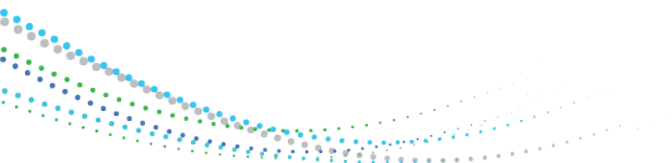


# **City of Rialto**

## ***Traffic/Transportation Fee Study***

**Transportation Commission**

April 3, 2019



# Traffic/Transportation Fee Study

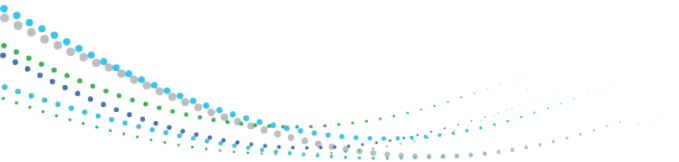
## Scope of Study

- Traffic Analysis at 50 intersections & 87 roadway segments
  - Existing Conditions
    - Some existing deficiencies
  - Future Year 2040 Conditions
- Use of SBTAM to develop future traffic forecasts
  - Worked with City staff to develop socio-economic data forecasts, using SCAG data as a base
  - Extensive refinement to land use data in Specific Plan areas, including Renaissance SP
  - Validated model volumes and network to best represent and match “ground” conditions

# ***Traffic/Transportation Fee Study***

## **Results and Costs**

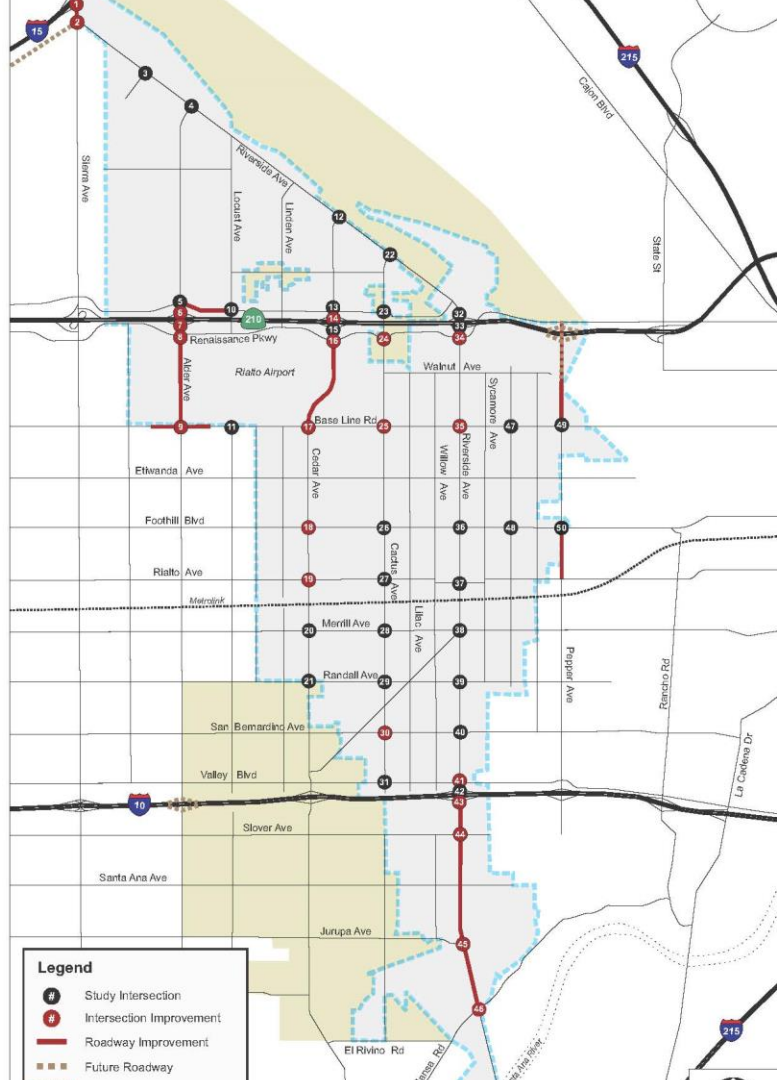
- Intersection LOS E or F considered Deficient (requiring improvement)
- Roadway Segment V/C ratio of 1.00 or higher considered deficient (requiring improvement)
- Recommended improvements would alleviate deficiencies, improve operations back to acceptable levels
- Impact fee can cover improvement of existing deficiencies (Alder/Baseline, Ayala segment) through fair-share costs



# Traffic/Transportation Fee Study

## Locations of Improvements

- 21 Intersections
- 8 Segments



# Traffic/Transportation Fee Study

## Impact Fee Calculation Flow



Costs	
Intersection Improvements	\$27,397,763
Corridor Improvements	\$43,893,905
Administration Fee (2% of improvement costs)	\$1,425,833.37
5-year Update of Fee (3 @ \$10k each)	\$30,000
<b>Total Costs</b>	<b>\$72,747,502</b>

Includes \$293,263 in fair-share costs

Includes \$3,039,430 in fair-share costs



Total Daily Trips (removing Exempt uses) <sup>1</sup>	
2012 trips	323,311
2040 trips	524,680
<b>Total Net Increase in Daily Trips</b>	<b>201,369</b>

1 = Exempt uses include public schools (elementary & secondary), churches, temples

<b>Max Traffic Impact Fee per daily trip (Costs divided by net trips)</b>	<b>\$361.27</b>
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# Traffic/Transportation Fee Study

## Maximum Fee Schedule

Maximum Fee Schedule Per Land Use Category					
Land Use	Daily Trip Rate (per du or sq ft) <sup>1</sup>	Max Traffic Impact Fee per trip (daily)	Max Proposed Traffic Impact Fee (per du or sq ft)	Current Regional Traffic Impact Fee	Total Citywide Traffic Impact Fee (per du or sq ft)
Single Family Residential	9.57	\$361.27	\$3,457.31	\$3,533.00	\$6,990.31
Multi Family Residential	6.65	\$361.27	\$2,402.41	\$2,488.00	\$4,890.41
Retail <sup>2</sup>	0.02925	\$361.27	\$10.57	\$8.08	\$18.65
Office	0.01100	\$361.27	\$3.97	\$4.87	\$8.84
Industrial	0.00697	\$361.27	\$2.52	\$2.80	\$5.32

1 = ITE trip rates (9th Edition)

2 = Daily trip rate reduced to account for removal of 34% typical pass-by trips

# Traffic/Transportation Fee Study

## Comparison with other jurisdictions (Regional + Local)

Jurisdiction	Traffic Impact Fee Per Development Type				
	Single-Family Residential (per du)	Multi-Family Residential (per du)	Retail/ Commercial (per sq)	Office (per sq ft)	Industrial (per sq ft)
Rialto (proposed max)	\$6,990	\$4,890	\$18.65	\$8.84	\$5.32
Fontana	\$5,734	\$3,509	\$8.61	\$6.96	\$3.51
Rancho Cucamonga	\$9,002	\$5,401	\$13.50	\$10.80	\$5.40
SB County (Rialto Sphere)	\$7,895	\$5,486	\$17.02	\$10.90	\$6.01

# Thank You!

Questions?

