding, is available to complete the project. In addition STA is reviewing current impact fees in the surrounding counties and communities to make sure that any fee increases would maintain our competitiveness with adjacent communities.

Potential Benefits

Regional transportation impact fees cannot solve all the transportation needs. But they can be used very strategically to move forward and streamline critical project development activities necessary to keep a project progressing (such as preliminary engineering, alternatives analysis and environmental impact reports), very fundamental steps in the early stages of implementing a new project. Later they could be one of the most flexible funding sources to assist in providing matching funds to leverage sufficient funds to construct the project.

Because the source of the funds is from new development they could not, be used to fix existing problems such as street and roads maintenance shortfalls and transit operating shortfalls. Those types of existing problems would be better addressed by other sources of funds such as the federal surface transportation program, a transportation sales tax measure, business improvement district and/or state transit assistance funds.

In 2006 STA established a 50% local/50% regional cost sharing policy. Any Regional Transportation Impact Fee program would most appropriately be used as part of the local portion of this policy. In many programs throughout the state, RTIF funding provides about 17% to 25% of the entire cost of a larger project. Cities and the county would most likely still need to use their own local traffic impact fee, gas tax and transportation development act funds to make up their 50% share of responsibility.

But the major benefits of a RTIF would far outweigh any negatives including:

- Act as an investment in the infrastructure of our growing communities.
- Spur economic growth through the timely provision of new infrastructure with improved access, mobility, and long term safety improvements.
- Provide a more immediate, flexible funding source to jump start identified projects and leverage other fund sources.
- Assist STA member agencies maintain their standard “Levels of Service” on major roadways
- Provide an additional local funding source to help implement critical regional roadways and transit facilities over the next 10 -20 years.
- Create a viable method for the cities and county to “pool” their development impact fees in order that sufficient funds are more likely to be available when needed to construct the highest priority projects.
- Assist local jurisdictions streamline their CEQA cumulative traffic analyses studies and save time negotiating effective regional traffic mitigation measures.

Unfortunately there could still be some project funding shortfalls even if a Solano RTIF program(s) is established. Additional on-going efforts at all levels would still continue to be made to obtain sufficient funds needed to complete many of the priority projects identified in any AB 1600 RTIF program. But this program could put Solano County jurisdictions in a more favorable position to secure those additional funds at a regional, state and federal level.

What are the Different Types of Regional Transportation Impact Fee (RTIF) Programs?

Many cities and counties throughout California have utilized transportation fees since the early 1980’s or 1990’s. In addition STA identified 17 multi-jurisdictional regional transportation impact fee programs throughout the state, often administered through a Joint Powers Authority (JPA) or through one of the member agencies (i.e. a city or county) (see Attachment C for a complete list of RTIF programs listed by county).

The most common programs established in the past three to five years are countywide or major portions of a county usually with uniform fees and a wide range of projects (i.e. San Joaquin, Sacramento, Merced, and Western Riverside counties). Others, although often include most or all of the major jurisdictions in a county, are county subarea based and typically establish a fee schedule and set of projects for each subarea or fee zone (i.e. Monterey). Some are corridor based, meaning that they are usually 3 or more cities and a county, formed as a joint powers authority to construct one or two major regional roadways or transit projects along a defined corridor (i.e. South Placer Regional Transportation Authority, Highway 4 Bypass Authority and Tri-Valley Transportation Development) .

New programs first establish the area of benefit. Then based on a nexus study, RTIF fees are calculated. STA found that the fees can widely range from about \$1,000 per single-family dwelling to \$16,800 per dwelling. The average of those programs surveyed statewide was about \$5,400 a Dwelling Unit Equivalent (DUE). DUE’s are used in RTIF nexus studies to evaluate future land uses, vehicle trip generation rates and impact fees across various land use categories.

STA contacted the managers of a variety of RTIF programs to obtain more in-depth information on the following eight programs, including their priority projects, governance, fee structures, and

AB 1600 program studies. Each has its own unique fee schedule for residential, commercial, industrial and other uses.

Countywide (or Major Portion of a County)

In 2003, the **Western Riverside Council of Governments (WRCOG)** (population of 1.5 million) created the very successful Transportation Uniform Mitigation Fee (TUMF) program. Projected to yield \$5.0 billion over 25 years it is probably the largest multi-jurisdictional regional transportation impact fee program in California. It has received an average of about \$93 million of revenue a year or a total of \$467 million over 5 years. They have 5 subareas each with the same uniform fees. The Single-Family D.U. fee is \$10,046. The Program commits 48% of funds to regional projects, 48% provided for subarea projects and 4% to transit facilities. Eligible projects are depicted on a map showing “backbone” projects on a Regional System of Highways and Arterials, plus designated interchanges, and railroad crossings.



Members of the STA Board on a fact-finding mission at the Western Riverside Council of Governments in August 2008.

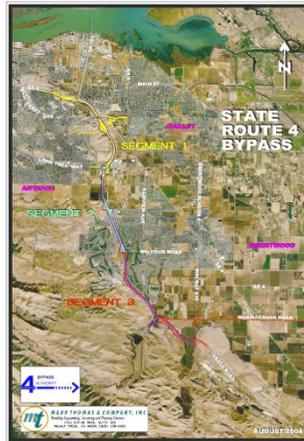
In 2005 the **Merced Council of Governments** (population 255,250) established their first RTIF program and updated it in 2008. The program includes uniform fees throughout the county, and establishes thirteen regional roadway improvements including state highway bypasses/ expressways, interchanges and a portion of the costs of the new Campus Parkway, the main entrance to UC Merced. Funds can initially be spent on any project with transfers later to reconcile project commitments. Projected to yield \$206 million over 25 years, the single-family D.U. fee is \$3,115. The program is expected to initially generate about \$4 million a year, eventually growing to about \$8.0 million or more annually.

The **Sacramento Transportation Authority** (representing about 1,400,000 population with six cities and the county), has established a new countywide Development Impact Fee that will go into effect on April 1, 2009. A fee schedule based on \$1,000 per Dwelling Unit Equivalent (including \$3.7 per retail sq. ft. and \$1.2 per industrial sq. ft.) was recently developed as a result of the 2004 reauthorization of the ½ cent transportation sales tax measure. The impact fee will run until 2039 and generate almost \$30 million annually. Over the next 30 years, they estimate it could generate \$1.3 billion. Projects will support the priority sales tax measure projects including arterials (35%), transit capital improvements (20%), freeway safety and congestion relief program (20%), smart growth incentives (15%) and transportation project environmental mitigation program (10%).

Corridor Based

The **State Route 4 Bypass Authority** project is located in East Contra Costa County and is a Joint Powers Agency including the member agencies of the cities of Antioch, Oakley, Brentwood and the County of Contra Costa. Established in 1994, this JPA (representing a population of over 220,000) has collected more than \$210 million dollars and was set up to implement a new north-south alternative to State Route 4, from Highway 160 in Antioch to Marsh Creek Road in Brentwood. Current fees (2008) for single-family homes are about \$16,800 per unit. It is being built in segments and ultimately designed for 4 - and 6-lanes to meet the Caltrans Highway Design Manual standards. Caltrans is expected to accept the right-of-way and maintenance responsibilities upon completion of the initial phases of roadway between 2008 and 2010. This is one of about six, and one of the most successful, regional transportation impact agencies in Contra Costa County. The program is expected to generate a total of about \$400 million.

State Route 4 Bypass Authority



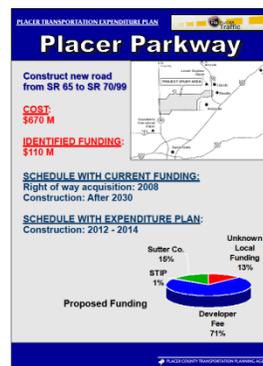
[| About the State Route 4 Bypass Authority | Project Information | Project Vicinity Maps | Contacts | News | Home |](#)

Highway 4 Bypass Ribbon Cutting Ceremony, March 2006, Courtesy of Dave Roberts, Brentwood Press

South Placer Regional Transportation Authority (SPRTA) (providing transportation services for over 200,000 residents in South Placer County) was established in 2002 and includes the JPA member agencies of Lincoln, Rocklin, Roseville and the County of Placer. This JPA has received about \$25 million in its first 5 years of operation and is primarily charged with implementing the Placer Parkway Project, a 15-mile long, 4-lane (ultimately six-lane) high speed transportation facility, which will connect east-west between State Route (SR) 65 in western Placer County to SR 70/99 in south Sutter County. The other major priority is the Highway 65 (Lincoln Bypass), a 12 - mile long 4-lane highway designed to reroute traffic around the City of Lincoln. Fees vary throughout 11 zone districts, from about \$634 to \$2,187 for single-family dwellings and is expected to generate about \$191 million over 25 years.

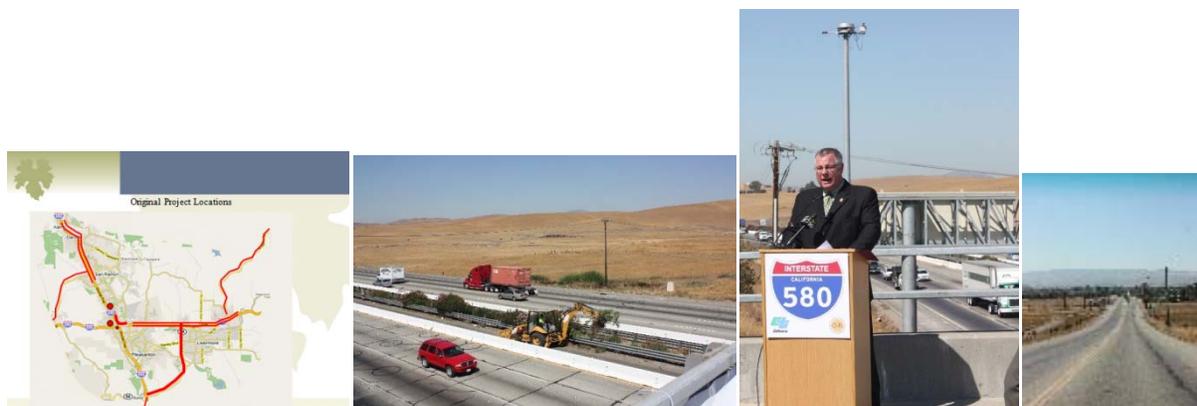


Highway 65 (Lincoln Bypass Ribbon Cutting Ceremony), 6-27-08
Courtesy Karina Williams, Lincoln News Messenger



Placer Parkway Fact Sheet: 2008

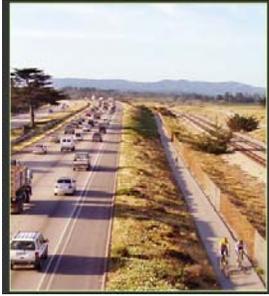
The multi-city/county **Tri-Valley Transportation Development Fee JPA** was established in 1991 between the seven jurisdictions of Dublin, Pleasanton, Livermore, Alameda County, San Ramon, Danville and Contra Costa County. Its goals were to provide a forum to discuss development and transportation projects that may have regional impacts, and to develop an impact fee to fund regional transportation improvements to help mitigate the impacts of development. In 1998, the JPA adopted a transportation development impact fee and identified 11 regional projects that would receive up to 20% matching funds from the fee (i.e. I-580/I-680 Interchange, SR 84 Expressway, I-580 HOV lanes, West Dublin/Pleasanton BART Station and safety improvements along Crow Canyon and Vasco Roads). To date, about \$39 million has been collected. 80% of all funds received by the jurisdictions are transferred to the treasurer for use on regional projects, and retains 20% for use on their own jurisdictional, designated priority projects (such as the West Dublin BART station and local interchanges/arterials).



Tri-Valley Transportation Development Fee JPA helped provide matching funds for eastbound HOV lane (groundbreaking held on September 5, 2008) and Vasco Road segment safety improvements
Photos courtesy of Pleasanton Weekly

Subarea Based

On August 27, 2008, member agencies of the **Transportation Authority of Monterey County (TAMC)** (representing a population of 410,000) established the Monterey County Regional Development Impact Fee Agency. This program consists of a JPA of 13 member agencies (12 cities and the county), creates four countywide subareas (each with their own fee schedule) and adopted 17 regionally significant roadway projects. The program summary states that it "...streamlines the existing ad hoc environmental review system..., eliminating the need for extensive traffic analyses for each new development project and the current lengthy negotiations over appropriate mitigations." In instances where a local fee is already assessed, the cumulative traffic impacts would be accounted for through the payment of these fees. Fees for single-family dwellings range from \$3,154 to \$5,464 per unit. A total of about \$410 million over 22 years is projected. Coincidentally, TAMC has also placed a ½ cent transportation sales tax on the November 2008 ballot that would raise an additional estimated \$400 million primarily intended for local streets and roads maintenance, traffic safety, congestion relief, and rapid bus services.



The **Western Nevada County Transportation Commission** (the transportation agency for about 77,000 residents) recently updated their Regional Transportation Impact Fee Program to establish a uniform areawide fee program that has been generating about \$1.6 million a year, and projected to bring in about \$35 million over 25 years. The priority projects are grouped into Tier 1, Tier 2 and seed money for state highway projects category. The RTIF for a new single-family dwellings is \$4,201.

Lessons Learned on Other County RTIFs

Based on recent discussions with representatives of the above – listed regional transportation authorities, a few recurring themes and suggestions were mentioned such as:

- Because each of the participating cities and the county would need to approve any program and adopt the fee schedule (since they would be responsible for collecting the impact fees), their advice, concerns and suggestions must be fully addressed throughout the process, preferably through a technical working group.
- On-going consensus building with the development and business community to fully understand the purpose and value of the impact fee to the local economy is critical.
- Although such fee programs are often very tedious processes, and can take many meetings and even years to build up a base of support, every county STA talked to indicated that the implementation of their program was eventually deemed successful once tangible results could be seen.
- RTIFs can't solve many of the existing local transportation problems such as streets and road maintenance and transit operating shortfalls (because of the nexus and other requirements of AB 1600), but it can dramatically move forward some of the regionally significant projects while other transportation funding sources can be further pursued.



STA Board Member travel to Riverside County, Aug. 08

Survey Data of Traffic Impact Fees in Adjoining Counties

STA interviewed Solano County public works directors and also obtained data for traffic impact fees charged in a sample of cities located in five surrounding counties. Detailed city data is contained in Appendix B. As shown, on average Solano jurisdictions charge the lowest of the five counties surveyed, or about \$3,007 less per single family dwelling for traffic impact fees than the other five counties analyzed.

Average Traffic Impact Fees in Solano and Adjoining Counties			
Fees as of July 2008	Ave. Fee per Single-Family Dwell.	Ave. Fee per Retail Commercial s.f.	Ave. Fee per Industrial s.f.
Alameda	\$6,758	\$10.40	\$5.59
Contra Costa	\$10,379	\$2.78	\$1.48
Napa	\$7,272	\$4.30	\$1.63
San Joaquin	\$12,869	\$5.65	\$3.57
Solano	\$5,612	\$2.79	\$1.26
Yolo	\$8,822	\$7.68	\$3.11
CO. AVERAGE	\$8,619	\$6.23	\$3.05
Diff. bet. Solano Average to Counties Averages	-\$3,007	-\$3.44	-\$1.79

For commercial and industrial fees charged per sq. ft. for traffic impact fees, again Solano County as a whole averages well below all other county averages. However, some individual traffic fees, particularly in some of the smaller adjoining cities, are less than some fees in some of the Solano County cities.

Alameda County cities charge the highest retail commercial fees in the survey area, about 3.7 times more (about \$10.40 vs. \$2.79 per sq. ft.) and about twice as much for industrial uses than Solano cities (\$5.59 vs. \$1.26 per sq. ft.).

For retail commercial traffic impacts, Yolo cities on average charge about \$4.9 more per sq. ft. for retail commercial than Solano cities and about \$1.85 more per sq. ft. for industrial uses

On average Contra Costa cities charge similar retail commercial traffic impact fees to Solano County cities for retail commercial, and slightly more (\$.22 more per sq. ft.) for industrial uses. Solano cities also charge (on average) about \$1.51 sq. ft. less per sq. ft. for retail commercial and \$.37 less per sq. ft. for industrial uses than Napa County cities.

Optional Program Areas for Potential Solano County RTIF

A Solano RTIF program could be set up with a corridor based approach (much like the SR 4 Bypass Project) with one primary project and some secondary or reliever route projects developed immediately adjacent to the corridor. A countywide entity, with either a uniform set of countywide fees or subareas fees could be set up for each specific area of the county.

Subareas often work best in a diverse county where there are both more urbanized communities along with growing suburban and rural areas that may have some distinctly different characteristics and growth patterns.

The following options with some examples of major priority projects identified for each one, are suggested to be further analyzed in a formal AB 1600 study:

o Corridor Based

- SR 12 (I-80 to Sacramento River)
 - Potential member agencies: Rio Vista, County of Solano, Suisun City, Fairfield.
 - Major project examples: Local matching funds for SR 12 widening to leverage other regional, state and federal funds.
 - SR 12 Interchanges and intersection upgrades.



- Jepson Parkway (including Peabody Rd)
 - Potential member agencies: Vacaville, County of Solano, Fairfield, Suisun City
 - Major project examples: Adopted Jepson Parkway segments, North access to Travis AFB, Peabody Road widening and overpass, Fairfield-Vacaville Train Station Ph. 2 parking structure.



- I-80 Corridor
 - Potential member agencies: Dixon, Vacaville, Solano County, Fairfield, Vallejo
 - Local matching funds for key interchanges such as Pitt School Road and Turner Parkway Overcrossings, and I-80 HOV Lanes from Air Base Parkway to I-505.
 - Matching funds for Dixon Train Station, Vacaville Intermodal Center (Phase 2), Fairfield Transportation Center (Phase 3), and Curtola Park and Ride Structure.



- Columbus Parkway Corridor
 - Potential member agencies: Vallejo, Benicia
 - Major project examples: Columbus Parkway and connecting I-80 & I-780 interchanges
- SR 29 Corridor
 - Potential member agencies: Vallejo, Solano County, American Canyon
 - Major project examples: SR 29 widening, intersection improvements, parallel reliever routes, and transit facilities
- Pedrick Road Corridor
 - Potential member agencies: Dixon, County of Solano
 - Major project examples: Interchange at I-80, widen Pedrick Road and railroad grade separation.



- Subarea Based

- North

- Potential member agencies: Dixon, Rio Vista, County of Solano
 - Major project examples: Realignment of SR 113, safety improvements, SR 113/SR 12 intersection, widening of SR 12



- Central

- Potential member agencies: Vacaville, Fairfield, Suisun City, County of Solano
 - Major project examples: Adopted Jepson Parkway Segments, and No. access to Travis AFB, Peabody Road widening, Fairfield-Vacaville Train Station (Phase 2 parking structure)



- South

- Potential member agencies: Vallejo, Benicia, County of Solano.
 - Major project examples: Columbus Parkway, Curtola Park and Ride, Vallejo Ferry Terminal and Ride and Benicia Intermodal Facilities



o Countywide

- Potential member agencies: All STA Member agencies
- Major project examples: A Major list of eligible projects would be developed from the CTP Routes of Regional Significance and designated Transit Facilities of Regional Significance
- A set of countywide uniform fees would be collected on all new development



Potential Countywide Solano RTIF Revenue Fee Options

RTIF fees have to be precisely calculated based on a formal AB 1600 nexus study using the necessary modeling, project cost estimates, peak and daily traffic volumes, and trip generation rates of various uses. Then a cost per vehicle trip is calculated as a result of the new developments. A single, overall nexus study could be structured to calculate maximum allowable fees for one or any each combination or variation of the three optional approaches (corridor, subarea or countywide).

The most recently established programs in Sacramento and San Joaquin counties have established reasonable target fees prior to starting the technical work. Therefore, based on the experience of other similar regional and corridor programs, staff has drafted the following, very preliminary revenue ranges that might be expected over a 10 year period.

Countywide

For purposes of this study it was assumed that a countywide fee program would be in effect for at least 10 years and would have a basic countywide fee established in the range of \$1,000 to \$2,000 per Dwelling Unit Equivalent (DUE). Based on the recent experience of the Sacramento Transportation Authority, the San Joaquin Council of Governments and the Transportation Authority of Monterey County a countywide program and based on the above range of \$1,000 to \$2,000 DUE fee), preliminary calculations for a countywide, Solano RTIF program could result in obtaining between \$30 million and \$71 million dollars over 10 years. On average, RTIF project funding could provide the local match in the range of about 10 - 20% of the overall costs depending on the type and size of the project. Projects would be limited to a few key regional

projects in each major subarea of the county (south, central and north). Each of the cities and the county would collect a uniform fee and the STA Board would administer this program through a revised or new Joint Powers Agreement.

Subareas

If one or more subarea fee programs were formed, such as has been the case in the four subareas of Contra Costa or Monterey counties, the RTIF fee structure could vary depending on the total project costs identified for those regionally significant projects. Also, since housing values often vary between subareas, fees could be better structured to complement local traffic impact fees and not exceed the capacity for new development to absorb additional fees in a given subarea. For purposes of comparison, it was assumed that each subarea would establish a subarea fee of between \$1,000 - \$2,000 per Dwelling Unit Equivalent (DUE).

- South

If the South subarea (Benicia, Vallejo and County of Solano) focused on constructing two or three key projects over the next 10 years, and if about 5,600 new dwelling units were constructed, and 6 million square feet of new non-residential uses were built it is estimated that between \$8 million - \$20 million in RTIF revenue could be generated from new development in the area. This subarea program could help to provide some additional local matching dollars to fund the Vallejo Ferry Station, Curtola Park and Ride structure and provide new Benicia intermodal facilities. Since this additional regional funding would complement other existing funding sources, it would make it more likely that these critical transit projects (or phases of them) could be fully funded, constructed and put into use over the next decade.

- Central

For the past decade, the most critical multi-jurisdiction arterial project in the central Solano area (Suisun City, Fairfield, County of Solano and Vacaville) has been the Jepson Parkway (including Peabody Road). Based on an estimated 10,000 new homes, and 12 million square feet of new commercial and industrial uses, the additional funds from a Central Subarea RTIF program would generate an estimated \$16 million to \$39 million over 10 years. If these funds were exclusively used to construct the Jepson Parkway, it is believed that when combined with the State Transit Improvement Program (STIP), Regional Measure 2, federal and local TIF programs, that the next critical segments of the parkway could most likely be in place when new additional developments, and the Fairfield-Vacaville Train Station, are built in the next decade.

- North

For a number of years improving safety along SR 113 and moving trucks out of downtown Dixon State Route 113, has been a strong desire. The SR 113 Corridor Study is about to be completed by the STA later this year. If the study shows the need to move SR 113, then an RTIF program could be used to identify a specific alignment and pay for the environmental studies needed before further funds could be sought. However, if realigning SR 113 does not seem feasible at this time, then a subarea fee, collected by Dixon and County of Solano, could be pledged toward the improvement of Pedrick Road/Interchange or other priority interchange.

In addition, additional matching funds would help fund the widening of SR 12 through Rio Vista, critical to the future economic vitality of the community. Assuming that about 4,000 new homes are constructed and about 2,000,000 square feet of new retail and industrial uses would be constructed throughout North County by 2020, about \$5 million

to \$11 million would be generated during approximately 10 years from a regional traffic fee of between \$1,000 to \$2,000 per DUE.

- SR 12 Corridor

Because of its inter-regional nature, the State Route 12 Corridor running from I-80 to the Rio Vista Bridge, is one of the biggest challenges to fund. The Solano Napa Travel Demand Model shows increasing commuter and truck trips projected between Solano, San Joaquin and Contra Costa counties along SR 12.

Over the past year, the STA Board made SR 12 a high priority to correct existing safety deficiencies. However, when more new developments are built along the corridor and traffic volumes and turning movements increase, the need to further widen and improve the capacity of the highway will be more and more apparent. Previous modeling has shown that about 50% of all traffic along any portion of the corridor are local trips, originating from local communities, and about 50% are truly regional or inter-regional trips beginning and/or ending in other communities and counties.

If a uniform RTIF fee of \$2,000 per DUE was applied to all new development in Fairfield, Suisun City, Rio Vista, and the central unincorporated portion of Solano County, and assuming that in the next 10 years, about 8,000 homes were built and about 9,000,000 sq. ft. of non-residential uses were constructed in these communities about \$30 million could be generated from an SR 12 Corridor traffic impact fee between 2010 and 2020. This could help provide about 15% of the total costs estimated to be about \$200 million to widen the highway and improve improved intersections along the entire 20 miles between Fairfield-Suisun City-Rio Vista.

- I-80 Corridor

An I-80 Corridor RTIF could have an emphasis on providing matching funds for High Occupancy lanes, auxiliary lanes, significant interchanges, and park and ride lots identified by the I-80/680/780 Corridor and Major Investment Study.

If a uniform RTIF fee of between \$1,000 and \$2,000 per DUE was applied to all new development in Dixon, Vacaville, Fairfield, Suisun City, and Vallejo, and assuming that in the next 10 years, about 15,000 homes were built and about 17,000,000 sq. ft. of non-residential uses were constructed in these communities between about \$24 and \$56 million could be generated from an I-80 Corridor traffic impact fee between 2010 and 2020. This could help provide some of the local matching funds critical to leveraging other state and federal funds funding necessary to provide additional capacity along the I-80 Corridor by 2020.

More detailed calculations of the above revenue estimates are contained in Appendix G.

Potential Governance Structures

A typical regional transportation impact fee authority includes a membership of 3-5 member agencies, usually with 2-5 cities and a county member. Most are formed as a Joint Powers Authority (or by ordinance or memorandums of understanding) with the administration by one of the member agencies or a countywide transportation authority, commission or Council of Governments (COG). A few include the exact same membership as a local COG, transportation commission or transportation authority. Sometimes a subarea or corridor approach is chosen as a preferred governance method. This allows the member agencies to more closely monitor the funds with a smaller set of projects, revenues and costs to monitor for each subarea or corridor.

Because each major corridor of the county has very focused project needs, STA supports establishing a subarea or corridor-based Joint Powers Authority(ies) to implement an RTIF program(s). Either one of the member agencies, STA, or a contract project manager could staff and administer the program(s).

If a Countywide RTIF was the preferred approach, then either an amendment to the STA's Joint Powers Agreement or a new JPA would be executed by all member agencies. STA would probably be the most suited to administer the program(s).

AB 1600 Nexus Study and Operating Agreement

Prior to establishing a regional transportation impact fee program(s), the following major steps to develop a AB 1600 study need to be conducted in accordance with the California Mitigation Fee Act:

- Identify the purpose and use of the fee
- Determine a reasonable relationship between the fee's use and type of development
- Determine relationship between amount of the fee and cost of facility to be funded
- Deposit, invest, account for and expend the fees in accordance with Government Code
- Make an annual accounting of the fees collected
- Every five years make findings regarding unspent funds
- Refund to the current owner any unexpended or uncommitted funds if there is no need
- Identify a fee schedule
- Enter into either a joint power authority agreement or other governance arrangement

Then once an AB 1600 study is completed and proposed RTIF fees are established, a governance structure needs to be decided and an operating agreement between the participating jurisdictions, establishing the responsibilities and procedures for implementing a fee program, would need to be developed. Typically these studies and agreements would take about a year to complete and a second year to phase into the development cycle before revenues would begin to be generated.

Conclusion

STA staff and consultants, with excellent input from the Technical Working Group, reviewed numerous regional transportation impact fee programs throughout the Bay Area, the Central Valley and other parts of California. Because of state law requirements, they all have basic similarity in process and structure, but vary widely in size, project types and fees charged. Although these fees can provides a good source of matching funds, the revenue stream is subject to fluxuations because of economic conditions.

Since all the cities in Solano County have local traffic impact fees, a regional transportation impact program needs to complement but not duplicate local projects and local impact fee programs. The primary definition of a regional impact fee program is based on the fact that it is a multi-jurisdictional fee designed to fund projects of countywide or regional significance. Establishing a list of project criteria for an RTIP program and using the Solano Napa Travel Demand Model to document the regional nature and function of the project will be important to development of a program.

After obtaining and analyzing many traffic impact fee schedules from dozens of other jurisdictions, it was determined that Solano cities are competitive to most other cities and there appears to be sufficient capacity for establishing a regional transportation fee in the range of \$1,000 to \$2,000 per dwelling unit equivalent. Any new fee would need to be strategically used to help leverage additional funds to implement those high priority projects that will have the most effect on regional traffic congestion relief.

The programs that have been established in Contra Costa, Placer and Monterey counties seem to have the most relevance to Solano's traffic needs. The Contra Costa approach has developed a layered type of approach where they blend local impact fees, subarea fees and special corridor fees in a very effective way. That is one approach that the AB 1600 study should further analyze.

Also, each city, as well as the county, needs to maintain an up-to-date local traffic impact fee program to fund their local projects with local funds. Then if it is the consensus of the different committees, STA should develop a countywide regional impact fee program to fund the more regionally significant projects including matching funds for major arterials, regionally significant interchanges and regionally significant transit facilities. In addition, special corridor focused fees should be considered for those unique corridors like State Route 12 and Jepson Parkway that have unique multi-jurisdictional, intercity needs.



Appendixes

- A. Market Analysis Data and Reports
- B. Traffic Impact Fees for Cities in and Adjacent to Solano County.
- C. Existing RTIP programs throughout California.
- D. Fee schedules and existing transportation fee programs in effect for Solano Cities and County.
- E. Scenarios comparing typical building permit fees currently paid for a single-family dwelling unit, and commercial and industrial buildings.
- F. New housing developments in Contra Costa, Napa, San Joaquin, Solano and Yolo counties.
- G. Optional Fees and Revenue Estimates for Possible Corridor, Subarea and Countywide RTIF Programs.
- H. Bibliography and Persons/Agencies Consulted

A. Market Analysis Reports and Data

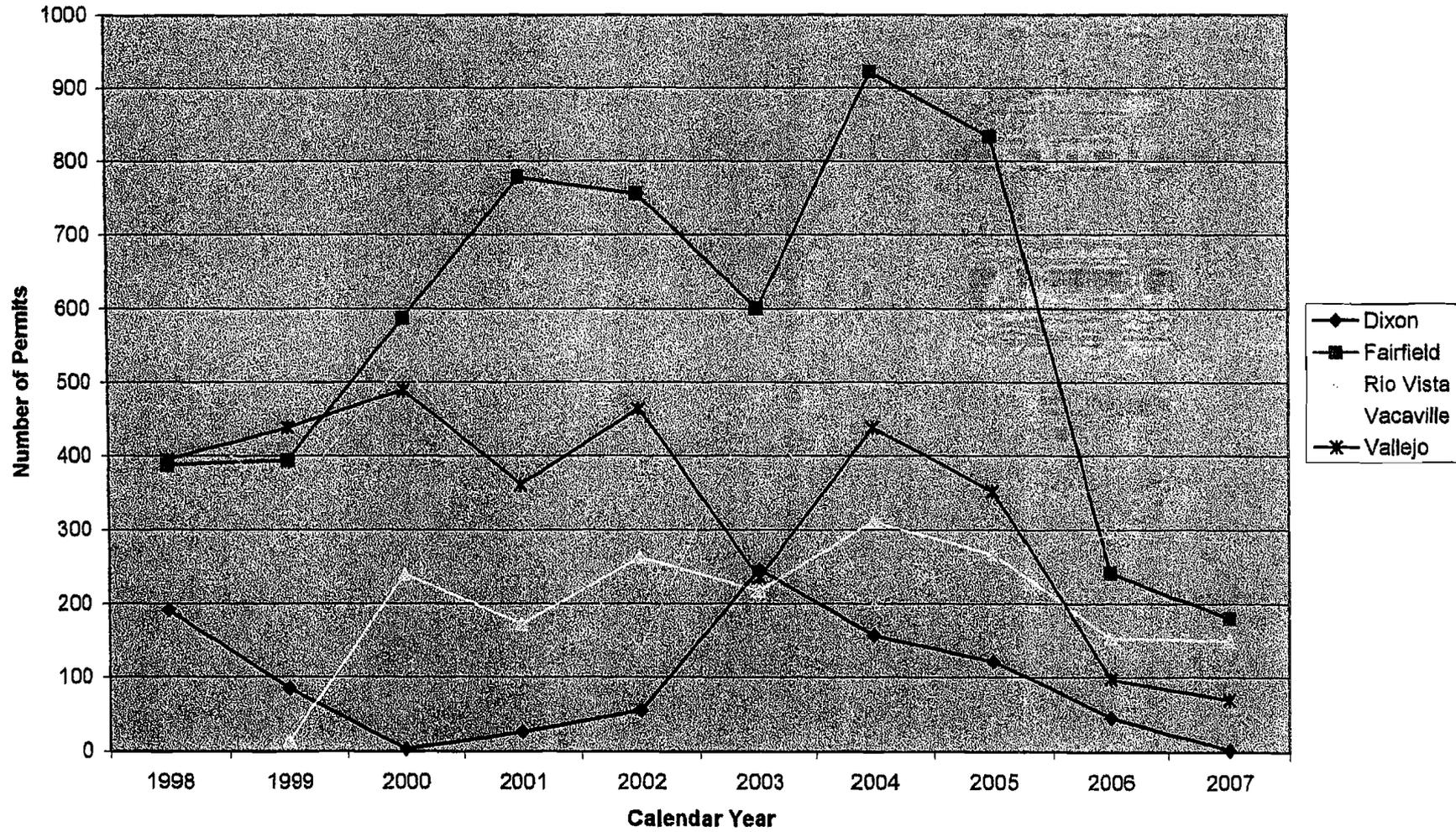
Summary of Permits

date printed: 8/13/2008

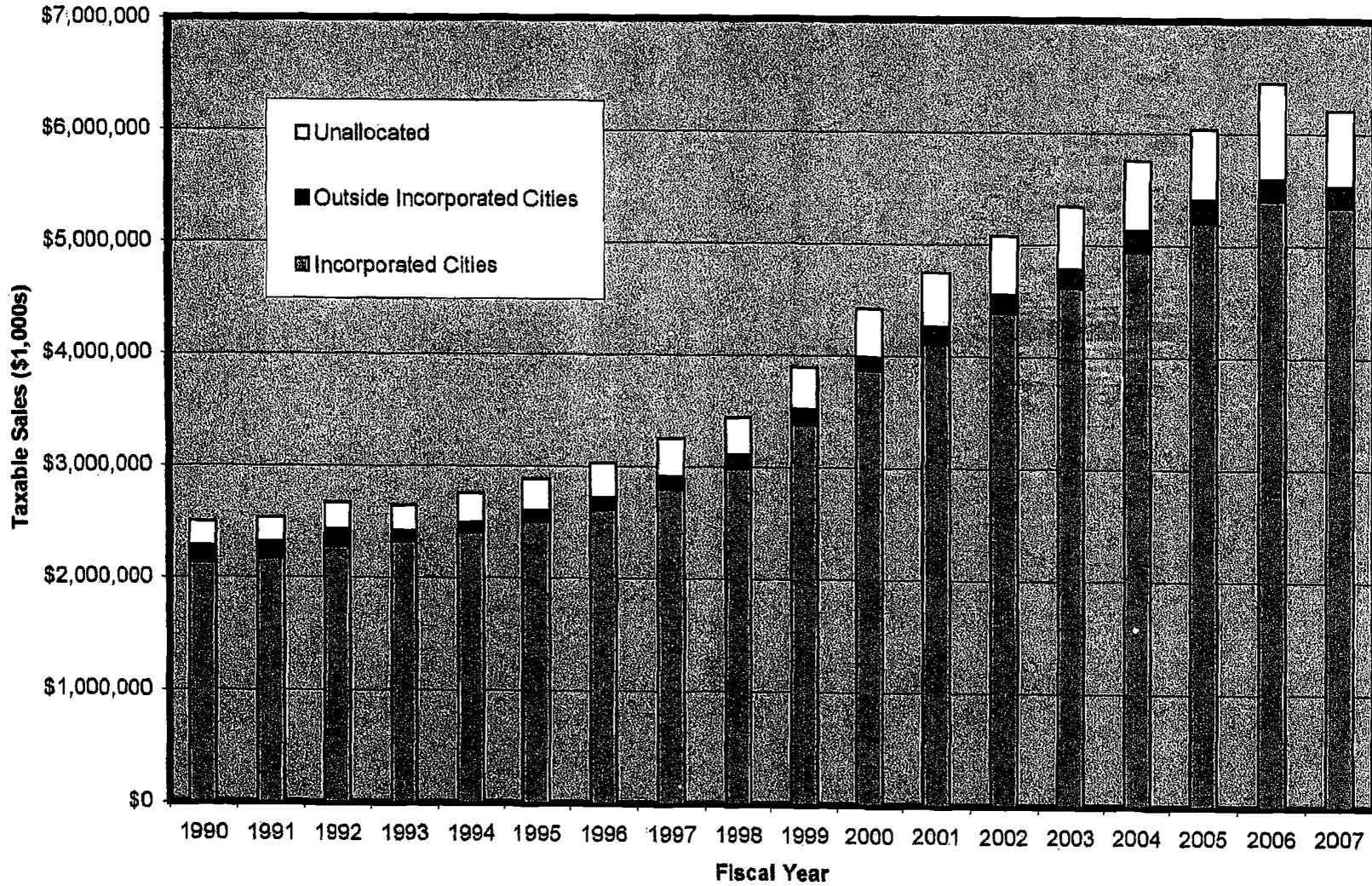
DIXON	1998	1999	2000	2001	2002	2003	2004	2005	2006	2007
Single-Family Residences Permits	191	84	3	28	55	246	157	121	45	2
Multi-Family Residences Permits	0	1	0	1	1	3	15	27	1	3
Commercial Permits	8	7	3	2	1	4	10	18	6	5
Industrial Permits	0	4	7	2	5	2	3	3	3	1
TOTAL	197	96	13	31	62	255	185	167	55	11
Impact Fees Collected										
FAIRFIELD	1998	1999	2000	2001	2002	2003	2004	2005	2006	2007
Single-Family Residences Permits	388	394	587	779	756	601	822	833	241	180
Multi-Family Residences Permits	10	16	0	27	6	55	50	4	1	12
Commercial Permits	27	14	12	35	18	33	25	18	15	16
Industrial Permits	8	5	2	1	2	4	11	8	3	6
TOTAL	431	429	601	842	780	693	1008	863	260	214
Impact Fees Collected										
RIO VISTA	1998	1999	2000	2001	2002	2003	2004	2005	2006	2007
Single-Family Residences Permits		14	240	173	283	218	311	287	153	150
Multi-Family Residences Permits					1					
Commercial/Industrial Permits		4	7	4	0	3	3	4	6	2
TOTAL	0	18	247	177	284	221	314	271	159	152
Impact Fees Collected (*)		136,287.47	1,707,788.66	1,322,303.83	1,838,567.23	1,584,570.02	2,211,041.42	1,903,862.72	1,214,298.50	1,049,418.44
VACAVILLE	1998	1999	2000	2001	2002	2003	2004	2005	2006	2007
Single-Family Residences Permits	461	345	526	318	140	479	202	268	292	283
Multi-Family Residences Permits	27	22	27	33	25	13	6	6	2	5
Commercial Permits	13	22	19	16	24	12	20	20	37	9
Industrial Permits	6	3	15	5	18	13	2	9	4	1
TOTAL	507	392	587	372	205	517	230	303	335	298
Impact Fees Collected										
VALLEJO	1998	1999	2000	2001	2002	2003	2004	2005	2006	2007
Single-Family Residences Permits	385	438	489	361	464	235	438	352	87	69
Multi-Family Residences Permits			1		5		9	12	6	1
Commercial Permits	20	19	15	8	19	5	14	14	19	10
Industrial Permits										
Duplex Permits				2	3			3	1	
TOTAL	415	457	505	371	481	240	461	381	123	80
Impact Fees Collected	2,592,519.09	5,116,221.31	8,685,015.43	5,682,900.37	9,077,347.26	4,551,178.87	11,534,473.69	10,043,628.27	4,275,624.70	2,483,188.09
need:										
Benicia										
Suisun City										
Solano County										

* Rio Vista single-family resident (SFR) impact fees were given as a total for the whole report period. SFR impact fees were weighted and distributed over time and doesn't represent actual SFR impact fees collected by year.

Single-Family Residential Permits (1998-2007)



Solano County Taxable Sales
Sales and Use Tax



CALIFORNIA COUNTY ECONOMIC FORECASTS: 2007 - 2030

October 2007



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INTRODUCTION

Economic forecasts for the 2007 to 2030 period have been prepared for each county of California. A forecast for the entire state has also been developed and included. The forecasts utilize the most recent historical information through calendar 2006, available as of April 1, 2007 from a myriad of official state sources.

The county forecasts of economic and demographic indicators are influenced by longer term forecasts of California and national indicators. The UCLA Anderson Forecast (from June 2007) serves as the basis for the estimates of county-level economic activity presented herein.

The forecast is for information only and has been prepared for the benefit of state and local transportation planners. The forecasts should not be considered as “official” forecasts from the California Department of Transportation, and there is no requirement on the part of this Department for its use by any public or private agency.

However, these forecasts are routinely updated, utilize the most recent historical information available, are symmetrical across counties, and are consistent in that the same economic indicators are presented for all 58 counties in California. Dollar valued indicators have been deflated to constant 2006 dollars. Consequently, “real” economic variables can be directly compared across counties.

The forecasts are developed by the California Economic Forecast, located in Santa Barbara, California. The forecast is provided as a public service to disseminate meaningful and consistent information about the California economy, on a county-by-county basis. The forecasts for the 2007-2030 period of time represent outputs from elaborate economic models developed for the sole purpose of forecasting local indicators for each California County.

The forecast is prepared based on assumptions reflecting judgments made by the California Economic Forecast as of June 1, 2007. Actual results could vary materially from the forecast. Neither the California Department of Transportation nor the California Economic Forecast shall be held responsible as a consequence of any such variance.

All of the historical data presented in this report have been thoroughly revised from previous editions of the forecast. Historical data and/or the forecasts presented in this report may not be comparable with prior forecasts due to extensive data revisions and changes in the manner in which the data have been classified. In particular, employment forecasts are now categorized using the North American Industry Classification System (NAICS), replacing the now obsolete Standard Industrial Classification (SIC) system.

This report is available online at the following site:

<http://www.dot.ca.gov/hq/tpp/offices/ote/socio-economic.htm>

Comments on the usefulness of these forecasts are appreciated. For additional information and/or comments, please contact Cal Trans Senior Economist, Mahmoud Mahdavi at (916) 653-9525, or mahmoud_mahdavi@dot.ca.gov.

COUNTY FORECASTS

SOLANO COUNTY ECONOMIC FORECAST

Solano County is located in the San Francisco Bay Area. The county shares its eastern and northern borders with Yolo and Sacramento Counties. The economy of Solano County has fared far better than other Bay Area counties since the dotcom bust of 2000. Solano County has a population of more than 423,000 people and 132,000 wage and salary jobs. The per capita income in Solano County is \$35,057, and the average salary per worker is \$51,964.

Employment growth in Northern California was strong in 2006, compared to the previous five years. Employment in the greater Bay Area increased by 1.9 percent last year. In 2006, 2,100 wage and salary jobs were created in Solano County, representing a growth rate of 1.6 percent. The unemployment rate declined to 4.9 percent in 2006.

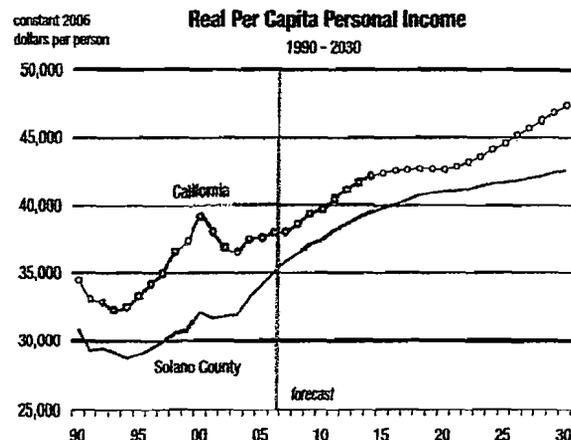
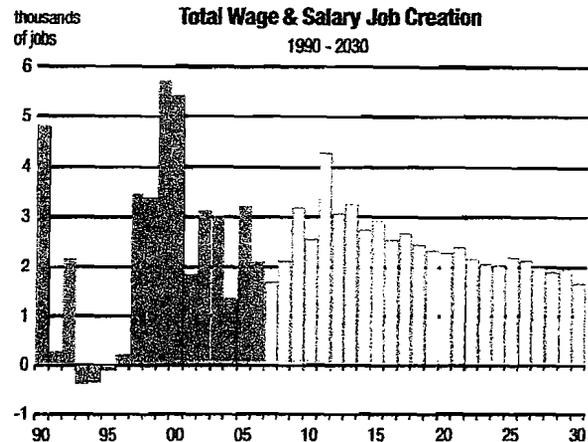
The healthcare and education, leisure services, government and construction sectors all added between 400 and 600 jobs in 2006. Employment in manufacturing grew by 200 jobs, the third straight year of growth in the sector.

Population growth remains positive in Solano County, but the growth rate during calendar 2006 was modest at 0.8 percent. The three largest cities in the county, Vallejo, Fairfield and Vacaville, account for over 75 percent of the total population. They grew by a scant 0.4 percent from January 2006 to January 2007.

The economy of Solano County never experienced the significant downturn that most other Bay Area counties faced at the turn of the century. Employment and population growth are forecast to remain healthy for the remainder of the decade. Over the next five years, the county is expected to be the fastest growing in the Bay Area, in terms of population and employment growth.

FORECAST HIGHLIGHTS

- Job growth will moderate in 2007 to 1.3 percent. Over the next five years, the annual growth rate is forecast to average 2.0 percent per year.
- Salaries per worker adjusted for inflation are about equal to the California average, but are increasing at a faster rate than the state average. Real salaries are forecast to rise an average of 1.7 percent per year over the next 5 years, and will surpass the state in 2007.
- Over the next five years, all sectors experience at least some positive job creation. The fastest growing sectors are expected to be professional services, and wholesale and retail trade. Leisure services, government, and healthcare and education will also contribute to job growth. Construction employment falls in the near term forecast, but recovers by



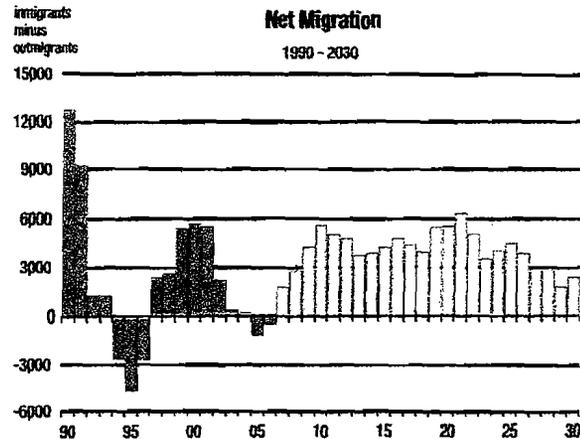
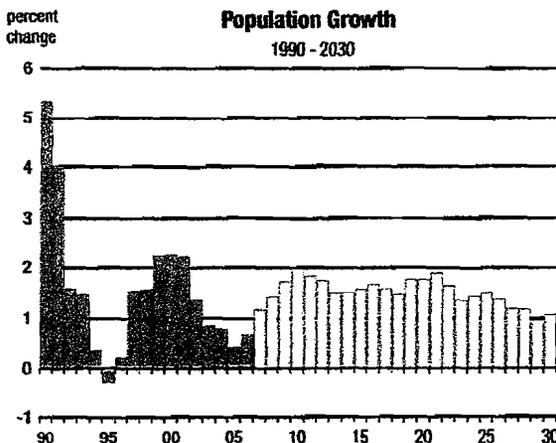
2011.

- Population is expected to grow 1.2 percent in 2007. Annual growth in the 2007 to 2011 period is forecast to average 1.7 percent per year.
- Net migration is expected to increase over the forecast. From 2007 to 2011, an average of 3,900 net migrants enter the county per year.
- Real per capita income is forecast to rise 2.2 percent in 2007. Over the next five years real per capita incomes grow an average of 1.7 percent per year.
- Total taxable sales are expected to increase by an average of 6.0 percent over the next five years.
- Industrial production is expected to increase 6.2 percent in 2007. Over the next five years the growth rate of industrial production is forecast to moderate, rising an average of 5.0

Solano County Economic Forecast

1997-2006 History, 2007-2030 Forecast

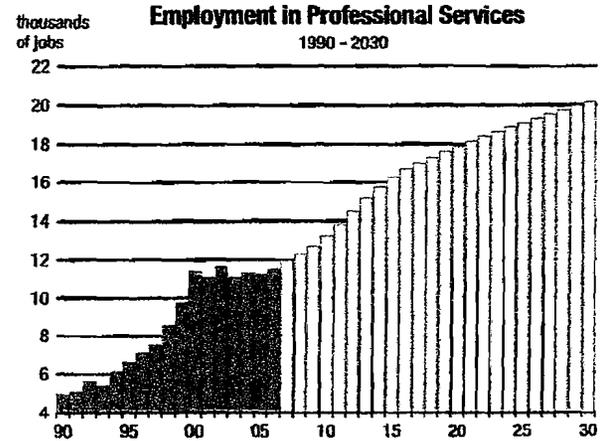
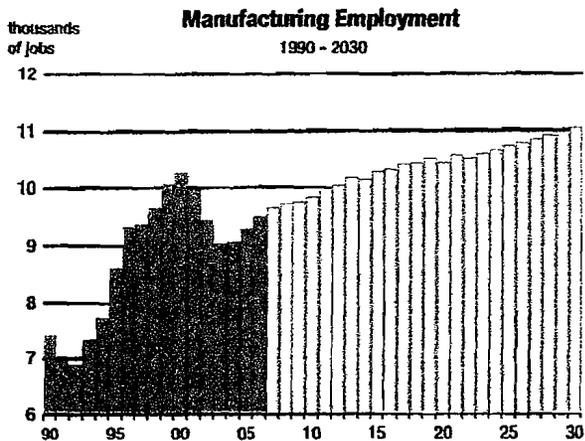
	Population (people)	Net Migration (people)	Registered Vehicles (thousands)	Households (thousands)	New Homes Permitted (homes)	Total Taxable Sales (billions)	Personal Income (billions)	Real Per Capita Income (dollars)	Inflation Rate (% change in CPI)	Real Farm Crop Value (millions)	Real Industrial Production (billions)	Unemploy- ment Rate (percent)
1997	373,900	2,410	280.8	124.1	1,542	\$3.3	\$8.6	\$29,892	3.4	273.2	1.25	6.4
1998	379,700	2,630	299.4	125.8	2,204	\$3.4	\$9.2	\$30,552	3.2	234.4	1.28	5.5
1999	388,300	5,423	312.2	127.1	1,953	\$3.9	\$9.8	\$30,732	4.2	237.4	1.35	4.6
2000	397,187	5,684	329.5	130.4	2,346	\$4.4	\$11.0	\$32,066	4.5	215.8	1.45	4.2
2001	406,088	5,584	345.6	131.7	2,560	\$4.7	\$11.6	\$31,581	5.4	204.9	1.36	4.6
2002	411,601	2,226	358.8	134.1	2,461	\$5.1	\$12.0	\$31,728	1.6	216.6	1.30	5.7
2003	415,134	383	356.5	136.2	2,678	\$5.3	\$12.4	\$31,870	1.8	228.3	1.52	6.4
2004	418,383	194	377.5	138.2	3,022	\$5.8	\$13.2	\$33,171	1.2	222.6	1.66	5.9
2005	420,246	-1,147	375.1	140.9	2,553	\$6.0	\$13.9	\$34,114	2.0	246.5	1.77	5.4
2006	423,033	-451	377.6	143.2	1,300	\$6.3	\$14.8	\$35,057	3.3	245.2	1.80	4.9
2007	428,018	1,755	383.3	145.0	1,105	\$6.7	\$15.8	\$35,837	2.9	243.5	1.91	4.8
2008	434,043	2,828	390.6	146.0	1,438	\$7.1	\$16.6	\$36,419	2.0	235.0	2.01	4.8
2009	441,468	4,283	400.6	147.3	1,744	\$7.5	\$17.5	\$37,047	2.0	239.5	2.10	4.6
2010	450,229	5,627	410.4	148.9	1,804	\$8.0	\$18.5	\$37,415	2.5	239.0	2.19	4.6
2011	458,419	5,065	423.3	150.6	2,354	\$8.5	\$19.6	\$38,084	2.4	231.8	2.29	4.4
2012	466,262	4,815	435.0	152.8	2,344	\$9.0	\$20.7	\$38,544	2.2	230.2	2.38	4.5
2013	473,318	3,607	448.4	155.0	2,428	\$9.5	\$21.7	\$39,058	2.3	230.0	2.49	4.6
2014	480,418	3,914	456.6	157.3	2,357	\$10.1	\$22.8	\$39,471	2.3	226.4	2.58	4.7
2015	487,917	4,266	466.6	159.4	2,390	\$10.7	\$24.0	\$39,851	2.6	224.0	2.69	4.8
2016	496,035	4,829	475.8	161.7	2,345	\$11.4	\$25.2	\$40,095	2.7	221.3	2.78	4.9
2017	503,991	4,414	484.8	163.8	2,387	\$12.1	\$26.5	\$40,375	2.7	212.5	2.88	4.8
2018	511,173	3,950	493.4	166.1	2,384	\$12.8	\$27.8	\$40,719	2.5	210.7	2.98	4.9
2019	520,170	5,500	501.4	168.3	2,383	\$13.5	\$29.1	\$40,880	2.5	207.9	3.10	5.0
2020	529,301	5,556	508.9	170.5	2,515	\$14.3	\$30.4	\$40,977	2.5	204.3	3.20	5.0
2021	538,306	6,354	516.9	172.8	2,491	\$15.1	\$31.8	\$41,005	2.4	196.7	3.32	4.9
2022	548,099	5,072	524.7	175.2	2,510	\$15.9	\$33.2	\$41,112	2.5	195.9	3.35	5.0
2023	555,442	3,561	532.3	177.5	2,385	\$16.8	\$34.7	\$41,365	2.5	188.8	3.42	5.0
2024	563,321	4,041	539.8	179.7	2,260	\$17.6	\$36.1	\$41,536	2.3	189.5	3.51	5.0
2025	571,701	4,497	547.5	181.8	2,265	\$18.5	\$37.6	\$41,613	2.4	186.4	3.69	5.0
2026	579,503	3,879	555.4	183.9	2,274	\$19.5	\$39.1	\$41,743	2.4	183.2	3.65	5.0
2027	588,378	2,924	563.1	186.0	2,262	\$20.4	\$40.7	\$41,912	2.5	180.0	3.70	5.0
2028	598,277	2,930	570.6	188.1	2,250	\$21.5	\$42.5	\$42,071	2.7	173.9	3.79	5.0
2029	599,056	1,802	578.3	190.2	2,290	\$22.6	\$44.3	\$42,348	2.7	173.0	3.96	5.0
2030	605,448	2,415	585.8	192.4	2,195	\$23.7	\$46.2	\$42,558	2.6	169.8	3.95	5.0

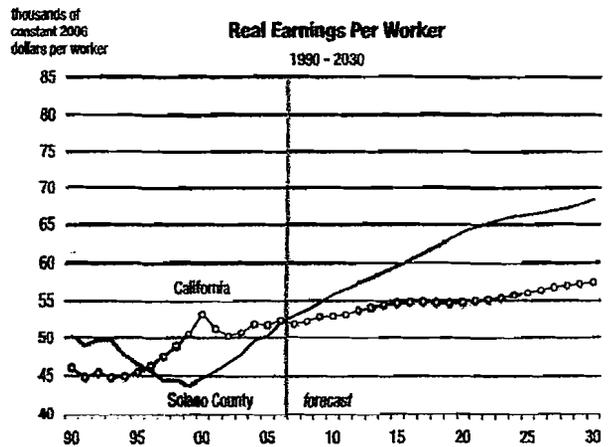
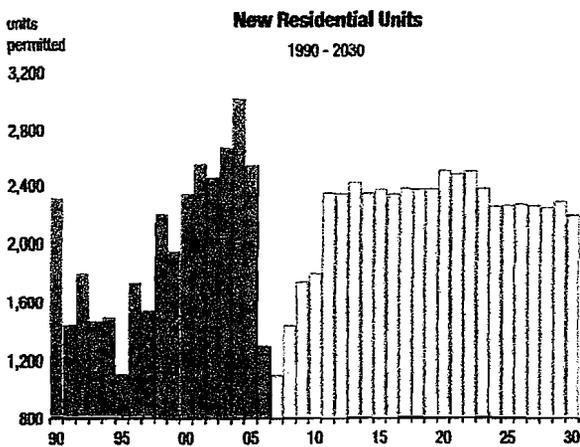
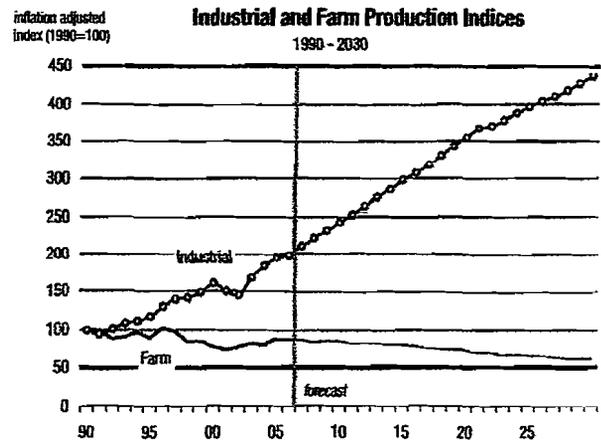
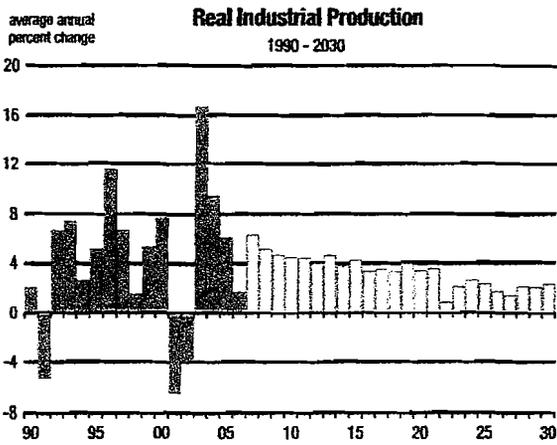
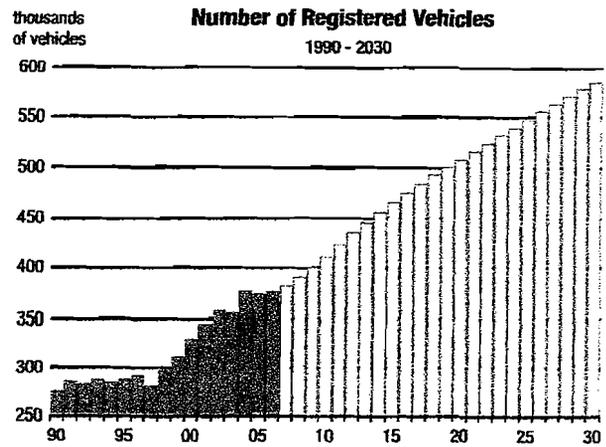
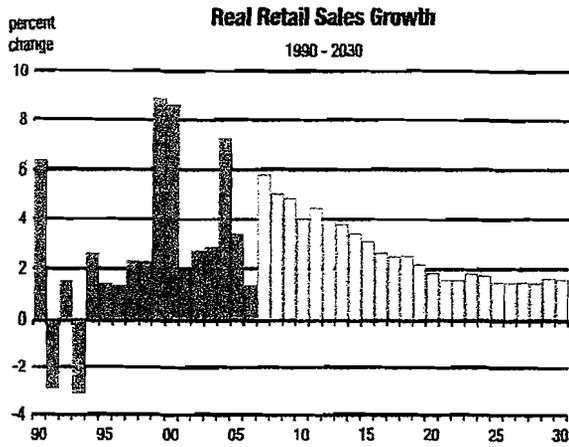


Solano County Employment Forecast

1997-2006 History, 2007-2030 Forecast

Year	Total Wage & Salary	Farm	Construction	Manufacturing	Transportation & Utilities	Wholesale & Retail Trade	Financial Activities	Professional Services	Information	Health & Education	Leisure	Government	employment (thousands of jobs)											
1997	102.9	2.11	7.6	9.4	3.8	18.8	3.4	7.5	1.7	11.4	10.6	22.4												
1998	106.3	2.17	7.7	9.7	3.8	18.8	3.4	8.6	1.8	11.9	11.2	23.1												
1999	112.0	2.25	8.8	10.1	3.6	19.7	3.6	9.8	1.7	12.5	11.7	24.3												
2000	117.4	2.28	9.9	10.3	3.3	20.1	3.8	11.5	1.7	13.7	12.0	24.5												
2001	119.3	2.19	10.6	10.0	3.0	20.9	3.8	11.2	1.7	14.3	12.4	25.5												
2002	122.4	1.95	10.9	9.5	3.0	21.8	4.7	11.7	1.8	14.5	12.3	26.4												
2003	125.4	1.92	11.3	9.0	3.8	22.3	5.8	11.1	1.9	15.6	12.6	25.7												
2004	126.8	1.98	12.1	9.1	4.4	22.4	6.0	11.4	1.7	15.4	12.8	25.0												
2005	130.0	1.98	13.4	9.3	4.7	22.9	6.3	11.3	1.7	15.8	12.6	25.5												
2006	132.1	1.72	14.0	9.5	4.7	23.0	6.3	11.6	1.6	16.2	13.1	25.9												
2007	133.8	1.78	13.2	9.7	4.8	23.7	6.3	12.0	1.7	16.6	13.6	26.0												
2008	135.9	1.81	13.1	9.7	4.8	24.4	6.3	12.3	1.7	17.0	13.8	26.4												
2009	139.1	1.89	13.7	9.8	4.9	25.2	6.3	12.7	1.7	17.3	14.0	27.1												
2010	141.7	1.85	13.7	9.8	4.9	26.0	6.4	13.2	1.7	17.7	14.2	27.6												
2011	146.9	1.84	14.7	10.0	4.9	26.8	6.4	13.9	1.8	18.1	14.4	28.6												
2012	149.0	1.83	14.7	10.0	4.9	27.6	6.5	14.5	1.8	18.6	14.6	29.4												
2013	152.3	1.83	14.8	10.2	4.9	28.4	6.6	15.2	1.8	19.1	14.7	30.3												
2014	155.0	1.82	14.7	10.2	4.9	29.1	6.7	15.7	1.9	19.6	14.9	31.1												
2015	158.0	1.81	14.7	10.3	4.9	29.8	6.7	16.3	1.9	20.1	15.0	31.9												
2016	160.5	1.80	14.8	10.3	4.9	30.5	6.8	16.7	1.9	20.6	15.1	32.7												
2017	163.2	1.77	14.7	10.4	4.9	31.2	7.0	17.0	1.9	21.1	15.2	33.5												
2018	165.6	1.76	14.6	10.4	4.9	31.8	7.1	17.3	2.0	21.6	15.3	34.4												
2019	169.0	1.74	14.6	10.5	4.9	32.4	7.1	17.6	2.0	22.1	15.3	35.1												
2020	170.2	1.72	14.7	10.4	4.9	32.9	7.2	17.9	2.0	22.7	15.4	35.9												
2021	172.6	1.70	14.7	10.6	4.9	33.5	7.3	18.1	2.0	23.3	15.4	36.7												
2022	174.8	1.68	14.7	10.5	4.9	34.0	7.4	18.4	2.0	23.8	15.4	37.5												
2023	176.8	1.65	14.5	10.6	4.9	34.4	7.5	18.6	2.0	24.3	15.5	38.3												
2024	178.9	1.64	14.3	10.7	4.9	34.9	7.6	18.9	2.1	24.8	15.5	39.1												
2025	181.0	1.63	14.3	10.7	4.9	35.4	7.7	19.1	2.1	25.3	15.5	39.8												
2026	183.2	1.61	14.4	10.8	4.9	35.9	7.8	19.3	2.1	25.8	15.6	40.5												
2027	185.2	1.60	14.4	10.9	4.9	36.3	7.9	19.5	2.1	26.2	15.6	41.2												
2028	187.1	1.57	14.3	10.9	4.9	36.8	8.0	19.8	2.1	26.6	15.6	41.9												
2029	189.0	1.56	14.3	11.0	4.9	37.3	8.0	20.0	2.2	27.0	15.7	42.6												
2030	190.7	1.54	14.1	11.0	4.9	37.8	8.1	20.2	2.2	27.3	15.7	43.3												





Appendix B -Traffic Impact Fees for Cities In and Adjacent to Solano

9/07/2008 DRAFT

County/City	Typ City Single-Family Dwelling (SFD) Traffic Impact Fee	Plus SFD Regional Transpo Impact Fee	Total SFD Traffic Impact Fees	Rank	Medium Retail Traffic Impact Fee \$/s.f. (inc any regional fees)	Rank	Indus. Traffic Impact Fee \$/s.f. (inc any regional fees)	Rank
Solano								
Benicia	\$ 1,029	\$ -	\$ 1,029	39	\$ 3.48	21	\$ 1.82	16
Dixon	\$ 3,200	\$ -	\$ 3,200	33	\$ 1.05	37	\$ 0.24	37
Fairfield	\$ 6,245	\$ -	\$ 6,245	23	\$ 5.26	15	\$ 1.27	23
Rio Vista	\$ 7,828	\$ -	\$ 7,828	15	\$ 1.42	31	\$ 0.69	33
Suisun City	\$ 4,802	\$ -	\$ 4,802	29	\$ 1.42	31	\$ 0.99	31
Vacaville	\$ 8,174	\$ -	\$ 8,174	13	\$ 4.42	17	\$ 2.54	14
Vallejo	\$ 8,003	\$ -	\$ 8,003	14	\$ 2.47	26	\$ 1.26	24
CO. AVE.	\$ 5,612	\$ -	\$ 5,612		\$ 2.79		\$ 1.26	
Alameda								
Danville	\$ 2,000	\$ 6,187	\$ 8,187	12	\$ 9.94	7	\$ 11.05	2
Dublin	\$ 6,529	\$ 2,036	\$ 8,565	11	\$ 28.42	1	\$ 7.20	5
Lafayette	\$ 4,040	\$ 1,022	\$ 5,062	27	\$ 1.70	30	\$ 0.43	35
Livermore	\$ 7,175	\$ 2,036	\$ 9,211	10	\$ 20.78	2	\$ 10.19	3
Moraga	\$ 1,070	\$ 4,088	\$ 5,158	26	\$ 2.19	28	\$ 1.73	17
Orinda	\$ 4,040	\$ 1,022	\$ 5,062	27	\$ 0.43	38	\$ 0.43	35
Pleasanton	\$ 3,938	\$ 2,036	\$ 5,974	24	\$ 12.39	4	\$ 6.41	6
San Ramon	\$ 659	\$ 6,187	\$ 6,846	20	\$ 7.34	11	\$ 7.27	4
CO. AVE.	\$ 3,681	\$ 3,077	\$ 6,758		\$ 10.40		\$ 5.59	
Contra Costa								
Antioch	\$ 346	\$ 16,800	\$ 17,146	5	\$ 1.40	33	\$ 1.23	27
Brentwood	\$ 10,020	\$ 16,800	\$ 26,820	2	\$ 1.40	33	\$ 1.23	27
Clayton	\$ 1,456	\$ -	\$ 1,456	38	\$ 3.37	23	\$ -	38
Concord	\$ 2,868	\$ -	\$ 2,868	34	\$ 8.20	8	\$ 2.78	13
Hercules	\$ 1,314	\$ 2,595	\$ 3,909	32	\$ 2.39	27	\$ 1.28	22
Martinez	\$ 2,092	\$ -	\$ 2,092	36	\$ 2.10	29	\$ 0.93	32
Oakley	\$ 11,479	\$ 16,800	\$ 28,279	1	\$ 1.40	33	\$ 1.23	27
Pittsburg	\$ 7,170	\$ 16,800	\$ 23,970	3	\$ 1.40	33	\$ 1.23	27
Pleasant Hill	\$ 2,109	\$ -	\$ 2,109	35	\$ 5.43	14	\$ 1.71	18
Richmond	\$ 1,351	\$ 2,595	\$ 3,946	31	\$ -	40	\$ -	37
Walnut Creek	\$ 1,578	\$ -	\$ 1,578	37	\$ 3.45	22	\$ 4.70	8
CO. AVE.	\$ 3,798	\$ 6,581	\$ 10,379		\$ 2.78		\$ 1.48	

County/City	Typ. City Single-Family Dwelling (SFD) Traffic Impact Fee	Plus SFD Regional Transpo Impact Fee	Total SFD Traffic Impact Fees	Rank	Medium Retail Traffic Impact Fee \$/s.f. (inc. any regional fees)	Rank	Indus Traffic Impact Fee \$/s.f. (inc. any regional fees)	Rank
Napa								
American Can.	\$ 3,954	\$ -	\$ 3,954	30	\$ 3.51	20	2.02	15
Napa	\$ 10,590	\$ -	\$ 10,590	8	\$ 5.09	16	1.24	26
CO. AVE.	\$ 7,272	\$ -	\$ 7,272		\$ 4.30		\$ 1.63	
San Joaquin								
Lodi	\$ 4,785	\$ 2,837	\$ 7,622	18	\$ 3.62	19	\$ 3.05	13
Stockton	\$ 15,279	\$ 2,837	\$ 18,116	4	\$ 7.68	9	\$ 4.09	9
CO. AVE.	\$ 10,032	\$ 2,837	\$ 12,869		\$ 5.65		\$ 3.57	
Yolo								
Davis	\$ 7,767	\$ -	\$ 7,767	17	\$ 19.42	3	\$ 0.46	34
Winters	\$ 7,797	\$ -	\$ 7,797	16	\$ 7.29	10	\$ 1.69	19
W. Sac	\$ 13,444	\$ -	\$ 13,444	6	\$ 11.50	5	\$ 12.60	1
Woodland	\$ 6,281	\$ -	\$ 6,281	22	\$ 7.68	10	\$ 3.11	11
CO. AVE.	\$ 8,822	\$ -	\$ 8,822		\$ 11.47		\$ 4.47	

AVERAGE TRAFFIC FEES	SFD City Traffic Fee	SFD Regional Fee	Total SFD Traffic Fees	Retail Traffic Fee \$/s.f.	Indus Traffic Fee \$/s.f.
SOLANO	\$ 5,612	\$ -	\$ 5,612	\$ 2.79	\$ 1.26
CO. AVE.	\$ 6,536	\$ 2,083	\$ 8,619	\$ 6.23	\$ 3.00
Difference	\$ (924)	\$ (2,083)	\$ (3,007)	\$ (3.44)	\$ (1.73)

Total Traffic Fees By County Average	
COUNTY	AVERAGE FEE
San Joaquin	\$ 12,869
Contra Costa	\$ 10,379
Yolo	\$ 8,822
Napa	\$ 7,272
Alameda	\$ 6,758
Solano	\$ 5,612
AVERAGE	\$ 8,619

C. Existing RTIP programs throughout California.

Appendix C - 2008 Comparison of Regional Transportation Impact Fee Programs

County	Program Name	Year Adopted/Updated	Countywide	Subareas/Zones	Corridor-Based	Governance	#	Ann. GPI Index	Ave Fee Per Single-Family	Ave. Fee per Multi-Family D.U.	Ave. Fee per Retail Com. s.f.	Ave. Fee per Indus. s.f./Other	Total Funds Received To Date	Total Funds Projected	Comments
Contra Costa (population: 1,051,674)															
E. County	S.R. 4 Bypass	1994/2002			Yes	JPA	4		\$17,000	\$ 10,231	\$ 1.39	\$ 1.22	\$ 210,000,000	\$ 410,000,000	Program generates \$12M to \$30M /yr
Central County	Transpac	1996				JPA			\$ 496		\$ -		\$ 417,384		
West County	WCCTAC	1997/2006				Ord.	8	ENR	\$ 2,595	\$ 1,648	\$ 1.82	\$ 2.45	\$ 4,180,000		
South County-Shapell						JPA			\$ 4,992	\$ 4,992	\$ 3.79	\$ 1.22			
South County-Windemere						JPA			\$ 5,941	\$ 5,729	\$ 3.79				
South County - Other						JPA			\$ 3,741	\$ 3,741	\$ 3.68				
Southwest Co. Tri-Valley	Tri-Val. Trans. Dev. Fee	1998				JPA	7		\$ 2,032	\$ 1,292	\$ 1.37	\$ 2.47	\$ 39,000,000	\$ 56,700,000	Fee is to be updated by 2010/11
Lamorinda - Moraga	Lamorinda Fee and Financing Authority					JPA	3		\$ 4,088	\$ 2,550	\$ 1.73	\$ 1.73	\$ 380,000	\$ 1,324,000	Fee is currently being updated
Lafayette & Orinda							3		\$ 1,022	\$ 637	\$ 0.43	\$ 0.43			
Contra Costa County Average									\$ 4,656	\$ 3,853	\$ 2.00	\$ 1.64	\$ 50,795,477	\$ 156,008,000	

El Dorado (population: 179,722)

	Traffic Impact Fee	2004	Yes	8	No	BOS	1	CT - CPI	\$26,425	\$17,187	\$9.08	\$2.60				Fees dropped 1.73% in July '08
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Merced (population: 255,250)

Merced Co. Assoc. of Govs.	Reg. Trans. Imp. Fee	2005/2008	Yes		No	Ord.	7	ENR	\$ 3,115	\$ 1,892	\$ 5.84	\$ 1.40	\$ 6,800,000	\$ 206,000,000		
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Monterey (population: 428,549)

Transpo. Auth. of Monterey Co.	Reg. Dev. Imp. Fee	2008	Yes	4	No	JPA	13	ENR	\$ 4,309	\$ 3,424	\$ 6.99	\$ 3.50	N/A	\$ 410,000,000		Fee began 8-27-08
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Nevada County (Western) (population: 77,000)

Grass Valley, Nevada City, Nevada Co.	Reg. Trans. Mit. Fee	2001/2008		2/3 of County		No	JPA	3	ENR	\$ 4,201	\$ 2,950	\$ 5.19	\$ 0.54	\$ 1,600,000	\$ 35,000,000	Took 5 years to create first program
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Placer County (population: 292,000)

Lincoln, Rocklin, Roseville and Co. of Placer	South Placer Reg. Trans. Auth.	2002	No	11	Yes	JPA	4	CPI	\$ 2,187	\$ 1,343	\$ 2.34	\$ 1.95	\$ 25,800,000	\$ 191,000,000		Revenue ave. \$5.2 mil. a yr.
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Riverside County (population: 1,050,000)

Coachella Valley (population: 421,876 (2007))	TUMF	1988/2007		East Co.	No	No	Ord.	9	ENR	\$ 1,837	\$ 1,290	\$ 4.40	\$ 1.00	\$ 110,000,000	\$ 470,000,000	Program generates \$12.3M/yr
Western Riverside Council of Govs. (pop. 1.5 mil.)	TUMF	2003		West Co.	Yes	No	JPA	18	ENR	\$10,046	\$ 7,054	\$ 9.99	\$ 1.84	\$ 467,000,000	\$ 5,000,000,000	Over 30 years

Sacramento County (population: 1,400,000)															
Sacramento Transportation Authority	Develop. Impact Fee	2006	Yes	No	No	T.A.; Mem OK by Res	1		\$ 1,000	\$ 700	\$ 3.70	\$ 0.80	N/A Becomes Eff. 4-1-09	\$ 1,300,000,000	Impact Fee required by 2004 Sales Tax Measure
San Diego County (population: ,000)															
San Diego Association of Governments (SANDAG)	Regional Transpo Congest. Improve Program	2006	Yes		No	COG	1		\$ 2,331	\$ 1,865			Becomes Eff.		Required by 2004 Sales Tax Measure
San Joaquin County (population: 680,000)															
San Joaquin (COG)		2006	Yes		No	Ord	8	ENR	\$ 2,837	\$ 1,702	\$ 1.13	\$ 1	\$ 19,000,000	\$ 250,000,000	Required by 2006 Sales Tax
Average									\$ 5,243	\$ 3,899	\$ 3.61	\$ 1.60	\$ 77,914,405	\$ 707,169,333	

Acronyms: ENR: Engineering New Record
CPI: Consumer price Index
JPA: Joint Powers Authority
Ord.: Ordinance was adopted by each Jurisdiction to implement fee program
CT-CPI: Caltrans Consumer Price Index
COG: Council of Governments



D. Fee schedules and existing transportation fee programs in effect for Solano Cities and County.

Transportation Impact Fee Schedule

date printed: 8/12/2008

BENICIA			
Traffic Impact Fee (Residential)	Single Family per DU	\$ 1,029.00	
	Townhouse/Condo per DU	\$ 550.00	
	Apartment per DU	\$ 591.00	
	Retirement Community per DU	\$ 275.00	
	Accessory Dwelling	\$ 275.00	
Traffic Impact Fee (Commercial/Industrial)	Supermarket per KSF	\$ 5,864.00	
	Convenience Store per KSF	\$ 17,613.00	
	Sit-Down Restuaruant per KSF	\$ 3,816.00	
	Hi-Turnover Sit-Down Restaurant/Deli per KSF	\$ 5,533.00	
	Fast-Food Restaurant per KSF	\$ 17,058.00	
	Bank per KSF	\$ 16,890.00	
	Drug Store/Pharmacy per KSF	\$ 5,299.00	
	Service Station with Mart per pump	\$ 6,817.00	
	Quick Lube Vehicle Shop per stall	\$ 2,644.00	
	Hardware/Paint Store per KSF	\$ 2,252.00	
	Day Care Facility per student	\$ 438.00	
	Shopping Center per KSF	\$ 3,342.00	
	Motel	per study	
	General Office per KSF	\$ 1,518.00	
	Medical Office per KSF	\$ 3,730.00	
	Light Industrial per KSF	\$ 999.00	
Warehouse per KSF	\$ 520.00		
Self-Storage Units per unit	\$ 31.00		
DIXON			
Storm Drainage Facilities Impact Fee			
FAIRFIELD			
AB1600 - Traffic Impact Fee	3001 and up	\$ 3,283.00	
Single Family/Multi-Family Unit Sq. Ft.	2301 to 3000	\$ 2,962.00	
	1701 to 2300	\$ 2,799.00	
	1351 to 1700	\$ 2,340.00	
	851 to 1350	\$ 2,044.00	
	850 and less	\$ 1,502.00	
Manuel Campos Expressway	Pays for the construction of the Manuel Campos Parkway from the existing segment which terminates 50' east of Paradise Valley Drive to the intersection with Clay Bank Road. It is applicable to subdivisions located weterly of Claybank Road within the Rancho Lagunita, Tunnel Town and Lower Cement ranch development areas. The Fee is a tentative map condition and is not based no a Council resolution.	\$ 4,393.00	per single family unit
RIO VISTA			
Roadway Fee (non-development agreements)			
Residential	Non-Restricted Housing (single-family)	\$ 7,828.00	per dwelling unit
	Multi-family Residential	\$ 4,696.00	
	Senior (Restricted) Housing Fee	\$ 4,696.00	
Non-Residential	Commercial (Retail/Office)	\$ 1.42	per sq ft of building area
	All Other Non-Residential	\$ 0.69	
SOLANO COUNTY			
English Hills Transportation Impact Fee	New Residential unit in the English Hills Transportation Impact Fee area	\$ 6,379.00	per dwelling unit

Transportation Impact Fee Schedule

date printed: 8/12/2008

Major Thoroughfare Area of Benefit No. 1 Fee	The area of benefit includes Green Valley, Rockville, Suisun Valley areas of the county. The ordinance established a road impact fee prior to construction of a new residential dwelling or the subdivision of land that creates a residential parcel.	\$ 6,493.00	per dwelling unit
SUISUN CITY			
VACAVILLE from "Connection & Develop Fees.pdf"			
Traffic Impact Fee (Residential)	Single Family Dwelling	\$ 8,174.00	per dwelling unit
	Multiple-Family Dwelling	\$ 5,067.00	
	Single Family Sr. Housing	\$ 5,722.00	70% of single-fam rate
	Multiple-Family Sr. Housing	\$ 2,044.00	25% of single-fam rate
Traffic Impact Fee (Non-Residential)	Commercial	\$ 4.4195	per Building sq. ft.
	Office	\$ 3.3555	
	Industrial-Over 50,000 sf	\$ 2.4554	
	Industrial-Under 50,000 sf	\$ 2.4554	
	Industrial-Under 50,000 sf	\$ 2.9540	
Traffic Impact Fee (Institutional)	Hotels/Motels	\$ 3.3555	per Building sq. ft.
	Airport Hangars	\$ 0.6139	
	Hospital	\$ 2.4689	per Building sq. ft.
	Church	\$ 1.0844	
	Assisted Living/Alz. Daycare	\$ 2.4689	
	Private & Public Schools	\$ -	no fee
VALLEJO from p. 31 of 50 - FY2006-09 Fee Schedule			
Hiddenbrooke Excise Tax	Overpass Fund 211 Excise Tax	\$ 2,916.20	
	Overpass Fund 211 Surcharge	\$ 2,083.80	
	General Fund 001 Excise Tax	\$ 1,000.00	
City Transportation Impact Mitigation Fee	Commercial	\$ 2.47	per sq. ft.
	Industrial	\$ 1.26	
	Multi-Family	\$ 2,861.00	per unit
	Motels/Hotels	\$ 2,861.00	
	Single-Family	\$ 5,087.00	

E. Scenarios comparing typical building permit fees currently paid for a single-family dwelling unit, and commercial and industrial buildings.

Appendix E -

Ave. Building Permit Fees for Solano Cities and County 7-08

	Single-Family Dwelling	% of Total fees	Commercial 55,256 s.f. \$6.35M building value	% of Total fees	Industrial 60,000 s.f. \$6.9M building value	% of Total fees
Traffic Impact	\$ 5,612	11%	\$ 168,890	33%	\$ 69,809	17%
Park and Rec	\$ 7,789	15%	\$ 7,957	2%	\$ 7,780	2%
Capital License Fee	\$ 3,750	7%	\$ 51,965	10%	\$ 60,000	15%
Sewer Connection	\$ 6,781	13%	\$ 62,985	12%	\$ 99,930	25%
Water Connection	\$ 5,778	11%	\$ 27,123	5%	\$ 27,770	7%
Sewer Install	\$ 4,833	9%	\$ 25	0%	\$ 25	0%
Meter Install	\$ 257	0%	\$ 746	0%	\$ 787	0%
School Impact Fee	\$ 10,397	20%	\$ 22,418	4%	\$ 24,800	6%
County Facilities	\$ 8,119	15%	\$ 52,544	10%	\$ 36,009	9%
Municipal Facilities	\$ 2,063	4%	\$ 71,518	14%	\$ 44,041	11%
Other	\$ 1,663	3%	\$ 41,790	8%	\$ 37,238	9%
Ave. Subtotal	\$ 50,551	95%	\$ 463,482	91%	\$ 351,030	88%
Building Permit	\$ 1,540	3%	\$ 26,575	5%	\$ 28,575	7%
Building Plan Check	\$ 1,155	2%	\$ 18,585	4%	\$ 20,213	5%
Ave. Subtotal	\$ 2,695	5%	\$ 45,159	9%	\$ 48,788	12%
TOTAL FEES	\$ 53,246	100%	\$ 508,642	100%	\$ 399,818	100%

City of Benicia Fees	Single-Family Dwelling \$195,000	% of Total fees	Commercial 55,256 s.f. \$6.35M	% of Total fees	Industrial 60,000 s.f. \$6.9M	% of Total fees
Traffic Impact	\$ 1,029	3%	\$ 184,666	37%	\$ 59,940	20%
Park and Rec	\$ 5,711	14%	\$ -	0%	\$ -	0%
Capital License Fee	\$ 949	2%	\$ 47,869	10%	\$ 25,650	8%
Sewer Connection	\$ 7,500	18%	\$ 128,581	26%	\$ 88,500	29%
Water Connection	\$ 7,635	19%	\$ 32,144	6%	\$ 32,144	10%
Sewer Install	\$ 25	0%	\$ 25	0%	\$ 25	0%
Meter Install	\$ 100	0%	\$ 500	0%	\$ 500	0%
School Impact Fee	\$ 7,890	19%	\$ 23,208	5%	\$ 25,200	8%
County Facilities	\$ 7,153	18%	\$ 46,470	9%	\$ 35,280	11%
Municipal Facilities		0%		0%		0%
Other - Library	\$ 219	1%	\$ -	0%	\$ -	0%
Subtotal	\$ 38,211		\$ 463,463		\$ 267,239	
Building Permit	\$ 1,413	3%	\$ 22,472	4%	\$ 23,973	8%
Building Plan Check	\$ 918	2%	\$ 14,607	3%	\$ 15,582	5%
Subtotal	\$ 2,331		\$ 37,079		\$ 39,555	
TOTAL FEES	\$ 40,542	100%	\$ 500,542	100%	\$ 306,794	100%

City of Dixon Fees	Single-Family Dwelling \$195,000 building value	% of Total fees	Commercial 55,256 s.f. \$6.35M building value	% of Total fees	Industrial 60,000 s.f. \$6.9M building value	% of Total fees
Traffic Impact	\$ 3,200	5%	\$ 58,019	12%	\$ 14,400	5%
Park and Rec	\$ 8,735	15%		0%		0%
Capital License Fee		0%		0%		0%
Sewer Connection	\$ 9,641	16%	\$ 49,450	11%	\$ 24,725	8%
Water Connection	\$ 2,043	3%	\$ 9,890	2%	\$ 6,485	2%
Sewer Install		0%		0%		0%
Meter Install	\$ 199	0%	\$ 627	0%	\$ 912	0%
School Impact Fee	\$ 19,770	34%	\$ 25,970	6%	\$ 28,200	9%
County Facilities	\$ 9,042	15%	\$ 88,361	19%	\$ 40,380	13%
Municipal Facilities	\$ 2,591	4%	134216.83	29%	121560	38%
Other	\$ 647	1%	\$ 64,381	14%	\$ 37,423	12%
Subtotal	\$ 55,867	95%	\$ 430,915	92%	\$ 274,085	87%
Building Permit	\$ 1,711	3%	\$ 21,685	5%	\$ 23,350	7%
Building Plan Check	\$ 1,265	2%	\$ 18,163	4%	\$ 19,119	6%
Subtotal	\$ 2,976	5%	\$ 39,848	8%	\$ 42,469	13%
TOTAL FEES	\$ 58,843	100%	\$ 470,762	100%	\$ 316,554	100%

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City of Fairfield Fees	Single-Family Dwelling \$195,000	% of Total fees	Commercial 55,256 s.f. \$6.35M building value	% of Total fees	Industrial 60,000 s.f. \$6.9M building	% of Total fees
Traffic Impact	\$ 6,245	9%	\$ 291,752	37%	\$ 76,200	16%
Park and Recreation	\$ 18,321	27%		0%		0%
Capital License Fee	\$ 3,199	5%	\$ 88,135	11%	\$ 94,350	20%
Sewer Connection	\$ 5,943	9%	\$ 32,691	4%	\$ 32,691	7%
Water Connection	\$ 5,064	7%	\$ 65,832	8%	\$ 65,832	14%
Sewer Install		0%		0%		0%
Water Meter	\$ 424	1%	\$ 1,904	0%	\$ 1,904	0%
School Impact Fee	\$ 12,270	18%	\$ 23,208	3%	\$ 25,200	5%
County Facilities	\$ 8,917	13%	\$ 46,470	6%	\$ 35,280	8%
Municipal Facilities		0%	\$ 145,876	19%	\$ 39,600	8%
Other	\$ 4,011	6%	\$ 5,802	1%	\$ 4,500	1%
Subtotal	\$ 64,394		\$ 701,670		\$ 375,557	
Building Permit	\$ 1,821	3%	\$ 45,618	6%	\$ 47,797	10%
Building Plan Check	\$ 1,389	2%	\$ 40,546	5%	\$ 43,574	9%
Subtotal	\$ 3,210		\$ 86,164		\$ 91,371	
TOTAL FEES	\$ 67,604	100%	\$ 787,834	100%	\$ 466,928	100%

Rio Vista Fees	Single-Family Dwelling \$195,000	% of Total fees	Commercial 55,256 s.f. \$6.35M	% of Total fees	Industrial 60,000 s.f. \$6.9M building value	% of Total fees
Traffic Impact	\$ 7,828	15%	\$ 78,464	34%	\$ 41,400	21%
Park and Rec	\$ 4,418	9%	\$ 16,024	7%	\$ 17,400	9%
Capital License Fee	\$ 3,782	7%		0%		0%
Sewer Connection	\$ 6,314	12%	\$ 11,026	5%	\$ 11,026	6%
Water Connection	\$ 5,582	11%	\$ 11,164	5%	\$ 22,328	11%
Sewer Install		0%		0%		0%
Meter Install	\$ 76	0%	\$ 76	0%	\$ 76	0%
School Impact Fee	\$ 7,890	15%	\$ 23,208	10%	\$ 25,200	13%
County Facilities	\$ 8,917	17%	\$ 46,470	20%	\$ 35,280	18%
Municipal Facilities	\$ 3,782	7%	\$ 38,679	17%	\$ 42,000	21%
Other	\$ 153	0%	\$ 2,023	1%	\$ 2,023	1%
Subtotal	\$ 48,742		\$ 227,133		\$ 196,733	
Building Permit	\$ 1,526	3%		0%		0%
Building Plan Check	\$ 1,068	2%	\$ 1,334	1%	\$ 1,449	1%
Subtotal	\$ 2,594		\$ 1,334		\$ 1,334	
TOTAL FEES	\$ 51,336	100%	\$ 228,467	100%	\$ 198,066	100%

Suisun City Fees	Single- Family Dwelling	% of Total fees	Commercial 55,256 s.f. \$6.35M	% of Total fees	Industrial 60,000 s.f. \$6.9M
Traffic Impact	\$ 4,802	12%	\$ 188,644	51%	\$ 46,800
Park and Rec	\$ 3,523	9%	\$ 7,846	2%	\$ 5,940
Capital License Fee		0%		0%	
Sewer Connection	\$ 5,943	15%	\$ 32,691	9%	\$ 32,691
Water Connection	\$ 3,646	9%	\$ 18,510	5%	\$ 15,278
Sewer Install		0%		0%	
Meter Install	\$ 330	1%	\$ 607	0%	\$ 607
School Impact Fee	\$ 9,750	25%	\$ 23,208	6%	\$ 25,200
County Facilities	\$ 4,973	13%	\$ 47,096	13%	\$ 35,280
Municipal Facilities	\$ 2,250	6%	\$ 11,714	3%	\$ 8,880
Other	\$ 796	2%	\$ 10,319	3%	\$ 6,712
Subtotal	\$ 36,013		\$ 340,636		\$ 177,388
Building Permit	\$ 1,574	4%	\$ 17,812	5%	\$ 19,175
Building Plan Check	\$ 1,006	3%	\$ 11,578	3%	\$ 12,463
Subtotal	\$ 2,580		\$ 29,390		\$ 31,638
TOTAL FEES	\$ 38,592	100%	\$ 370,025	100%	\$ 209,026

Vacaville Fees	Single-Family Dwelling \$195,000	% of Total fees	Commercial 55,256 s.f. \$6.35M	% of Total fees	Industrial 60,000 s.f. \$6.9M	% of Total fees
Traffic Impact	\$ 8,174	13%	\$ 244,204	40%	\$ 174,324	20%
Park and Rec (inc. GB)	\$ 3,934	6%		0%		0%
Capital License Fee	\$ 6,753	11%		0%		0%
Sewer Connection	\$ 9,898	16%	\$ 91,140	15%	\$ 494,880	56%
Water Connection	\$ 7,145	12%	\$ 32,867	5%	\$ 32,867	4%
Sewer Install		0%		0%		0%
Meter Install	\$ 331	1%	\$ 606	0%	\$ 606	0%
School Impact Fee	\$ 8,486	14%	\$ 18,234	3%	\$ 19,800	2%
County Facilities	\$ 8,917	15%	\$ 46,470	8%	\$ 35,280	4%
Municipal Facilities	\$ 1,557	3%	\$ 90,442	15%	\$ 43,328	5%
Other -Drainage	\$ 1,042	2%	\$ 34,585	6%	\$ 34,585	4%
Subtotal	\$ 56,237	93%	\$ 558,549	92%	\$ 835,670	94%
Building Permit	\$ 2,279	4%	\$ 23,416	4%	\$ 26,640	3%
Building Plan Check	\$ 2,043	3%	\$ 23,802.00	4%	\$ 27,791	3%
Subtotal	\$ 4,322	7%	\$ 47,218	8%	\$ 54,431	6%
TOTAL FEES	\$ 60,559	100%	\$ 605,767	100%	\$ 890,101	100%

Rev. 9-7-08

Vallejo Fees	Single- Family Dwelling	% of Total fees	Commercial 55,256 s.f. \$6.35M	% of Total fees	Industrial 60,000 s.f. \$6.9M
Traffic Impact	\$ 8,003	14%	\$ 136,482	24%	\$ 75,600
Park and Rec	\$ 9,883	17%		0%	
Capital Lic./Excise	\$ 4,069	7%	\$ 19,892	3%	
Sewer Connection	\$ 2,230	4%	\$ 95,317	17%	\$ 15,000
Water Connection	\$ 9,332	16%	\$ 19,456	3%	\$ 19,456
Sewer Install		0%		0%	
Meter Install	\$ 336	1%	\$ 902	0%	\$ 902
School Impact Fee	\$ 6,720	12%	\$ 19,892	3%	
County Facilities	\$ 8,917	15%	\$ 46,470	8%	\$ 35,280
Municipal Facilities	\$ 134	0%	\$ 8,178	1%	\$ 8,880
Other	\$ 4,770	8%	\$ 175,421	31%	\$ 175,421
Subtotal	\$ 54,394	94%	\$ 522,010	91%	\$ 330,539
Permits	\$ 1,998	3%	\$ 28,446	5%	\$ 30,517
Plan Checks	\$ 1,549	3%	\$ 20,062	4%	\$ 21,512
Subtotal	\$ 3,547	6%	\$ 48,508	9%	\$ 52,029
TOTAL FEES	\$ 57,941	100%	\$ 570,519	100%	\$ 382,568

Rev. 8-28-08

Antioch Fees	Single-Family Dwelling		Commercial 55,256 s.f. \$6.35M		Industrial 60,000 s.f. \$6.9M	
		% of Total fees		% of Total fees		% of Total fees
Traffic Impact	\$ 17,146	50%	\$ 77,358	41%	\$ 73,800	46%
Park and Rec (inc. GB)	\$ 1,050	3%		0%		0%
Capital License Fee		0%		0%		0%
Sewer Connection	\$ 1,723	5%	\$ 33,450	6%	\$ 10,704	7%
Water Connection	\$ 3,463	10%		18%		0%
Sewer Install		0%		0%		0%
Meter Install	\$ 238	1%		0%		0%
School Impact Fee	\$ 6,720	19%	\$ 19,892	11%	\$ 19,800	12%
County Facilities		0%		0%		0%
Municipal Facilities	\$ 591	2%	\$ 18,179	10%	\$ 13,140	8%
Other -Drainage		0%		0%		0%
Subtotal	\$ 30,931	90%	\$ 148,880	84%	\$ 117,444	73%
Building Permit	2162	6%	\$ 24,264	13%	\$ 26,117	16%
Building Plan Check	1405.3	4%	\$15,772	8%	\$ 16,976	11%
Subtotal	3567.3	10%	\$ 40,036	21%	\$ 43,093	27%
TOTAL FEES	\$ 34,498	100%	\$ 188,915	106%	\$ 160,537	100%

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Davis Fees	Single-Family Dwelling	% of Total fees	Commercial 55,256 s.f. \$6.35M	% of Total fees	Industrial 60,000 s.f. \$6.9M	% of Total fees
Traffic Impact	\$ 7,767	16%	\$ 1,073,182	73%	\$ 27,660	6%
Park and Rec	\$ 6,024	12%		0%		0%
Capital License Fee	\$ 8,190	16%	\$ 150,849	10%	\$ 163,800	36%
Sewer Connection	\$ 6,150	12%		0%		0%
Water Connection	\$ 2,740	6%		0%		0%
Sewer Install		0%		0%		0%
Meter Install	\$ 180	0%	\$ 570	0%	\$ 570	0%
School Impact Fee	\$ 8,340	17%	\$ 18,787	1%	\$ 20,400	5%
County Facilities	\$ 3,441	7%	\$ 30,877	2%	\$ 21,252	5%
Municipal Facilities	\$ 3,315	7%	\$ 108,578	7%	\$ 113,350	25%
Other	\$ 738	1%	\$ 12,710	1%	\$ 12,710	3%
Subtotal	\$ 46,884	94%	\$ 1,395,553	94%	\$ 359,742	80%
Building Permit	\$ 1,703	3%	\$ 44,214	3%	\$ 47,571	11%
Building Plan Check	\$ 1,224	2%	\$ 39,793	3%	\$ 42,814	10%
Subtotal	\$ 2,927	6%	\$ 84,007	6%	\$ 90,386	20%
TOTAL FEES	\$ 49,811	100%	\$ 1,479,560	106%	\$ 450,128	100%

Stockton Fees	Single-Family Dwelling	% of Total fees	Commercial 155,256 s.f. \$6.35M	% of Total fees	Industrial 60,000 s.f. \$6.9M	% of Total fees
Traffic Impact	\$ 18,116	27%		0%		0%
Park and Rec	\$ 2,649	4%		0%		0%
Capital License Fee		0%		0%		0%
Sewer Connection	\$ 5,486	3%		0%		0%
Water Connection	\$ 1,900	3%		0%		0%
Sewer Install		0%		0%		0%
Meter Install		0%		0%		0%
School Impact Fee	\$ 18,270	28%	\$ 25,970	100%	\$ 28,200	100%
County Facilities	\$ 1,594	2%		0%		0%
Municipal Facilities	\$ 3,051	5%		0%		0%
Other	\$ 8,241	12%		0%		0%
Subtotal	\$ 59,307	84%	\$ 25,970	100%	\$ 28,200	100%
Building Permit	\$ 2,895	4%		0%		0%
Building Plan Check	\$ 4,077	6%		0%		0%
Subtotal	\$ 6,973	11%	\$ -	0%	\$ -	0%
TOTAL FEES	\$ 66,279	100%	\$ 25,970	100%	\$ 28,200	100%

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West Sacto Fees	Single-Family		Commercial		Industrial		
	Dwelling \$195,000	% of Total fees	55,256 s.f. \$6.35M	% of Total fees	60,000 s.f. \$6.9M		
Traffic Impact	\$ 13,844	19%	\$ 640,086	65%	\$ 756,000		
Park and Rec	\$ 11,832	16%	\$ 56,361	5%	\$ 42,480		
Capital Lic./Excise		0%		0%			
Sewer Connection	\$ 10,061	18%	\$ 7,450	1%	\$ 7,450		
Water Connection	\$ 13,174	#REF!	\$ 35,474	3%	\$ 11,400		
Sewer Install		0%		0%			
Meter Install		0%		0%			
School Impact Fee	\$ 11,520	16%	\$ 25,970	2%	\$ 28,200		2%
County Facilities	\$ 3,505	5%	\$ 30,877	3%	\$ 21,252		2%
Municipal Facilities	\$ 3,786	5%	\$ 121,342	10%	\$ 82,140		
Other - Drainage	\$ 3,397	5%	\$ 170,016	15%	\$ 164,827		
Subtotal	\$ 71,119	#REF!	\$ 1,087,577	103%	\$ 1,113,749		
Permits	\$ 1,640	2%	\$ 44,214	4%	\$ 47,571		4%
Plan Checks	\$ 1,342	2%	\$ 39,793	3%	\$ 42,814		4%
Subtotal	\$ 2,982	4%	\$ 84,007	7%	\$ 90,386		
TOTAL FEES	\$ 74,101	#REF!	\$ 1,171,584	110%	\$ 1,204,135		

Rev. 9-05-08

F. Sample of sales prices of new housing developments in Contra Costa, Napa, San Joaquin, Solano and Yolo counties.

APPENDIX F - Sample of New Housing Prices By County - 2008

County	Development/ Location	Projects by Prices			Size	Type	Square Footages			Ave. \$/S.Ft	Tot. Typical Building Permit Fees for New Sin. Family Dwelling	% of Building Permit to New Home Prices
		Low	High	Ave. Sales price			Low	High	Average			
Contra Costa	Branches - Antioch	\$ 369,000	\$ 446,000	\$ 403,000	3-5 BR	SFD-Det.	2471	3662	3067	\$ 131	\$ 34,498	6%
	Rivergate Laurels - Antioch	\$ 450,000	\$ 550,000	\$ 495,500	3-5 BR	SFD-Det.	1597	2804	2201	\$ 225	\$ 34,498	5%
	Renaissance at Bluerock - Antioch	\$ 291,413	\$ 338,704	\$ 315,059	3-5 BR	SFD-Det.	2192	2296	2244	\$ 140	\$ 34,498	7%
	AVERAGE											6%
Napa	Marsanne at Vintage, Am. Can.	\$ 464,000	\$ 625,000	\$ 540,000	4-5 BR	SFD-Det.	2600	3900	3250	\$ 166	\$ 50,000	9%
	Dolcetto at Vin. Rch, Am. Can.	\$ 632,400	\$ 729,400	\$ 676,400	4-5 BR	SFD-Det.	2843	4260	3552	\$ 190	\$ 60,000	9%
	Lucera at Vintage Ranch, Am. Car	\$ 450,000	\$ 550,000	\$ 495,500	2-3 BR	SFD-Det.	1842	3044	2443	\$ 203	\$ 50,000	10%
	AVERAGE											7%
San Joaquin	Conerstone II - Stockton	\$ 195,990	\$ 271,590	\$ 229,290	3-4 BR	SFD-Det.	1377	2284	1831	\$ 125	\$ 66,279	29%
	Riverwalk - Stockton	\$ 206,990	\$ 277,990	\$ 237,990	3-5 BR	SFD-Det.	1377	2284	1831	\$ 130	\$ 66,279	28%
	Bella Terra Stockton	\$ 269,990	\$ 305,990	\$ 283,490	3 BR	SFD-Det.	1669	2276	1973	\$ 144	\$ 66,279	23%
	Riverbend - Stockton	\$ 221,990	\$ 343,537	\$ 278,264	3 BR	SFD-Det.	1369	2763	2066	\$ 135	\$ 66,279	24%
	AVERAGE											27%
Solano	Nautilus, M.I./Vallejo	\$ 508,990	\$ 548,990	\$ 523,901	3-4 BR	SFD-Det.	1676	2208	1942	\$ 270	\$ 53,425	10%
	Maplewood/Vallejo	\$ 399,000	\$ 499,999	\$ 445,700	3 BR	SFD-Det.	1676	2208	1942	\$ 230	\$ 53,425	12%
	Hidddenbrooke/Vallejo	\$ 450,990	\$ 560,102	\$ 501,037	3 BR	SFD-Det.	1993	2627	2310	\$ 217	\$ 53,425	11%
	Encore/Vacaville	\$ 486,990	\$ 601,990	\$ 539,621	3 BR	SFD-Det.	2080	3714	2897	\$ 186	\$ 60,559	11%
	Novella/Vacaville	\$ 486,990	\$ 601,990	\$ 539,621	3,4 BR	SFD-Det.					\$ 60,559	11%
	Waters Edge No., Ben.	\$ 648,900	\$ 758,900	\$ 703,900	4-5 BR	SFD-Det.	3828	4273	4051	\$ 174	\$ 40,542	6%
	Paradise Crest/Fairfield	\$ 545,950	\$ 815,950	\$ 674,150	4,5 BR	SFD-Det.	2357	4315	3336	\$ 202	\$ 67,604	10%
	Marbella,Andalucia/Fairfield	\$ 596,000	\$ 811,000	\$ 703,500	4,5 BR	SFD-Det.	2205	3699	2952	\$ 238	\$ 67,604	10%
	Estancia - Fairfield	\$ 550,000	\$ 927,950	\$ 738,975	4,5 BR	SFD-Det.	2357	4527	3442	\$ 215	\$ 67,604	9%
	Trilogy - Rio Vista	\$ 204,990	\$ 408,990	\$ 306,990	2,3 BR	SFD-Det.	1153	2507	1830	\$ 168	\$ 51,336	17%
AVERAGE											11%	
Yolo	Ridgeway Lks, Hide/W. Sac.	\$ 380,000	\$ 450,000	\$ 411,200	3-6 BR	SFD-Det.	2209	3040	2625	\$ 157	\$ 74,101	18%
	Ridgeway Lks, W.P./W. Sac.	\$ 520,000	\$ 650,000	\$ 579,800	4-5 BR	SFD-Det.	3669	4348	4009	\$ 145	\$ 74,101	13%
	Bridgeway Lakes/W. Sac	\$ 199,000	\$ 350,000	\$ 269,300	2-3 BR	SFD-Det.	1534	3040	2287	\$ 118	\$ 74,101	28%
	AVERAGE											15%

Sources: iNest, www.internest.com, 8-31-08 (new home values)
 Dan Christians, Transportation Planning Consultant
 City Building and Public Works Departments
www.americanhomesguide.com
www.sheahomes.com
www.move.com

APPENDIX G - Optional Solano RTIF Areas, Fees and Revenues 2010 - 2020 - DRAFT

4-Sep-08														
NET INCREASE IN HOUSING AND JOBS BY JURISDICTION										Prel. RTIF Revenue Estimates				
AREA	Ben.	Dix.	FF	R.V.	Co.	Sul.	Vaca.	Val.	Total	Based on Optional RTIF Fee Scenarios				
									UNITS	JOBS	\$1000/unit	\$1500/unit	\$2000/unit	
											\$0.50/s.f.	\$1.00/s.f.	\$1.50/s.f.	
COUNTYWIDE														
Housing Units	480	1540	4660	2390	60	910	4470	5140	19650		\$ 19,650,000	\$ 29,475,000	\$ 39,300,000	
Jobs	1970	1140	9580	1360	10	980	5360	6020		26420	\$ 10,568,000	\$ 21,136,000	\$ 31,704,000	
TOTAL											\$ 30,218,000	\$ 50,611,000	\$ 71,004,000	
SUBAREA														
North														
Housing Units		1540		2390	20				3950		\$ 3,950,000	\$ 5,925,000	\$ 7,900,000	
Jobs		1140		1360	3					2503	\$ 1,001,200	\$ 2,002,400	\$ 3,003,600	
TOTAL											\$ 4,951,200	\$ 7,927,400	\$ 10,903,600	
Central														
Housing Units			4660		20	910	4470		10060		\$ 10,060,000	\$ 15,090,000	\$ 20,120,000	
Jobs			9580		4	980	5360			15924	\$ 6,369,600	\$ 12,739,200	\$ 19,108,800	
TOTAL											\$ 16,429,600	\$ 27,829,200	\$ 39,228,800	
South														
Housing Units	480				20			5140	5640		\$ 5,640,000	\$ 8,460,000	\$ 11,280,000	
Jobs	1970				3			6020		7993	\$ 3,197,200	\$ 6,394,400	\$ 9,591,600	
TOTAL											\$ 8,837,200	\$ 14,854,400	\$ 20,871,600	

NET INCREASE IN HOUSING AND JOBS BY JURISDICTION										Prel. RTIF Revenue Estimates				
	Ben.	Dix.	FF	R.V.	Co.	Sul.	Vaca.	Val.	Total	Based on Optional RTIF Fee Scenarios				
AREA										UNITS	JOBS	\$1000/unit	\$1500/unit	\$2000/unit
												\$0.50/s.f.	\$1.00/s.f.	\$1.50/s.f.
CORRIDORS														
SR 12														
Housing Units			4660	2390	40	910				8000		\$ 8,000,000	\$ 12,000,000	\$ 16,000,000
Jobs			9580	1360	7	980					11927	\$ 4,770,800	\$ 9,541,600	\$ 14,312,400
TOTAL												\$ 12,770,800	\$ 21,541,600	\$ 30,312,400
Jepson Parkway														
Housing Units			4660		20	910	4470			10060		\$ 10,060,000	\$ 15,090,000	\$ 20,120,000
Jobs			9580		4	980	5360				15924	\$ 6,369,600	\$ 12,739,200	\$ 19,108,800
TOTAL												\$ 16,429,600	\$ 27,829,200	\$ 39,228,800
I-80														
Housing Units			4660		60	910	4470	5140		15240		\$ 15,240,000	\$ 22,860,000	\$ 30,480,000
Jobs			9580		10	980	5360	6020			21950	\$ 8,780,000	\$ 17,560,000	\$ 26,340,000
TOTAL												\$ 24,020,000	\$ 40,420,000	\$ 56,820,000
NOTES														
1. Housing and jobs are based on <i>Projections 2007</i> , Association of Bay Area Governments														
2. Non-residential square footages are based number of jobs times 800 s.f. per job.														
3. The subareas and corridor benefit areas may overlap some jurisdictions and therefore the revenue estimates are not mutually exclusive														
4. The per \$/sq. scenario fees for non-residential are only averages only and do not assume what fee amount would be assigned to which particular uses (i.e. commercial, office or industrial).														

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Rev. 9-8-08

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Rev. 9-8-08