



Solano Transportation Authority

**REGIONAL TRANSPORTATION IMPACT FEE (RTIF)
TECHNICAL WORKING GROUP
MEETING AGENDA**

Wednesday, April 1, 2009

Start at 12:00p.m. in STA Main Conference Room

**STA Main Conference Room
One Harbor Center, Suite 130
Suisun City, CA 94585**

<u>ITEM</u>	<u>ACTIVITY</u>	<u>ADMINISTRATOR</u>
I. CALL TO ORDER—SELF INTRODUCTIONS		Sam Shelton, STA
II. INFORMATION ITEMS		
A. Introduction to EPS & Approach to Completing the Scope of Work (12:00 – 12:45 p.m.)		Jason Moody, Economic & Planning Systems Julie Morgan, Fehr & Peers
B. Timeline of Meetings and Deliverables to Review (12:45 – 1:00 p.m.)		Sam Shelton, STA
C. Update on STA's Solano/Napa Travel Demand Model (1:00 – 1:15 p.m.)		Bob Macaulay, STA
D. Local Transportation Impact Fees and Impact Fee Funded Projects (1:15 – 1:30 p.m.)		Sam Shelton, STA
III. ADJOURNMENT		
The next RTIF Technical Working Group meeting will be scheduled in late May 2009.		

Solano Regional Transportation Impact Fee Nexus Study

The Economics of Land Use



Berkeley
Sacramento
Denver



FEHR & PEERS
TRANSPORTATION CONSULTANTS



MARK THOMAS & COMPANY, INC.
Providing Engineering, Surveying and Planning Services

presented to

Solano Transportation
Authority RTIF Technical
Working Group

April 1, 2009

Economic & Planning Systems, Inc.
2501 Ninth Street, Suite 200, Berkeley, CA 94710
510.841.9190 • 510.841.9208 fax

Presentation Overview

- Team Introduction and Relevant Experience
- RTIF Project Understanding and Approach
- Key RTIF Issues and Challenges
- RTIF Study Process and Approach
- RTIF Scope of Work
- Next Steps



Team Roles

Economic & Planning Systems

Manage team and deliverables; calculate fees and prepare Nexus Study; lead public presentations

Key Staff

Walter Kleser, Principal-in-Charge
Jason Moody, Project Manager
Eileen Tumulad, Associate

Fehr & Peers

*Traffic modeling and analysis;
Regional network analysis*

Key Staff

Ron Millam, Principal-in-Charge
Julie Morgan, Project Manager
Mike Wallace, Lead Modeler

Mark Thomas & Company, Inc.

Project cost estimates

Key Staff

Michael Lohman, Principal-in-Charge
Sasha Dansky, Project Manager
Karsten Adam, Senior Project Engineer
Carmen Yong, Project Engineer

Team Experience – Regional Fee Programs

- San Joaquin County Regional Transportation Impact Fee Program (EPS & F&P)
 - \$20 million in fee revenue since 2006
- Ukiah Valley Regional Transportation Impact Fee Program (EPS & F&P)
 - Nexus Study accepted by regional agencies
- East Contra Costa County Regional Transportation Fee Program (EPS & F&P)
 - \$70 million in fee revenue



Team Experience – Local Projects

- I-80/I-680/SR 12 Interchange PR/ED (Mark Thomas/F&P)
- I-80 HOV Lanes PR/ED, Plans, Specifications, and Estimate (Mark Thomas/F&P)
- Fairfield Train Station Specific Plan and EIR (F&P)
- I-80/American Canyon Road Interchange, Vallejo (F&P)
- Jepson Parkway Plan Line and Costs (Mark Thomas)
- North Texas Overcrossing, Interchange & Nelson Road Realignment (Mark Thomas)
- I-80/Allison Blvd. Interchange/Overcrossing (Mark Thomas)
- I-80 Corridor Transportation and Land Use Analysis (EPS)

Study Context and Objectives

- Solano County is centrally located within the northern California “mega-region”
- The prosperity of individual communities in the County will depend on their performance in the broader regional economy
- An effective regional transportation network is critical to continued economic growth in the County (65% of County workers commute to other jurisdictions, 45% leave County)
- An RTIF can be an effective funding source for regional-serving transportation infrastructure
- An RTIF can leverage other funding sources and set framework for multi-jurisdictional planning and collaboration



Key Issues and Challenges

- Gaining/building political support for RTIF concept
- Coordinating input from multiple stakeholders (STA, local jurisdictions, developers, land use/transportation advocates)
- Reconciling RTIF with local needs, goals, and processes
- Developing RTIF criteria and project list
- Ensuring regional equity and financial feasibility
- Addressing concerns related to economic impacts
- Establishing process for fee collection and expenditure
- Gaining approval for a consistent policy from 7 jurisdictions

Study Process and Approach

- Link/coordinate with existing processes and programs (e.g., RTIF Governance Authority, STA Modeling TAC, County Nexus Study)
- Establish agreement among stakeholders on guiding principles and objectives
- Obtain guidance and input from stakeholders through a transparent, inclusive, and iterative study process
- Clearly distinguish between policy issues and technical analysis
- Establish technical milestones related to data sources, assumptions, and methodology
- Assess/address economic and equity issues
- Produce technically/legally sound RTIF Nexus report
- Address challenges related to implementation (approval process) and on-going management of RTIF

Scope of Work

- Define RTIF System Network
 - Based on Comprehensive Transportation Plan (CTP)
 - Projects on the CTP will serve as “pick list”
- Validate Transportation Model and Land Use
 - Solano Napa Travel Demand Model (April 1 update)
 - Land use fee categories (e.g., residential, commercial, industrial)
 - Land use for years 2000, 2010, & 2030 by TAZ
- Perform Model Analysis
 - Evaluate LOS in horizon year given land use and “baseline” network assumptions

Scope of Work -- Continued

- Develop Capital Project Criteria
 - Project location
 - Regional significance (i.e. % regional trips)
 - Project funding and time horizon
 - Other?
- Formulate RTIF project list and costs
 - “Pick list” approach
 - Reconcile with existing local fees
 - Updates to project list occur every 5 years



Scope of Work -- Continued

- Develop Cost Allocation Methodology
 - Existing deficiencies
 - External trips
 - Zones of benefit
- Calculate Preliminary Fee Schedule
 - Document a “maximum allowable fee”
 - Estimate revenues through 2030

Scope of Work -- Continued

- Prepare Nexus Report and Burden Analysis
 - Document nexus findings as required by AB 1600
 - Assess economic impact and fee burden
 - Draft and Final report
- Assist with RTIF Implementation
 - Jurisdictional approval process
 - Program administration (e.g., JPA, STA, County)
 - 12 meetings with STA working group, Policy Committee, and stakeholder groups
 - 15 STA meetings

Next Steps

- Incorporate input and direction from Technical Working Group
- Prepare background memo on preliminary assumptions and approach (for review by Policy Committee)
- Initiate technical analysis and prepare “milestone” deliverables
- Participate in additional STA working group, Policy Committee, and stakeholder meetings
- Submit Draft Nexus Report for review and comment
- Assist with jurisdictional approval process

Draft Existing Local Impact Fee Projects

City	Project Name/General Description	Project Specific Location	Total Cost	Development % share	Cost to new development
Benicia	Columbus/Rose:	widen/restripe Northbound and eastbound approaches and widen State Park Road bridge over I-180;	\$ 1,332,000	100%	\$ 1,332,000
	Southampton/Hastings:	install signal and widen/restripe southbound approach;	\$ 355,000	100%	\$ 355,000
	Southampton/Chelsea Hills:	widen/restripe northbound, southbound and westbound approaches;	\$ 18,000	100%	\$ 18,000
	West 7th /I-780 Westbound Ramps:	widen/restripe all approaches;	\$ 505,000	100%	\$ 505,000
	West 7th/I-780 Eastbound Ramps:	widen/restripe northbound and southbound approaches;	\$ 68,000	100%	\$ 68,000
	East 2nd/ Military East:	widen/restripe southbound, eastbound and westbound approaches and coordinate with other signals between Military East and I-780 westbound ramps;	\$ 795,000	100%	\$ 795,000
	East 5th/I-780 Westbound Ramps:	install signal and widen / restripe all approaches;	\$ 355,000	100%	\$ 355,000
	East 5th/ I-780 Eastbound Ramps:	install signal and widen/restripe all approaches;	\$ 355,000	100%	\$ 355,000
	East 5th/ Military	widen/restripe all approaches;	\$ 1,140,000	100%	\$ 1,140,000
	West 7th / Military West:	improve signal controls or construct a roundabout intersection .	\$ 1,000,000	100%	\$ 1,000,000
	Widen/restripe East 5th Street to three lanes (two through lanes and a center lane/median) between the I-780 westbound ramps and Military East;	East 5th Street from I-780 WB ramps to Military	\$ 250,000	100%	\$ 250,000
	Bayshore Road Industrial Way Connector	Construct a new north -south two-lane connector road east of I-680 between Bayshore Road and Industrial Way (includes traffic signals at the I-680 ramp intersections with Bayshore and Industrial);	\$ 6,900,000	100%	\$ 6,900,000
	Widen Park Road from two to four lanes between Sulphur Springs Creek and Industrial Way	Park Road from Industrial to Sulphur Creek	\$ 960,000	100%	\$ 960,000
	Construct a new two-lane east-west arterial street between East 2nd Street and Park Road;	Park Road E-2nd Street Connector	\$ 5,860,000	100%	\$ 5,860,000
	Widen/realign Park Road (retain two - lane width) between Adams Street and the new east-west connector street;	Park Road From Adams to Bayshore	\$ 1,274,000	100%	\$ 1,274,000

Draft Existing Local Impact Fee Projects

City	Project Name/General Description	Project Specific Location	Total Cost	Development % share	Cost to new development
	Widen Industrial Way from two to four lanes between East 2nd Street and the I-680 Northbound On-Ramp;	Industrial Way from I-680 NB on to East 2nd	\$ 3,640,000	100%	\$ 3,640,000
	Widen/restripe Military West to three lanes (two through lanes and a center lane/median) between West 2nd Street and West 5th Street;	Military West from W 2nd to W 5th	\$ 635,000	100%	\$ 635,000
	Pedestrian/Bike Connection across I-780	Construct a new pedestrian/bicycle bridge across I-780 between the Benicia Middle School off Southampton Road and Benicia High School off Military West;	\$ 3,000,000	20%	\$ 600,000
	Columbus Pkwy at Rose Drive	Widen Columbus Parkway at Rose Drive to accommodate a second westbound through lane;	\$ 200,000	100%	\$ 200,000
	Columbus Pkwy	Widen Columbus Parkway to four lane from Ross Drive to the City limit (funded by the Bordonni Development in the City of Vallejo);	\$ -	100%	All Work/Costs done by Bordonni Development in Vallejo
	Citywide traffic calming	Implement traffic calming/circulation improvements/signalization at Benicia High School	\$ 650,000	100%	\$ 650,000
Dixon	West A Interchange Study	I-80 & West A	\$ 325,000	100%	\$ 325,000
	Pedrick Road Interchange Study	I-80 & Pedrick Road	\$ 325,000	100%	\$ 325,000
	Pitt School Road Interchange Study	I-80 & Pitt School	\$ 325,000	100%	\$ 325,000
	Street Master Plan/Traffic Model		\$ 500,000	100%	\$ 500,000
	North First Street Interchange Study	I-80 & North First Street	\$ 325,000	100%	\$ 325,000
	I-80 West A Interchange	I-80 & West A	\$ 25,000,000	20%	\$ 5,000,000
	Pitt School Rd. Interchange Improvements	I-80 & Pitt School	\$ 25,000,000	20%	\$ 5,000,000
	I-80 North First Street Intechange	I-80 & North First Street	\$ 25,000,000	20%	\$ 5,000,000
	Cherry Street Improvements	S. 1st Street to Porter St.	\$ 15,000	100%	\$ 15,000
	Pitt School Rd Strafford Traffic Signals		\$ 370,000	77%	\$ 284,900
	Pitt School Rd/Ary Traffic Signals		\$ 235,000	100%	\$ 235,000
	Pitt School Rd/West H Traffic Signals		\$ 235,000	100%	\$ 235,000
	Railroad Grade Separation		\$ 14,000,000	20%	\$ 2,800,000
Fairfield	NO DATA SUBMITTED	NO DATA SUBMITTED	NO DATA SUBMITTED	NO DATA SUBMITTED	NO DATA SUBMITTED

Draft Existing Local Impact Fee Projects

City	Project Name/General Description	Project Specific Location	Total Cost	Development % share	Cost to new development
Rio Vista					
	Marks/Gibbs Ranch Development Areas	Church Rd. -W. Side	\$ 1,575,000		
	Marks/Gibbs Ranch Development Areas	Airport Rd - S. Side	\$ 2,235,000		
	Marks/Gibbs Ranch Development Areas	Liberty Island Rd: Aiport to Canright	\$ 1,485,000		
	Marks/Gibbs Ranch Development Areas	Liberty Island Rd: Canright to	\$ 1,120,000		
	Marks/Gibbs Ranch Development Areas	Liberty Island Rd: Airport to City Limits	\$ 1,665,000		
	Marks/Gibbs Ranch Development Areas	Future Mc Cormack Extension	\$ 934,500		
	Marks/Gibbs Ranch Development Areas	Highway 12: Church to Summerset	\$ 7,140,000		
	Outside Marks/Gibbs Ranch Development Areas	Church Rd -W Side	\$ 1,575,000		
	Outside Marks/Gibbs Ranch Development Areas	Airport Rd. - N. Side	\$ 2,235,000		
	Outside Marks/Gibbs Ranch Development Areas	Canright	\$ 927,500		
	Outside Marks/Gibbs Ranch Development Areas	Highway 12; Drouin to Church	\$ 4,920,000		
	Outside Marks/Gibbs Ranch Development Areas	Highway 12: Bridge to Drouin	\$ 4,920,000		
	Outside Marks/Gibbs Ranch Development Areas	St. Francis	\$ 765,000		
	Outside Marks/Gibbs Ranch Development Areas	St. Francis Connector	\$ 1,125,000		
Suisun					
	Railroad Ave Expansion	Sunset Avenue to East Tabor Avenue	\$ 3,670,000	27.31%	\$ 1,002,277
	Petersen (Scandia) Road Expansion	Petersen Road from Walters Road to Travis South Gate	\$ 2,652,810	77.44%	\$ 635,000
	Civic Center Blvd. Extension	City Hall to New Development	\$ 1,800,000	32.8%	\$ 165,000
	Marina Blvd. Expansion	Driftwood Court to Railroad Ave	\$ 750,000	9.95%	\$ 21,000
	Cordelia Road Expansion	Gentry Project Limits to Main Street	\$ 5,100,000	22.5%	\$ 1,058,000
	Pennsylvania Ave. Expansion	Cordelia Road to Hwy 12	\$ 2,500,000	19.27%	\$ 406,000
	South Railroad Ave. Extension	Marina Blvd to Main Street	\$ 2,400,000	58.28%	\$ 489,000
Vacaville					
	Ulatis Creek Bike Path OB: \$692,700		\$692,700	1.44%	\$10,000
	2005/06 Traffic Signals OB: \$150,000 RB: \$150,000 (In Design)		\$150,000	100.0%	\$150,000
	California Drive Extension & Overcrossing OB: \$400,000 (in Design)		\$700,000	100.0%	\$700,000

Draft Existing Local Impact Fee Projects

City	Project Name/General Description	Project Specific Location	Total Cost	Development % share	Cost to new development
	Davis Street Widening (Hickory Lane to Bella Vista Avenue) AB: \$2,253,100		\$4,000,000	100.0%	\$4,000,000
	Elmira Road Soundwall OB:\$760,000 - in Design		\$760,000	100.0%	\$760,000
	Gibson Canyon Road / Vaca Valley Parkway Planline		\$40,502,000	100%	\$40,502,000
	Browns Valley Parkway Widening		\$15,257,000	100%	\$15,257,000
	Jepson Parkway		\$49,800,000	100%	\$49,800,000
	California Drive Extension & Overcrossing		\$26,600,000	100%	\$26,600,000
	Orange Drive / I-505 Ramp Intersection Improvements		\$1,400,000	100%	\$1,400,000
	Marshall at Peabody Intersection Improvements		\$1,200,000	100%	\$1,200,000
	Midway / I-505 Intersection Improvements		\$2,720,000	100%	\$2,720,000
	East Monte Vista / Depot Intersection Improvements		\$23,000	100%	\$23,000
	California Drive widening at Alamo Lane		\$537,000	100%	\$537,000

Vallejo

Admiral Callaghan Lane	Frontage Improvements: Redwood to Fleming	\$ 750,000	100.00%	\$ 750,000
Admiral Callaghan Lane	Widen from Turner Pkwy to Rotary Way & New Signal	\$ 1,708,000	67.62%	\$ 1,155,000
Admiral Callaghan Lane	Improve Intersection & Add Signal @ I-80 East Bound on/off Ramps	\$ 351,000	49.86%	\$ 175,000
American Canyon Overpass	American Canyon Overpass	\$ 8,004,000	100.00%	\$ 8,004,000
Broadway	Widen from Hwy 37 to Mini Drive	\$ 2,966,000	24.88%	\$ 738,000
Columbus Parkway	Widen Between Springs Road to Benicia City Limits	\$ 11,326,000	65.31%	\$ 7,397,000
Columbus Parkway	Park & Ride Lot	\$ 943,000	57.26%	\$540,000
I-80 Corridor	New Crossing Turner	\$ 10,037,000	49.82%	\$ 5,000,000
Mare Island Way Improvement (Phase 2)	Mare Island Way Improvement (Phase 2)	\$ 742,000	66.04%	\$ 490,000
Railroad crossing Improvements	City Wide	\$ 1,505,000	49.83%	\$ 750,000
Sacramento Street between Redwood & HWY 37	Sacramento Street between Redwood & HWY 37	\$ 936,000	89.21%	\$ 835,000

Future Proposed Local Impact Fee Projects



City	Project Name/General Description	From	To	Intersection	Total Cost	New Development % share	Cost to new development
Dixon	Pedrick Road Interchange				\$ 25,000,000	100%	\$ 25,000,000
	Vaughn Road Railroad Bypass				\$ 5,500,000	100%	\$ 5,500,000
	East H street railroad grade separation				\$ 14,000,000	64%	\$ 8,960,000
	Parkway Blvd Widening (Valley Glen to S. First)				\$ 5,000,000	100%	\$ 5,000,000
	Pedrick Road Railroad Grade Separation				\$ 14,000,000	64%	\$ 8,960,000
	Pedrick Road Widening (UPRR to 1-80)				\$ 3,500,000	25%	\$ 875,000
	North First Street / Dorset Drive Traffic Signal			North First Street / Dorset Drive	\$ 135,000	50%	\$ 67,500
	North First Street / Vaughn Road Traffic Signal			North First Street / Vaughn Road	\$ 80,000	50%	\$ 40,000
	North First Street/ Stratford Avenue Traffic Signal			North First Street/ Stratford Avenue	\$ 80,000	50%	\$ 40,000
	North First Street/ Industrial Way Traffic Signal			North First Street/ Industrial Way	\$ 80,000	50%	\$ 40,000
	First Street/ A Street Traffic Signal			First Street/ A Street	\$ 135,000	50%	\$ 67,500
	First Street/ West H Street Traffic Signal			First Street/ West H Street	\$ 235,000	50%	\$ 117,500
	Pitt School Road/Market Lane Traffic Signal			Pitt School Road/Market Lane	\$ 235,000	100%	\$ 235,000
	Pitt School Road/ West A Street Traffic Signal			Pitt School Road/ West A Street	\$ 235,000	82%	\$ 192,700
	North Adams Street/ West H Street Traffic Signal			North Adams Street/ West H Street	\$ 235,000	100%	\$ 235,000
	SR 113 / Chestnut Traffic Signal			SR 113 / Chestnut	\$ 235,000	79.10%	\$ 185,885
	SR 113/ Valley Glen Drive Traffic Signal			SR 113/ Valley Glen Drive	\$ 235,000	77.30%	\$ 181,655
	Citywide Benchmark System				\$ 80,000	56%	\$ 44,800
	Transportation Center				\$ 8,500,000	25%	\$ 2,125,000
	Transit Vehicles				\$ 210,000	100%	\$ 210,000
Suisun							
Roadway Segments	Downtown Bypass Road	Cordelia Road	Lotz Way		\$2,500,000		
Rio Vista							
Intersections	Church Road and Harris Road			Church Road/ Harris Road			
	SR 12 and Church Road			SR 12 / Church Road			
	SR12 and Drouin Dr.			SR12 / Drouin Dr.			
	SR 12 and Main St/Hillside Tr.			SR 12/ Main St/Hillside Tr.			
	SR 12 and Gardiner Wy			SR 12/ Gardiner Wy			
	SR 12 and 5th St.			SR 12 / 5th St.			
	SR12 and Virginia Dr.			SR12 / Virginia Dr.			
	SR 12 and River Road			SR 12 / River Road			
	St. Francis Wy and Poppy House Road			St. Francis Wy / Poppy House Road			
Roadway Segments	SR-12: SR-113 - Summerset	SR113	Summerset				
	SR-12: SR-113 - Summerset - Church	SR113	Church				
	SR-12: Church - Main St.	Church	Main St.				
	SR-12: Main - Gardiner Way	Main	Gardiner Way				
	SR-12: Gardiner - City Limit	Gardiner	City Limit				
	Liberty Island: B&R - McCormack	B&R	McCormack				
	Liberty Island: McCormack Airport	McCormack Airport	McCormack Airport				
	Airport: Liberty Island -Baumann	Liberty	Baumann				
	Airport: Baumann - Church	Baumann	Church				
	Poppy House: w/o St.Francis						
	St. Francis: Airport -SR-12	Airport	SR-12				

Future Proposed Local Impact Fee Projects

City	Project Name/General Description	From	To	Intersection	Total Cost	New Development % share	Cost to new development
Solano County							
Roadway Segments	Allendale	I-505	Meridian Road N		\$ 4,170,000		
	Cherry Glen Road	Lyon Road	I-80		\$ 5,980,000		
	Dixon Avenue West	Meridian Road N	Dixon City Limit		\$ 8,720,000		
	Lake Herman Road	Vallejo City Limit	Benicia City Limit		\$ 15,540,000		
	Leisure Town Road	Vanden Road	Vacaville City Limit		\$ 5,710,000		
	Lopes Road	Fairfield City Limit	Benicia City Limit		\$ 19,990,000		
	Lyon Road	Fairfield City Limit	Cherry Glen Road		\$ 7,540,000		
	McCormack Road	SR113	McCloskey Road		\$ 3,180,000		
	McCormack Road	McCloskey Road	Canright Road		\$ 1,750,000		
	McGary Road	Fairfield City Limit	End		\$ 1,440,000		
	Midway Road	Batavia Road	SR 113		\$ 5,290,000		
	Midway Road	Leisure Town Road	Meridian Road N		\$ 2,910,000		
	N. Connector East	Fairfield C/L (Suisun Ck)	Fairfield C/L (I80)		\$ 2,000,000		
	N. Connector West	SR 12 West	Fairfield City Limit		\$ 17,700,000		
	Pedrick Road	Midway Road	Dixon City Limit		\$ 9,520,000		
	Rockville Road	Abernathy Road	Fairfield City Limit		\$ 970,000		
	Suisun Valley Road	0.3m n/o Rockville Road	Napa County Line		\$ 14,270,000		
	Turner Pkwy	Admiral Callaghan Ln	Fairgrounds Drive		\$ 435,000		
	Vanden Road	Fairfield City Limit	Leisure Town Road		\$ 16,960,000		
	Vanden Road	Leisure Town Road	Vacaville City Limit		\$ 4,500,000		
	Willow Road	Maple Road	Vacaville City Limit		\$ 2,770,000		
	Winters Road	Allendale Road	Yalo County Line		\$ 13,080,000		
	Peabody Road Overlay				\$ 10,210,000		

First Draft