

## Asset-based Transportation Impact Fees in California (partial list)<sup>1</sup>

City/County	Project	Use of Funds	Adopted
Pleasant Hill	Traffic Mitigation Fee Update	<ul style="list-style-type: none"> <li>Upgrade or expand street, transit, bicycle or pedestrian facilities</li> <li>Capital projects not specified but anticipated to include street widenings &amp; extensions, intersection improvements, completing gaps in transit, bicycle &amp; pedestrian network, and replacement of substandard facilities<sup>2</sup></li> </ul>	2003
San Francisco	Transportation Sustainability Fee Nexus Study	<ul style="list-style-type: none"> <li>Any complete streets improvement (bicycle and pedestrian facilities only)</li> <li>Capital projects not specified but shown in various master plans</li> </ul>	2015
Contra Costa County	Alamo Area of Benefit District	<ul style="list-style-type: none"> <li>Fund capital projects list of bicycle, pedestrian, and intersection projects, including safety improvements</li> </ul>	2016
Oakland	Transportation Impact Fee Nexus Analysis	<ul style="list-style-type: none"> <li>Upgrade or expand “citywide transportation infrastructure”<sup>3</sup></li> <li>Capital projects not specified but shown in various master plans</li> <li>May fund street and intersection mitigation measures for cumulative impacts identified in existing EIRs</li> </ul>	2016
Santa Rosa	Impact Fee Program Update	<ul style="list-style-type: none"> <li>Upgrade or expand “citywide transportation infrastructure”<sup>3</sup></li> <li>Revenue allocated roadways/intersections (85%) vs. transit/bike/pedestrian (15%)</li> <li>Capital projects not specified but shown in various master plans</li> </ul>	2018
El Cerrito	Transportation Impact Fee Study	<ul style="list-style-type: none"> <li>Upgrade or expand “citywide transportation infrastructure”<sup>3</sup></li> <li>Funding gap for capital project list focused on bicycle and pedestrian improvements</li> </ul>	2019
Long Beach	Traffic Impact Fee Study	<ul style="list-style-type: none"> <li>Upgrade or expand “citywide transportation infrastructure”<sup>3</sup></li> <li>Funding gap for capital project list (all modes)</li> </ul>	Deferred
Rolling Hills Estates	Public Facilities Fee Program Update	<ul style="list-style-type: none"> <li>Upgrade or expand any transportation infrastructure</li> <li>Funding gap for capital project list focused on intersection, bicycle, and pedestrian improvements</li> </ul>	2019
South San Francisco	Development Impact Fee Study	<ul style="list-style-type: none"> <li>Upgrade or expand “citywide transportation infrastructure”<sup>3</sup></li> <li>Funding gap for capital project list (all modes)</li> </ul>	2020

<sup>1</sup> List only includes studies prepared by or with substantial input from Urban Economics. Other consultants have used this approach as well for transportation impact fees.

<sup>2</sup> Level of investment based on depreciated value of assets to enable use of funds for replacement of depreciated facilities. All other programs listed in this table are based on replacement value and prohibit use of funds for replacement of existing facilities.

<sup>3</sup> “Citywide transportation infrastructure” defined as system of arterials, collectors, and related transit, pedestrian, and bicycle facilities that provide connectivity between neighborhoods and activity centers within the jurisdiction, as well as to neighboring communities. Excludes local streets used primarily for access to one specific neighborhood or development site.