

THE BOARD OF SUPERVISORS OF THE COUNTY OF STANISLAUS
ACTION AGENDA SUMMARY

DEPT: Chief Executive Office

BOARD AGENDA # B-6

Urgent

Routine

AGENDA DATE November 15, 2011

CEO Concurs with Recommendation YES NO

4/5 Vote Required YES NO

(Information Attached)

SUBJECT:

Acceptance of the One Year Summary Report of the Regional Transportation Impact Fee Group; Adoption of a Resolution Approving the Preparation of a Regional Transportation Impact Fee Nexus Study and Approval of the use of Public Facilities Fees

STAFF RECOMMENDATIONS:

1. Accept the one year summary report of the Regional Transportation Impact Fee group.
2. Adopt a Resolution approving the preparation of a Nexus Study for the Regional Transportation Impact Fee program.
3. Authorize the use of Public Facilities Fees in the amount of \$10,713.90 for the preparation of a Regional Nexus Study.

FISCAL IMPACT:

For more than a year the nine cities in Stanislaus County and the County have been discussing a new Regional Transportation Impact Fee Program. The goal of this discussion is to develop a new program and fee that is more accepted by all agencies. Before a new fee can be established, the California Mitigation Fee Act (AB 1600) requires the implementing agency to prepare and adopt a "nexus" study. A working group created from this discussion has developed a scope and budget to complete this nexus study.

(Continued on Page 2)

BOARD ACTION AS FOLLOWS:

No. 2011-715

On motion of Supervisor O'Brien, Seconded by Supervisor Chiesa

and approved by the following vote,

Ayes: Supervisors: O'Brien, Chiesa, Withrow, De Martini, and Chairman Monteith

Noes: Supervisors: None

Excused or Absent: Supervisors: None

Abstaining: Supervisor: None

1) Approved as recommended

2) Denied

3) Approved as amended

4) Other:

MOTION:



ATTEST: CHRISTINE FERRARO TALLMAN, Clerk

File No.

Acceptance of the One Year Summary Report of the Regional Transportation Impact Fee Group;
Adoption of a Resolution Approving the Preparation of a Regional Transportation Impact Fee
Nexus Study and Approval of the use of Public Facilities Fees

FISCAL IMPACT (Continued):

StanCOG has agreed, pending approval from their policy board, to fund \$50,000, of the cost to complete a nexus study, with the remaining cost, not to exceed \$50,000, to be divided amongst the cities and the County based on population. The County's respective share totals \$10,713.90 for the consultant, to be funded by Public Facilities administrative fees.

DISCUSSION:

On July 20, 2010 the Board adopted an updated Regional Transportation Impact Fee (RTIF), accepted the Regional Transportation Impact Fee study and authorized staff to meet with all nine cities and the Stanislaus Council of Governments (StanCOG) to begin the development and formation of a more inclusive Regional Transportation Impact Fee (RTIF) program. The updated RTIF is the transportation component of the County's Public Facilities Fee (PFF) Program.

Stanislaus County's Public Facilities Fee Program (PFF) was developed in 1989. The primary objective of the PFF program is to insure that new development pays the capital costs associated with growth. The multi-jurisdictional nature of the program was unique at the time of the initial adoption and has served as a model for many other jurisdictions throughout the State. Currently, 19 California counties either have some form of an impact fee program or are in the process of developing one. Stanislaus County's program still remains one of the most comprehensive and well established programs in the State. Since the program's original adoption in 1990, it has undergone three updates.

The PFF program collects impact fees from new development throughout the County, both in cities and the unincorporated area, to fund the public facilities required to accommodate growth. The program includes two types of impact fees: county-wide fees which are collected from new development both in the cities and in the unincorporated area to fund public facilities for services provided to all county residents, and unincorporated fees collected only from new development in the unincorporated area for facilities needed to serve those areas such as sheriff patrol and neighborhood park facilities.

The March 9, 1990 PFF included a county road fee composed of three separate fees, each fee was designed to mitigate the impacts on three different types of county roads. Generally defined, these types of roads are:

- 1) Inter-City routes are those (interstate and state highways) that serve all county residents and employees as major arterials between cities and destinations outside the county. On average 75% of all trips on these connector roads are by city residents.
- 2) Urban Sphere roads are those that are inside a city's urban sphere (or township, such as Salida) that have been incorporated into a city's long range traffic planning. The original report stated that in the future, all but the rural roads projects may be funded with each jurisdictions' sphere fees.

Acceptance of the One Year Summary Report of the Regional Transportation Impact Fee Group;
Adoption of a Resolution Approving the Preparation of a Regional Transportation Impact Fee
Nexus Study and Approval of the use of Public Facilities Fees

3) City/County roads are those that serve the remaining unincorporated areas of the county (both rural and urban sphere) and could eventually be included as part of a city's sphere-wide traffic improvements. The original report states that it is expected that most, if not all, cities will complete sphere-wide planning and develop fee programs to fund all road improvements throughout their spheres. As such fees are implemented, the county will replace its city/county fee with a city's new sphere fee and adjust the city/county fee for those projects now picked up in a city's sphere-wide road improvements.

The 2010 PFF Update included just one of the original road categories, the Inter-City routes, which has been re-categorized into the RTIF category. The City/County component has been deleted due to the fact that each city now has its' own impact fee program to include roadways within the sphere of each city.

The County has long standing agreements with each of the nine cities whereby cities collect PFF, or require vouchers confirming payment of the fees, on behalf of the County that apply to the county-provided services within incorporated areas. In exchange, within city spheres of influence, the County defers to the City on most land use decisions as well as requires the collection of city sphere impact fees where applicable upon the issuance of building permits.

The current RTIF working group is composed of City Managers from each of the nine cities, County staff and StanCOG staff who are working collaboratively to create a new Regional Transportation Impact Fee. The group has met on fifteen occasions over a period of twelve months beginning in July 2010, in an effort to develop a more accepted regional fee program. They have identified their jurisdiction's goals, investigated other regional fee programs from four other regions, discussed at length issues relating to the development of a regional transportation fee such as land use, identified a framework for expectations of a fee program and discussed the overlapping areas of impact fees. Additionally, the group reviewed total projects and associated costs from the Regional Transportation Plan (RTP) list with anticipated time frames. The enclosed report summarizes their activities over the past year and identifies next steps.

Before a new fee can be established, the California Mitigation Fee Act (AB 1600) requires the implementing agency to prepare and adopt a "nexus" study based on project cost estimates, land use projections, traffic modeling and appropriate trip generation rates to ensure that the impact fee will primarily benefit new development. Based on the program nexus, such fees can fund some or all of the project costs, whichever is the proportionate share of needed facilities for new development.

The group has agreed that it is time to proceed with a nexus study to determine the appropriate projects and fee for new development for RTIF. It is the consensus of the group to hire a consultant to develop a nexus study for a RTIF. A scope has been developed and the RTIF working group has agreed that StanCOG would administer the contract.

Acceptance of the One Year Summary Report of the Regional Transportation Impact Fee Group;
Adoption of a Resolution Approving the Preparation of a Regional Transportation Impact Fee
Nexus Study and Approval of the use of Public Facilities Fees

StanCOG has also agreed, pending approval from their policy board, to fund \$50,000, of the cost to do this work, with the remaining cost, not to exceed \$50,000, to be divided amongst the cities and the County based on population. The County's respective share totals \$10,713.90 for the consultant. The Public Facilities Fees (PFF) Committee supports this request to be funded from PFF administrative fee. It is anticipated that a draft study will be presented to the Board of Supervisors and each City Council for consideration in fall 2012.

Last month the Cities of Ceres, Modesto, Newman, Oakdale, Patterson, Riverbank, Turlock and Waterford accepted the one year summary report of the RTIF group and have authorized the preparation of a Regional Transportation Impact Fee Nexus Study. The City of Hughson will be presenting to their Council this month for their consideration.

POLICY ISSUES:

The recommended actions support the Board's priorities of A Well Planned Infrastructure System and Effective Partnerships by developing a regional fee program for Stanislaus County and partner cities.

STAFFING IMPACT:

There is no staffing impact associated with this item.

CONTACT PERSON:

Matt Machado, Public Works Director. Telephone: (209) 525-4130.
Monica Nino, Assistant Executive Officer. Telephone: (209) 525-6333.

**ONE YEAR SUMMARY REPORT
OF THE
REGIONAL TRANSPORTATION IMPACT FEE GROUP
FOR THE
STANISLAUS REGION**

OCTOBER 2011

INTRODUCTION

This report is intended to summarize the meetings to date and the anticipated next steps of the regional effort between the nine cities in Stanislaus County, the County and the Stanislaus Council of Governments, StanCOG. Each city and the County have their own impact fee program to address transportation-related improvements for new growth. The County adopted a revised fee program in July 2010, and as a result of that action, a Regional Transportation Impact Fee, RTIF, working group was created consisting of County staff, City Managers, their impact fee staff, and staff from StanCOG. The group has been meeting consistently since July 2010. This Summary Report is presented as an update on work to date and a plan for the Next Steps for this innovative approach for the Stanislaus Region. A summary of meetings and actions is included in Attachment A of this Report.

BACKGROUND

Stanislaus County's Public Facility Fee Program (PFF) was developed in 1989. The primary objective of the PFF program is to ensure that new development pays the capital costs associated with growth. The multi-jurisdictional nature of the program was unique at the time of initial adoption and has served as a model for many other jurisdictions throughout the State. Currently, 19 California counties either have some form of an impact fee program or are in the process of developing one. Since the program's original adoption in 1990, it has undergone three updates.

The PFF program collects impact fees from new development throughout the County, both in cities and the unincorporated area, to fund the public facilities required to accommodate growth. The program includes two types of impact fees: 1. Countywide fees. These are collected from new development both in the cities and in the unincorporated area to fund public facilities for services provided to all county residents, and 2. Unincorporated fees. These are collected only from new development in the unincorporated area for facilities needed to serve those areas such as sheriff patrol and neighborhood park facilities.

The March 9, 1990 PFF included a county road fee composed of three separate fees, with each fee was designed to mitigate the impacts on three different types of county roads. Generally defined, these types of roads are:

- 1) Inter-City Routes. Interstate and State Highways that serve all county residents and employees as major arterials between cities and destinations outside the county. On average 75% of all trips on these connector roads are by city residents.
- 2) Urban Sphere Roads. These are inside a city's urban sphere (or township, such as Salida) that have been incorporated into a city's long range traffic planning. The original report stated that in the future, all but the rural road projects may be funded with each jurisdiction's sphere fees.
- 3) City/County Roads. These roads serve the remaining unincorporated areas of the county, both rural and urban sphere, and could be eventually included as part of a city's sphere-wide traffic improvements. The original report states that it is expected that most – if not all – cities will

complete sphere-wide planning and develop fee program funding for all road improvements throughout their spheres. As such fees are implemented, the county will replace its city/county fee with a city's new sphere fee and adjust the city/county fee for those projects now picked up in a city's sphere-wide road improvements.

The 2010 PFF Update includes just one of the original road categories, the Inter-City routes, which has been re-categorized into the RTIF category. The City/County component has been deleted due to the fact that each city now has its own impact fee program to include roadways within the sphere of each city.

The County has long standing agreements with each of the nine cities whereby cities collect PFF, or require vouchers confirming payment of the fees, on behalf of the County for the payment of impact fees. Table 1 below shows PFF revenues and expenditures by area.

Table 1. Stanislaus County PFF Revenue & Expenditures

Area	Revenues Generated*	Expenditures by Area as Described**	Expenditures
Salida Community	\$1,389,000		
City of Modesto	\$16,018,000	North Modesto / Riverbank Area	\$12,000,000
City of Riverbank	\$3,353,000	Transfer to Riverbank	\$1,200,000
City of Oakdale	\$4,894,080	Albers Corridor- Area of Oakdale	\$10,615,000
City of Waterford	\$655,450		
City of Turlock	\$10,983,000	Geer Corridor- Area of Turlock	\$6,715,000
		Transfer to Turlock	\$1,150,000
		Santa Fe Corridor- Area of Turlock	\$1,767,300
City of Hughson	\$1,826,000		
City of Ceres	\$5,743,000	Hatch Corridor- Area of Ceres	\$3,334,000
		Crows Landing Corridor- Area of Ceres	\$1,872,900
City of Patterson	\$4,043,000	Patterson Area	\$11,365,000
City of Newman	\$768,000		
Unincorporated	\$12,929,571	Miscellaneous areas not shown	\$676,000
Total	\$62,602,101	Total	\$50,695,200

Footnote: *Revenues collected from 1990 to February 2010

Footnote: **Expenditures from 1997 to February 2010

During the 2010 update process, county staff held several workshops with interested stakeholders including city representatives. The fee was adopted in July 2010 with the caveat that an attempt would be made to work with the nine cities to enact a fee program for the formation of a more inclusive RTIF program. Since August 2010, the nine cities, the County, and StanCOG have been meeting in an effort to develop a truly regional fee program. The group has identified their jurisdiction's goals, investigated other regional fee programs from four other regions, discussed at length issues relating to the development of a regional transportation fee such as land use, identified a framework for expectations of a fee program, and discussed the overlapping areas of impact fees.

All nine cities and the County have agreed to create a fee program that:

- Is equitable
- Provides local control
- Has active oversight
- Has a Regional Component and a Zonal Component
- Provides the ability to pool money for Regional Projects
- Has a formula split
- Has a uniform fee
- Works in tandem with other revenue sources
- Clearly defines criteria for regional
- Fosters collaboration
- Simple to administer

ISSUES

The increasing demand for roadway projects and limited funding sources has become an issue throughout the state. Additionally, the number of commuters over that last twelve years within the Stanislaus region has increased significantly resulting in higher demands for road maintenance efforts. The existing Stanislaus County PFF identified roadways that were deemed needing improvements, however, the debate is over which roadways are "regionally" significant resulting in a conflict as to why the fee is being collected, further burdening development. In addition to the need or perceived need of new roadways, the current economic situation has also placed a significant competitive barrier on new development resulting in cities feeling that they are competing against one another for "lower" fees even though a need for improvements still exists. As a result, there is a strong desire to "level the playing field" with a "uniform" fee that would benefit each jurisdiction. A challenge exists to balance this sense of equity while mitigating the impacts of development.

PROJECTS

It is important to note that the success of regionalism depends on all of the parties' willingness to participate. Therefore, a large part of this last year's effort has been facilitating discussion and working towards understanding each agency's concerns relating to land use decisions and existing development policies and their relationship to transportation projects and transportation funding. A chief concern among cities with the existing PFF program was the project list. Concern was expressed that the

projects in the program were not truly regional and did not benefit the area where the revenue was collected. As an initial effort to facilitate the discussion of “regionalism” the group, as defined by the majority, identified linkages for the transportation system that included roadways for: regional commerce, local commerce, tourism, major employment centers, and commute patterns. The resulting list, shown in Table 2, identifies projects showing linkages. The table also shows projects that are in the PFF list, but are not part of what the working group believes are regional.

Table 2. RTIF Project List and Existing PFF List.

ROADWAYS	LINK						Total Links	2010 Stanislaus County PFF Program	Currently in Stanislaus County PFF List (RTIF 10/11-4/012)
	Regional Commerce	Tourism	Major Employment Centers	Commute Patterns (In & Out)	Connectivity to 2 or more Cities / Communities	Connectivity to 3 or more Cities / Communities			
I-5	✓		✓	✓			3		
State Route 99	✓	✓	✓	✓	✓	✓	6	X	
State Route 132	✓	✓	✓	✓	✓		5	XX	X
State Route 165	✓			✓			2		
State Route 108	?	✓		✓		✓	4		
State Route 108 East	✓			✓	✓		3		
State Route 219	✓	✓	✓	✓			4		X
State Route 120		✓		✓			2		
Highway 33	?		✓		✓	✓	4	XX	
Geov/Albers	✓	✓		✓	✓	✓	5	X	
West Main	✓	✓	✓	✓		✓	5	X	
Crows Landing	✓	✓					2	X	
North County Corridor	✓	✓		✓	✓	✓	5	X	X
Chapman									
Clarksburg									
North									
Stanislaus									
San Joaquin									
San Francisco Bay Area (Under Construction)									

LEGEND	
✓	Identified Roadway Links
	Additional Roadways
X	Currently in SC PFF
XX	Currently in Study Area: Project Initiation & Development Projects

FEASIBILITY

Feasibility of any fee program is also a factor in determining the fee. If the fee burden is too high, development will likely not occur. If the fee burden is too low, there will be unmitigated impacts on the transportation system. Like most California communities, the Stanislaus Region experienced a significant amount of growth in single family dwelling units between 2003 and 2006. However, in Modesto, the county seat and largest city in the region, the most significant growth occurred in Fiscal Year 1988-89. Figure 1 below shows single family dwelling unit building permit history for fifty years for the City of Modesto. The last five years have marked unprecedented low figures over the last fifty years. Figure 2 shows single family dwelling unit history for all cities and the County for the period of 2005 - 2011.

Figure 1. City of Modesto Single-Family Residential Units Fiscal Years 1959/60 – 2011/12.

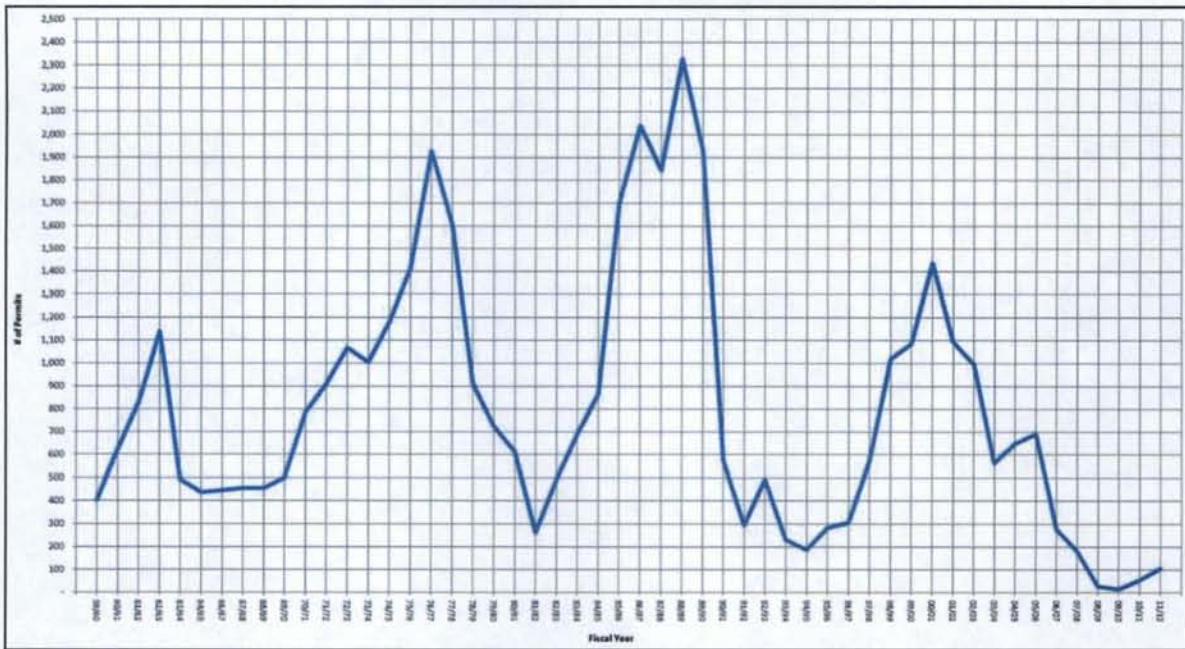
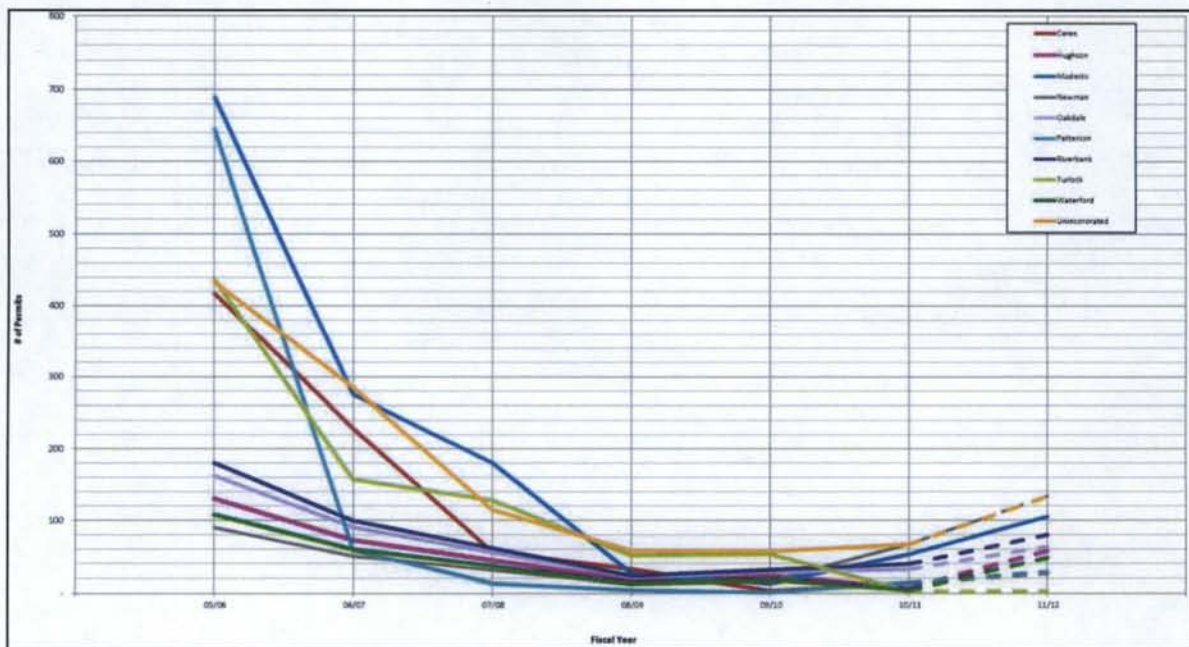


Figure 2. Single Family Residential Permits by Fiscal Year for All Cities and the Unincorporated Area within the Stanislaus Region.



NEXUS

To discuss an impact fee, the need for and share of the fee must also be discussed. Before a new fee can be established, the California Mitigation Fee Act (AB 1600) requires the implementing agency to prepare and adopt a “nexus” study based on project cost estimates, land use projections, traffic modeling, and appropriate trip generation rates to ensure that the impact fee will primarily benefit new development. Based on the program nexus, such fees can fund some or all of the project costs, whichever is the proportionate share of needed facilities for new development.

In reviewing the anticipated build-out numbers in each city’s General Plans, it appears that the anticipated timeframes are now ahead of reality and the timeframes need to be adjusted. This will occur through a nexus study and will include any development or land that has received some entitlement. It is the consensus of the group that it is now time to hire a consultant to develop a nexus study for a RTIF. A scope has been developed and the RTIF working group has agreed that StanCOG would administer the contract. StanCOG has also agreed, pending approval from their policy board, to use \$50,000 in available funds. Additionally, with approval from their council/board, each agency would make a contribution for this work based on population. Table 3 shows the expected breakdown of the fee based on population.

Table 3. Distribution of \$50,000 based on population.

	Population	% of Population	% Share of Cost
Modesto	201,165	39%	\$ 19,551.35
Oakdale	20,675	4%	\$ 2,009.42
Ceres	45,417	9%	\$ 4,414.11
Riverbank	22,678	4%	\$ 2,204.09
Waterford	8,456	2%	\$ 821.84
Hughson	6,640	1%	\$ 645.35
Newman	10,224	2%	\$ 993.68
Patterson	20,413	4%	\$ 1,983.95
Turlock	68,549	13%	\$ 6,662.32
County	110,236	21%	\$ 10,713.90
	514,453	100%	\$ 50,000.00

POTENTIAL GOVERNANCE STRUCTURES

Because successfully implementing a regional impact fee program is largely dependent on having a solid economic base, and given the current economy, understanding 1) what transportation needs will be warranted given development scenarios will need to be examined as well as, 2) what is the likely acceptability of a fee. While there is currently a county impact fee in place, establishing a new “regional” fee does cause some concerns. Namely:

- Will this be a constraint for local development?
- Will this fee drive growth and sales tax to lower fee jurisdictions?
- Will the fee compete with fees already in place?
- How will the fee revenue be disclosed?
- How will projects be prioritized?
- How will each jurisdiction be represented?

To address these issues, it is necessary to develop a governance structure. As noted, currently the nine cities collect the fee, but feel as if they have no “say” in how the fee is being spent since it is administered solely by the County. This is a significant source of frustration and will need to be resolved moving forward. The governance structure will need to be examined to ensure that each agency’s concerns are addressed.

NEXT STEPS

Initially, it was intended that this process would cover an eighteen month period, but given the complexities, it appears that it will span a longer period. In the meantime the PFF County Road fee continues to be collected. Table 4 below outlines an anticipated timeline for the development of a nexus study, and ultimately adoption of an RTIF.

Table 4. Anticipated timeline of Nexus Study.

Agencies get approval from Councils and Board	September – October 2011
StanCOG get approval from Policy Board	October 19, 2011
Release Request for Proposal (RFP)	October 20, 2011
Pre-Proposal Meeting	November 3, 2011
Proposals due to StanCOG	November 17, 2011
Evaluation Committee Interviews/Selects Firm	December 8, 2011
Notify Selected Firm and/or Team	December 9, 2011
StanCOG Policy Board Agreement Approval	December 21, 2011
Completion of Agreement/Notice to Proceed	December 22/January 2
DRAFT Nexus Study	TBD
Presentation to City Councils and BOS	Anticipated early Fall 2012
Adoption	Late Fall 2012
Implementation	Early 2013

Significant conversations have occurred that have dissolved communication impediments that have existed for many years. As a result, other issues of concern have emerged and discussions are beginning that are attempting to meld jurisdictional boundaries in favor of a regional approach that is beneficial to all entities in the region. Specifically, the RTIF is a springboard for regional discussions and hopefully future collaboration on land use, revenue sharing, utilities, and economic development will occur to benefit all. Therefore, it is anticipated that this group will continue to collaborate on issues of regional significance.

ATTACHMENT A
SUMMARY OF RTIF MEETINGS

Stanislaus Region
SUMMARY of RTIF Meetings and Actions
July 2010 – July 2011

Meeting 1:
July 22, 2010

Discussion: What is definition of “regional”; How to move forward with facilitation; County also has 8 hours of MuniServices’ time; StanCOG presented an overview of how they would proceed;

Action: County recommended, group agreed, City of Modesto would facilitate process. Each entity to send goals to Modesto for compilation.

Meeting 2:
August 12, 2010

Discussion: Discussed goals for this process from each jurisdiction; reviewed RTIF programs from San Joaquin, Merced, Kern, and Western Riverside programs

Action: Bring representatives from each above to discuss details of their programs for next meeting.

Meeting 3:
September 9, 2010

Discussion: SJCOG Director and Deputy Director from MCAG presented and, via teleconference, were Ruthanne Taylor Berger from WRCOG and staff from Kern COG to discuss details of their fee programs.

Action: Noted.

Meeting 4:
October 21, 2010

Discussion: Reviewed “likes” and “dislikes” of each agency’s program.

Action: Noted.

Meeting 5:
November 18, 2010

Discussion: Discussed combined “likes” and “dislikes” into expectations of a Stanislaus RTIF:

- Provides local control
- Active Oversight
- A regional and zonal component
- Ability to pool money for regional projects

- Has a formula split
- Has a uniform fee
- Works in tandem with other revenue sources
- Clearly defines criteria
- Fosters collaboration
- Simple to administer

Reviewed regional and zonal roadways with “linkages” - Regional commerce, Local commerce, Tourism, Major Employment Centers, Commute Patterns

Action: Noted.

**Meeting 6:
January 27, 2011**

Discussion: Recap of linkages exercise; looked at linkage numbers; determined that projects with 5 or more linkages would be regional, 4 or less would be zonal (see attached table)

Action: Reviewed overlaps with SJ and Merced counties and local CFF programs.

**Meeting 7:
February 10, 2011**

Discussion: Reviewed local CFF programs and development standards - in general; reviewed regional fee comparisons.

Action: Used cost estimates within RTP as basis for costs and timelines; Each jurisdiction to submit development activity data for test scenarios.

**Meeting 8:
February 24, 2011**

Discussion: Reviewed total projects and associated costs from the RTP list with timeframes. Determined to put a 15% set aside for match funding of 99 widening; Also reviewed last 7 years of development activity for entities and PFF generated.

Action: Reset the timeframe to 15 years for projects.

**Meeting 9:
March 10, 2011**

Discussion: Reviewed project list and map for projects to 2025; discussed possibility of hiring a forecaster.

Action: Noted.

**Meeting 10:
March 31, 2011**

Discussion: Reviewed project list with refinements from previous meeting; Discussed what percentages would be attributed to growth and at what point we use the traffic model to allocate those percentages; Discussed overlaying roadway projects with an ag-land preservation map.

Action: Overlay projects with ag land map that the 9 mayors and Supervisor O’Brien are developing.

**Meeting 11:
April 28, 2011**

Discussion: Recapped land use policies mayors are developing; Reviewed roadway projects.
Action: Noted.

**Meeting 12:
May 12, 2011**

Discussion: Reviewed an "urban limits" map; Discussed project list and the implementation of the list with regional priorities.
Action: Each jurisdiction to pare their list and prioritize.

**Meeting 13:
June 9, 2011**

Discussion: Reviewed and discussed thresholds for improvements in the RTP model versus anticipated real development.
Action: Incorporate entitlements into realistic forecasts; Each jurisdiction to submit entitlement status of projects to compare with RTP estimates for build-out; Use cost estimates originally submitted without inflationary adjustment for build-out.

**Meeting 14:
June 23, 2011**

Discussion: Reviewed list and discussed project list and timing of improvements for construction.
Action: Lower the timeframe for construction to 10 years, determine phase of project, and prioritize each entity's list.

**Meeting 15:
July 28, 2011**

Discussion: Reviewed Summary of Progress; Discussed Next Steps and timing; Reviewed project list and priorities; Discussed Traffic Modeling/Nexus Study
Action:

NEXT STEPS:

Task	Timeframe	Responsibility
Report to Councils and BOS	Oct 2011	RTIF working group
Identify land use impacts with associated roadway projects	Jan – Aug 2012	Consultant
Governance	2011 – 2012	RTIF working group
Adoption of RTIF	Late Fall 2012	RTIF working group
Implementation of RTIF	Early 2013	TBD
Annual Review	Ongoing	TBD

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**THE BOARD OF SUPERVISORS OF THE COUNTY OF STANISLAUS
STATE OF CALIFORNIA**

Date: November 15, 2011

2011-715

On motion of Supervisor O'Brien Seconded by Supervisor Chiesa
and approved by the following vote,

Ayes: Supervisors: O'Brien, Chiesa, Withrow, De Martini, and Chairman Monteith

Noes: Supervisors: None

Excused or Absent: Supervisors: None

Abstaining: Supervisor: None

THE FOLLOWING RESOLUTION WAS ADOPTED:

Item # B-6

**APPROVAL OF THE PREPARATION OF A NEXUS STUDY FOR THE REGIONAL
TRANSPORTATION IMPACT FEE PROGRAM**

WHEREAS, the County of Stanislaus, City of Modesto, City of Ceres, City of Hughson, City of Newman, City of Oakdale, City of Patterson, City of Riverbank, City of Turlock, and the City of Waterford (Collectively "the Agencies") within the Stanislaus Region have been collaborating on a regional transportation impact fee; and

WHEREAS, the preparation of the Nexus Study is required to further the process; and

WHEREAS, the Regional Transportation Impact Fee working group, composed of members for all Agencies, will seek to retain a consultant ("Consultant") to prepare a Nexus Study for a Regional Transportation Impact Fee Program in an amount not to exceed \$100,000, of which the Stanislaus County Council of Governments ("StanCOG") will provide \$50,000 and the Agencies will provide the remaining \$50,000 or up to the actual amount of the contract, based on population; and

WHEREAS, the Agencies' share of the remaining portion of the Nexus Study contract is based on the percentage of the population attributable to each jurisdiction, with each Agency's share, assuming \$50,000, as follows:

City of Ceres	\$ 4,414.11
City of Hughson	64.35
City of Modesto	19,551.35
City of Newman	993.68
City of Oakdale	2,009.42
City of Patterson	1,983.95
City of Riverbank	2,204.09
City of Turlock	6,662.32
City of Waterford	821.84
Stanislaus County	10,713.90, and

WHEREAS, once the contract has been executed, StanCOG will prepare a letter to the Agencies requesting their agreed upon share of the contract; and

WHEREAS, upon receipt of the letter, the Agencies will provide StanCOG with their full share of the contract amount. Should the actual contract be less than \$100,000, the Agencies' contribution will be the final amount minus the \$50,000 provided by StanCOG.

NOW, THEREFORE, BE IT RESOLVED, that the Stanislaus County Board of Supervisors hereby authorizes:

- 1) The Regional Transportation Impact Fee working group to proceed with the preparation of the Nexus Study for the Regional Transportation Impact Fee Program.
- 2) Approval of Stanislaus County's share of the Consultant Contract in the amount not to exceed \$10,713.90.

ATTEST: **CHRISTINE FERRARO TALLMAN, Clerk**
Stanislaus County Board of Supervisors,
State of California



File No.

