

City of Vacaville

TRAFFIC IMPACT FEE

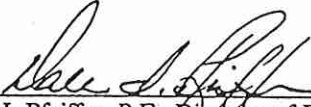

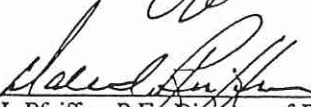

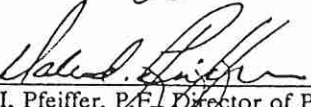
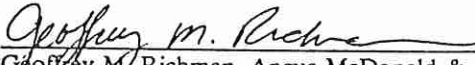

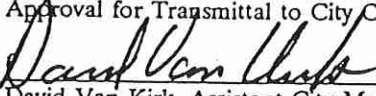
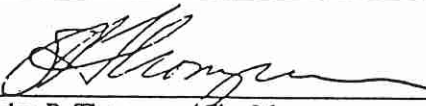
Development Impact Fee Update — 1992

**City Council Review Draft
December 8, 1992 (33940.40)**

SUMMARY OF RESPONSIBILITIES
Traffic Impact Fee

| Prepared By | Approved By |
|---|--|
| Sizing and Timing of Projects to Meet Demand  Gian Aggarwal, City Traffic Engineer |  Dale I. Pfeiffer, P.E., Director of Public Works |
| Project Cost Estimate  Gian Aggarwal, City Traffic Engineer |  Dale I. Pfeiffer, P.E., Director of Public Works |
| Assignment of Burden to Land Uses  Gian Aggarwal, City Traffic Engineer |  Dale I. Pfeiffer, P.E., Director of Public Works |
| Traffic Impact Fee Estimate  Geoffrey M. Richman, Angus McDonald & Associates |  Dale I. Pfeiffer, P.E., Director of Public Works |
| Legal Adequacy and Form |  Charles O. Lamoree, City Attorney |
| Approval for Transmittal to City Council  David Van Kirk, Assistant City Manager |  John P. Thompson, City Manager |

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1 **Purpose Of The Fee**

2 The City of Vacaville adopted an updated *General Plan (R-2)*¹ in 1990. The City also
3 adopted a *Planned Growth Ordinance* on September 24, 1991 and published its first *Growth*
4 *Audit (R-3)* in 1992. Finally, the City of Vacaville adopted Ordinance No. 1477 which
5 consolidated all of Vacaville's previous Ordinances relating to Development Impact Fees
6 into a single Ordinance. The general purpose of all of Vacaville's Development Impact
7 Fees is to provide a means to finance the public improvements required to meet the
8 objectives of the *General Plan* and the *Planned Growth Ordinance*.

9 The specific purpose of the *Traffic Impact Fee* is to assure financing for the projects listed
10 in the *General Plan* with the capacity required to meet the City's service level target in 2010.
11 Development Impact Fees, together with other sources of financing available to the City of
12 Vacaville, are necessary to finance public improvements to implement the *General Plan* and
13 the *Planned Growth Ordinance*. Development Impact Fees will assure an equitable
14 distribution of costs between the existing City and new development in Vacaville.

15 Changes to the Circulation Element of the Vacaville General Plan are being considered, at
16 the same time that the *Traffic Impact Fee* is being adopted. Policies affecting the *Traffic*
17 *Impact Fee* — particularly those pertaining to location of growth and to acceptable Level
18 of Service — LOS — reflect the changed policies that have been recommended for adoption
19 (R-5).

20 The City of Vacaville intends to participate aggressively in State and Federal programs that
21 may become available to finance public improvements. The City is not prepared to depend
22 on State and Federal grant funding to pay for public improvement projects that are essential
23 to the growth and development of Vacaville. Accordingly, State and Federal programs will
24 be used for opportunities that may occur to improve services and amenities to the residents
25 and employees in Vacaville. These potential revenue sources will not be used as a
26 substitute for revenues that are directly under the control of the Vacaville City Council.
27 New funding sources will be applied toward the revenues for the Impact Fee, if such funds
28 are specifically designated for projects on the Project List.

29 The *Traffic Impact Fee* described in the present Report was originally intended to finance
30 public improvements for the period July 1, 1989 to January 1, 2010. It should be
31 understood that the public improvements required to implement the *General Plan* have been

2 ¹ Underscored numbers in parentheses refer to References listed at the end of this Development
3 Impact Fee Report.

1 designed to be implemented in a timely manner, over this entire planning period. The
2 service capacity or the cost over some arbitrarily-selected span of years during that planning
3 period may be higher or lower than the average amount of capacity added or cost incurred
4 during the entire planning period. It is frequently necessary to construct projects in their
5 entirety rather than be able to add very small increments of capacity each year directly in
6 response to demand. Thus, the "average cost" may vary significantly from year to year, over
7 the planning period.

8 The Development Impact Fees necessary to construct public improvements are subject to
9 revision because of several factors. These factors include the impossibility of forecasting
10 exactly the rate and location of development in Vacaville, variations in the cost of
11 construction of public improvements and variation in the standards that may be applicable
12 in the future to the design of individual public improvements.

13 The City of Vacaville intends to review its *Traffic Impact Fee* resolution annually at or near
14 the start of the fiscal year. Any change in Development Impact Fees would generally be
15 effective on January 1 of the following year. The change in Development Impact Fees will
16 reflect changes in the *Engineering News Record San Francisco Bay Area Construction Cost*
17 *Index* and would also reflect any changes in design standards or costs of projects that had
18 occurred during the previous fiscal year. In addition, the City intends to assure that the
19 *General Plan* remains responsive to City policy and changing development conditions in
20 Vacaville. The City intends to review the Circulation Element of the *General Plan* on a
21 five-year cycle. Policies in an amended *General Plan* will be incorporated into all of the
22 City's Facilities Master Plans and into each Impact Fee Ordinance and Resolution. At the
23 same time, a five-year forecast of growth and development for an additional five years will
24 be added to the planning period for each Master Plan document.

25 Information about changes in the availability of State/Federal grants and loans or other
26 sources of revenue will be incorporated into the Fee programs during the annual review.
27 In general, adjustments to the Fee calculation will be made at the annual review if changes
28 in other sources of revenue on a cumulative basis equal or exceed 10 percent of the cost of
29 the projects in the *Traffic Capital Improvements Program*. Should the annual cumulative
30 outside sources of funds be less than 10 percent, the adjustment will be made at the next
31 update.

1 Development Being Served

2 As noted previously, the *Traffic* Master Plan and the *Traffic* Impact Fee were originally
3 designed to provide the required capacity during the period July 1, 1989 to January 1, 2010.
4 The concept, at the time that the *Traffic* Impact Fee was first adopted, was that roadway
5 capacity would be sufficient to accommodate development, wherever it occurred in the City.
6 This assumption required an investment that was considered to be excessive, since the real
7 estate market would not support, within the planning period of approximately twenty years,
8 the total development that could be accommodated within the land use policies of the
9 adopted General Plan. Accordingly, the City of Vacaville prepared a development forecast
10 that respected the General Plan but that could be accommodated by January 1, 2010. This
11 revised development forecast (R-1) is being used for the 1992 update of the *Traffic* Impact
12 Fee.

13 All of Vacaville's Development Impact Fees are based on the concept that public services
14 are provided both to residents and employees in Vacaville. The capacity to provide public
15 services must be made available for both residents and employees. In general, non-
16 residential land uses are equated to residential land uses in terms of the burden that they
17 place on each class of public improvements (e.g., roads, water systems, sewer systems). This
18 equivalence may be expressed in terms of Equivalent Dwelling Units (EDUs) for those
19 services (e.g., sewer services, drainage) where land uses primarily determine the demand for
20 capacity. A forecast of *Traffic* EDUs is shown in Figure 1. This forecast is based on the
21 City's development forecast cited previously.

22 Level Of Service (LOS) And Timing Standards

23 LOS Standard

24 The *Traffic* Impact Fee program will generally provide funding to improve circulation
25 facilities so that a target of LOS "C"² is achieved by the year 2010. In the interim time
26 period before 2010, LOS on some circulation facilities may be declined to LOS "D" and
27 LOS "E." Further, the City Council may authorize instances where the LOS standard will
28 be below LOS "C" if there is no practical way to achieve a higher LOS and the lower LOS
29 is of clear overall public benefit.

30 ² Level of Service "C" is described as "Stable flow. Acceptable delay." (Transportation Research
31 Board. *Highway Capacity Manual* Special Report 209. 1985.)

1 It should be understood that Vacaville's LOS target for *Traffic*, together with the estimate
2 of increase in demand for services that was summarized in Figure 1, was used directly
3 to calculate the size and the timing for each planned *Traffic* project. Accordingly, there is a
4 direct relationship both between the forecast of future development and the target for LOS
5 and the size and cost of each *Traffic* project that will be constructed.

6 In some cases, traffic improvements will remedy an existing deficiency or will enhance the
7 movement of existing traffic as well as traffic related to new development. In every case,
8 an analysis was made to assure that the *Traffic* Impact Fee was used only to finance the
9 total cost required to provide the capacity demanded by future growth and development.

10 **Timing Standard**

11 The timing (i.e., the year[s] of construction) of planned public improvements is often a key
12 consideration that affects the success of a program for expanding public services' capacity.
13 The City of Vacaville has set a target such that capacity is sought to be available to serve
14 demand, but not to anticipate demand. The City's targets are subject to the risks and
15 uncertainty that were noted above regarding rate and location of development, future costs
16 of capital improvements projects, etc.

17 The following standards for timing of construction of *Traffic* improvements are as follows:

- 18 ● Wherever possible, the right-of-way and other land ultimately required for each
19 improvement included in the *Traffic* Master Plan will be preserved before
20 development occurs in an area.
- 21 ● LOS "D" (or, if necessary, LOS "E") may be tolerated for an interim period while
22 traffic projects are planned or under construction.
- 23 ● Vacaville's Traffic Impact Mitigation Policy (R-5) shall be used to assure that
24 practical mitigation measures are taken if a major land development project (as
25 defined in the Traffic Impact Mitigation Policy) would result in Levels of Service of
26 LOS "E" or worse.

27 The decisions about priorities and about timing of traffic improvements that are described
28 subsequently were based on careful consideration of a number of factors, including the
29 following:

- 30 ● Major traffic improvements, particularly those that affect the State highway system,
31 require inter-agency agreements and long lead times.

- 1 • Traffic improvements are complex in nature. Shifts in priorities can be very
2 disruptive to planning, designing and constructing these improvements as efficiently
3 as possible.

4 Accordingly, the City of Vacaville intends to reconsider the timing and priority of major
5 traffic improvements only as part of a major update of the *Traffic Impact Fee*. The City will
6 commit to a major update no less than every five years.

7 Nonetheless, the City recognizes that information may become available during the
8 environmental review and design process that may either extend or shorten the time period
9 required to complete a particular traffic improvement. Conditions on Vacaville's street
10 network can change significantly during the time that a traffic improvement project is being
11 designed.

12 The decision about timing of traffic improvements within the CIP recognizes uncertainty
13 about the time required to complete projects. As noted above, improvements are placed
14 in the CIP at a time such that the project will be funded before LOS "E" has been exceeded.
15 If delays and requirements to expend contingencies are not experienced, then projects in
16 the *Traffic Impact Fee* may be completed earlier than planned or for less than the expected
costs.

17 If the Public Works Director anticipates total net savings in cost of the CIP, projects will
18 be advanced into earlier years. Opportunities will also be sought to advance the preparation
19 of plans, specifications and estimates. Completing project design as early as possible will
20 assure a backlog of traffic improvement projects that can be constructed earlier than
21 planned, if additional funds become available or if other projects encounter unexpected
22 delays.
23

24 **Planned *Traffic* Facilities**

25 Table 2 lists the *Traffic* projects that have been planned to provide the capacity to serve the
26 increased demand summarized in Figure 1 as well as to provide the requirements for
27 rehabilitation of facilities and remedies of existing deficiencies in Vacaville. More detailed
28 project descriptions, detailed cost estimates and information about timing of construction
29 relative to demand for capacity are included for each project in the *Project List* Section of
30 the present *Traffic Impact Fee* Report.

1 Table 2 and the supporting exhibits in the *Project List* Section is referred to subsequently
2 as the *Traffic* Capital Improvements Program (CIP). This CIP meets the requirements
3 described in Government Code § 66002.

4 A 4 percent administrative charge is included in the calculation of the Fee. The
5 administrative charge will be used for City staff time to collect, monitor, and account for
6 the Fee revenues, perform an annual review of the fee program, and prepare a major review
7 of the fee program, to be performed every five years.

8 Sources Of Financing

9 Selection of sources of financing was based on the principles described in the following
10 paragraphs:

11 **Existing Deficiencies.** Additional capacity to bring Vacaville up to a LOS that would exist
12 throughout the City at the end of the planning period are financed from the Vacaville
13 General Fund or from source(s) of revenue other than Development Impact Fees. In no
14 case is an existing deficiency financed from sources of financing related directly to growth
15 and development.

16 **Capacity To Serve New Development.** Local governmental fiscal realities in the 1990s have
17 caused the City of Vacaville to conclude that traditional sources of financing to pay for
18 public improvements to serve new development are no longer available. The time when
19 State and Federal grants were available to finance new capacity has passed away. The
20 current situation is one of increasing fiscal constraints on cities throughout California.
21 Development fees and comparable charges are the only reliable sources of financing that
22 is within the control of the City of Vacaville to provide the capacity to serve new
23 development.

- 24 ● **Development Impact Fees**, collected at or near the time of development, are used
25 wherever practical to finance the expansion and capacity that are necessary to meet
26 Vacaville's LOS targets and to accommodate the demand for new capacity as closely
27 as practical to the time when development will occur.
- 28 ● **Enhancements to Development Impact Fees**, such as borrowing (with interest)
29 between Development Impact Fee accounts or employing other comparable devices,
30 are used if traditional Development Impact Fees, considered alone, would not
31 produce sufficient cash in time to build each public improvement before Vacaville's
32 Timing Standard would be exceeded.

1 Another possible enhancement to Development Impact Fees involves the use of a
2 "two-tier" Fee. The cost in the early years of a Development Impact Fee program
3 may exceed the average cost over the planning period, because of the necessity to
4 build public improvements as usable segments. (For example, a freeway interchange
5 must be constructed as a complete and usable improvement.) A two-tier Fee
6 provides a higher average Fee in early years. The amount above the long term
7 average is subject to a contingent reimbursement. Development projects that occur
8 later in the planning period may be available to repay those who necessarily financed
9 improvements in the early years of the planning period.

10 ● Development-related Bond Financing (e.g., conventional special assessment bonds or
11 Mello-Roos Community Facilities Districts), will be considered, if conventional
12 Development Impact Fees, or enhanced versions of these Development Impact Fees,
13 are simply incapable of providing sufficient cash flow to fund an improvement before
14 Vacaville's timing standard is exceeded. An example would be a sewer plant
15 expansion that cannot practically be staged in small increments and that must be
16 available early in the planning period, because the existing capacity is already being
17 used or is already spoken for.

19 State and Federal Grants And Loans. In spite of the caution mentioned earlier — that
20 exclusive dependence on State and Federal grants is no longer practical to pay for public
21 improvements in California — Vacaville intends to participate aggressively in existing State
22 and Federal programs and in State and Federal programs that may be approved by the
23 Legislature, the Congress or the voters in the future. Vacaville will use these existing and
24 future sources of revenues to fund projects that would be highly desirable but that are not,
25 strictly speaking, required to meet established LOS targets and accommodate planned
growth.

26 Gifts, Bequests And Other Financing Sources. In some cases, highly-desirable public
27 improvements are simply beyond the current financial capacity of the City of Vacaville.
28 Nonetheless, the City of Vacaville intends to pursue every reasonable opportunity to find
29 sources of financing for an enhanced capacity to provide public services.

30 Special Circumstances. Special traffic mitigation measures were incorporated into the
31 implementation program for the *Lower Lagoon Valley Policy Plan*. Accordingly, Lagoon
32 Valley is exempt from the *Traffic Impact Fee*.

1 Relationship To Land Use

2 Demand for *Traffic* Facilities in Vacaville is generated by the land uses that are being
3 accommodated and by the residents, employees and visitors that are being served. As
4 discussed previously, in some cases, measures of land use (e.g., acres, building square feet,
5 number of dwelling units) are most conveniently used to express the relationship between
6 demand and required public facilities to meet this demand. In other cases, a measure of
7 the population being served (i.e., a combination of residents, employees and visitors to
8 Vacaville) presents a more convenient measure of demand. In the case of *Traffic* Facilities,
9 the measure of demand is EDUs.

10 Traffic EDU factors are shown in Table 3, together with a summary of the *Traffic* Impact
11 Fee. These EDU factors were developed by TJKM Associates and were incorporated into
12 the 1989 edition of the *Traffic* Impact Fee Report (R-6).

13 The *Traffic* Impact Fee

14 The Fee shown in Table 3 is approximately equal to the total cost of all improvements,
15 divided by the total number of Equivalent Dwelling Units (EDUs) that have been forecast
16 to develop through January 1, 2010. This relationship is approximate, rather than exact,
17 because the balances in the Development Impact Fee accounts earn interest, and interest
18 is earned by, or paid on, borrowings between Development Impact Fee accounts to
19 accommodate cash flow requirements.

20 Table 4 shows the detailed drawdown schedule for the Development Impact Fee. The
21 project phasing schedule was determined by the development forecast and the adopted
22 service standard. The analysis also identifies forecast fee revenues, interest earnings and
23 expenditures for improvements.

24 Level Of Service Resulting From The *Traffic* Impact Fee

25 Table 5 compares the LOS at key points in Vacaville's street system at three points in time:

- 26 ● As of the date of calibration of Vacaville's traffic model.
- 27 ● As of January 1, 2010.

1 • When buildout of the present General Plan has occurred.³

2 Table 5 reveals that the street system would generally perform at or above LOS "C" if the
3 investments in the *Traffic* CIP are completed. In some cases, service would improve above
4 LOS "C" by the year 2010. It is not practical to "fine tune" major street or interchange
5 expansions so that projects will exactly achieve an LOS target.

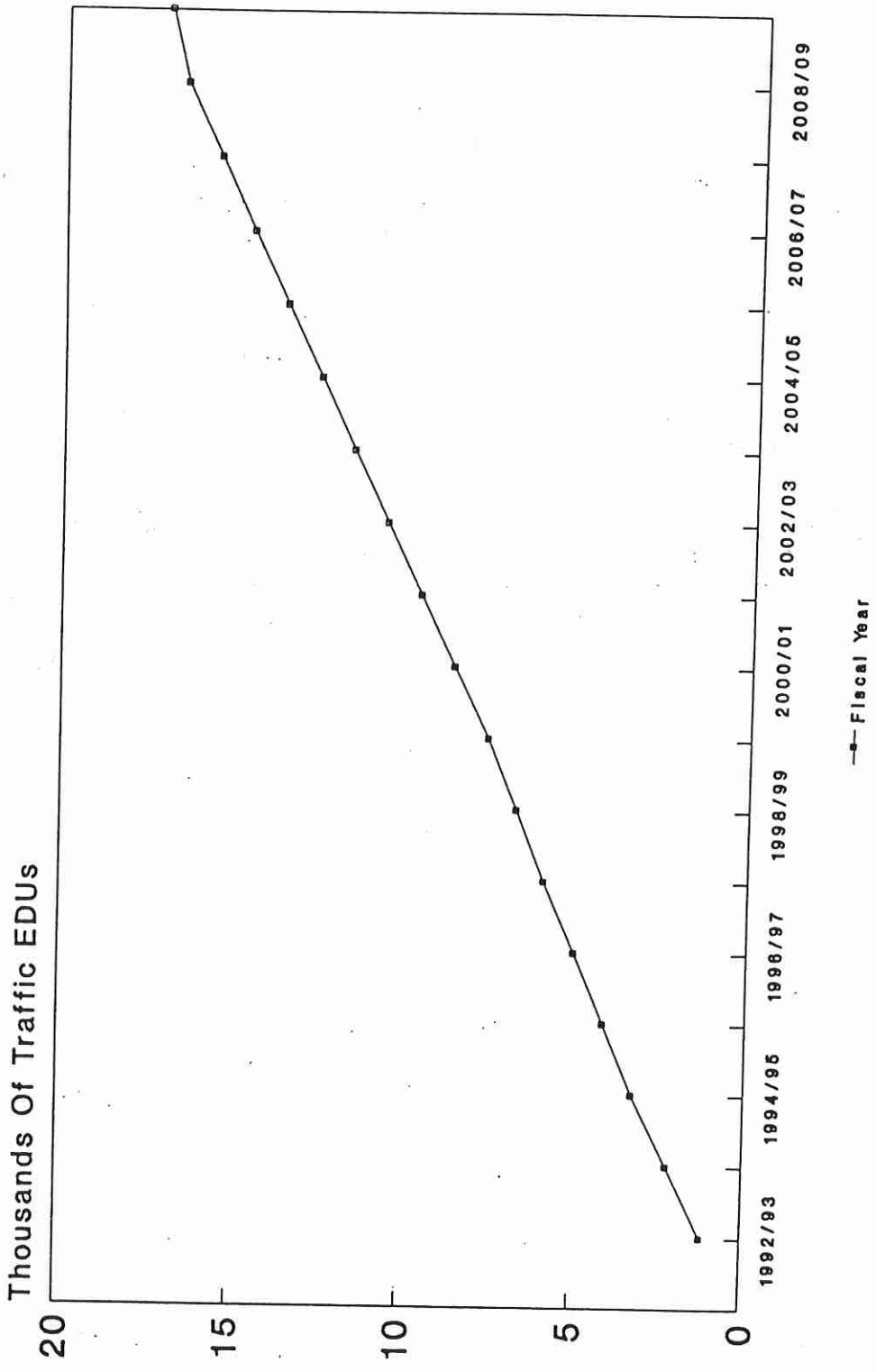
6 Table 5 also illustrates the fact that by General Plan buildout, this capacity will be used by
7 future development.

8 Expenditure Of Impact Fees In Prior Years

9 As noted previously, the *Traffic* Impact Fee described in the present report was designed
10 to provide required public improvements over the time period July 1, 1989 through January
11 1, 2010. A *Traffic* Impact Fee has been collected since the start of that time period. Table
12 6 shows the use that has been made of collected funds from January 1, 1989 up to June 30,
13 1992, the date just before the July 1, 1992 starting point for the time period included in the
 present Report.

5 ³ The meaning of "General Plan buildout" is conjectural. The maximum intensity of land use implied
6 by the existing General Plan could not be accommodated on Interstate 80, given current policies of the
7 California Department of Transportation. Further, it is not clear that market forces would support the
8 combination of land uses implied by the current General Plan. Consideration of "General Plan buildout" is
9 for purposes of illustration and comparison only.

Figure 1
Summary Of Increased Demand For Services
Traffic Impact Fee



Note: Forecast of Cumulative EDUs.

Table 2

PROJECT LIST AND COST ESTIMATE
 Traffic Impact Fee

| NO. | PROJECT DESCRIPTION | MAY 1992 CONFIG. | MAY 1992 ESTIMATE | YEAR FUNDS IN PLACE |
|----------------------------------|--|-------------------|-------------------|---------------------|
| 1 | MASON/DEPOT INTERCHANGE PH. I & II | Inter. Imp. | \$8,186,900.00 | 1992 |
| 2 | MERCHANT/ALAMO | (New R/W) | \$624,000.00 | 1992 |
| 3 | ELMIRA/NUT TREE | Inter. Imp. | \$1,093,000.00 | 1994 |
| 4 | LT.RD./I-80 INTERIM IMPROVEMENTS | NB,SB,THRU | \$716,000.00 | 1994 |
| 5 | ALLISON/I-80 OVERCROSSING | 6-Lanes | \$14,969,500.00 | 1995 |
| 6 | ALAMO/PEABODY | Inter. Imp. | \$962,700.00 | 1995 |
| 7 | ALLISON DR.-E.M.VISTA TO B.V. PKWY. | 1st & 2nd Lanes | \$944,500.00 | 1996 |
| 8 | NUT TREE RD/MARSHALL RD | Inter. Imp. | \$859,200.00 | 1996 |
| 9 | PEABODY ROAD S OF ALAMO | 5th & 6th Lane | \$2,534,400.00 | 1998 |
| 10 | NUT TREE OVERCROSSING | 4 Lanes | \$5,097,400.00 | 1998 |
| 11 | LEISURE TOWN RD./I-80 OVERCROSSING | 6- Lanes | \$17,566,800.00 | 2000 |
| 12 | LEISURE TOWN RD WIDENING-HORSE CK. | 4 Lanes | \$967,200.00 | 2001 |
| 13 | LEISURE TOWN RD. - H.C. TO SEQUOIA | 3rd & 4th Lane | \$2,209,200.00 | 2001 |
| 14 | ALLISON - I-80 TO ELMIRA RD. | 5&6th Lane | \$678,300.00 | 2001 |
| 15 | ORANGE/NUT TREE PKWY. INTERSECTION | Inter. Imp. | \$467,200.00 | 2002 |
| 16 | BV WIDENING- VV TO E. MONTE VISTA | ENV-BROWN | \$2,724,200.00 | 2004 |
| 17 | CALIFORNIA DR. OVERCROSSING | 4 Lanes | \$6,305,500.00 | 2005 |
| 18 | CALIFORNIA DR. EXTEN. & WIDENING | 4/3 Lane | \$8,693,500.00 | 2005 |
| 19 | LEISURE TOWN RD. - SEQUOIA TO ELMIRA | 3rd Lane | \$3,026,900.00 | 2006 |
| 20 | E. MONTE VISTA/DEPOT | Inter. Imp. | \$1,082,200.00 | 2006 |
| 21 | MARSHALL/PEABODY | Inter. Imp. | \$1,075,900.00 | 2006 |
| 22 | ORANGE DR. - N.T. TO LAWERENCE | Inter. Imp. | \$1,023,700.00 | 2008 |
| 23 | I-505 RAMP WIDENING @ ORANGE DR. | 2/I-80 1/505 | \$503,900.00 | 2008 |
| 24 | ELMIRA RD. - PEABODY TO ALLISON | 6 Lanes Total | \$1,143,200.00 | 2008 |
| 25 | VACA VALLEY/I-505 OVERCROSSING | 4 Lanes | \$5,088,000.00 | 2009 |
| 26 | VACA VALLEY EXT. BV PKWY TO VINE | 2L Vine-Orchard | \$4,567,000.00 | 2009 |
| 27 | TRAFFIC SIGNALS | Various Locations | \$6,037,500.00 | 1992-2010 |
| 28 | ALAMO DR. AT ALAMO CREEK | Bridge/Structure | \$1,009,800.00 | 1992 |
| 29 | ALAMO CREEK TRAIL #1 | Bike Trail | \$330,000.00 | 1995 |
| 30 | ALAMO CREEK TRAIL #2 | Bike Trail | \$68,000.00 | 1996 |
| 31 | ULATIS CREEK #1 | Bike Trail | \$400,000.00 | 2002 |
| 32 | ULATIS CREEK #2 | Bike Trail | \$630,000.00 | 2003 |
| 33 | ULATIS CREEK #3 | Bike Trail | \$295,000.00 | 2005 |
| 34 | BUTCHER ROAD AT LAGUNA CREEK | Bridge/Structure | \$954,700.00 | 2005 |
| 35 | VACA VALLEY PKWY. AT PUTAH SOUTH CANAL | Bridge/Structure | \$539,800.00 | 2008 |
| ANTICIPATED FEDERAL GRANT MONEY | | Mason/Depot | <\$984,080.00> | |
| SUBTOTAL | | | \$102,391,020.00 | |
| PROPERTY ACQ./MISC. IMPROVEMENTS | | | \$5,525,000.00 | |
| ENGINEERING UPDATE | | | \$350,000.00 | |
| CITY ADMINISTRATION | | | \$4,095,300.00 | |
| SUBTOTAL | | | \$10,970,300.00 | |
| GRAND TOTAL | | | \$112,461,320.00 | |

Table 3

SUMMARY OF IMPACT FEE
Traffic Impact Fee

30-Nov-92
 05:49 PM

| | Portion Not Subject To Contingent Reimbursement | Portion Subject To Contingent Reimbursement | Total |
|----------|--|--|---------|
| Per EDU: | \$5,812 | \$0 | \$5,812 |

Charge Per Unit

Per Building Square Foot
 Non Residential Land Uses

| Land Use Categories | Unit | EDU | Portion Not Subject To Contingent Reimbursement | Portion Subject To Contingent Reimbursement | Total | Portion Not Subject To Contingent Reimbursement | Portion Subject To Contingent Reimbursement | Total |
|------------------------|---------------|------|--|--|----------|--|--|--------|
| RESIDENTIAL | | | | | | | | |
| Single Family | Dwelling Unit | 1.00 | \$5,812 | \$0 | \$5,812 | | | |
| Multi-Family | Dwelling Unit | 0.62 | \$3,603 | \$0 | \$3,603 | | | |
| NON-RESIDENTIAL | | | | | | | | |
| Commercial | 1,000 Sq Ft | 0.54 | \$3,139 | \$0 | \$3,139 | \$3.14 | \$0.00 | \$3.14 |
| Office | 1,000 Sq Ft | 0.41 | \$2,383 | \$0 | \$2,383 | \$2.38 | \$0.00 | \$2.38 |
| Industrial | 1,000 Sq Ft | 0.30 | \$1,744 | \$0 | \$1,744 | \$1.74 | \$0.00 | \$1.74 |
| INSTITUTIONAL | | | | | | | | |
| Hospital | 1,000 Sq Ft | 0.30 | \$1,753 | \$0 | \$1,753 | \$1.75 | \$0.00 | \$1.75 |
| Church | Acre | 1.74 | \$10,087 | \$0 | \$10,087 | \$0.77 | \$0.00 | \$0.77 |

Note: Figures are expressed in July 1, 1992 dollars.

Source: Angus McDonald & Associates.

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Table 4

CASH FLOW ANALYSIS
 Traffic Impact Fee

30-Nov-92
06:49 PM

| LOAD SUMMARY | Total | 1992/93 | 1993/94 | 1994/95 | 1995/96 | 1996/97 | 1997/98 |
|--|----------------|---------------|--------------|--------------|----------------|--------------|--------------|
| Financing Equivalent Dwelling Units | | | | | | | |
| For The Time Period | 17,074 | 1,186 | 1,045 | 1,045 | 860 | 860 | 860 |
| Annual Average | | 1,186 | 1,045 | 1,045 | 860 | 860 | 860 |
| Cumulative | | 1,186 | 2,231 | 3,276 | 4,136 | 4,996 | 5,855 |
| ----- | | | | | | | |
| EQUIPMENT FEE SCHEDULE | | | | | | | |
| Per Equivalent Dwelling Unit (January 1, 1992 Dollars) | | | | | | | |
| Portion of Fee Not Subject To Contingent Reimbursement | | \$5,668 | \$5,668 | \$5,668 | \$5,668 | \$5,668 | \$5,668 |
| Portion of Fee Subject To Contingent Reimbursement | | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| Per Equivalent Dwelling Unit (In Actual-Year Dollars) | | | | | | | |
| Portion of Fee Not Subject To Contingent Reimbursement | | \$5,812 | \$6,110 | \$6,423 | \$6,753 | \$7,099 | \$7,463 |
| Portion of Fee Subject To Contingent Reimbursement | | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| ----- | | | | | | | |
| ANALYSIS OF SOURCES AND USES OF FUNDS - ACTUAL YEAR DOLLARS | | | | | | | |
| Balance Not Subject to Contingent Reimbursement from Prior Periods | \$14,259,309 | | | | | | |
| Balance Subject to Contingent Reimbursement from Prior Periods | \$0 | | | | | | |
| Opening Fund Balance | | \$14,259,309 | \$11,627,924 | \$17,971,835 | \$22,717,278 | \$8,284,274 | \$11,464,852 |
| Revenues: | | | | | | | |
| Portion Not Subject To Contingent Reimbursement | \$155,053,030 | \$6,895,592 | \$6,383,604 | \$6,710,899 | \$5,805,058 | \$6,102,689 | \$6,415,581 |
| Portion Subject To Contingent Reimbursement | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| Loan From Redevelopment | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| Total Revenues | \$155,053,030 | \$6,895,592 | \$6,383,604 | \$6,710,899 | \$5,805,058 | \$6,102,689 | \$6,415,581 |
| Expenditures: | | | | | | | |
| For Public Improvements | \$181,825,132 | \$10,304,383 | \$925,783 | \$3,184,705 | \$21,172,437 | \$3,513,632 | \$1,222,921 |
| Reimbursement of Fee and Interest | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| Repay Redevelopment Loan | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| Debt Service | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| Total Expenditures | \$181,825,132 | \$10,304,383 | \$925,783 | \$3,184,705 | \$21,172,437 | \$3,513,632 | \$1,222,921 |
| Revenues (Expenditures) | (\$26,772,101) | (\$3,408,791) | \$5,457,821 | \$3,526,193 | (\$15,367,380) | \$2,589,057 | \$5,192,660 |
| Investment Earnings on Fund Balance | \$12,569,467 | \$777,406 | \$886,090 | \$1,219,250 | \$934,376 | \$591,520 | \$867,890 |
| End Balance - End of Period | \$56,675 | \$11,627,924 | \$17,971,835 | \$22,717,278 | \$8,284,274 | \$11,464,852 | \$17,525,401 |
| ----- | | | | | | | |
| CONTINGENT REIMBURSEMENT ANALYSIS - ACTUAL YEAR DOLLARS | | | | | | | |
| Balance Subject To Contingent Reimbursement From Prior Periods | \$0 | | | | | | |
| Reimbursement Due - Start of Period | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| Collections - Portion Subject to Contingent Reimbursement | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| Reimbursements - This Period | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| Net Collections (Reimbursements) | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| Interest Accrued - This Period | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| Reimbursement Account Balance Due - End of Period | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| ----- | | | | | | | |
| BORROWING FROM REDEVELOPMENT - ACTUAL YEAR DOLLARS | | | | | | | |
| Balance From Redevelopment From Prior Periods | \$0 | | | | | | |
| Borrowings Due - Start of Period | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| Borrowings - Subject To Repayment | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| Repayments - This Period | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| Net Borrowing (Repayments) | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| Interest Accrued - This Period | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| Account Balance Due - End of Period | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| ----- | | | | | | | |
| NAME: @WORK-AREA | | | | | | | |
| CITY OF VACAVILLE - TRANSPORTATION FEE | | | | | | | |
| Original Cost Per EDU Through End of Program | \$5,752 | | | | | | |
| Current Cumulative Average Cost Per EDU During Program | \$5,781 | | | | | | |
| Levy Fee (January 1, 1992 Dollars) | \$5,668 | | | | | | |
| Levy Portion Subject To Contingent Reimbursement Yes/No | | | | | | | |
| Levy Fee - Not Subject To Contingent Reimbursement | \$5,668 | 1992/93 | 1993/94 | 1994/95 | 1995/96 | 1996/97 | 1997/98 |
| Levy Fee - Subject To Contingent Reimbursement | \$0 | NO | NO | NO | NO | NO | NO |
| ----- | | | | | | | |
| Opening Fund Balance | \$56,675 | | | | | | |
| Balance Not Subject To Contingent Reimbursement | \$56,675 | | | | | | |
| Reimbursement Account Balance | \$0 | | | | | | |
| Loan Account Balance | \$0 | | | | | | |
| Balance - End of Period | \$56,675 | \$11,627,924 | \$17,971,835 | \$22,717,278 | \$8,284,274 | \$11,464,852 | \$17,525,401 |
| Reimbursement In Period | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| Repay Redevelopment In Period | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |

Prepared by: Angus McDonald & Associates.
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Table 5

TRAFFIC LEVEL OF SERVICE
 WITH CIP PROJECTS COMPLETED
Traffic Impact Fee

| NO. | PROJECT DESCRIPTION | TRAFFIC LEVEL OF SERVICE | | | | | | | | NOTES | |
|-----|--|--------------------------|--------------|--------------|-------------|--------|--|--|--|-------|--|
| | | YEAR FUNDS IN PLACE | | | | | | | | | |
| | | 1992 | YEAR IMPROVS | W/O IMPROVS. | W/ IMPROVS. | 2010 | | | | | |
| 1 | MASON/DEPOT INTERCHANGE PH. I & II | C 0.79 | 1992 | E 0.98 | B 0.61 | C 0.71 | | | | | |
| 2 | MERCIIANT/ALAMO | D 0.85 | 1992 | D 0.85 | A 0.56 | A 0.33 | | | | | |
| 3 | ELMIRA/NUT TREE | D 0.82 | 1994 | E 0.92 | D 0.82 | D 0.88 | | | | | |
| 4 | ALLISON/I-80 OVERCROSSING (EX. E.M. VISTA O/ OVERCROSSING/B.MONTE VISTA OVERCROSSING/NUT TREE PKWY.) | D 0.62 | 1995 | E | C | C | | | | | |
| 5 | ALAMO/PEABODY | A 0.49 | 1995 | E 0.96 | B 0.66 | D 0.82 | | | | | |
| 6 | ALLISON DR. - E.M. VISTA TO B.V. PKWY. E.MONTE VISTA/BROWN VALLEY | N/A | 1996 | N/A | C | D | | | | | |
| 7 | NUT TREE RD/MARSHALL RD | B 0.65 | 1996 | E 0.91 | C 0.74 | C 0.80 | | | | | |
| 8 | I.T. RD./I-80 INTERIM IMPROVEMENTS LEISURE TOWN ROAD & WB RAMPS LEISURE TOWN ROAD & EB RAMPS | C 0.77 | 1994 | E | C | D | | | | | |
| 9 | PEABODY ROAD S OF ALAMO PEABODY/CA. PEABODY/FOXBORO PEABODY/CMF ENTRANCE | C 0.79 | 1998 | D 0.82 | B 0.63 | N/A | | | | | For 2010 see Project #12 For 2010 see Project #12 |
| 10 | NUT TREE OVERCROSSING NUT TREE/E.MONTE VISTA NUT TREE/ORANGE | C 0.46 | 1998 | E 0.95 | B 0.62 | C 0.74 | | | | | |
| 11 | LEISURE TOWN RD WIDENING-HORSE CK. | E 0.95 | 1998 | E | C | C | | | | | |
| 12 | LEISURE TOWN RD./I-80 OVERCROSSING LEISURE TOWN ROAD & WB RAMPS LEISURE TOWN ROAD & EB RAMPS | A 0.41 | 2001 | D 0.83 | A 0.49 | A 0.57 | | | | | |
| 13 | LEISURE TOWN RD. - II.C. TO SEQUOIA | B | 2000 | D | B | B | | | | | |
| 14 | ALLISON - I-80 TO ELMIRA RD. ALLISON/ULATIS ALLISON/ELMIRA | SEE PROJ. #8 | 2001 | E 0.93 | A 0.48 | B 0.65 | | | | | With Interim Improvements |
| | | A 0.52 | 2001 | D 0.90 | A 0.45 | B 0.62 | | | | | With Interim Improvements |

Table 5

TRAFFIC LEVEL OF SERVICE
 WITH CIP PROJECTS COMPLETED
Traffic Impact Fee

| NO. | PROJECT DESCRIPTION | TRAFFIC LEVEL OF SERVICE | | | | | | | | | | NOTES |
|-----|---|-----------------------------------|------|-----------------------------------|---------------------------------|---------------------------------|--|--|--|--|--|---|
| | | YEAR FUNDS IN PLACE | | | | | | | | | | |
| | | 1992 | YEAR | W/O | W/ | 2010 | | | | | | |
| 15 | ORANGE/NUT TREE PKWY. INTERSECTION | A 0.41 | 2002 | D 0.88 | A 0.50 | A 0.57 | | | | | | Improvements added to Proj. #10 |
| 16 | BY WIDENING - E. MONTE VISTA TO BROWN BROWNS VALLEY/E.MONTE VISTA BROWNS VALLEY/BROWN | C B 0.65 D 0.82 | 2004 | B B 0.65 D 0.82 | C B 0.65 C 0.72 | C C 0.73 C 0.78 | | | | | | |
| 17 | CALIFORNIA DR. OVERCROSSING ALAMO EAST OF I-80 ALAMO MERCIANT ALAMO/MARSHALL | N/A C D 0.85 A 0.52 | 2005 | N/A D A 0.48 B 0.7 | C D A 0.37 C 0.71 | C D A 0.33 D 0.85 | | | | | | LOS will degrade w/ AM traffic |
| 18 | CALIFORNIA DR. EXTEN. & WIDENING | N/A | 2005 | D | B | B | | | | | | |
| 19 | LEISURE TOWN RD. - SEQUOIA TO ELMIRA LEISURE TOWN/SEQUOIA LEISURE TOWN/ELMIRA | B C 0.76 A 0.53 | 2006 | B B 0.98 C 0.74 | B A 0.56 B 0.64 | B B 0.68 C 0.73 | | | | | | |
| 20 | E. MONTE VISTA/DEPOT | E 0.91 | 2006 | D 0.84 | C 0.71 | B 0.63 | | | | | | LOS D(.84) w/ Mason/Depot Improvements '93 |
| 21 | MARSHALL/PEABODY | C 0.71 | 2006 | D 0.88 | B 0.63 | C 0.74 | | | | | | Complete at street improvements, not done by Developers |
| 22 | ORANGE/ DR. - N.T. TO LAWERENCE ORANGE/NUT TREE ORANGE LAWERENCE | C A 0.41 A 0.30 | 2008 | C A 0.56 A 0.34 | B A 0.56 A 0.32 | B A 0.58 A 0.31 | | | | | | |
| 23 | I-505 RAMP WIDENING @ ORANGE DR. I-505 RAMPS/ORANGE | C A 0.59 | 2008 | C C 0.78 | B B 0.61 | B B 0.64 | | | | | | |
| 24 | ELMIRA RD. - PEABODY TO ALLISON ELMIRA/ALLISON ELMIRA/PEABODY | C A 0.52 D 0.82 | 2008 | C D 0.88 B 0.61 | B D 0.84 A 0.56 | B D 0.85 A 0.57 | | | | | | Intersection Improvements '93 Tricd In with 4 lane widening of VV Pkwy |
| 25 | VACA VALLEY/I-505 OVERCROSSING VACA VALLEY/ SB I-505 RAMPS VACA VALLEY/ NB I-505 RAMPS | B A 0.38 A 0.35 | 2009 | F E 0.89 F 1.01 | C B 0.64 C 0.77 | C B 0.66 C 0.79 | | | | | | |
| 26 | VACA VALLEY EXT. BY PKWY TO VINE BROWNS VALLEY/BROWN ALLISON/MONTE VISTA BROWNS VALLEY/MONTE VISTA | N/A D 0.82 B 0.67 B 0.56 | 2009 | N/A D 0.84 B 0.63 D 0.84 | B C 0.78 B 0.60 C 0.72 | B C 0.78 B 0.61 C 0.73 | | | | | | Monte Vista degrades below LOS 'D' |

Table 6

USE OF DEVELOPMENT IMPACT FEES IN PRIOR YEARS
Traffic Impact Fee

Fund #382 Analysis of Capital Improvement Funds for MS&I Fees 6/30/91 - 6/30/92

| | |
|--|-----------------------|
| Fund Balance | \$13,094,457.40 |
| Revenue | 5,044,964.12 |
| Interest Income | 872,931.12 |
| Expended and Purchase Orders | (6,387,073.34) |
| Existing C.I.P. Projects | <u>(7,735,042.22)</u> |
| Available Balance at 6/30/92 | \$4,890,237.08 |
| Deferred Agreement for Redevelopment (92/93) | 297,811.00 |
| Total Available Balance at 6/30/92 | <u>\$6,100,357.08</u> |

Because two projects are in the Traffic Impact Fee list, the beginning balance will be the addition of these projects.

| | |
|--|------------------------|
| Total Available 6/30/92 | \$6,100,357.08 |
| Mason & Depot Interchange | 7,643,952.46 |
| Merchant/Alamo Intersection | <u>515,000.00</u> |
| Total Beginning Balance for Traffic Impact Fee | <u>\$14,259,309.54</u> |

REFERENCES

- R-1 Vacaville, City of. *Updated Text and Data for the Development Forecast*. By Gregory J. Werner, Director of Community Development. June 26, 1992. (Revised July 28, 1992.)
- R-2 Vacaville, City of. *General Plan*. August, 1990.
- R-3 Vacaville, City of. *Growth Audit 1992*.
- R-4 Vacaville, City of. *Ordinance 1447 (Growth Management)* Adopted Sept. 24, 1991.
- R-5 Vacaville, City of. *Revision of Circulation Element Policies and Traffic Impact Mitigation Policy*. Gregg Werner, Community Development Director. Vacaville: October 28, 1992.
- R-6 Vacaville, City of. *Major Streets and Interchanges Development Impact Fee Study — 1989*. August, 1989.
- R-7 Vacaville, City of. *Lower Lagoon Valley Policy Plan (PP-1-90)*. (Prepared for the City of Vacaville by SWA Group.) Adopted December 18, 1990. Amended March 26, 1991.

PROPERTY FEE TABLE
 City of Vacaville - Transportation Fee - ALL IMPROVEMENTS

18-May-92
 01:11 PM

FAX MEMO #1...JES
 TO: Dale Pfeiffer
 DEPT: 1
 FAX: 707/449-53
 FROM: Geoff Richmond
 CO: Angus MacDonald & Associates
 PHONE: 510/548-583
 FAX: 510/548-759

1:05 pm
 5-20-92

| | Portion Not Subject To Contingent Reimbursement | Portion Subject To Contingent Reimbursement | Total |
|----------|---|---|---------|
| Per EDU: | \$5,770 | \$0 | \$5,770 |

Charge Per Unit

Per Building Square Foot
 Non Residential Land Uses

| Use Categories | Unit | EDU | Portion Not Subject To Contingent Reimbursement | Portion Subject To Contingent Reimbursement | Total | Portion Not Subject To Contingent Reimbursement | Portion Subject To Contingent Reimbursement | Total |
|------------------------|---------------|------|---|---|----------|---|---|--------|
| RESIDENTIAL | | | | | | | | |
| Single Family | Dwelling Unit | 1.00 | \$5,770 | \$0 | \$5,770 | | | |
| Multi-Family | Dwelling Unit | 0.62 | \$3,577 | \$0 | \$3,577 | | | |
| NON-RESIDENTIAL | | | | | | | | |
| Commercial | 1,000 Sq Ft | 0.54 | \$3,116 | \$0 | \$3,116 | \$3.12 | \$0.00 | \$3.12 |
| Office | 1,000 Sq Ft | 0.41 | \$2,366 | \$0 | \$2,366 | \$2.37 | \$0.00 | \$2.37 |
| Industrial | 1,000 Sq Ft | 0.30 | \$1,731 | \$0 | \$1,731 | \$1.73 | \$0.00 | \$1.73 |
| COMMERCIAL | | | | | | | | |
| Hospital | 1,000 Sq Ft | 0.39 | \$2,228 | \$0 | \$2,228 | \$2.23 | \$0.00 | \$2.23 |
| Church | Acre | 1.74 | \$10,014 | \$0 | \$10,014 | \$0.77 | \$0.00 | \$0.77 |
| Schools - Elem/JHS | Students | n/a | \$0 | \$0 | \$0 | | | |
| Schools - HS | Students | n/a | \$0 | \$0 | \$0 | | | |

Note: Figures are expressed in July 1, 1992 dollars.

Source: Angus McDonald & Associates.

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