



# Solano County Regional Transportation Impact Fee

(A Component of the Solano County Public Facility Fee)

## Draft Annual Report

For Fiscal Year 2015-16

September 19, 2016



Solano County Regional Transportation Impact Fee (RTIF)  
(A Component of the Solano County Public Facility Fee)  
Annual Report for Fiscal Year 2015-16

|   |      |
|---|------|
| Table of Contents   | Page |
| <hr/>   |      |
| 1. Introduction   | 1    |
| 2. FY 2015-16 RTIF Fee Revenue  | 1    |
| 3. Regional Transportation Impact Fee Revenue and Working Group Districts | 2    |
| <br>  |      |
| Figures   | Page |
| <hr/>   |      |
| Figure 1. FY 2015-16 RTIF Revenue Collection by Quarter                   | 1    |
| <br>  |      |
| Tables  | Page |
| <hr/>   |      |
| Table 1. Total RTIF Revenue by Working Group Districts                    | 2    |
| Table 2. RTIF Working Group District FY 2015-16 Project Status            | 4    |
| <br>  |      |
| List of Exhibits  | Page |
| <hr/>   |      |
| A. Regional Transportation Impact Fee Schedule                            | 5    |
| B. Solano Regional Transportation Impact Fee District Map                 | 6    |
| C. FY 2015-16 RTIF Revenue by District                                    | 7    |

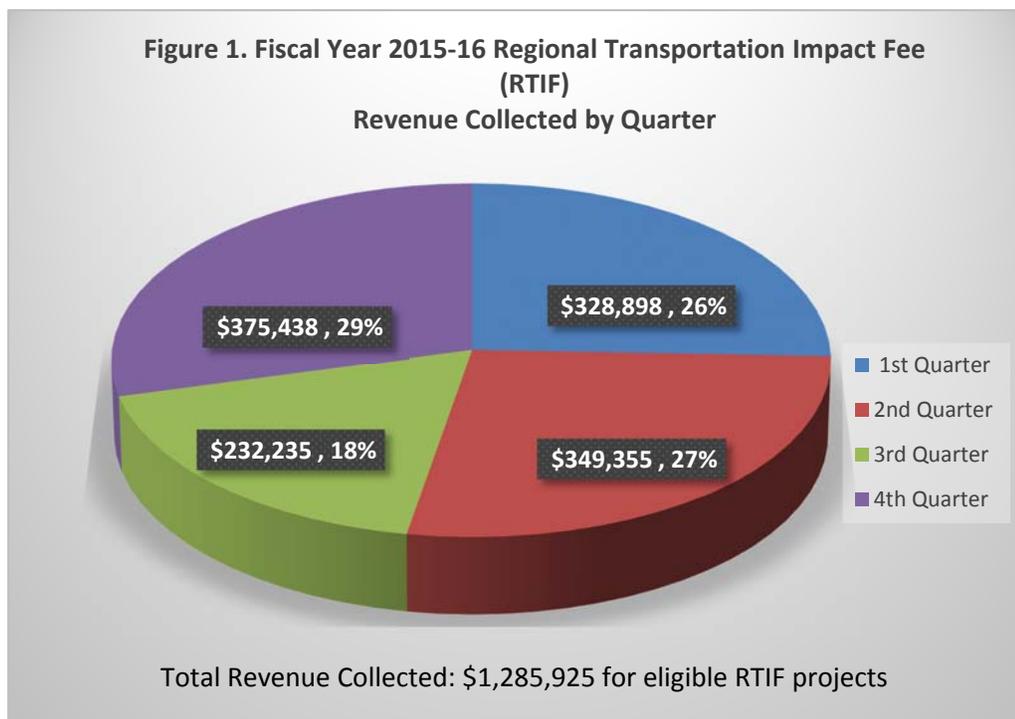
## Introduction

On December 3, 2013, the County Board of Supervisors established the Regional Transportation Impact Fee (RTIF) as part of the Solano County Public Facility Fee (PFF). This was in response to a request by the STA Board of Directors to create a transportation impact fee to mitigate the impacts created by future growth. The STA Board's request was built upon several community and stakeholder input meetings during the development of the STA's RTIF Nexus Study. As a result, the County of Solano then began collecting the RTIF on February 3, 2013 based on the approved fee schedule included in Exhibit A on page 4.

### FY 2015-16 RTIF Revenue

In summary, a total of \$1,285,925 was collected for eligible RTIF projects in FY 2015-16 (after accounting for STA's two percent administrative fee). The RTIF revenue is slightly less in comparison to last fiscal year which had \$1.374 million collected.

Figure 1 below illustrates the RTIF revenue collection by quarter for FY 2015-16.



The majority of fees were collected in the 2<sup>nd</sup> and 4<sup>th</sup> quarter of FY 2015-16 with an average collection of \$321,481 per quarter. This is indicative of steady building and development activities countywide during FY 2015-16.

### RTIF Revenue and Working Group Districts

For RTIF revenue disbursements, the county is divided into five RTIF districts, with a Working Group identified for each district. Exhibit B on page 5 is a map of the five RTIF Working Group Districts. Two additional separate districts were established to focus on implementing approved RTIF eligible transit facility projects (Transit Working Group) and unincorporated road projects (unincorporated County Working Group).

Ninety percent (90%) of RTIF revenue collected are returned to the districts that generated the RTIF revenue. The remaining ten percent (10%) of RTIF revenue are split five percent (5%) each to the Transit Working Group and Unincorporated County Work Group. Table 1 below provides a summary of the total RTIF collected for each Working Group District. Exhibit C on page 6 includes a table with further details on how much revenue was collected for each Working Group District by quarter.

**Table 1. Total RTIF Revenue by Working Group District**

|   | District 1<br>Jepson Corridor | District 2 SR<br>12 Corridor | District 3<br>South<br>County | District 4<br>Central<br>County | District 5 SR<br>113 | District 6<br>Transit (5%) | District 7<br>County Road<br>(5%) |
|---|-------------------------------|------------------------------|-------------------------------|---------------------------------|----------------------|----------------------------|-----------------------------------|
| FY13-14 and<br>FY 14-15<br>Revenue<br>Carryover | \$867,075.27                  | \$44,244.81                  | \$41,514.86                   | \$475,700.95                    | \$152,733.62         | \$87,848.25                | \$87,848.25                       |
| FY 15-16<br>Total                               | \$707,075.58                  | \$97,956.22                  | \$25,461.82                   | \$281,627.50                    | \$45,212.56          | \$64,296.26                | \$64,296.26                       |
| <b>RTIF Total</b>                               | <b>\$1,574,150.85</b>         | <b>\$142,200.03</b>          | <b>\$66,975.68</b>            | <b>\$757,328.44</b>             | <b>\$197,946.18</b>  | <b>\$152,144.51</b>        | <b>\$152,144.51</b>               |

The top two Districts with the majority of development and building activities are within District 1 (Jepson Corridor) and District 4 (Central County). The cities of Fairfield, Vacaville and the portions unincorporated County of Solano are included within these Districts. District 2 (SR 12 Corridor) also had a relatively active year with RTIF collected from building and construction activities within the Fairfield’s Solano Business Park and Suisun City. Figure 2 below illustrates the Working Group Districts’ RTIF collections by quarter over FY 2015-16. It also includes carry over funds from the previous year to illustrate how much was collected in the past for a complete picture of how much funding is currently available for RTIF eligible projects.

### RTIF Working Group Project Delivery Status

The RTIF Working Groups are made up of Public Works staff from the local agencies located in that district. The Transit Working Group is comprised of transit staff. Each Working Group is responsible for prioritizing and implementing eligible projects within their respective District. The Working Groups are required to meet at least once a year to provide a status update on their respective RTIF District’s project or projects. The Working Groups also provide recommendations to the STA Board for RTIF funding if eligible projects experience

implementation issues. The RTIF Implementation Policy Guidelines provide additional details regarding the role of the Working Groups and the general administration of the program.

The STA Board has authorized funding disbursements to five or the seven RTIF Working Group Districts. Table 2 provides a summary of the status of each RTIF Working Group District's priority project. Working Group Districts 1, 2 and 4 have all programmed their balance of the RTIF funds toward their project as they are nearing project completion. Working Group District 3 has an unprogrammed balance of \$26,976 which could potentially be applied to the District's 2<sup>nd</sup> priority project- the Benicia Bus Hub. The Benicia Bus Hub is also priority project for the Transit Working Group District 6 and is anticipated to recommend allocating the remaining unprogrammed RTIF funding towards that project in FY 2016-17. Working Groups Districts 5 and 7 have selected projects to implement and are also anticipating an allocation recommendation in FY 2016-17.

**Table 2. RTIF Working Group District FY 2015-16 Project Status**

| Working Group District | Project  | RTIF Commitment    | Available RTIF Funding | Approved Allocation | Unprogrammed RTIF | Project Status  |
|------------------------|--|--------------------|------------------------|---------------------|-------------------|---|
| 1                      | Jepson Parkway   | \$1,574,150        | \$1,574,150            | \$1,574,150         | \$0               | Project is currently in Right of Way and Design Phase.  |
| 2                      | SR12/Church Rd Intersection  | \$300,000          | \$142,200              | \$300,000           | \$0               | Project is currently in Preliminary Engineering and Environmental Document Phase. Phase completion anticipated in late 2016 |
| 3                      | SR37/Redwood St/Fairgrounds Dr.  | \$40,000           | \$66,976               | \$40,000            | \$26,976          | Project is currently under design Phase.  |
| 4                      | Green Valley Overcrossing  | \$1,300,000        | \$757,328              | \$757,328           | \$0               | Project is under Construction   |
| 5                      | SR 113 Corridor/County Unincorporated Road Projects  | \$200,000          | \$197,946              | \$0                 | \$197,946         | County and City selected a project to implement.  |
| 6                      | Benicia Industrial Park Transit Hub  | \$276,000          | \$152,145              | \$87,848            | \$64,297          | Project is under Construction   |
| 7                      | A. Cordelia Rd.<br>B. Midway Rd.<br>C. Pleasants Valley Rd.<br>D. Suisun Valley Rd<br>E. Vacavalley Rd | \$498,171          | \$152,145              | \$0                 | \$152,145         | County selected project(s) to implement.  |
| <b>Total</b>           |  | <b>\$4,188,321</b> | <b>\$3,042,890</b>     | <b>\$2,759,326</b>  | <b>\$598,364</b>  | <b>91% of available FY 2015-16 RTIF funds are committed.</b>  |

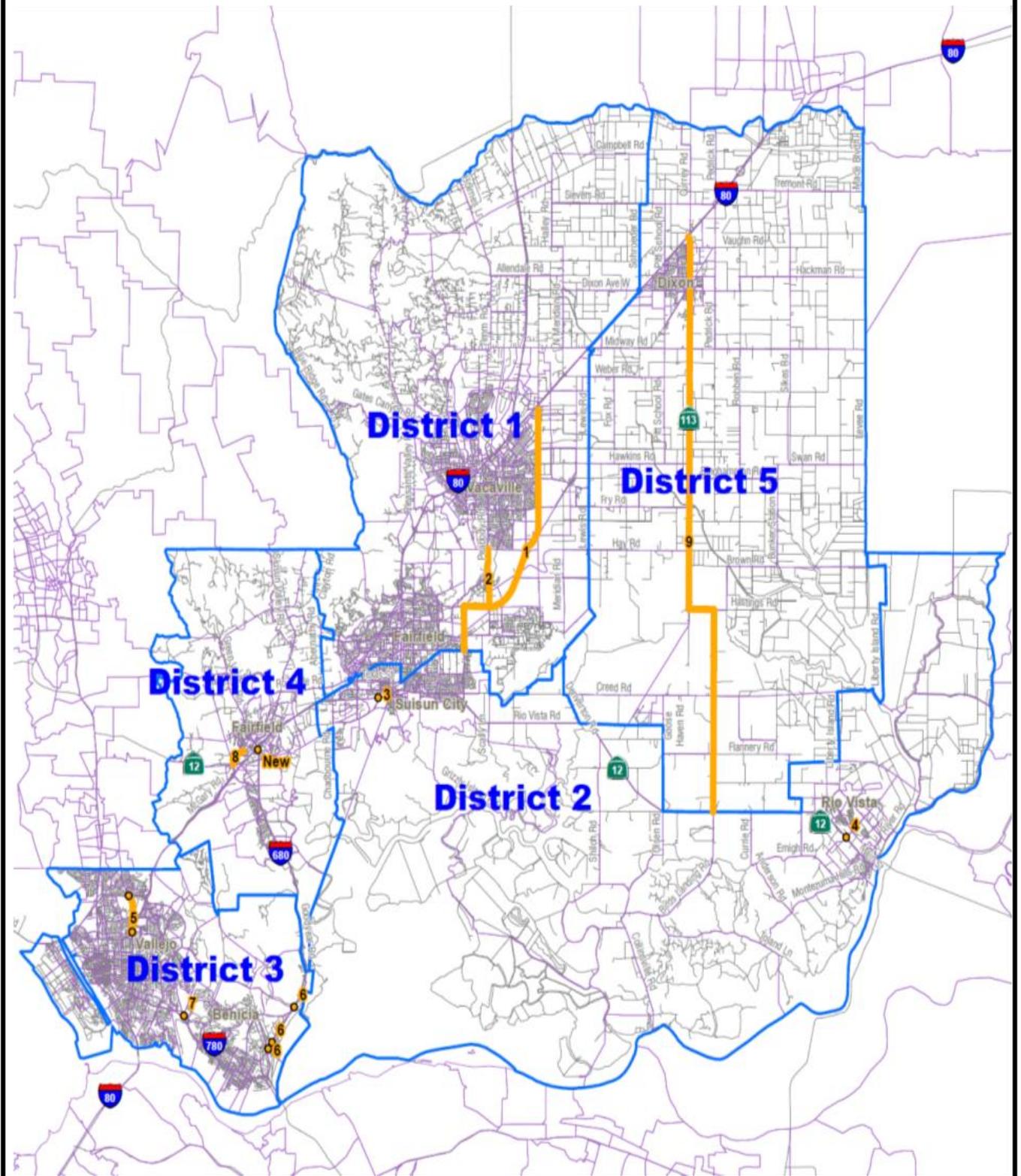
**Regional Transportation Impact Fee Schedule**

Approved by Solano County Board of Supervisors on December 3, 2013 as part of the Solano County Public Facility Fee

| <b>Fee Category</b>                  | <b>Fee</b>                     |
|--------------------------------------|--------------------------------|
| <b>Residential</b>                   |                                |
| Single Family Residential (SFR)      | \$1,500                        |
| Multi Family Residential (MFR)       | \$930                          |
| 2nd SFR Unit/Accessory Unit          | \$805                          |
| MFR Senior/Retirement Housing        | \$585                          |
| <b>Non-residential</b>               |                                |
|                                      | Per 1,000 Building Square Feet |
| Retail/Commercial                    | \$382                          |
| Service Commercial                   | \$980                          |
| Assembly Uses                        | \$75                           |
| General/Medical Office               | \$269                          |
| Hotels/Motels                        | \$230                          |
| Industrial                           | \$110                          |
| Warehouse/Distribution               | \$36                           |
| <b>Institutional</b>                 |                                |
| Health Care Facility                 | \$180                          |
| Place of Worship                     | \$75                           |
| Congregate Care Facility             | \$67                           |
| Private School                       | \$793                          |
| Child Day Care Facility <sup>1</sup> | Exempt                         |
| <b>Agricultural Uses</b>             |                                |
| Riding Arena                         | \$47                           |
| Barn                                 | \$27                           |

<sup>1</sup> Child Day Care facilities are exempt from the Regional Transportation Impact Fee based on the assumption that most of the trips associated with child day care centers are local in nature and/or included as part of linked commutes (e.g. travel to work)

# Regional Transportation Impact Fee Working Group Districts



RTIF Revenue by District

|                                    | FY 2015-16              |                         |                   |                   | FY 2015-16 Total  | GrandTotal        |                        |                        |
|------------------------------------|-------------------------|-------------------------|-------------------|-------------------|-------------------|-------------------|------------------------|------------------------|
|                                    | 1st Quarter             | 2nd Quarter             | 3rd Quarter       | 4th Quarter       |                   |                   |                        |                        |
|                                    | <b>FY 2013-14 Total</b> | <b>FY 2014-15 Total</b> |                   |                   |                   |                   |                        |                        |
| RTIF Revenue for Eligible Projects | \$ 382,574.05           | \$ 1,374,390.96         | \$ 328,897.74     | \$ 349,354.79     | \$ 232,234.51     | \$ 375,438.15     | \$ 1,285,925.19        | \$ 3,042,890.20        |
| District 1 Jepson Corridor         | \$ 281,633.54           | \$ 585,441.73           | \$ 164,796.81     | \$ 225,872.93     | \$ 125,608        | \$ 190,798.02     | \$ 707,075.58          | \$ 1,574,150.85        |
| District 2 SR 12 Corridor          | \$ 27,761.55            | \$ 16,482.26            | \$ 3,281.04       | \$ 19,381.23      | \$ 22,207.38      | \$ 53,086.57      | \$ 97,956.22           | \$ 142,200.03          |
| District 3 South County            | \$ 4,492.56             | \$ 37,022.30            | \$ 7,663.57       | \$ 3,858.22       | \$ 11,318.11      | \$ 2,620.92       | \$ 25,460.82           | \$ 66,975.68           |
| District 4 Central County          | \$ 30,429.00            | \$ 445,271.95           | \$ 99,449.45      | \$ 65,048.59      | \$ 34,350.79      | \$ 82,778.66      | \$ 281,627.50          | \$ 757,328.44          |
| District 5 SR 113                  | \$ -                    | \$ 152,733.62           | \$ 20,817.09      | \$ 258.34         | \$ 15,526.98      | \$ 8,610.15       | \$ 45,212.56           | \$ 197,946.18          |
| District 6 Transit (5%)            | \$ 19,128.70            | \$ 68,719.55            | \$ 16,444.89      | \$ 17,467.74      | \$ 11,611.73      | \$ 18,771.91      | \$ 64,296.26           | \$ 152,144.51          |
| District 7 County Road (5%)        | \$ 19,128.70            | \$ 68,719.55            | \$ 16,444.89      | \$ 17,467.74      | \$ 11,611.73      | \$ 18,771.91      | \$ 64,296.26           | \$ 152,144.51          |
| <b>Total:</b>                      | <b>\$ 382,574.05</b>    | <b>\$ 1,374,390.96</b>  | <b>\$ 328,898</b> | <b>\$ 349,355</b> | <b>\$ 232,235</b> | <b>\$ 375,438</b> | <b>\$ 1,285,925.19</b> | <b>\$ 3,042,890.20</b> |

## ATTACHMENT B

### **Working Group District 5 Regional Transportation Impact Fee (RTIF) Selected Projects**

1. Midway Rd/Porter Rd Intersection
2. Pitt School Rd/Porter Rd Intersection
3. Midway Rd/Pitt School Rd Intersection
4. Midway Rd/Pedrick Rd.

The projects include safety enhancements such as edge widening narrow intersection interfaces, advance warning audial strips, flashing advance signage, sign “tunneling”, and other traffic calming measures. The RTIF will be utilized as part of the design and construction phases of the project.

Estimated RTIF: \$197,946

## ATTACHMENT C

### **Working Group District 7 Regional Transportation Impact Fee (RTIF) Selected Projects**

1. Cordelia Road
2. Mankas Corner Road
3. Pleasants Valley Road
4. Rockville Road

The RTIF will assist in funding to construct transportation safety improvements, such as shoulder widening and striping, at these four project locations.