



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

Wednesday, July 22, 2009

Start at 1:30 p.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.	APPROVAL OF THE AGENDA	Sam Shelton, STA
III.	APPROVAL OF APRIL 4, 2009 MEETING MINUTES	Sam Shelton, STA
IV.	INFORMATION ITEMS	
A.	Appropriate Model Validation Standards for RTIF Nexus Study (1:10 – 1:35 p.m.)	Julie Morgan, Fehr & Peers
B.	Prioritized Project Selection Criteria (1:35 – 2:00 p.m.)	Jason Moody, Economic & Planning Systems
C.	Local Transportation Impact Fee Coordination (2:00 – 2:20 p.m.)	Sam Shelton, STA
D.	STA RTIF Website Review (2:20 – 2:30 p.m.)	Sam Shelton, STA
III.	ADJOURNMENT The next RTIF Technical Working Group meeting will be scheduled in late August 2009.	



**REGIONAL TRANSPORTATION IMPACT FEE (RTIF)
TECHNICAL WORKING GROUP
Minutes for the meeting of
April 1, 2009**

I. CALL TO ORDER

The RTIF Technical Working Group was called to order at approximately 12:00 p.m. in the Solano Transportation Authority's Main Conference Room.

Present:

Working Group Members Present:	Royce Cunningham	City of Dixon
	Erin Beavers	City of Fairfield
	Gene Cortright	City of Fairfield
	Heather McCollister	City of Suisun City
	Gary Leach	City of Vallejo
	Paul Wiese	County of Solano

STA Staff Present:

Daryl Halls	STA
Janet Adams	STA
Robert Macaulay	STA
Robert Guerrero	STA
Sam Shelton	STA
Kenny Wan	STA

II. INFORMATION ITEMS

A. Introduction to EPS & Approach to Completing the Scope of Work

Jason Moody with Economic Planning Systems (EPS) gave an overview of how EPS consultants will carry out the scope off work for the STA's RTIF Nexus Study. Julie Morgan with Fehr & Peers described her tasks regarding the use of the STA's travel demand model. Janet Adams noted that the RTIF working group will be reviewing the travel demand model's validation context and help develop project selection criteria at their next meeting.

Gary Leach asked if local fees can pay for a portion of a RTIF project. Jason Moody replied that projects can be funded with multiple fund sources. Mr. Moody added that multiple fee programs cannot charge new development for the same impacts. Royce Cunningham added that local fees can provide matching funds for federal or state funds, acting as seed money. Mr. Moody reminded the working group that project selection criteria will help select RTIF projects and that projects can be funded with both local fees and regional fees; however, impacts from new development cannot be charged twice by both the local fee program and the regional fee program.

Gary Leach asked about a potential developer credits toward the regional fee program if local fees already charge for the impact. Jason Moody stated that to avoid charging twice, local programs can choose not to charge the local fee or the regional program can offer credits.

Paul Wiese asked if a fee program needs to refund fees charged if there is insufficient funds to actually build the project in 5 years. Jason Moody answered that those situations would never occur since the maximum fee allowed under the nexus study is never completely collected by the real fee program and that the funding is not always connected to the delivery of specific projects but just the list of projects that are part of the fee program.

Heather McCollister noted that the STA Board preferred that the fee program be a uniform fee. Daryl Halls discussed that many options are still on the table (e.g., sub-area groups and return to source programs) and that it is too early to discuss what fee structures will be used; however, Mr. Halls did note that it was the STA Board's direction to review a uniform countywide fee. Mr. Halls added that after additional technical analysis, the STA will have program direction discussions with the RTIF Policy Committee.

Paul Wiese asked if the fee could be significantly discounted to promote economic growth. Gary Leach agreed that most cities are looking to lower fees. Daryl Halls noted that many fees are indexed to construction costs or numbers of building permits.

B. Timeline of Meetings and Deliverables to Review

Sam Shelton reviewed a preliminary timeline of meetings and deliverables. Many group members noted that the schedule assumes that the STA travel demand model is ready for use.

Bob Macaulay discussed the potential membership of the Stakeholders committee and asked if the working group had suggestions for additional members. Erin Beavers suggested that tax payer groups will want to be invited. Royce Cunningham noted that developers will be mostly negative.

Gary Leach asked if the fee would be applied to projects that have vested maps. Erin Beavers stated that the City of Fairfield's development agreements note that the developer may be subject to additional non-city related fees. Mr. Beavers noted that an agreement with a city does not protect a developer from additional fees from another agency. Janet Adams stated that fees such as the RTIF would probably be paid when permits are pulled or homes occupied.

Daryl Halls noted that cities can opt in or out of the fee program, since the RTIF would be part of a new JPA or participating cities.

Paul Wiese asked how a multi-agency project would be funded if a one agency were to opt out of the regional fee. Daryl Halls stated that the participating agencies will help choose the projects as members of the RTIF JPA.

Daryl Halls noted that some RTIFs use a "Return to Source" formula to establish a difference between regional and local project funds, such as Western Riverside County. Gary Leach stated that the local needs of Fairfield and Vacaville will be very different than Vallejo and Benicia's needs.

Julie Morgan asked to poll the working group about a potential fee level. Erin Beavers stated that it is too soon to tell what would constitute a reasonable fee level. Mr. Beavers continued by stating that going through the scope of work for the RTIF process should develop the information needed to understand what they fee level might be. Royce Cunningham added that fee levels could be phased in as the economy gets better. Jason Moody noted that no one is losing potential fee money now since no one is developing. Mr. Moody added that fee programs can be indexed to the cost of construction materials.

Erin Beavers asked the working group when they would prefer to collect the fee. Gene Cortright stated that it could be possible to collect fees at the time of occupancy. Mr. Beavers noted that this could be possible if it was collected during escrow. Dan Kasperson commented that it would be more than difficult to collect a fee after a permit has been issued.

C. Update on STA's Solano /Napa Travel Demand Model

Bob Macaulay stated that the next STA Model TAC meeting is scheduled for April 16. Mr. Macaulay stated that most of the model's updates are non-dramatic changes to the land use assumptions.

Erin Beavers asked that future modeling information review periods be at least two weeks in length.

D. Local Transportation Impact Fees and Impact Fee Funded Projects

Sam Shelton reviewed the information collected to date on local impact fee programs and projects. Erin Beavers asked that more information be collected regarding the nature of the fees collected for local projects, whether the fees were collected as part of an AB1600 fee or a specific area fee.

Daryl Halls noted that the STA needs this information so that the STA does not charge a fee already collected for existing local impact fee projects.

III. ADJOURNMENT

The meeting was adjourned at 2:00 p.m. The next meeting of the STA RTIF Working Group meeting will be scheduled for late May 2009.

Issues in Modeling Analysis

- Models are never perfect
- Models are constantly being modified and updated
- A single model rarely serves all planning purposes
- Model should achieve level of accuracy appropriate for desired level of analysis

Effectively Using a Model in Fee Studies

- Perform reasonableness checks and confirm that appropriate level of model accuracy is achieved
 - Check that changes in land use produce reasonable trip generation
 - Check that there are reasonable origin-destination patterns between areas in County
- Provide context for the use of the model
 - Fee amounts are usually significantly lower than maximum allowed by nexus calculations, so perfect analysis is not required
 - Project selection criteria can be defined that are not heavily dependent on detailed model outputs

Potential RTIF Project Screening Criteria¹

Screening Criteria ²	Description	Advantages	Disadvantages
Included in the CTP, RORS, or defined RTIF network	Exclude projects not in Comp. Transportation Plan, Routes of Regional Significance, or other defined network	Defines parameters of program and narrows the universe of eligible projects	May reduce flexibility to fund desired projects
Regional significance threshold	Focus on projects that carry a significant number of regional trips (e.g. 30% regional trips)	Provides an objective basis for inclusion / exclusion of projects	Requires technical / modeling accuracy regarding origin-destination patterns
Included in local fee program(s)	Eliminate projects already included in local fee programs	Avoids overlap and potentially complex cost allocation / technical analysis	Reduces opportunities for regional / shared funding
Regional equity threshold	Focus on achieving regional equity (e.g., roughly equal proportion of project costs by jurisdiction or fee district)	May promote regional buy-in and geographic equity	May preclude projects with higher utilization
Existing / projected traffic characteristics	Select projects that exceed a desired traffic threshold (such as LOS, Vehicle Hours of Delay, AADT, Volume to Capacity ratios, travel time reliability)	Focuses on highly utilized facilities and/or the most needed improvements	Requires technical / modeling accuracy on detailed traffic volume projections. May duplicate or conflict with existing plans / processes.
Policy Committee "Pick-list"	Only include projects selected / approved by Policy Committee	Reflects stakeholder input / consensus. May enhance flexibility.	May not reflect objective, quantified criteria
Constrained time horizon	Only include projects expected to be initiated within defined time frame	Eliminates more speculative, long-term projects (5-year updates)	May not capture complete set of projects needed to accommodate future growth
No existing deficiencies	Eliminate projects that address existing deficiencies	Eliminates projects and simplifies nexus	May reduce flexibility to fund desired projects
Must address existing deficiencies	Projects must address existing deficiencies and future needs	Ensures existing facilities do not get worse	May reduce flexibility to fund desired projects. Adds complexity to cost allocation.
Exclude State / Federal Facilities	Exclude projects located on State or federally maintained facilities	Eliminates projects outside local responsibility	Eliminates projects important to regional mobility. Program cannot be used as partial mitigation for impacts on State facilities.
Located in unincorporated area	Only include facilities at least partially located in unincorporated areas	May help ensure regional nature of RTIF program	May reduce flexibility to fund desired projects
Reduction in VMT	Prioritize projects that reduce Vehicle Miles Traveled	Responds to emerging State / Federal GHG policies	A relative rather than absolute criterion

(1) List is neither exhaustive or mutually exclusive. It is possible that a hybrid of these options, or additional concepts not considered here, can serve as the basis for the final fee.

(2) Screening criteria assumes all projects comply with AB 1600 and are not already fully funded by another source.

Draft Existing Local Impact Fee Projects

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City	Project Name/General Description	Project Specific Location	Total Cost	New 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
	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 Bordoní Development in the City of Vallejo);	\$ -	100%	All Work/Costs done by Bordoní 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 Interchange	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 Stafford Traffic Signals		\$ 370,000	77%	\$ 284,900
	Pitt School Rd/Arly 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

Draft Existing Local Impact Fee Projects

City	Project Name/General Description	Project Specific Location	Total Cost	New Development % share	Cost to new development
Fairfield	DATA PENDING	DATA PENDING	DATA PENDING	DATA PENDING	DATA PENDING

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: Airport 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	\$ 994,500		
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	Hghway 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

Ujatis 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
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

AB1600 CAPITAL PROJECTS

Effective October 1, 2002
(Dollars in 1,000's)

AB1600 Funding Summary - FY95 to FY31

	2002 Cost	Eligible Percent	Eligible Cost	FY95-FY01		FY02-FY31	FY95-FY31
				Built	Reserved	Proposed	Total
<i>Streets and Transportation</i>							
<i>Interchanges</i>							
S1 Highway 12/Red Top Interchange	14,400	100%	14,400	0	0	0	0
S2 Highway 12/Penn Interchange	23,500	100%	23,500	0	0	6,599	6,599
S3 I-680/Red Top Interchange	17,600	100%	17,600	0	0	2,400	2,400
S4 I-80/Green Valley Rd Bridge	20,400	100%	20,400	0	2,178	15,912	18,090
S5 I-80/N.Texas Interchange	16,200	100%	16,200	0	2,000	4,549	6,549
S6 I-80/Red Top Rd Interchange	10,100	100%	10,100	0	0	1,600	1,600
S7 I-80/Suisun Valley Rd Bridge	19,000	100%	19,000	0	0	2,370	2,370
S8 I-80/Travis Interchange	0	0%	0	0	0	0	0
S9 I-80/W.Texas Interchange	3,400	100%	3,400	0	0	0	0
Subtotal:	124,600		124,600	0	4,178	33,430	37,608
<i>Street Projects</i>							
S10 Widen H12 - Chadbourne to Penn	8,350	100%	8,350	0	0	3,582	3,582
S11 Construct Cordella - Lopes/H12	0	0%	0	0	0	0	0
S12 Construct South Parkway	0	0%	0	0	0	0	0
S13 Construct North Connector	11,538	100%	11,538	0	0	9,000	9,000
S14 Air Base Pkwy Improvements	9,385	100%	9,385	0	0	4,392	4,392
S15 Reconstruct/Rehab Streets	20,827	15%	3,124	0	0	2,437	2,437
S16 Transportation Mitigation	7,885	100%	7,885	0	0	3,075	3,075
S17 Campos Pkwy and Walters Rd	46,812	44%	20,702	0	2,986	4,067	7,053
S18 Widen E. Tabor-Dover/Walters	5,794	100%	5,794	0	0	2,486	2,486
S19 Widen Sunset-E. Tabor/E. Travis	387	100%	387	387	0	0	387
S20 Widen Union Ave at Ditch	1,112	100%	1,112	0	0	867	867
S21 Intersection Travis/N.Texas	2,500	100%	2,500	0	0	1,950	1,950
S22 Traffic Signals Program	10,500	100%	10,500	315	1,363	4,095	5,773
S23 Intelligent Transportation System	24,550	38%	9,329	0	0	4,366	4,366
Subtotal:	149,640		90,606	702	4,349	40,317	45,368
Total:	274,240		215,206	702	8,527	73,747	82,976
Grand Total:	431,754		319,174	2,021	13,475	148,747	164,243

Cost Estimate - Project S16
Transportation Mitigation Projects

1. Sulsun Valley Road from I-80 to Rockville Road (i.e. Includes Sulsun Valley Road at Truck Stop)	1,600,000
2. I-80 & Magellan (Pavement and Channelization)	200,000
3. Mankas and Rancho Solano Parkway Traffic Signal	150,000
4. Kentucky & Pennsylvania Traffic Signal/Channelization	165,000
5. West Texas Street & Beck Avenue	700,000
6. Peabody Road & Vanden/Cement Hill Road	400,000
7. Oliver Road & Rockville Road	
A.C. 1000' x 12 x \$11.50/sq. ft.	140,000
Curb/Gutters/S.W. (1000' x 10' x \$10/sq. ft.)	100,000
Storm Sewer Pipe (1000' x \$100/ft.)	100,000
Traffic Signal Modification	160,000
Ramp Improvements	100,000
Channelization/Stripping	50,000
Contingency	50,000
	700,000
8. E. Tabor & Clay Bank Road Traffic Signal	150,000
9. Lopes Road Widening - Red Top Road to I-80	1,000,000
10. Lopes Road Sidewalk Improvement - Fermi Drive	440,000
11. Cordelia Road/Lopes Road Intersection	330,000
12. Lopes Road Railroad Crossing	1,000,000
13. Lopes Road Traffic Signals (Oakbrook, Silver Creek, Fermi, Cordelia Road)	600,000
14. Webster Street/Travis Blvd	150,000
15. Texas/Pennsylvania Avenue	150,000
16. Clay Bank Road & Quail	150,000
	<u>\$ 7,885,000</u>

Information from Fairfield Public Works Transportation Division, February 2002

Cost Estimate - Project S15
Reconstruction and Rehabilitation of Streets

FY95 to FY01

30-Year Cost Estimate	15,000,000	
7-Year Interim Period	22%	
Project Cost for 7 Years	3,300,000	
AB1600 Eligible	15%	
AB1600 Funding for Interim Period		495,000

FY02 to FY31

20-Year Cost Estimate	11,684,964	
Convert to 30 Years	150%	
30-Year Cost Estimate	17,527,446	
AB1600 Eligible	15%	
AB1600 Funding for 30-Year Period		2,629,117

Total Project Cost**20,827,446****Total AB1600 Eligible****3,124,117**

Note 1 - Cost estimate for FY02 to FY31 based on the MTC Pavement Management System program of the Fairfield Public Works Department. Database Db2003 dated 2/3/2002.



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STA Regional Transportation Impact Fee, AB 1600 Nexus Study

Summary

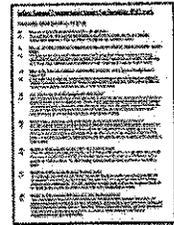
By 2030, the Solano Transportation Authority (STA) is projected to receive enough federal and state funding for seven new projects (\$986M) to help accommodate the increasing demand for "regional mobility" in Solano County. Additional projects identified through other studies or by local cities and the county cannot compete for limited future funding, despite their local necessity for "regional" mobility.

Because of high projected growth in population and jobs, Solano County will need to be creative and opportunistic to find funding for new projects. One local option that is being explored is a Regional Transportation Impact Fee (RTIF) that can provide needed infrastructure improvements for local and regional projects in Solano County.

What is a Regional Transportation Impact Fee?

A transportation impact fee is established by a local or regional government (usually collected during issuance of the building permit) in connection with approval of a development project for purpose of defraying all or a portion of the cost of particular public facilities, in this case, transportation projects (e.g., roadway expansion, transitcenters, interchanges, etc.). Regional Transportation Impact Fees (RTIF) are used in a variety of counties throughout the State of California to help fund transportation projects.

Download the [STA's Regional Transportation Impact Fee \(RTIF\) Frequently Asked Questions \(FAQ\)](#). (107kb, PDF), 12-09-09.



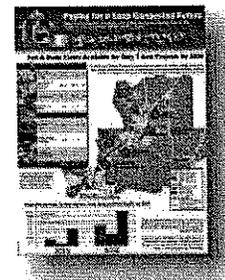
- [Study Materials](#)
- [Committee Meetings & Agendas](#)
- [Frequently Asked Questions](#)
- [Other RTIF Programs in California](#)
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Study Materials

Solano Regional Transportation Impact Fee Feasibility Study

On July 9, 2008, the STA Board authorized STA staff to begin the Regional Transportation Impact Fee (RTIF) Feasibility Study. The RTIF Feasibility Study and Executive Summary documents assist in educating elected officials, local agency staff, and the public regarding:

- the transportation funding shortfalls projected to occur in the next 30 years,
- the nature of regional transportation impact fees and their potential benefits, and
- a preliminary timeline for the development of a nexus study and impact fee program.



Download an [Executive Summary of the "Solano Regional Transportation Impact Fee Feasibility Study"](#) (4.8MB, PDF), 12-17-09.

Download the [full "Solano Regional Transportation Impact Fee Feasibility Study"](#) (6.1MB, PDF), 12-17-09.

STA Regional Transportation Impact Fee (RTIF) AB1600 Nexus Study

The legal requirements for enactment of a transportation impact fee program are set forth in the California "Mitigation Fee Act", which was adopted in 1987 under AB 1600, and thus these fees are commonly referred to as "AB 1600" fees. An impact fee is not a tax or a special assessment so, by definition, a fee must be "reasonably related" to the cost of the facility or service provided by the local agency. The AB 1600 Nexus Study that is underway will recommend how a potential fee program would relate fees collected to improvement projects funded.

Based on the findings of the RTIF Feasibility Study, in December 2008, the STA Board authorized STA staff to begin work on a RTIF AB1600 Nexus Study in preparation for a potential impact fee program. The STA has contracted with Economic Planning Systems (EPS) to assist in the development of the RTIF AB1600 Nexus Study.

Draft materials will be available for download once reviewed by various technical, stakeholder, and policy committees.

Committee Meetings & Agendas

Three committees will review RTIF Nexus Study draft materials and potential RTIF governance options prior to STA Board actions: 1) RTIF Working Group, 2) RTIF Stakeholders Committee, 3) RTIF Policy Committee.

Regional Transportation Impact Fee (RTIF) Working Group

The RTIF Working Group is composed of public works directors and planning directors, who advise STA staff on the technical accuracy of draft materials and discuss the feasibility of proposed policies.

Meeting Agendas:
 July 30, 2008
December 4, 2008
April 1, 2009
 July 22, 2009

Regional Transportation Impact Fee (RTIF) Stakeholders Committee

On May 13, 2009, the STA Board directed STA staff to form a RTIF Stakeholders Committee, composed of representatives from each city council, developers of multiple land uses, agricultural, business, and taxpayers groups, engineers, real estate brokers, environmental justice representatives, and transit providers.

STA RTIF Stakeholders Meeting
TO BE RESCHEDULED
 10:00 AM to 11:30 AM
 Joseph Nelson Community Center
 611 Village Dr, Suisun City, CA

Meeting materials will be available for download prior to the meeting.

Regional Transportation Impact Fee (RTIF) Policy Committee

On December 10, 2008, the RTIF Policy Committee was formed to discuss the policy implications and issues associated with pursuing a RTIF in Solano County. This committee is chaired by Solano County Supervisor Jim Sperring and is composed of all seven city mayors, the seven city managers, and the County Administrative Officer.

Meeting Agendas:
December 10, 2008
February 20, 2009
May 4, 2009

Frequently Asked Questions

As discussion continues between the three RTIF committees and the STA Board, STA staff have compiled the most frequently asked questions about RTIFs from these meetings.

Download the [STA's Regional Transportation Impact Fee \(RTIF\) Frequently Asked Questions \(FAQ\)](#) (107kb, PDF), 12-09-09.

Other Regional Transportation Impact Fee Programs in California

17 other counties across California charge regional impact fees on new development to help pay for new transportation infrastructure. Below are links to more information about these programs.

- [East Contra Costa Regional Fee and Financing Authority \(ECCRFFA\) and the East County Transportation Improvement Authority \(ECTIA\)](#)
- [Riverside County Transportation Commission Transportation Uniform Mitigation Fee \(TUMF\)](#)
- [San Joaquin County Council of Governments \(SJCOG\) Regional Transportation Impact Fee](#) (fee links at bottom of SJCOG webpage)
- [South Placer Regional Transportation Authority \(SPRTA\)](#)
- [Transportation Agency for Monterey County \(TAMC\), Regional Development Impact Fee](#)

Contact Us

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