

Background

An increasing demand for “regional” mobility and limited funding have narrowed the list of funded projects to a handful of regional projects across Solano County. Other projects identified by member agencies and the STA cannot compete for limited future funding, despite their local necessity for “regional” mobility. Recognizing this funding shortfall, the STA, the seven cities and the County have studied the potential for a Regional Traffic Impact Fee (RTIF) to assist in addressing the regional transportation funding shortfall projected to occur in the next 20 years.

In 2009, the STA, in partnership with Solano County and the cities of Benicia, Dixon, Fairfield, Rio Vista, Suisun City, Vacaville and Vallejo, began the development of a Regional Transportation Impact Fee Nexus Report, as required by AB1600. The Nexus Report analyzes how a potential fee program would relate fees collected to the improvement projects. On July 10, 2013, the STA Board approved the Solano County RTIF Nexus Report and submitted it to the Solano County Board of Supervisors for inclusion in the County of Solano’s Public Facility Fee.

What is an RTIF?

A RTIF is a multi-jurisdiction fee intended to cover a portion of the costs for new transportation facilities required to serve new development within the County.

Who pays the RTIF?

The RTIF fee is paid by developers at the time of building permit issuance, filing of subdivision map, or certificate of occupancy

How are fees levels determined?

The maximum allowable fee is determined by legal nexus (i.e., AB 1600). The actual fee determined by local economic and policy considerations.

How much revenue is anticipated from the RTIF?

\$43.8 Million is estimated over the next 20 years based on projected growth forecasts, or a little over \$2 million per year.

Who administers or approves the RTIF?

The STA is coordinating with the County of Solano to include the RTIF as part of their County Public Facility Fee (PFF) Update. The STA Board has proposed a fee of \$1,500 per dwelling unit equivalent be dedicated towards the RTIF for transportation facilities. The County Board of Supervisors are anticipated to consider the PFF Update in late 2013. If approved as recommended, the STA will administer the revenue generated by the RTIF.

Proposed RTIF Administration Process

The STA will coordinate with the County to collect the RTIF revenue and provide the funding to eligible RTIF Projects. The RTIF Projects are combined into seven (7) implementation packages and will be advanced by geographically based Working Groups representing the seven cities and County of Solano. The RTIF Working Group’s role is to coordinate and prioritize projects within their respective zones. A map illustration of the RTIF Implementation Package locations is included on the next page.

What Projects are eligible for the RTIF?

The approved projects for the seven (7) RTIF transportation implementation packages and programs are:

Package 1- Jepson Parkway Corridor

- Jepson Parkway
- Peabody Road

Package 2- SR 12 Corridor

- SR 12 & Pennsylvania Ave Interchange
- SR 12 and Church Road Intersection

Package 3- South County

- SR 37/Redwood St/Fairground Dr.
- I-680 Industrial Park Access Improvements
- Columbus Parkway Improvements near I-780

Package 4- Central County I-80 Reliever Route

- North Connector West

Package 5- SR 113 Corridor

- SR 113 Major Investment Priorities

Package 6- Express Bus Transit Centers and Train Stations

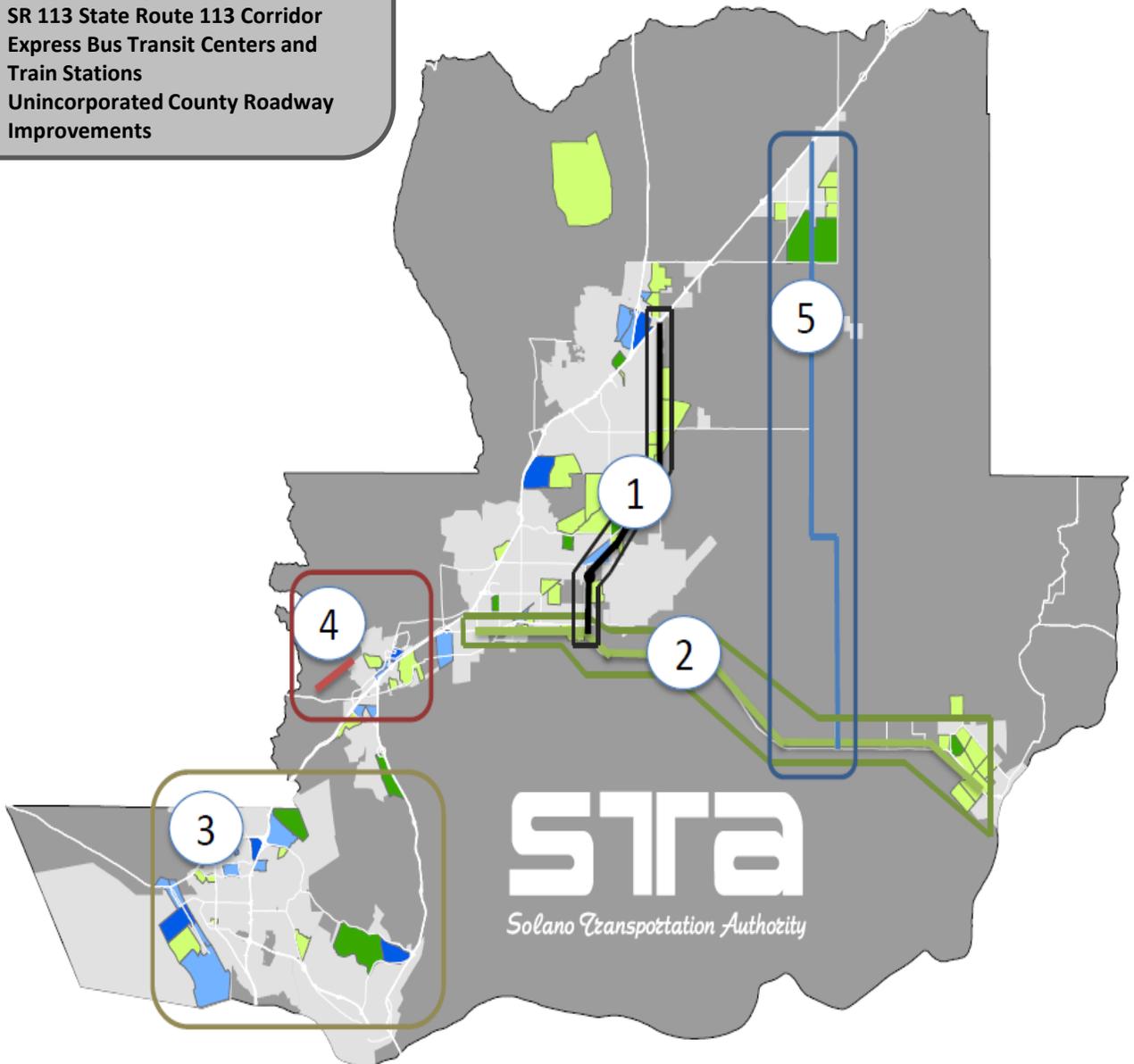
Package 7- Unincorporated County Roadway Improvements



Regional Transportation Impact Fee Implementation Packages and Programs

7 RTIF Implementation Packages

1. Jepson Parkway
2. SR 12 Corridor
3. South County
4. Central County I-80 Reliever Route
5. SR 113 State Route 113 Corridor
6. Express Bus Transit Centers and Train Stations
7. Unincorporated County Roadway Improvements



For more information on Solano County's Regional Transportation Impact Fee contact:

Daryl Halls, Executive Director
707-424-6075
dkhalls@sta-snci.com

