



Solano County Regional Transportation Impact Fee

(A Component of the Solano County Public Facility Fee)

8th Annual Report For Fiscal Year 2020-21 October 1, 2021



Solano County Regional Transportation Impact Fee (RTIF)
(A Component of the Solano County Public Facility Fee)
Annual Report for Fiscal Year 2020-21

Table of Contents	Page
1. Introduction	1
2. FY 2020-21 RTIF Fee Revenue	1
3. RTIF Revenue and Working Group Districts	2
4. RTIF Working Group Project Delivery Status	3
5. FY 2021-22 RTIF Working Group Recommendations and Approvals	5

Figures	Page
Figure 1. FY 2020-21 RTIF Revenue Collection by Quarter	2
Figure 2. RTIF Revenue over the past 8 years	2
Figure 3. FY 20-21 RTIF Revenue Collection by Working Group	3

Tables	Page
Table 1. RTIF Working Group Fund Distribution Project Status	4

List of Exhibits	Page
A. Regional Transportation Impact Fee Schedule	7
B. Solano Regional Transportation Impact Fee District Map	8
C. FY 2020-21 RTIF Revenue by District	9

Introduction

On December 3, 2013, the Solano 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 recommendation and request by the STA Board of Directors to the Solano County Board of Supervisors 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 is required by law, every 5 years the County must update the Nexus study for the PFF. This update to the study was completed in April of 2019. As part of this update, a recommendation was presented by County staff to increase the amount collected for the RTIF from \$1,500 to \$2,500 for each dwelling unit equivalent (DUE). This increase to \$2,500 per DUE will likely increase the RTIF projected average to over \$2M per year, rather than the \$1.2M a year it has been averaging. As a result, the County of Solano, in partnership with seven cities, then began collecting the RTIF on October 6, 2019 according to the new approved fee schedule included in Exhibit A on page 8. Since the program began in 2013, STA has collected a total of \$14,200,542 with over 98% of the funds committed to priority RTIF projects, all of which will be constructed within the next 3-5 years.

Progress in FY 2020/21

This year, the RTIF program has seen two projects completed, with a majority of committed projects scheduled for construction in FY 21/22 or FY 22/23. Working Groups (WG) 5's SR113 Corridor Safety Study was completed in Spring 2020 and their Advanced Rail Safety Study was completed in Summer 2021. The 113 Corridor Safety Study identifies bike/ped improvements projects that can be undertaken as part of future SR113 improvements planned by Caltrans. The Advanced Rail Safety Study provides data and coordination with stakeholders about potential projects to improve safety along the numerous rail crossings that occur within and around the City of Dixon.

WG3 and WG6's priority project, the Fairgrounds/SR 37 SolanoExpress Bus Stop, was completed in Fall 2019, and will be paid off with RTIF funds in FY 2021/22. WG 1's current priority project, Jepson Parkway Phase 1B in Vacaville, has fulfilled its \$3.5M funding commitment and will go into construction during summer of 2023. WG 2's priority project, SR 12 Complete Streets in Rio Vista, is currently in Design and is scheduled to begin construction in FY 2022/23.

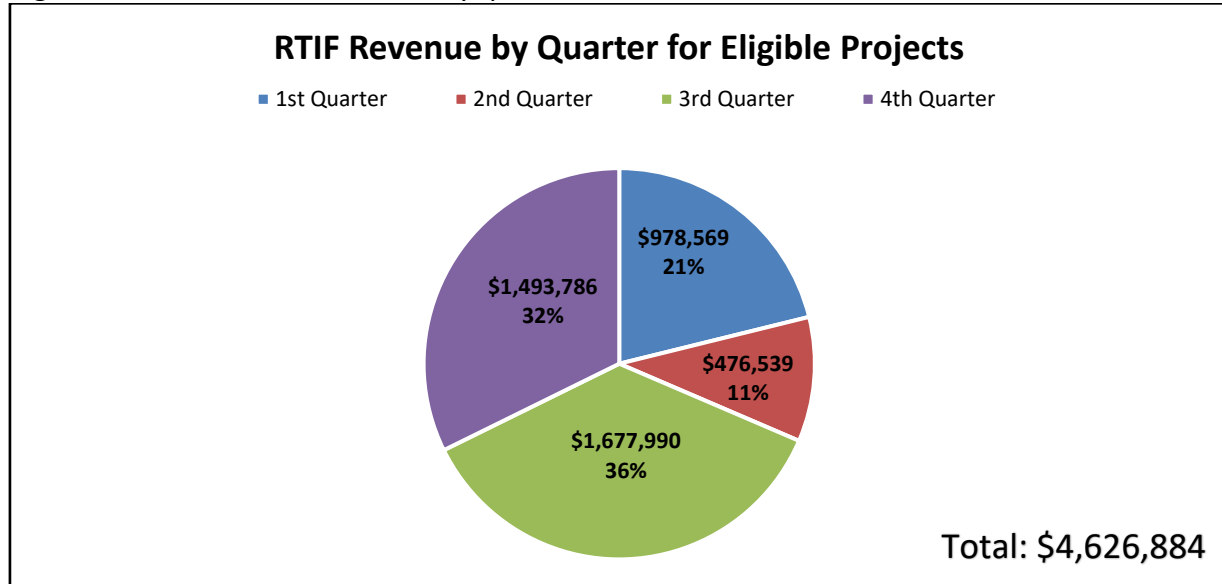
FY 2020-21 RTIF Revenue

In summary, a total of \$4.626 million was collected for eligible RTIF projects in FY 2020-21 (after accounting for STA's two percent administrative fee to manage the program). RTIF revenue collected this fiscal year was an increase of almost \$2.4M in comparison to the \$2.232M collected last fiscal year.

Total RTIF Revenue Eligible for Projects in FY 2020-21: \$4.626M

The 3rd quarter of FY 2020-21 was the largest amount collected (\$1.7M) in one quarter since the inception of the RTIF program, totaling more than some prior fiscal years. FY 2020-21 was also the largest amount collected for any fiscal years since the RTIF began collecting revenue, despite the COVID-19 pandemic. This bodes well for future working groups available funding to advance RTIF projects and highlights the increasing development activities in Solano County.

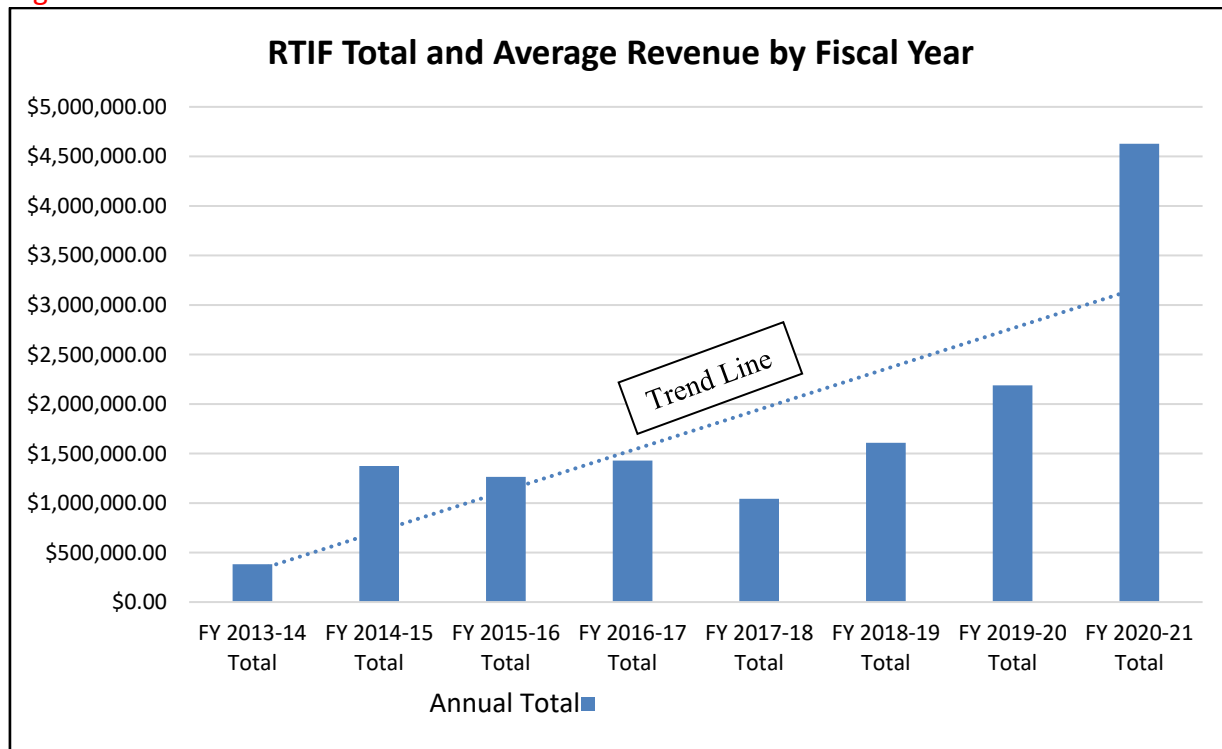
Figure 1: RTIF revenue collection by quarter for FY 2019-20.



Regional Transportation Impact Fee Revenue over the Past 8 Years

The RTIF program is projected to grow over time, with the growth of Solano County’s economy and population. Figure 2 below shows that development has steadily increased since the RTIF was established, with annual revenues averaging approximately \$1.8M over the first 5 years and increasing to nearly \$4M annually over the past 2 years.

Figure 2: RTIF Revenue over the Past 8 Fiscal Years



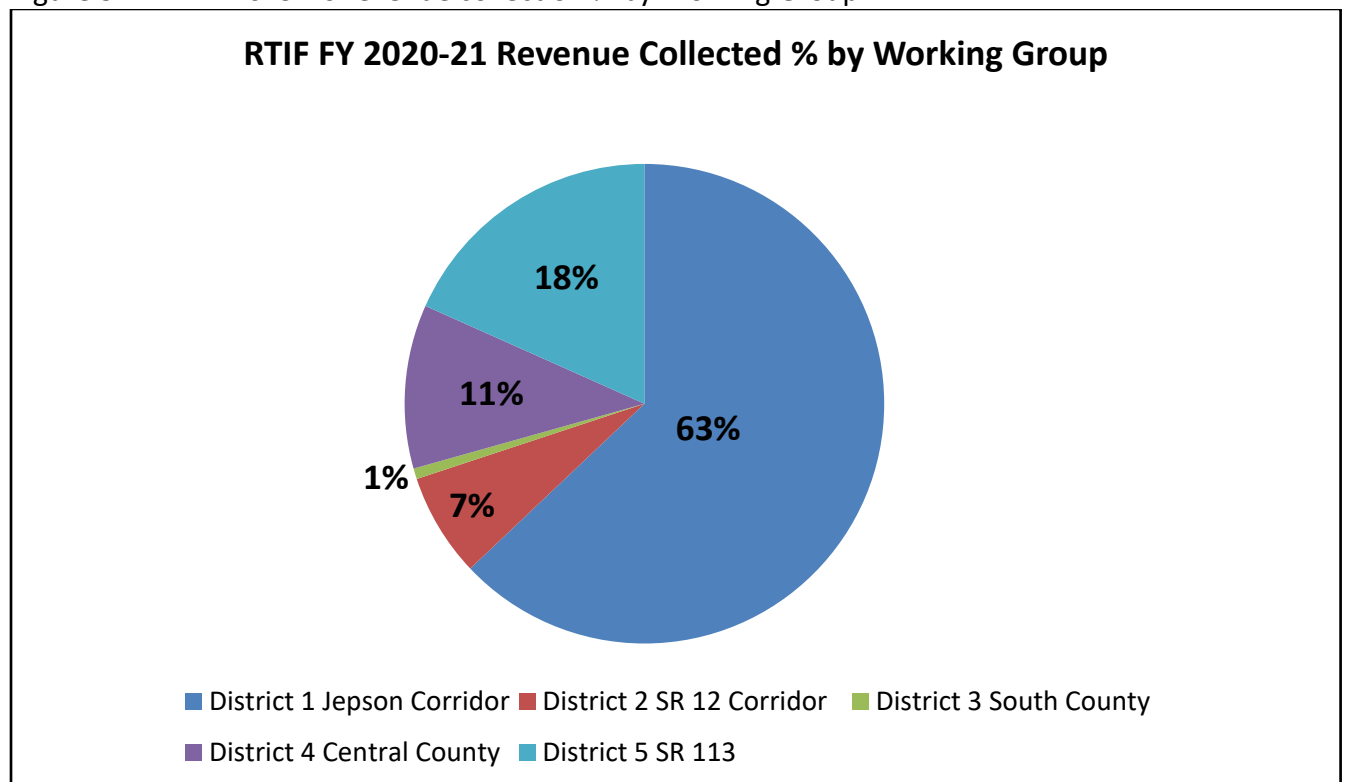
Regional Transportation Impact Fee Revenue and Working Group Districts

For RTIF revenue disbursements, the county is divided into five geographical RTIF districts,

with a Working Group identified for each district. Exhibit B on page 7 is a map of the five RTIF Working Group Districts. Two additional separate districts were established to focus on implementing approved RTIF eligible regional transit facility projects (Transit Working Group) and unincorporated County 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 on page 5 provides details on the current revenue status of each working group. Exhibit C on page 9 includes a table with further details on how much revenue was collected for each Working Group District by quarter.

Figure 3: RTIF FY 2019-20 revenue collection % by Working Group



The top three Districts with the majority of development and building activities are within District 1 (Jepson Parkway Corridor), District 5 (SR 113 Corridor), and District 4 (Central County). Together these working groups represents 92% of the development in Solano County. The cities of Dixon, Fairfield, Suisun City and Vacaville, and portions of unincorporated County of Solano are included within these Districts.

RTIF Working Group Project Delivery Status

The RTIF Working Groups are made up of Public Works or other local agency staff located in that district. The Transit Working Group is comprised of transit staff from all five transit operators. 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.

In Fiscal Year 2020-21, five of the seven RTIF Working Groups completed their previous priority project funding commitments.

1. Working Group 1 – Jepson Parkway – Phase 1B in Vacaville - CON in FY 2022/23
2. Working Group 2 – SR 12 Complete Streets in Rio Vista – In Design
3. Working Group 3 – Fairgrounds/SR 37 SolanoExpress Bus Stop – Project Complete
4. Working Group 5 – SR113 Corridor Safety Study – Project Complete
5. Working Group 6 - Fairgrounds/SR 37 SolanoExpress Bus Stop – Project Complete

Working Group District	FY 2019/20 Priority Project	NEW FY 2021/22 Priority Projects	Balance of RTIF at End of FY 20/21	Approved Obligation	Working Group Status
1	Jepson Parkway Vacaville Phases*	1. Cannon Rd Rail Crossing PS&E* 2. Jepson Parkway Fairfield Phases	\$2,476,584	1. \$30,000 2. \$3,500,000	Vacaville's Jepson Parkway Phase 1B has satisfied \$3.5M commitment. Fairfield has committed the next \$3.5M to provide local match for a Federal Lands Access Program (FLAP) grant as well as PS&E for Cannon Rd Rail Crossing Safety Project.
2	SR12 Complete Streets Project in Rio Vista*	TBD	\$45,992	TBD	The SR 12 Complete Streets project is currently in design.
3	SR37/Fairgrounds Dr. SolanoExpress Bus Stop	SR37/Fairgrounds Dr. SolanoExpress Bus Stop	\$310,287	FY 2016-17 through FY 2021-22	Working Groups 3 recommended a six year allocation as part of a finance plan to fully fund the Fairgrounds Dr/SR37 SolanoExpress Bus Stop.
4	Dependent on Nexus Study Update	1. Rockville Rd Ped Safety Crossing* 2. West Texas Complete Street*	\$511,522	1. \$100,000 2. \$411,522	WG4 expected to have further conversation with STA regarding North Connector West as a priority project for local match to I-80/I-680/SR12 interchange package 5.
5	Dixon Advanced Rail Safety Study*	Parkway Blvd Overcrossing Western Embankment	\$1,232,169	\$3,500,000	Traffic study on SR 113 in Dixon/Unincorporated County of Solano. Study is now complete.
6	SR37/Fairgrounds Dr. SolanoExpress Bus Stop*	TBD	\$187,698	TBD	Working Group 6 recommended meeting again in Spring 2022 to select a priority project.
7	Undetermined	1. Safety Striping and Signage at County Intersections* 2. Rockville Rd Ped Safety Crossing*	\$574,066	1. \$250,000 2. \$325,000	WG7 intends to partner with WG4 to fund Rockville Rd Ped Safety Crossing. Both WG7 projects expect construction in Summer 2022.
Total			\$5,338,318	\$8,426,809	Over 98% of collected RTIF funds have been obligated to priority RTIF Projects. Roughly 30% of RTIF revenues collected through FY 20/21 have been disbursed. Numerous projects are banking their balance in anticipation of design completion and beginning of construction.

*Project Funding Commitment has been satisfied

As of the end of FY 2020-21, the STA Board approved the allocation of over 98% of RTIF revenue to implement approved RTIF Projects. In total, approximately 30% of all RTIF revenue collected has been dispersed to projects. The remaining balance is programmed to be dispersed in FY 2021/22 and FY 2022/23 as RTIF-eligible projects advance.

FY 2020-21 RTIF Working Group Recommendations and Approvals

All seven RTIF Working Groups met in Fall 2021 to discuss and affirm their priority projects. Working groups 2 and 6 requested future meetings as they were unable to decide on a priority project. Groups were also asked if they had any potential projects they would like to add to a future Nexus Study Update.

FY 2020-21 revenue collected combined with previous years to complete the funding commitments for several working groups. These projects are listed below:

- Working Group 1 – Jepson Parkway – Vacaville Segments, **CON in FY 2022/23**
- Working Group 2 - SR12 Complete Streets included in SR12 SHOPP, **CON in FY 2023/23**
- Working Group 3 - Fairgrounds Dr Solano Express Bus Stop **Completed**
- Working Group 5: Advanced Traffic and Rail Safety Study **Completed**.
- Working Group 6 – Fairgrounds Dr Solano Express Bus Stop **Completed**

Current Project Recommendations for FY 2021-21 **include:**

- Working Group 1: Working group members discussed updating the existing funding agreement, which allocated the first \$3.5M in RTIF revenue generated by this district to Phase 1B of Jepson Parkway in Vacaville and the following \$3.5M to Phase 2C of Jepson Parkway in Fairfield. City of Fairfield recommended allocating \$30,000 in RTIF revenues to be used for PS&E at the Railroad crossing at Canon Rd near Vanden Rd. PS&E funds will be used to match a funding contribution from Capitol Corridor.
- Working Group 2: Working group members previously committed \$1M of revenue toward the completion of the SR12 Complete Streets Project in Rio Vista; that commitment has been satisfied. Members discussed potential projects, including Airport Rd, Railroad Ave Extension, and Suisun-Fairfield Rail Station Pedestrian Overcrossing. Members requested a future meeting to decide on a priority.
- Working Group 3: With funding committed through Q4 FY 2021-22 for the Fairgrounds Dr Improvements, working group members decided to reconvene later this year to discuss future priorities.
- Working Group 4: Working group members selected new projects, Rockville Ped Safety Crossing and West Texas Gateway Project were potential candidates for future funding, pending the *Nexus Study* update.
- Working Group 5: Working group members discussed the current SR 113 Improvement Study and the possibility of working with Caltrans to improve the city portions of SR 113 as a Complete Streets project in the future. Members proposed including Parkway Blvd and West A St Undercrossing in the *Nexus Study* Update. Members will discuss how to expend available revenue after the *Nexus Study* is updated.
- Working Group 6: recommended to dedicate future Working Group 6 RTIF funds towards the Fairgrounds Dr/SR 37 SolanoExpress Bus Stop project, and revenue collected due to the RTIF increase will fund Art at Regional Transit Facilities.
- Working Group 7: County staff previously recommended McCormack Rd as their priority project going forward. They anticipate banking money until project costs are known.

Solano County updated the Nexus Study for the Public Facilities Fee (PFF), which is required to be updated every 5 years, in 2019. Since this update, several projects were proposed by member agencies to accommodate growth in particular areas. These new projects were added to a new

Nexus Study Update for the RTIF portion of the PFF. The study update was initially scheduled for Summer, but was delayed due to the COVID-19 pandemic and wildfire evacuations in Solano County.

New Projects included in Nexus Study Update:

- Working Group 2: Airport Rd (Rio Vista), Suisun-Fairfield Amtrak Station Pedestrian Under-crossing
- Working Group 4: West Texas Street Complete Streets Project
- Working Group 5: Parkway Blvd Overcrossing,

Exhibit A: RTIF Fee Schedule Effective October 2019

Use Category	Old Fee per sf	Old RTIF Part B	New Fee per sf	New RTIF Part B
Single Family Residential	\$8,962	\$1,500	\$9,263	\$2,500
Multifamily Residential	\$,726	\$930	\$6,662	\$1,400
Second/Accessory Unit	\$4,575	\$805	\$4,536	\$1,200
Multi-family Age Restricted	\$4,348	\$585	\$3,975	\$650
Retail	\$859	\$382	\$1,024	\$714
Service Commercial	\$1,927	\$980	\$2,097	\$1,492
Assembly	\$471	\$75	\$483	\$235
Office	\$1,430	\$269	\$1,359	\$664
Hotel/Motel	\$519	\$230	\$429	\$265
Industrial	\$601	\$110	\$698	\$402
Warehouse	\$181	\$36	\$210	\$121
Health Care Facility	\$946	\$180	\$483	\$235
Place of Worship	\$367	\$75	\$483	\$235
Congregate Care Facility	\$598	\$67	\$483	\$235
Private School	\$1,221	\$793	\$483	\$235
Child Day Care Facility	\$313	\$0	\$483	\$235
Riding Area	\$363	\$47	\$174	\$114
Barn	\$125	\$27	\$174	\$114