Transportation Impact Mitigation Fee Program Nexus Study Update

Final Report

City of Placerville

October 26, 2026

→ The Power of Commitment



Executive summary

The Mitigation Fee Act requires that mitigation fees be periodically updated. This is to ensure that the assumptions regarding future growth, the need for projects, their costs, etc. continue to provide a reasonable nexus between the impacts of new development and the fees charged. This report describes the methodology used in updating the nexus, the resulting recommended fee structure, and the revised forecast for Placerville Transportation Impact Mitigation Fee (TIMF) program revenues based on the new growth assumptions and recommended fees.

Our recommended changes to the TIMF program arise from five major updates. These are, in decreasing order of importance, namely:

- **Revisions to Growth Forecasts:** Since the previous TIMF nexus study was prepared in 1998, two major economic recessions, the Great Recession (2007-2009) and the COVID-19 recession (2020-2021), have occurred. The latter caused an economic slump which not only affected most industries but also affected travel patterns nationwide due to stay-at-home orders, school closures, and a prolonged increase in employees being able to work from home. New forecasts for future development incorporate significantly lower development growth forecasts compared to the assumptions made in 1998. These factors have resulted in lower reduced forecasts for future traffic congestion and a reduced need for roadway operational improvements. As a result, higher-cost projects including new roadway extensions such as Immigrant Ravine Road and Combellack Road, have been removed from the project list, thus reducing the overall cost of the fee program. However, a lower growth forecast also means that the cost of projects will be spread over fewer new units. See Sections 3.2 and 3.3 of this report for more details.
- **Updated Project Costs:** When the TIMF program was created the intention was for fees to be adjusted annually to keep up with any inflation in project costs. As was common practice at the time, the City chose to base each year's adjustment on the Engineering News Record (ENR) Construction Cost Index. The ENR Index had, until that time, been an accurate reflection of actual changes in project costs, and the City had no reason to believe that it would not continue to be accurate in the future. Unfortunately, due to technical issues in how the index is calculated, the ENR Index has failed to capture the true increase in road construction costs in California[1]. Since 2014 the ENR Index, and the TIMF fees, have risen 43% while actual project costs have increased 148%[2]. The fees are now well below what is needed for new development to cover its fair share of project costs. Thus, the cost of individual projects in the program have been substantially increased in the new calculation. However, this has been offset to some degree by dropping some of the more expensive and less needed projects, as discussed in the previous bullet point. See Section 3.4 of this report for more details.
- **Re-Categorization of Commercial Uses:** TIMF currently relies on the vaguely-defined land use categories of "Major Commercial" and "Minor Commercial" for most non-residential developments. In accordance with current best practices, these have been replaced with two new categories, "Retail/Service-High" and "Retail/Service-Low" based on how much traffic they generate[3]. This results in a fairer system where businesses with low traffic impacts, say a paint store, are not lumped together with fast-food restaurants. Besides creating a more legally defensible nexus to traffic impacts, the new categories will be easier to administer, since the new categories are linked to widely-used land use types that are clearly defined in Institute of Transportation Engineer's (ITE's) *Trip Generation Manual*. See Section 3.1 of this report for more details.

[1] Among other things, the ENR Index does not capture the effect of California's increasingly strict environmental and labor laws affecting construction sites, or litigation costs.

[2] This figure is based on Caltrans' published contract costs.

[3] Developments in the Commercial-High category generate more than 50 trips per thousand square feet of floor area per day, while those in the Commercial-Low category generate fewer than 50 trips/KSF/day.

- **New Basis for Residential Fees:** Assembly Bill (AB) 602, which went into effect on January 1, 2022, imposed new requirements for fees on residential development (effective July 1, 2022). The law requires that the fee reflects a reasonable relationship to the size of the dwelling unit. While this does not affect the total amount of fees expected from residential development, it does shift the burden among different unit types, with larger units paying a bit more and smaller units a bit less than would otherwise be the case. This is explained further in Section 3.6.
- **Trip Generation Data Updated:** Additionally, trip generation rates have been updated to reflect the most recent data presented in the latest edition of the *Trip Generation Manual*. While this does not affect the total amount of fees expected from non-residential development, it does mean that the percentage change will differ between land use categories. See Section 3.1 of this report for more details.

Senate Bill (SB) 13, passed in 2019, establishes a new system for assessing fees on accessory dwelling units (ADUs). The law states that ADUs less than 750 square feet are exempt from impact fees, and that ADUs larger than 750 square feet are charged the impact fee based on the ratio of its floor area in relation to the primary unit, multiplied by the fee that the primary unit would pay, if it was being built today (i.e., ADU sq.ft. / primary unit sq.ft. x TIMF for primary unit). This is explained further in Section 3.6.1.

The recommendation includes substantial increases to residential impact fees across all dwelling types. For single-family homes, proposed fees rise by 18% for small units under 2,000 sq. ft., 42% for medium units between 2,000–2,500 sq. ft., and 50% for large units over 2,500 sq. ft. Multi-family units also see notable increases, with fees rising 31% for small units, 57% for medium units, and 66% for large units. Mobile homes experience the most significant adjustments, with increases of 83% for small units, 120% for medium units, and 132% for large units. Overall, the proposed fee structure reflects a broad upward shift, with the largest increases occurring in multi-family and mobile home categories. The recommendation also includes notable changes to non-residential fees, with minor retail increasing by 146%. Major retail decreases by 2%, and industrial uses decrease by 36%.

If the forecasts for future residential and non-residential development prove correct, then total revenues from the TIMF over the next twenty years will be approximately $19.5 million which will provide approximately 14% of the total cost of the projects on the updated Capital Improvement Program (CIP). The remaining 86% of project costs are anticipated to be covered by grant funding.

Table ES.1.1 and Table ES.1.2 present the recommended revised fee structure for residential and non-residential developments, respectively, which take into account the factors described above.

Table ES.1.1 Current and Recommended TIM Fees – Residential Land Uses

Typical Use	ITE Code & Unit	Current Fee per Unit	Proposed Fee per Unit	% Change in Fee
Residential (Dwelling Unit)				
Single Family	210			
Small (<2,000 sq.ft.)	Dwelling Unit	$20,252	$23,991	18%
Medium (2,000-2,500 sq.ft.)	Dwelling Unit	$20,252	$28,802	42%
Large (>2,500 sq.ft.)	Dwelling Unit	$20,252	$30,437	50%
Multi-Family	251			
Small (<2,000 sq.ft.)	Dwelling Unit	$15,038	$19,676	31%
Medium (2,000-2,500 sq.ft.)	Dwelling Unit	$15,038	$23,622	57%
Large (>2,500 sq.ft.)	Dwelling Unit	$15,038	$24,963	66%
Mobile Home	220			
Small (<2,000 sq.ft.)	Dwelling Unit	$13,633	$24,936	83%
Medium (2,000-2,500 sq.ft.)	Dwelling Unit	$13,633	$29,937	120%
Large (>2,500 sq.ft.)	Dwelling Unit	$13,633	$31,636	132%
Accessory Dwelling Unit (ADU)				
< 750 sq.ft.	Exempt			
> 750 sq.ft.	Fee is based on the ratio of its floor area in relation to the primary unit, multiplied by the fee that the primary unit would pay, if it was being built today. (RTMF (F) for primary unit) x (ADU sq.ft. divided by primary unit sq.ft.)			

Table ES.1.2 Current and Recommended TIM Fees – Non-Residential Land Uses

	Typical Use	Unit	Current Fee per Unit	Proposed Fee per Unit	% Change in Fee
Non-Residential					
	Retail/Service – Minor Commercial (High)	KSF	$11,030	$ 27,148	**146%**
	Retail/Service – Major Commercial (Low)	KSF	$8,050	$ 7,897	-2%
	Office	KSF	n/a	$ 4,666	n/a
	Industrial	KSF	$2,640	$ 1,685	-36%
	Warehouse	KSF	n/a	$ 646	n/a
*	Lodging	Room	n/a	$ 1,568	**n/a**
*	Gas station	fuel position	$17,971	$ 19,319	8%
**	Public & Quasi-Public	KSF		Exempt	N/A
**	School K-8th Grade	Student		Exempt	N/A
**	School 9-12th Grade	Student		Exempt	N/A
**	Public College	Student		Exempt	N/A

* The unit of analysis for this category is "rooms". Trip-generation rate shown is the average for the hotel and motel categories.
* * Public-sector land uses are generally exempt from local fees.

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1. Introduction

The City of Placerville is updating their Traffic Impact Mitigation Fee (TIMF) program because the existing nexus study, completed in 1998, no longer reflects current conditions, planned development, or the City's updated transportation improvement needs. In the early 2000s, the City began the process of updating the TIMF program and reevaluating the project list, but the nexus study was never completed. In 2006, City staff recommended an ordinance to the City Council to adopt interim TIM fees based on adjustments to the original project list to account for construction cost increases since 1998. After hearing public testimony at the first reading, the City Council selected to modify the proposed ordinance to account for a significant reduction to the residential fees until a comprehensive nexus study was performed. On November 28, 2006, the City Council adopted Ordinance 1615 which adopted the interim TIMF. By 2008, the nexus study update was not finished and the City Council adopted Ordinance 7648 on October 14, 2008 with revised interim TIM fees, eliminating the reduction to residential fees. Since then, the City has routinely updated the interim fees in accordance with the inflationary update process outlined in the City Code.

In addition, updating the nexus study provides an opportunity to introduce some changes to comply with State laws regarding impact fees, which were recently revised. As part of this effort, GHD has developed a travel demand model to provide an accurate basis for evaluating future development impacts. The updated TIMF program will continue to provide a mechanism for new development to contribute its fair share toward the cost of circulation system improvements needed to accommodate growth within the City of Placerville.

1.1 Background

The TIMF program operates pursuant to the Mitigation Fee Act, also known as California Assembly Bill 1600 (AB 1600), which governs impact fees in California. The Mitigation Fee Act requires that all local agencies in California, including cities, counties, and special districts, to follow some basic principles when instituting impact fees as a condition of new development. Agencies must:

1. Identify the purpose of the fee. (Government Code Section 66001(a)(1))
2. Identify the use to which the fee is to be put. (Government Code Section 66001(a)(2))
3. Determine that there is a reasonable relationship between the fee's use and the type of development on which the fee is to be imposed. (Government Code Section 66001(a)(3))
4. Determine how there is a reasonable relationship between the need for the public facility and the type of development project on which the fee is to be imposed. (Government Code Section 66001(a)(4))
5. Discuss how there is a reasonable relationship between the amount of the fee and the cost of the public facility or portion of the public facility attributable to the development on which the fee is to be imposed. (Government Code Section 66001(b))

These principles closely emulate two landmark U.S. Supreme Court rulings that each provide guidance on the application of impact fees. The first case*, Nollan v. California Coastal Commission* (1987) 107 S.Ct. 3141, established that local governments are not prohibited from imposing impact fees or dedications as conditions of project approval provided the local government establishes the existence of a "nexus" or link between the exaction and the state interest being advanced by that exaction. The *Nollan* ruling clarifies that once the adverse impacts of development have been quantified the local government must then document the relationship between the project and the need for the conditions that mitigate those impacts. The ruling further clarifies that an exaction may be imposed on a development even if the development project itself will not benefit, provided the exaction is necessitated by the project's impacts on identifiable public resources.

The second case, *Dolan v. City of Tigard* (1994) 114 S.Ct. 2309, held that in addition to the *Nollan* standard of an essential nexus, there must be a "rough proportionality" between proposed exactions and the project impacts that the exactions are intended to allay. As part of the Dolan ruling, the U.S. Supreme Court advised that "*a term such as 'rough proportionality' best encapsulates what we hold to be the requirements of the Fifth Amendment. No precise*

mathematical calculation is required, but the city (or other local government) must make some sort of individualized determination that the required dedication is related both in nature and extent to the impact of the proposed development."

The combined effect of both rulings is the requirement that public exactions must be carefully documented and supported. This requirement is reiterated by the provisions of the Mitigation Fee Act and subsequent rulings in the California Supreme Court (*Ehrlich v. City of Culver City* (1996) 12 C4th 854) and the California Court of Appeals (*Loyola Marymount University v. Los Angeles Unified School District 45* (1996) Cal.App.4th 1256).

This Nexus Study report is intended to satisfy the requirements of the State of California Mitigation Fee Act. Specifically, this Nexus Study report will outline the purpose and use of the TIMF, the relationship between new development and impacts on the transportation system, the estimated cost to complete necessary improvements to the street system within the Placerville community, and the 'rough proportionality' or 'fair share' fee for differing development types.

In 2021, AB-602 was signed into law, which amended the Mitigation Fee Act to include new requirements regarding the contents (§66016.5(a)(4)) and timing (§66016.5(a)(8)) of nexus studies adopted after July 2022, and how fees for residential development are to be computed (§66016.5(a)(5)). Chapters 2 and 3 of this report fulfill the new requirement to describe changes in input assumptions that led to the changes in fees. Section 4.5 fulfills the new requirements regarding how fees for residential development are to be computed.

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2. Review of Previous Nexus Study

AB 602 introduced a new requirement[4], which went into effect on July 1, 2022, stating that, "*If a nexus study supports the increase of an existing fee, the local agency shall review the assumptions of the nexus study supporting the original fee and evaluate the amount of fees collected under the original fee.*" This chapter is intended to fulfil this requirement by reviewing the methodology and assumptions used in the original nexus study[5].

2.1 Methodology Used

The methodology used in the 1998 nexus study is shown in Figure 1. The key steps were:

1) The daily traffic capacities of the six road classes under consideration were taken from the City's General Plan Background Report. These are shown in Table 1 of the nexus study.
2) The City did not have an adopted level of service (LOS) policy in 1998. However, LOS "D" was used as a de facto policy and was the target used for the nexus study.
3) The maximum daily traffic deemed acceptable was therefore LOS "D" in Table 1.
4) The City's Community Development Department provided traffic counts representing existing (in 1998) weekday traffic conditions.
5) By comparing the existing volumes to the maximum acceptable volumes, the study team identified 13 roadway segments, out of 55 analyzed, that were operating with unacceptable LOS in 1998. This analysis is shown in the first technical appendix.
6) The County's traffic model was used to forecast future (2015) daily traffic volumes on the 55 study road segments. In cases where the model appeared to represent traffic on a road segment incorrectly, a 1.5% per annum growth rate was used.
7) The results were the 2015 road segment daily volumes for analysis.
8) The future volumes were compared to the target capacity to identify where future deficiencies were expected to occur. 18 of 55 study segments were forecast to have capacity deficiencies by 2015 (see table in first technical appendix of the 1998 nexus study).
9) Potential improvements to address the future deficiencies were taken from the City's Capital Improvement Program and from engineering analysis.
10) Some of the projects were dropped from consideration due to high cost or topographical constraints.
11) Cost estimates for the project deemed feasible were developed through a separate study entitled *Traffic Impact Fee Study Cost Estimates* (John E. Medina, PE, October 1997). These are shown in Table 2 of the 1998 nexus study. The total cost for all improvements combined was estimated to be $27.9 million.
12) The existing volumes and deficiencies from Step 5 were compared to the future volumes and deficiencies from Step 8 to determine the share of future deficiencies that was attributable to new growth, as opposed to being attributable to existing traffic.
13) The project costs from Step 11 were then multiplied by the percentage of each project that is attributable to new development to find the total project costs attributable to new development. As shown in Table 3 of the 1998 nexus study, 67% of the total cost of the improvements could be attributed to future development.

[4] Found in California Government Code Section 66016.5(a)(4)
[5] *City of Placerville Traffic Impact Fee Study*, Fehr & Peers Associates, April 1998

14) The County's traffic model was run to find the total daily trips in the City of Placerville under existing and future conditions.

15) The difference between the number of existing and future trips was taken as the number of new trips, which are attributable to future development. This calculation included reductions for some land use types for pass-by and diverted trips[6].

16) The project costs from Step 13 were divided by the number of new trips to find the project costs attributable to each new trip. As shown in Table 4 of the 1998 nexus study, the cost per new daily trips was found to be $167.52.

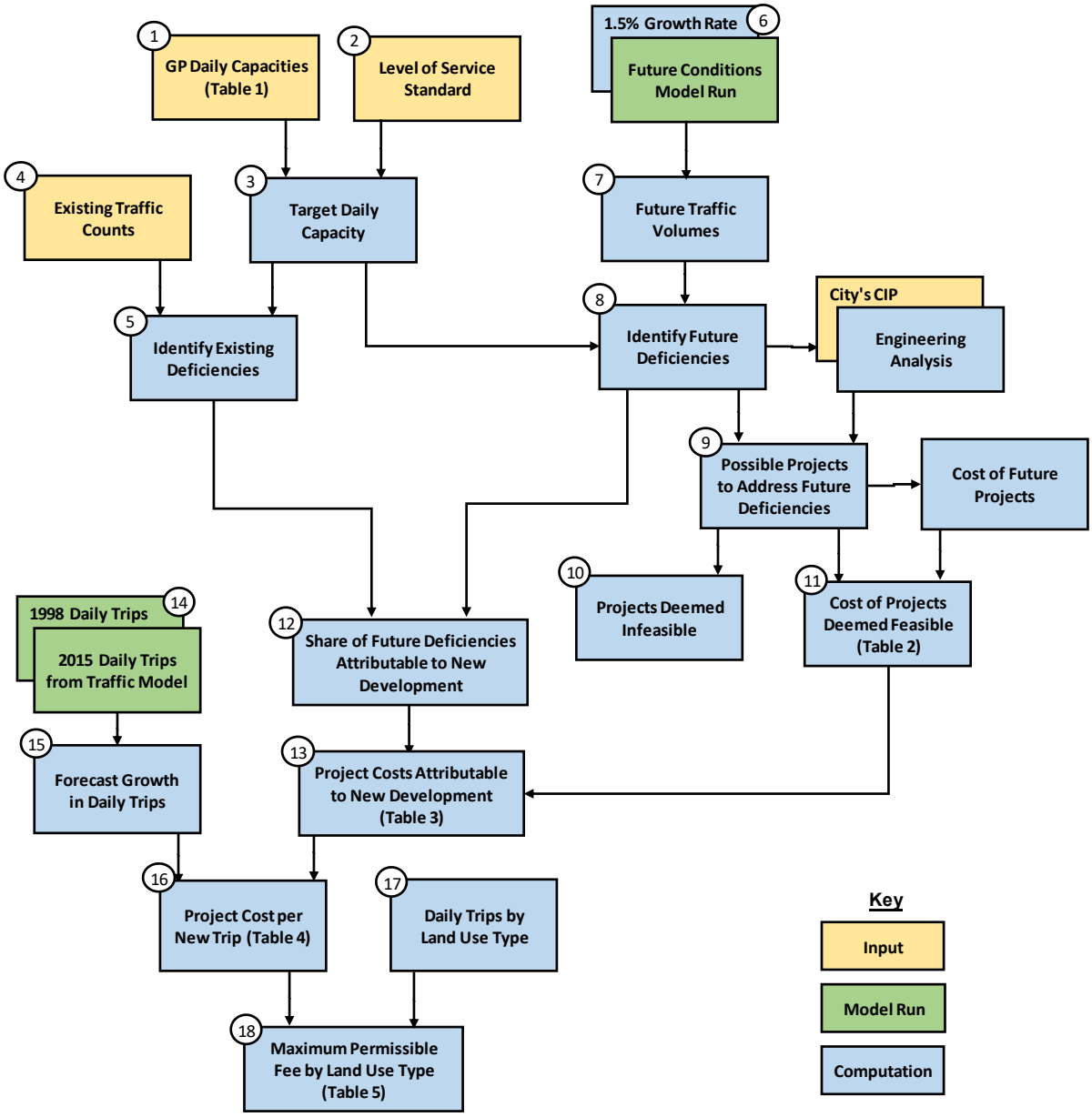
17) Daily trip generation rates for various land use types were taken from the County's traffic model.

18) The number of trips generated per day was multiplied by the project costs per new trip to find the maximum allowable fee that could be charged to each type of future development. These are shown in Table 5 of the 1998 nexus study.

The methodology described above was used to calculate the maximum fee that could be permissibly collected in accordance with the Mitigation Fee Act. However, a jurisdiction is not obliged to charge the maximum fee allowed under the law; it can charge any fee up to the maximum or not charge a fee at all. In this case, in a second appendix to the 1998 Nexus Study, which is a draft section for insertion into the City's Municipal Code, a fee of $96.19 per new trip was proposed (see Section 8-15-5). This is approximately 57% of the maximum amount that the City could have charged ($167.52/trip).

[6] "Pass-by trip" are stops taken along the path of a longer trip, such as a driver pulling into a coffee shop that they pass on their way to work. Such trips are not a net addition to the total volume on the road. "Diverted trips" are those that would have been on the roadway network anyway in the course of a longer primary trip, but alter their path to visit a site not on their direct route. These trips add to the total miles traveled on the roadway system, but do not add new trips.

Figure 1: Steps Used in the 1998 Nexus Study



3. Updates to Key Inputs

3.1 Trip Generation Rates

The Institute of Transportation Engineer's (ITE's) *Trip Generation Manual* is the standard industry source for data on the amount of vehicular traffic generated by different types of land development. It is updated periodically to keep abreast of changes in travel behavior that arise over time from societal and economic changes. The 1998 nexus study used data from the 5th edition of the *Trip Generation Manual*. The trip generation rates used in the current study were updated to those of the latest (12th) edition.

We recommend that the City revise the development categories to bring them in line with current best industry practice. Specifically, TIMF currently relies on the vaguely defined land use categories of "Major Commercial" and "Minor Commercial" for most non-residential developments. Current best practice is to categorize commercial uses based on how much traffic they generate. This results in a fairer system where businesses with low traffic impacts, say paint or furniture stores, are not lumped together with fast-food restaurants. Besides creating a more legally defensible nexus to traffic impacts, the new categories will be easier to administer, since the new categories can be linked to widely used land use types that are clearly defined in the *Trip Generation Manual*. We recommend replacing "Major Commercial" and "Minor Commercial" with the more defensible and better-defined "Retail/Service-High" and "Retail/Service-Low" categories. Table 3.1 shows how average trip generation rates for these and other categories were derived from ITE data.

Table 3.1 Trip-Generation Rates by Land Use

Land Use Type	Unit	ITE Land Use Code(1)	Daily Peak Hour Trips Generated(1)	Percent Pass-by Trips (2)
Residential (per average-sized dwelling unit)				
Single-Family Residential	DU	210	9.09	
Multi-Family Residential	DU	220	6.21	
Manufactured Home (in Park)	DU	240	7.87	
Non-Residential (per 1,000 sq.ft.)				
Retail/Service High (50 trips or more per day)				
Pharmacy/Drugstore w/o Drive Through Window	KSF	880	90.08	53%
Pharmacy/Drugstore with Drive Through Window	KSF	881	107.20	49%
Cannabis Dispensary	KSF	882	227.76	
Liquor Store	KSF	899	107.21	
Drive-in Bank	KSF	912	98.85	35%
Fast Casual Restaurant	KSF	930	225.89	
Fine Dining (Quality) Restaurant	KSF	931	79.03	44%
High Turnover (Sit-Down) Restaurant	KSF	932	103.75	43%
Quick Lube Vehicle Stop	KSF	941	69.57	
Automated Car Wash	KSF	948	253.51	
Wine Tasting Room	KSF	970	111.85	
Brewery Taproom	KSF	971	61.69	
Median for Retail/Service - High			**105.48**	**45%**
Retail/Service Low (less than 50 trips per day)				

Land Use Type	Unit	ITE Land Use Code[1]	Daily Peak Hour Trips Generated[1]	Percent Pass-by Trips [2]
Day Care Center	KSF	565	39.30	
Building Materials and Lumber	KSF	812	11.70	
Hardware/Paint Store	KSF	816	8.07	26%
Shopping Center (>150k)	KSF	820	36.39	29%
Factory Outlet Center	KSF	823	26.59	
Automobile Sales (Used)	KSF	841	27.06	
Recreational Vehicles Sales	KSF	842	5.00	
Tire Store	KSF	848	28.54	25%
Tire Superstore	KSF	849	20.37	
Discount Club	KSF	857	40.34	34%
Sporting Goods Superstore	KSF	861	23.78	
Home Improvement Superstore	KSF	862	30.65	42%
Electronics Superstore	KSF	863	41.05	40%
Discount Home Furnishing Superstore	KSF	869	20.00	
Department Store	KSF	875	22.88	
Furniture/Flooring Store	KSF	890	6.32	
Automobile Care Center	KSF	942	33.89	
Automobile Parts and Service Center	KSF	943	16.60	
Median for Retail/Service - Low			***25.19***	**33%**
Office				
General Office	KSF	710	7.83	
Single Tenant Office	KSF	715	12.30	
Business Park	KSF	770	9.97	
Median for Office			**9.97**	
Medical Office				
Clinic	KSF	630	37.60	
Medical-Dentist Office	KSF	720	34.03	
Median for Medical Office			**35.82**	
Median for Both Office & MO			**12.30**	
Manufacturing	KSF	140	4.27	
Warehousing	KSF	150	1.38	
Gas Station (per fuel position)[3]	**Fuel Pos.**	**944**	**172.01**	
Motel	**Room**	**320**	**3.35**	
Industrial[4]	**KSF**	**110**	**3.60**	

Sources and Notes:
1. ITE Trip Generation Manual 12th edition
2. ITE Trip Generation Manual 12th edition Pass-By Data and Rate Tables
3. Placerville zoning type including Highway Commercial
4. Placerville zoning type including Planned Development Industrial

3.2 Development Growth Forecasts

Assumptions regarding future growth are critical inputs for a traffic mitigation fee since they help determine both whether roadway and intersection deficiencies will develop and how many new homes or square feet of new commercial development will contribute towards the costs of mitigations. Since the TIMF is a long-term program, we

must look at long-term trends to arrive forecast growth over the study horizon. Figure 3.1, which shows the number of housing starts in California for the period 1954 to 2024, offers a broad overview of the housing market.

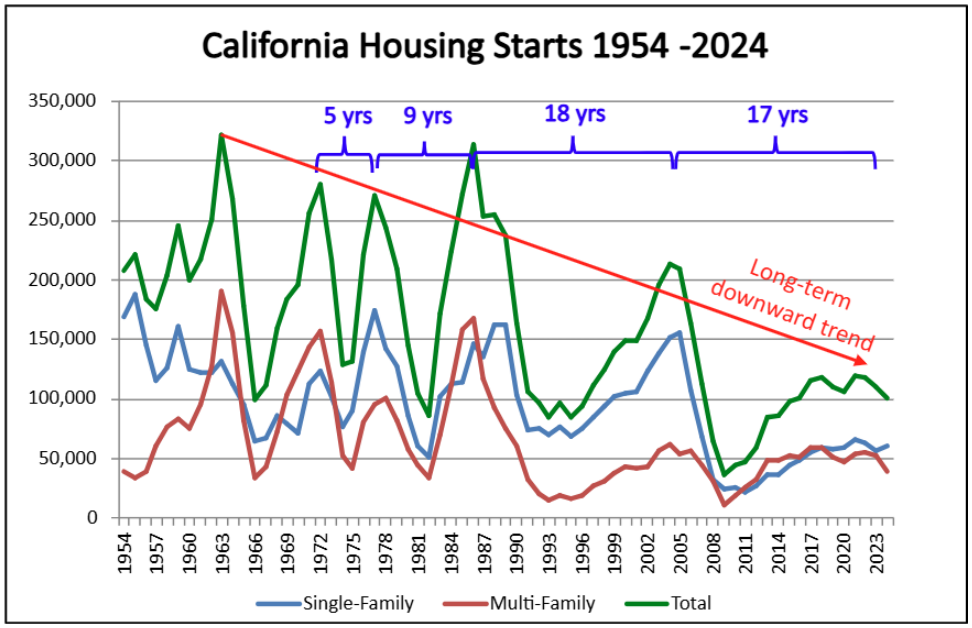


Figure 3.1 Housing Starts in California by Year[7]

Figure 3.1 shows the unstable nature of the housing market in California, with five major "housing booms" and five "housing busts" occurring during this period. Several patterns are discernible, namely:

- The housing booms are occurring further and further apart. Five years elapsed between the peaks of the 1972 and 1977 booms, 9 years between the peaks of the 1977 and 1986 booms, and 18 years between the 1986 and 2004 booms. If this pattern continues it may be decades before the next peak occurs.
- The size of the booms is trending downwards. The 2004 boom was the smallest of the five, being only about 2/3rds the size of the previous boom.
- From the 1960's through the 1980's single-family and multi-family housing was being built in similar quantities in California. Multi-family housing production exceeded single-family housing in 3 of the 4 housing booms in this period. The period from 1990 to 2005, when single-family housing was produced at more than 2½ times the pace of multi-family, appears in retrospect to have been an aberration from the historical pattern. Since 2005, multi-family housing has returned to being about half of all new housing being built.

The pace of new development is greatly affected by overall economic conditions. Unfortunately, since the previous nexus study the country has faced two unprecedented shocks that appear to have left permanent changes to development patterns. Firstly, the Great Recession was deeper and much longer than any previous recession since WWII (see Figure 3.2) and was closely linked to the collapse of the real estate market. This was followed a few years later with the COVID-19 pandemic that affected both housing supply and demand. On the supply side, disruptions to the supply chain caused shortages and price inflation that raised construction costs. On the demand side, employment losses with the statewide shut-down were significantly deeper than even the Great Recession. Although employment bounced back pre-COVID levels, there have been long-term travel and housing changes due to employers implementing flexible schedules and more people working from home. This has affected the spatial distribution of new development.

[7] Source: California Building Industry Association

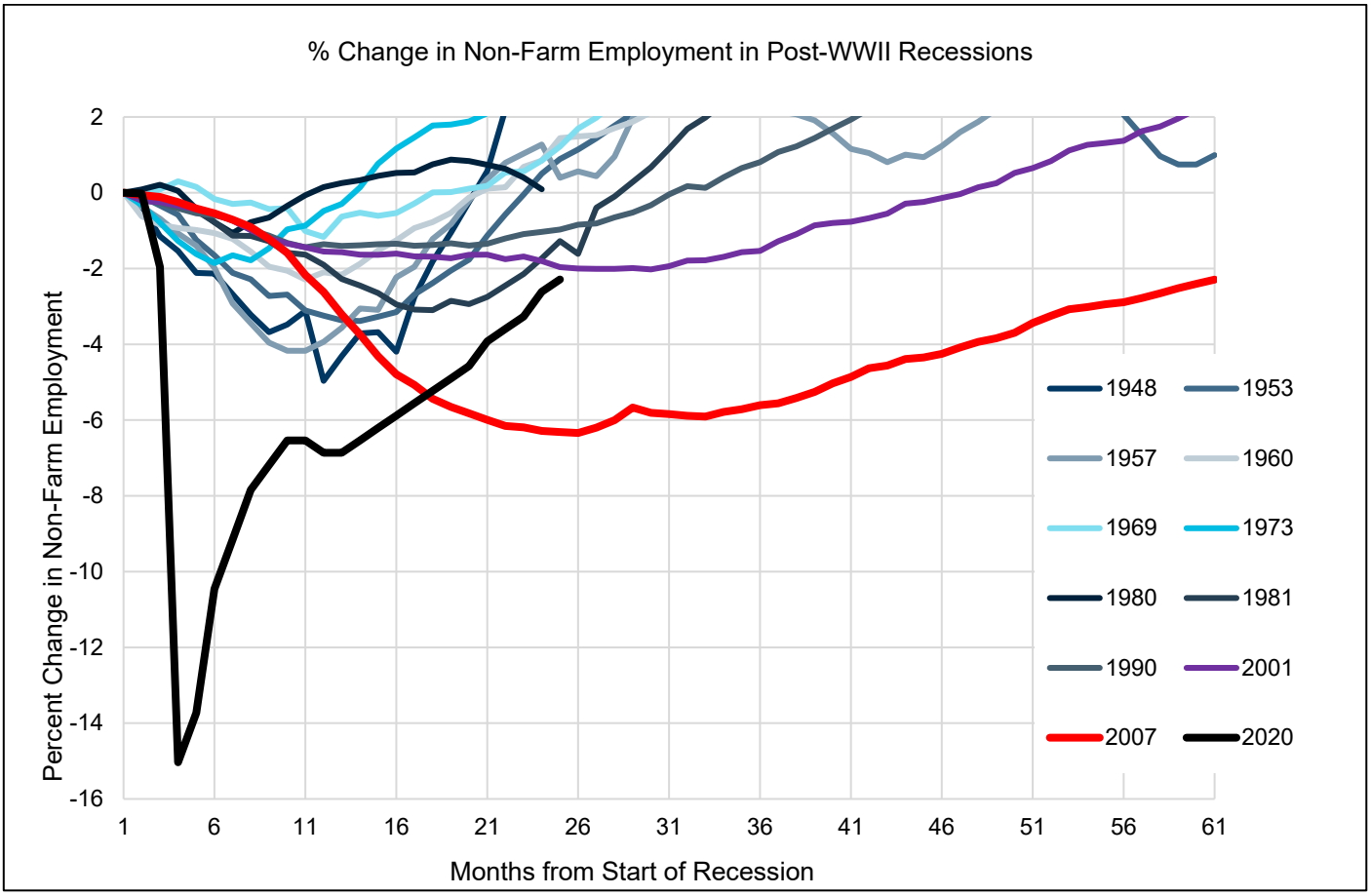


Figure 3.2 US Employment by Year[8]

An indirect consequence of the recessions and subsequent housing shortages was that the State enacted a series of laws to facilitate the development of small dwelling units, especially infill development.

Due to these changes, it seems unlikely that things will "go back to normal" (i.e., to the conditions prevailing in the 1990-to-2005 period) in terms of real estate development. Any assumptions regarding real estate development that were made based on pre-recession or pre-COVID data therefore need to be re-examined to determine if they remain valid. Scaling down from the state-wide level to the local level, data from the U.S. Census Bureau, specifically the Demographic and Housing Estimates and the Decennial Census, shows that in recent years California's foothills counties have been growing slowly, if at all, apart from Placer County (see Figure 3.3).

[8] Source: Federal Reserve Bank of Minneapolis

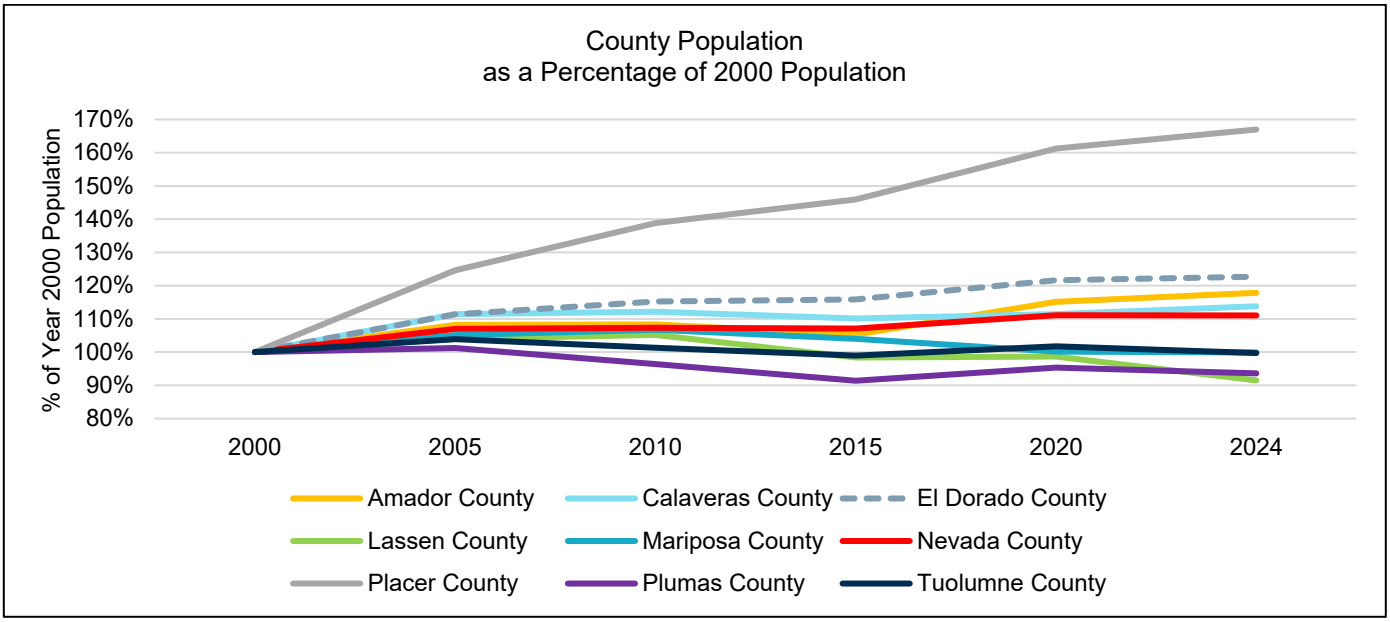


Figure 3.3 California Foothills Counties Population by Year

Population forecasts by California Department of Finance[9] suggests that only modest growth can be expected for the foreseeable future (see Figure 3.4). The DOF's most recent forecast shows that population growth is nearly flat, with a slight declining trend approaching 2045; however, this projection remains higher than the forecasts used in the El Dorado County 2045 Regional Transportation Plan (RTP) and slightly lower than the SACOG MTP/SCS.

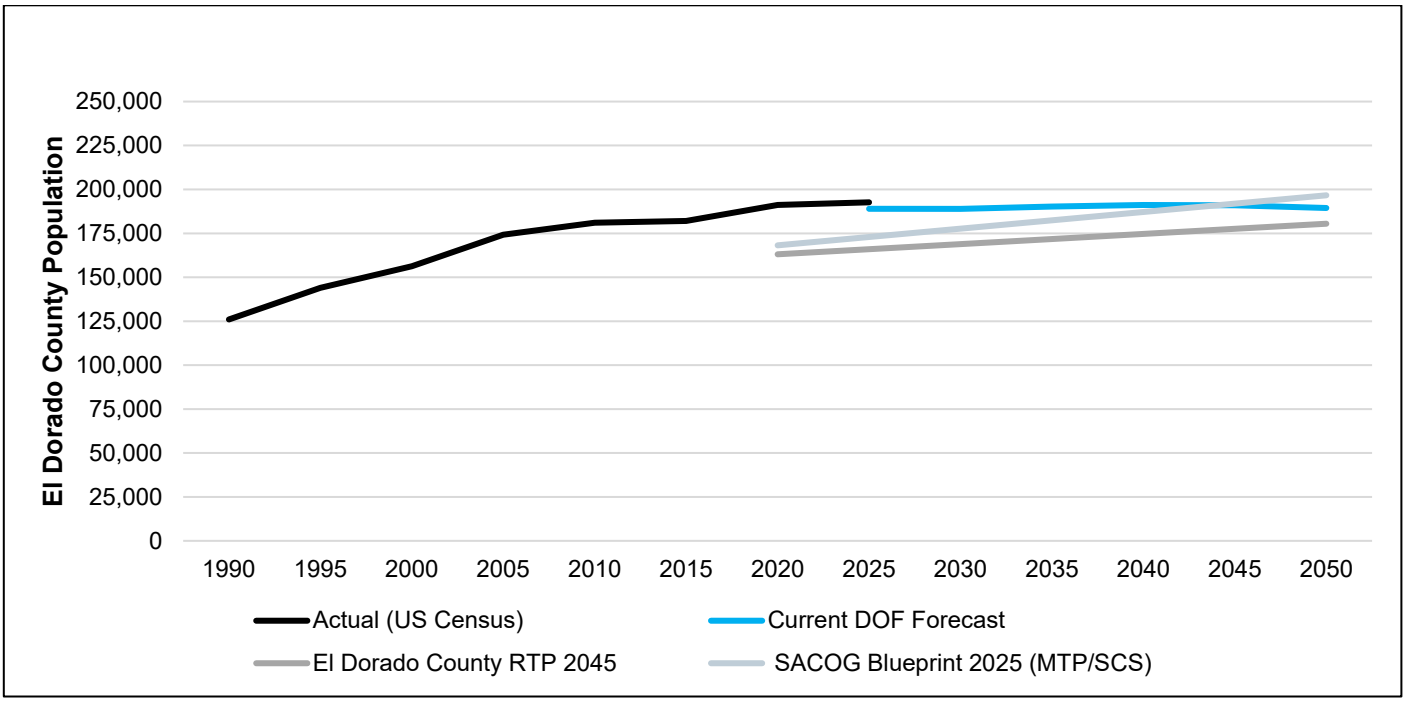


Figure 3.4 El Dorado County Population by Year – Actual & Forecasted[10]

[9] *California Department of Finance. Demographic Research Unit. Report P-2A: Total Population Projections, California Counties, 2010-2060 (Baseline 2019 Population Projections; Vintage 2020 Release). Sacramento, California. July 2021.*

[10] *The 2025 U.S. population value reflects the 2024 ACS 5-Year Estimate. The 2015 population value reported above corresponds to the 2016 data reported in RTP 2040.*

Modern nexus studies rely on detailed traffic forecasts from computerized traffic models. Two regional models are available that cover Placerville, namely SACOG's six-county SACSIM model and the El Dorado County model. However, upon inspection it was found that they did not include sufficient local details for Placerville. A new city-specific travel demand model was therefore developed for this study. Using 2022 as the base year and 2050 as the future year, the land use growth forecast reflects expected increases in residential and non-residential development within the study area. The growth forecast included a list of approved/pending development projects, provided by the city of Placerville, with the target projections set by SACOG's current regional growth forecast for Placerville (current RTP/SCS). A map of specific growth allocations are included in the Appendix. These projected changes form the basis for estimating future travel demand and identifying the transportation improvements needed to accommodate long-term growth. Based on the growth projections and using the land use categories described in Section 3.1, the growth forecast by land use type is shown in Table 3.2.

Table 3.2 Land Use Growth Forecast

Land Use Category	Placerville Fee Area				
Description	2022 Model	2050 Model	Growth	% Growth	Annual Growth Rate
Residential					
Dwelling Units (DU)	**5,278**	**5,778**	**500**	**9.5%**	**0.3%**
Single Family DU	3,680	3,868	188	5.1%	0.2%
Multi-Family DU	1,286	1,598	312	24.3%	0.8%
Mobile Homes	312	312	0	0.0%	0.0%
Non-Residential (KSF)					
Retail/Service - Low	379.30	633.66	254.36	67.1%	1.8%
Retail/Service - High	194.44	296.34	101.90	52.4%	1.5%
Office	211.00	232.72	21.72	10.3%	0.4%
Manufacturing	120.58	149.07	28.49	23.6%	0.8%
Warehousing	23.22	51.71	28.49	122.7%	2.9%

3.3 Existing & Future Deficiencies

3.3.1 Roadway Capacity and Level of Service

Level of Service (LOS) is a qualitative measure of traffic operating conditions whereby a letter grade, from A (the best) to F (the worst), is assigned to facilities. These grades represent the perspective of drivers and are an indication of the comfort and convenience associated with driving. The LOS grades are generally defined as follows:

– LOS A represents free-flow travel with an excellent level of comfort and convenience and the freedom to maneuver.
– LOS B has stable operating conditions, but the presence of other road users causes a noticeable, though slight, reduction in comfort, convenience, and maneuvering freedom.
– LOS C has stable operating conditions, but the operation of individual users is significantly affected by the interaction with others in the traffic stream.
– LOS D represents high-density, but stable flow. Users experience severe restriction in speed and freedom to maneuver, with poor levels of comfort and convenience.
– LOS E represents operating conditions at or near capacity. Speeds are reduced to a low but relatively uniform value. Freedom to maneuver is difficult with users experiencing frustration and poor comfort and convenience. Unstable operation is frequent, and minor disturbances in traffic flow can cause breakdown conditions.

– LOS F is used to define forced or breakdown conditions. This condition exists wherever the volume of traffic exceeds the capacity of the roadway. Long queues can form behind these bottleneck points with queued traffic traveling in a stop-and-go fashion.

These definitions are contained in the Highway Capacity Manual (HCM) (7th Edition, Transportation Research Board 2022) and correlate to volume-to-capacity ratios. The HCM methodology is the prevailing measurement standard used throughout the United States.

AB 602 states that[11]: "*When applicable, the nexus study shall identify the existing level of service for each public facility, identify the proposed new level of service, and include an explanation of why the new level of service is appropriate*." This implies that the agency have an explicitly adopted LOS policy, which the City of Placerville currently does not yet have. We recommend that the City adopt the following LOS standard concurrently with the nexus study update. It should then be incorporated in the City's General Plan during the next update of that document.

> **Policy:** Maintain vehicular Level of Service (LOS) "D" or better on roadways and intersections within the City of Placerville.

LOS "D" is appropriate as a threshold for vehicular traffic for this nexus study because it is consistent with the standard used in the 1998 nexus study establishing the TIMF program, and provides a reasonable balance between acceptable traffic operations, the City's constrained roadway network, and the cost of improvements attributable to new development. It is widely used among peer jurisdictions in California because it strikes a balance between limited resources and driver expectations of road capacity. For the purposes of this nexus study, existing and future deficiencies for non-signalized intersections were identified by comparing the existing and future LOS (determined using HCM 6 delays) to a LOS standard of "D". For signalized intersections, volume-to-capacity (V/C) ratios determined using HCM 2000 methodology were used to determine deficiencies. Similarly, deficiencies for existing roadways were identified using daily volume V/C ratios and LOS where applicable. New roadway extensions were analyzed using both an associated intersection evaluation and segment V/C ratios calculated from the sums of parallel routes.

3.3.2 Bicycle and Pedestrian Level of Service

The adopted City of Placerville Active Transportation Plan (2020) includes the following relevant Goals and Policies:

> **3. Connectivity:** Identify, develop, and maintain a connected, safe and convenient bicycle and pedestrian network that meets the needs of commuters and recreational users of all skill levels.
>
> **Strategy 3.1.2:** Support the development of a bicycle network that safely and comfortably connects residential neighborhoods to destinations like employment centers, grocery stores, community centers, schools and shopping areas.
>
> **Strategy 3.1.3:** Identify and eliminate gaps to provide comprehensive community-wide networks and reduce travel time and trip distance for bicyclists and pedestrians.
>
> **Strategy 3.1.4:** Identify major activity centers and coordinate active transportation, housing and land use planning to maximize opportunities for increased active transportation and transit use.

The following ranking system is used for evaluating LOS for pedestrian and bicycle projects. This methodology has been developed based on the City's priorities as expressed in the Active Transportation Plan and in coordination with city staff, the El Dorado County 2017 Active Transportation Connections Study, as well as other systems adopted by the California Transportation Commission for ranking active transportation projects. Table 3.3 presents the proposed criteria, the max unweighted score and the weight for each category, with 3 being the highest weight. The max total weighted score is 42.00, with a proposed policy threshold of 50% of the maximum weighted score, which is 21.00. A threshold of 21.00 is appropriate because it provides a balanced, transparent benchmark for identifying projects that meaningfully advance the City's safety, connectivity, access, and active transportation priorities.

[11] See CGC Section 66016.5(a)(2)

Policy: Maintain pedestrian and bicycle Level of Service (LOS) of 21.00 or greater on roadways, intersections, and bikeways or pathways within the City of Placerville for the purpose of projects to be included in the TIM Fee Program.

Table 3.3 Bicycle and Pedestrian Projects LOS Criteria

Criteria Category	Description / Data Source	Maximum Score	Weight
Demand / Employment or Activity Center	Ranks potential demand based on location near employment and/or activity centers. Based on Replica's walking, bike, and transit trip destinations rankings for each hex area (~0.04 sq. mi.) along the project.	5	3
Safety	Ranks collision history. Based on pedestrian and bicycle-related collision history over the last 5 years.	3	3
Connectivity	Based on the existing and proposed bikeway classification each end of the project connects to. Class I bikeway scores a 3, no bikeway scores a 0.	6	2
Transit	Number of transit stops along or close to the project serving each direction of travel.	3	1
Schools	Ranks if a school is within walking distance (1/4 mi.) to the segment.	1	3

The maximum score and weighting serve different purposes in the prioritization process. The maximum score reflects the range of values available for each evaluation criterion based on the underlying data or scoring methodology. For example, the Demand/Employment or Activity Center criterion has a maximum score of 5 because Replica data were organized into five activity levels; the Safety criterion has a maximum score of 3 based on the number of reported collisions, with locations having three or more collisions receiving the maximum score; Connectivity is scored based on facility type; Transit is scored based on the number of nearby transit stops; and Schools receive a score of 1 when one or more schools are located within walking distance. The weight, by contrast, reflects the relative importance of each criterion based on the City's transportation and planning priorities. Therefore, although the Schools criterion has a maximum score of only 1, its weight of 3 gives the presence of a nearby school greater influence in the overall prioritization score.

3.3.3 Deficiency Analysis and Review of Project List

An analysis of existing and future traffic operations was performed to determine deficiencies using the original project list from the 1998 study as a starting point, excluding projects that have already been constructed. Table 3.4 below shows the original 1998 project list. The Clay Street Extension Project has already been completed. City staff reviewed the remaining projects on the list, and three projects were determined to be removed from further consideration due to lack of need or due to infeasibility due to environmental constraints or significant private property impacts. Those three projects include the Ray Lawyer Drive Extension, Coleman Street Extension, and Pleasant Street Extension.

City staff also requested the analysis to include new intersections and roadways for consideration of potential deficiencies based on other recent traffic studies and the geographic location of future development. The following new locations were included in the analysis:

- Green Valley Road/Mallard Lane intersection
- Placerville Drive/Pierroz Road intersection
- Combellack Road (for potential extension to Placerville Drive)

- Placerville Drive Pedestrian and Bicycle Facilities – Phase 1
- Placerville Drive Bridge Replacement Project

The Combellack Road Extension and Placerville Drive projects were identified in 2006-2008 as potential projects to be included in the TIMF program, but the nexus study was never completed during that timeframe. The Green Valley Road/Mallard Lane and Placerville Drive/Pierroz Road intersections were evaluated based on other recent traffic studies and the locations of future development.

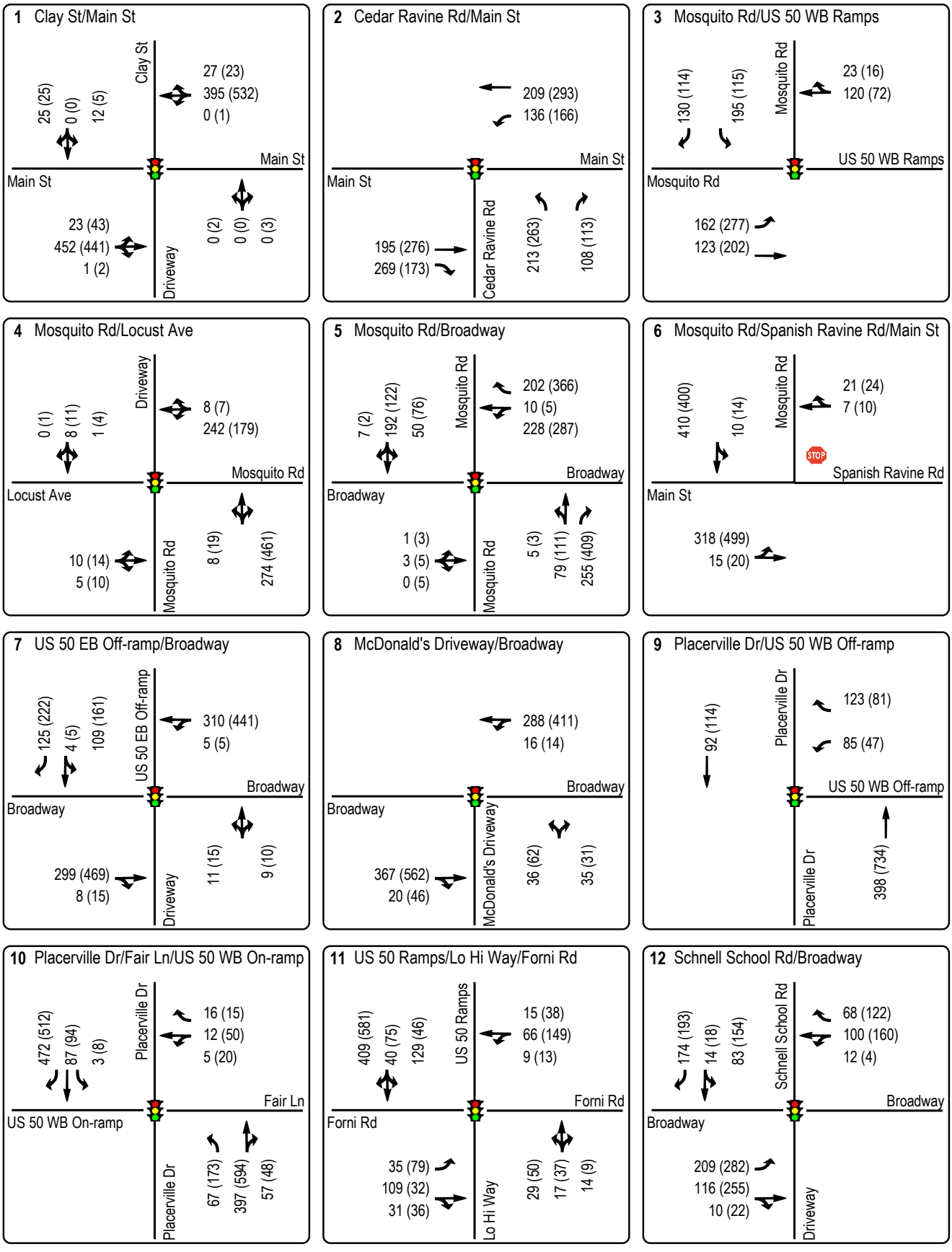
For the pedestrian and bicycle improvement projects, the deficiency analysis was performed using the adopted Active Transportation Plan project list as a starting point. The City has prioritized active transportation projects along the primary five-mile east-west arterial roadway corridor in Placerville, namely Placerville Drive, Main Street, and Broadway. Projects supporting access to major employment centers and schools along collector roadways would be prioritized next. For this analysis, seven project locations were evaluated for consideration to be included in the program – four projects on Placerville Drive, one on Washington Street, one on Cold Springs Road, and one on Mosquito Road.

Figure 3.5 and Figure 3.6 show the existing and future traffic volumes at the study intersections evaluated for the potential project list. The existing counts were collected in 2022 and in 2025 during the weekday peak hours, while the future volumes represent projected intersection peak hour volumes based on anticipated growth. Table 3.5 and Table 3.6 show the existing and future traffic operations at the intersection locations evaluated. Existing traffic counts and the LOS reports from Synchro (version 12) are included in an appendix to this report. Table 3.7 shows the pedestrian and bicycle LOS analysis results.

Table 3.4 1998 Project List

No.	Project Name	Location	Description
1	Clay Street Extension	Pleasant Street to Coleman Street	Construct a new 1,200 ft two-lane roadway with sidewalk
2	Clay Street Realignment	U.S. Highway 50 to Main Street	Replace the one-lane bridge with a two-lane bridge and realign Clay Street between Hwy 50 and Main Street because of the bridge replacement. The new intersection will align Clay Street with Cedar Ravine Road at Main Street. (Active CIP 406071)
3	Coleman Street Extension	Bedford Avenue to Spring Street	Construct a 400 ft, two-lane roadway with sidewalk.
4	Immigrant Ravine Road Extension	Carson Road to Pleasant Street	Construct a new 4,200 ft two-lane roadway with sidewalk from the Carson Road to the proposed Clay Street Extension (Improvement #1)
5	Ray Lawyer Drive Interchange	U.S. Highway 50 at Ray Lawyer Drive	Western Placerville Interchanges (WPI) Phase 2.3: Construct WB Off Ramp at Highway 50. WPI Phases 1a, 1b, 2.1 and 2.2 have been constructed.
6	Ray Lawyer Drive Extension	U.S. Highway 50 to State Route 49	Construct a new 6,200 ft two-lane roadway with sidewalk between Forni Road and SR 49. The roadway would be essentially parallel to the existing Southern Pacific Railroad
7	Main Street Realignment	Washington Street to Broadway	Construct a new 500-ft two-lane roadway with sidewalk. Includes installation of a traffic signal at Main Street & Turner Street intersection.
8	Traffic Signals on Broadway	At Mosquito Road and at Highway 50 ramps	Install traffic signals at these intersections
9	Placerville Drive Interchange Upgrade (WPI Phase 3)	U.S. Highway 50 at Placerville Drive	Western Placerville Interchanges (WPI) Phase 3: Construct 230-ft bridge and tie to existing overcrossing to accommodate two NB lanes, one SB lane, bike lanes and a sidewalk

No.	Project Name	Location	Description
10	Placerville Drive Widening	Fair Lane to Ray Lawyer Dr/Green Valley Rd	Widen the existing segment for approximately 2,600 ft to include 4 travel lanes, a two-way center left-turn lane, bike lanes, and sidewalks
11	Placerville Drive Widening	Cold Springs Rd east to U.S. Highway 50	Widen the existing segment for approximately 1,800 ft to include 4 travel lanes, a two-way center left-turn lane, bike lanes, and sidewalks
12	Pleasant Street Extension	Current Eastern Terminus to Proposed Clay Street Extension	Construct a new 400-foot, two-lane roadway with sidewalk. This new roadway would form the north leg of the Clay Street/Immigrant Ravine Road Extension intersection.
13	Schnell School Road Traffic Signals	At Broadway	Install a traffic signal and construct associated lane improvements at this intersection.
14	Washington Street/Turner Street Widening	Main Street to Cedar Ravine Road	Widen Washington Street (Cedar Ravine Road to Sherman Street); Sherman Street (Washington Street to Turner Street); and Turner Street (Sherman Street to Main Street). Total length is 3,800 ft and would include a sidewalk on one side.



Legend

XX (YY) AM (PM) Peak Hour Volumes

Turn Lane

Traffic Signal

Stop Sign

Roundabout

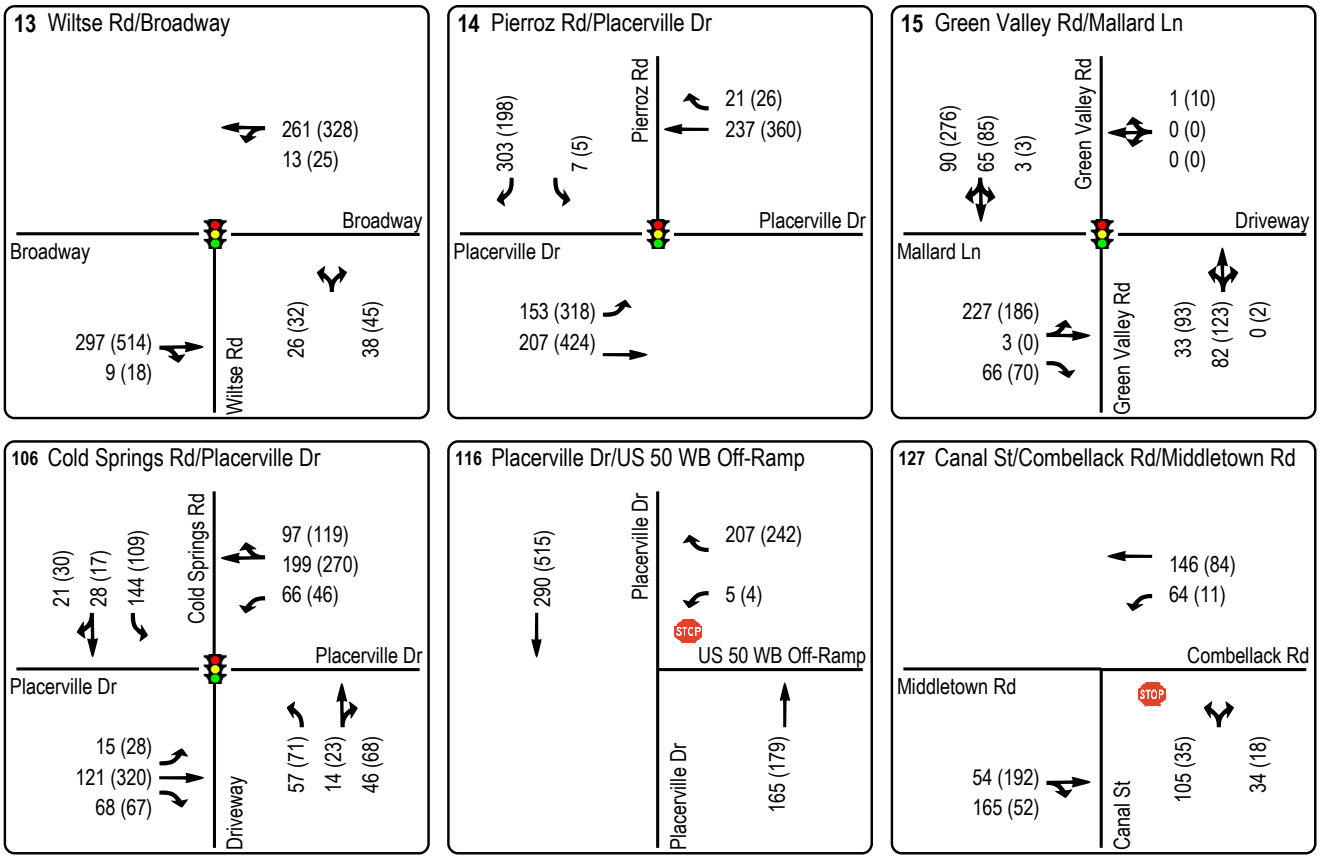
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City of Placerville
TIMF Program Nexus Study Update

Existing Conditions
Peak Hour Traffic Volumes,
Lane Geometries & Traffic Control

Project No. **12579228**
Report No. **001**
Date **3/11/26**

FIGURE 3.5a



Legend

XX (YY) AM (PM) Peak Hour Volumes

Turn Lane

Traffic Signal

Stop Sign

Roundabout

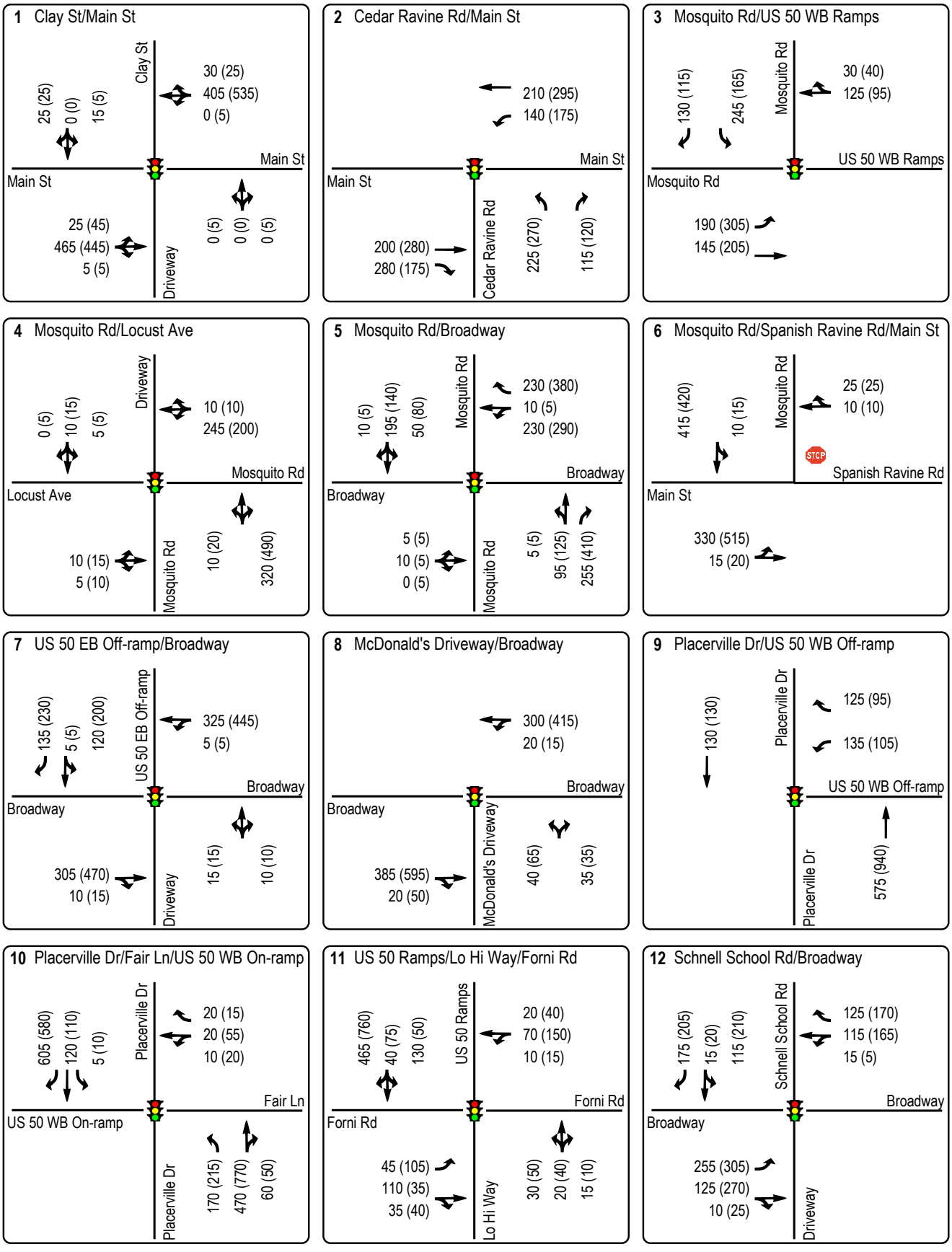
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City of Placerville
TIMF Program Nexus Study Update

Existing Conditions
Peak Hour Traffic Volumes,
Lane Geometries & Traffic Control

Project No. **12579228**
Report No. **001**
Date **3/11/26**

FIGURE 3.5b



Legend

XX (YY) AM (PM) Peak Hour Volumes

Turn Lane

Traffic Signal

Stop Sign

Roundabout

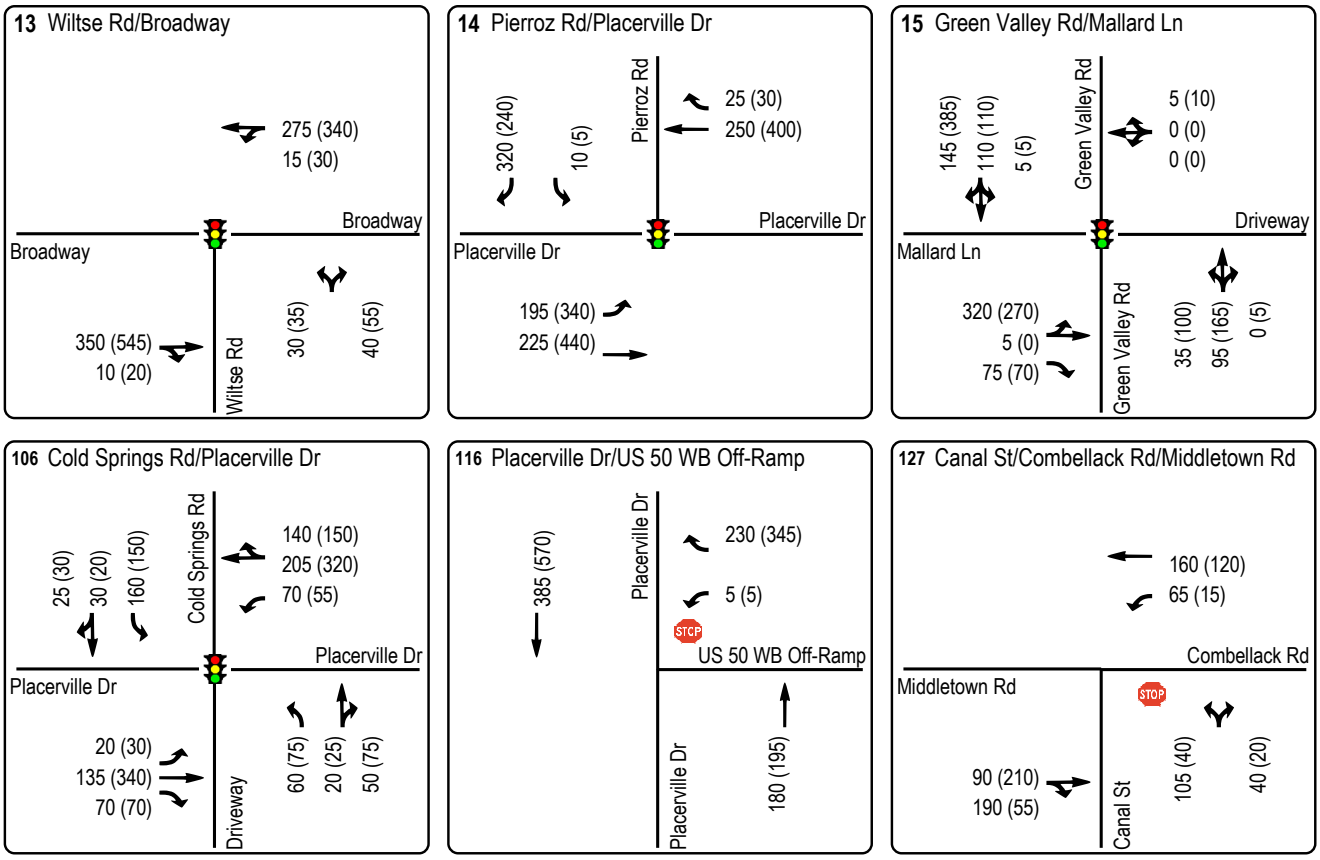
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City of Placerville
TIMF Program Nexus Study Update

Future Year Conditions
Peak Hour Traffic Volumes,
Lane Geometries & Traffic Control

Project No. **12579228**
Report No. **001**
Date **3/11/26**

FIGURE 3.6a



Legend

XX (YY) AM (PM) Peak Hour Volumes

Turn Lane

Traffic Signal

Stop Sign

Roundabout

GHD

City of Placerville
TIMF Program Nexus Study Update

Future Year Conditions
Peak Hour Traffic Volumes,
Lane Geometries & Traffic Control

Project No. **12579228**
Report No. **001**
Date **3/11/26**

FIGURE 3.6b

Table 3.5 Existing Traffic Operations at Intersection Locations

#	Intersection	Control Type[1]	Target LOS	AM Peak Hour			PM Peak Hour		
				Delay	LOS	V/C (Signal)	Delay	LOS	V/C (Signal)
1	Clay St & Main St	TWSC	D	17.0	C		15.9	C	
2	Main St & Cedar Ravine Rd	AWSC	D	13.1	B		15.9	C	
3	**Mosquito Rd & Hwy 50 WB Ramps**	**TWSC**	**D**	25.1	D		**35.8**	**E**	
4	Mosquito Rd & Locust Ave	TWSC	D	10.4	B		9.2	A	
5	Mosquito Rd & Broadway	AWSC	D	14.3	B		20.1	C	
6	Mosquito Rd & Main St/Spanish Ravine Rd	TWSC	D	12.6	B		14.9	B	
7	**Hwy 50 EB Off-Ramp & Broadway**	**TWSC**	**D**	21.6	C		**57.8**	**F**	
8	Broadway & McDonald's East Driveway	TWSC	D	15.4	C		25.8	D	
9	Placerville Dr & Hwy 50 WB Off-Ramp (West)	Signal	D	15.6	B	0.50	18.1	B	0.60
10	Placerville Dr & Fair Ln/Hwy 50 WB On-Ramp	Signal	D	10.0	A	0.48	13.4	B	0.57
11	Forni Rd & Hwy 50 EB Ramps/Lo Hi Way	AWSC	D	26.5	D		35.0	D	
12	Broadway & Schnell School Rd	AWSC	D	11.3	B		14.0	B	
13	Broadway & Wiltse Rd	TWSC	D	7.8	A		11.6	B	
14	**Placerville Dr & Pierroz Rd**	**TWSC**	**D**	16.4	C		**43.8**	**E**	
15	Green Valley Rd & Mallard Ln	AWSC	D	10.0	A		11.5	B	
106	Cold Springs Rd & Placerville Dr	Signal	D	19.8	B	0.48	31.3	C	0.44
116	Placerville Dr & US-50 WB Off Ramp (East)	TWSC	D	10.9	B		11.3	B	
127	Canal St & Middletown Rd/Combellack Rd	TWSC	D	13.3	B		10.8	B	

Notes:
1. AWSC = All Way Stop Control; TWSC = Two-Way Stop Control
2. LOS = Delay based on worst minor street lane/movement for TWSC intersections, average of all approaches for AWSC, Signal
3. **Bold** = Unacceptable Conditions

Table 3.6 Future Traffic Operations at Intersection Locations

#	Intersection	Control Type[1]	Target LOS	AM Peak Hour			PM Peak Hour		
				Delay	LOS	V/C (Signal)	Delay	LOS	V/C (Signal)
1	Clay St & Main St	TWSC	D	18.5	C		16.2	C	
2	Main St & Cedar Ravine Rd	AWSC	D	13.6	B		16.4	C	
3	**Mosquito Rd & Hwy 50 WB Ramps**	**TWSC**	**D**	**49.0**	**E**		**84.5**	**F**	
4	Mosquito Rd & Locust Ave	TWSC	D	10.6	B		10.5	B	
5	Mosquito Rd & Broadway	AWSC	D	14.4	B		21.5	C	
6	Mosquito Rd & Main St/Spanish Ravine Rd	TWSC	D	13.2	B		15.3	C	
7	**Hwy 50 EB Off-Ramp & Broadway**	**TWSC**	**D**	22.3	C		**91.8**	**F**	
8	Broadway & McDonald's East Driveway	TWSC	D	16.0	C		28.6	D	
9	Placerville Dr & Hwy 50 WB Off-Ramp (Fairgrounds Interchange)	Signal	D	21.5	C	0.64	43.6	D	0.80
10	Placerville Dr & Fair Ln/Hwy 50 WB On-Ramp	Signal	D	13.6	B	0.51	14.8	B	0.71
11	**Forni Rd & Hwy 50 EB Ramps/Lo Hi Way**	**AWSC**	**D**	32.3	D		**104.5**	**F**	
12	Broadway & Schnell School Rd	AWSC	D	12.5	B		16.4	C	
13	Broadway & Wiltse Rd	TWSC	D	8.4	A		12.0	B	
14	**Placerville Dr & Pierroz Rd**	**TWSC**	**D**	19.2	C		**52.5**	**F**	
15	Green Valley Rd & Mallard Ln	AWSC	D	13.0	B		17.9	C	
106	Cold Springs Rd & Placerville Dr	Signal	D	18.5	B	0.50	36.7	D	0.55
116	Placerville Dr & US-50 WB Off Ramp (East)	TWSC	D	11.3	B		13.2	B	
127	Canal St & Middletown Rd/Combellack Rd	TWSC	D	14.2	B		11.3	B	

Notes:
1. AWSC = All Way Stop Control; TWSC = Two-Way Stop Control
2. LOS = Delay based on worst minor street lane/movement for TWSC intersections, average of all approaches for AWSC, Signal
3. **Bold** = Unacceptable Conditions

Table 3.7 Pedestrian and Bicycle LOS Analysis

Project	Demand/ Employment or Activity Center[1]	Safety[2]	Connectivity[3]	Transit (# of Bus Stops)	Schools	Total Score
Weight	**3**	**3**	**2**	**1**	**3**	
Placerville Dr (Phase 1)	3.60	2	4	2	0	**26.80**
Placerville Dr (Phase 2)	4.75	1	4	2	0	**27.25**
Placerville Dr (Phase 3)	4.50	0	5	1	0	**24.50**
Placerville Dr Bridge Replacement Project	5.00	1	4	0	0	**26.00**
Washington St	3.50	1	3	1	1	**23.50**
Cold Springs Rd	2.67	1	2	1	0	16.00
Mosquito Rd	1.00	2	4	1	0	18.00
1. Based on Replica's walking, bike, and transit trip destinations rankings for each hex area (~0.04 sq. mi.) along each segment						
2. Safety based on Transportation Injury Mapping System (TIMS) pedestrian and bicycle-related collisions 2020-2025.						
3. Based on the existing or proposed bikeway classification each end of the project connects to. Class I bikeway scores a 3, no bikeway scores a 0.						

Table 3.8 presents the review of the 1998 project list, includes new projects and modifications to the original projects that were evaluated with this update, and identifies deficiency analysis results presented in this nexus study. The 1998 nexus study identified 14 projects for the fee program. Of these:

– 1 project, the Clay Street Extension, has been completed
– 3 projects are recommended to be removed from the program due to lack of need or infeasibility
– 3 projects are recommended to be retained in the fee program
– 3 projects are recommended to be excluded from the fee program, due to no deficiency being identified, and
– 4 previously identified projects will remain in the fee program with a modified scope of work.

One project to be retained in the fee program is the Clay Street Realignment and Bridge Replacement Project. It is still needed to accommodate forecast travel demand associated with future development and to improve the distribution of traffic throughout the City's transportation network. The existing one-lane Clay Street bridge limits the corridor's ability to serve as an effective connection across Hangtown Creek and under Highway 50 and constrains the amount of traffic that can utilize the route under future conditions. As development occurs, traffic demand is projected to increase at multiple locations throughout the roadway network, including the Mosquito Road/US 50 westbound off-ramp intersection. The existing Clay Street Hangtown Creek crossing limits the availability of alternative routes for future trips, resulting in a greater concentration of traffic on other roadways, including Mosquito Road. By replacing the existing one-lane bridge with a two-lane bridge and realigning the roadway, the project provides additional network capacity that allows future development-generated traffic to be distributed across multiple routes rather than relying disproportionately on the Mosquito Road corridor. The project therefore serves a dual purpose of increasing capacity along the Clay Street corridor and improving overall circulation and network connectivity. The project increases the attractiveness of the Clay Street route, allowing future trips to utilize a more balanced distribution of available roadway facilities. It was always intended that this project and the Clay Street Extension project that has already been constructed would together provide the circulation and connectivity needed to support development in the vicinity of Clay Street.

An example of projects that will remain in the fee program under a modified scope of work includes the Placerville Drive projects. The Placerville Drive projects were originally envisioned as capacity increasing/widening projects by adding two vehicle lanes. After recent traffic studies were performed, the widening was determined to not be necessary. Additionally, since then, the City adopted Complete Streets policies and the goal for the modified Placerville Drive project is to provide a multimodal corridor with improved access to transit. As noted above, over the last 16 years (since the Nonmotorized Transportation Plan), the City prioritized projects along the five-mile east-west corridor (including Placerville Drive, Main Street and Broadway) to complete the active transportation network and provide multimodal access to employment centers and community resources.

Of the seven bicycle and pedestrian improvement projects evaluated, five are recommended to be included in the fee program, because they have a total weighted score of 21.00 or higher, including the three phases of the Placerville Drive project, the Placerville Drive Bridge Replacement Project, and the Washington Street project.

Of the four potential new project locations evaluated, three will be included in the fee program - the Placerville Drive Bicycle and Pedestrian Facilities Phase 1, the Placerville Drive/Pierroz Road Intersection Improvements, and the Placerville Drive Bridge Replacement Project - due to having a deficiency identified. The Placerville Drive Bridge Replacement Project accommodates growth-related travel demand by extending the corridor’s center turn lane across the bridge, providing left-turn storage at Pierroz Road to improve intersection operations, and improving pedestrian and bicycle connectivity.

The Immigrant Ravine Road Extension, Main Street Realignment, and Schnell School Road Traffic Signals projects have been removed from the program after re-evaluation and determination that no deficiency has been identified.

The projects listed are supported by analyses demonstrating that future growth will contribute to capacity and operational deficiencies, thereby establishing the need for improvements that accommodate development-generated travel demand.

Table 3.8 Project List Review and Status

Prior ID	New ID	Project Name	Description	Status
1		Clay Street Extension	Pleasant Street to Coleman Street Construct a new 1,200 ft two-lane roadway with sidewalk	Project constructed. Removed from fee program.
2	1	Clay Street Realignment and Bridge Replacement Project	Replace the one-lane bridge with a two-lane bridge and realign Clay Street between Hwy 50 and Main Street because of the bridge replacement. The new intersection will align Clay Street with Cedar Ravine Road at Main Street. (Active CIP 406071)	Mitigates adjacent deficiency at Mosquito Road/ US 50 WB Off Ramp.
3		Coleman Street Extension	Bedford Avenue to Spring Street Construct a 400 ft, two-lane roadway with sidewalk.	Removed from program due to infeasibility
4		Immigrant Ravine Road Extension	Carson Road to Pleasant Street Construct a new 4,200 ft two-lane roadway with sidewalk from the Carson Road to the proposed Clay Street Extension (Improvement #1)	No deficiency identified.
5	3	Ray Lawyer Drive Interchange	Western Placerville Interchanges (WPI) Phase 2.3: Construct WB Off Ramp at Highway 50. WPI Phases 1a, 1b, 2.1 and 2.2 have been constructed.	Existing and future LOS deficiency.
6		Ray Lawyer Drive Extension	Hwy 50 to SR 49 Construct a new 6,200 ft two-lane roadway with sidewalk between Forni Road and SR 49. The roadway would be essentially parallel to the existing Southern Pacific Railroad	Removed from program due to lack of need
7		Main Street Realignment	Washington Street to Broadway Construct a new 500-ft two-lane roadway with sidewalk. Includes installation of a traffic signal at Main Street & Turner Street intersection.	No deficiency identified.
8		Traffic Signals on Broadway	At Mosquito Road and at Highway 50 ramps. Install traffic signals at these intersections	No deficiency identified at Broadway/Mosquito Road. Modified to #2 below.
8	2	Broadway / US Highway 50 EB Off-Ramp	Lengthen the eastbound Highway 50 off-ramp at Broadway. Signalize the intersection.	Existing and future LOS deficiency.
9	4	Placerville Drive Interchange Upgrade (WPI Phase 3)	Western Placerville Interchanges (WPI) Phase 3: Construct 230-ft bridge and tie to existing overcrossing to accommodate two NB lanes, one SB lane, bike lanes and a sidewalk.	Future deficiency identified.
10		Placerville Drive Widening	Fair Lane to Ray Lawyer Dr/Green Valley Rd Widen the existing segment for approximately 2,600 ft to include 4 travel lanes, a two-way center left-turn lane, bike lanes, and sidewalks	Modified to #6 below.
11		Placerville Drive Widening	Cold Springs Rd east to Highway 50 Widen the existing segment for approximately 1,800 ft to include 4 travel lanes, a two-way center left-turn lane, bike lanes, and sidewalks	Modified to #7 below.
	5	Placerville Drive Bicycle and Pedestrian Facilities – Phase 1	Bicycle and Pedestrian Improvements: Placerville Drive - Ray Lawyer Drive to Cold Springs Road, and Green Valley Rd – Placerville Drive to Mallard Lane, including	New addition. Existing and future LOS deficiency.

Prior ID	New ID	Project Name	Description	Status
			improvements at intersections, excluding the Placerville Drive Bridge Replacement Project. (Active CIP 41816)	
10	6	Placerville Drive Bicycle and Pedestrian Facilities – Phase 2	Bicycle and Pedestrian Improvements on Placerville Drive from Armory Drive to Ray Lawyer Drive. Also includes two lanes (north/eastbound direction) Armory to Ray Lawyer per traffic study.	Existing and future LOS deficiency.
11	7	Placerville Drive Bicycle and Pedestrian Facilities – Phase 3	Placerville Drive bicycle and pedestrian improvements from Cold Springs Road east to US Highway 50	Existing and future LOS deficiency.
12		Pleasant Street Extension	Current Eastern Terminus to Proposed Clay Street Extension. Construct a new 400 ft two-lane roadway with sidewalk. This new roadway would form the north leg of the Clay Street/Immigrant Ravine Road Extension intersection.	Removed from program due to infeasibility
13		Schnell School Road Traffic Signals	At Broadway Install traffic signal and construct associated lane improvements at this intersection.	No deficiency identified.
14		Washington Street/Turner Street Widening	Main Street to Cedar Ravine Road Widen Washington Street (Cedar Ravine Road to Sherman Street); Sherman Street (Washington Street to Turner Street); and Turner Street (Sherman Street to Main Street). Total length is 3,800 ft and would include a sidewalk on one side.	Modified – see #13 below.
	8	Placerville Dr / Pierroz Rd Intersection Improvements	New traffic signal and intersection improvements at Placerville Drive and Pierroz Road.	New project for consideration. Existing and future LOS deficiency.
	9	Placerville Drive Bridge Replacement Project	Replace the existing Placerville Drive Bridge over Hangtown Creek (Bridge No. 25C-0029). Design features of this project will include: Six-foot-wide sidewalks, Class II Bicycle Lanes, Crash-tested Barrier Railings and Guardrail, 12-foot-wide travel lanes, and center two-way turn lane.	New addition. Existing and future LOS deficiency.
		Green Valley Road/Mallard Lane Intersection Improvements	The Placerville Drive traffic study in 2019 identified the potential need for a signalized intersection in the design year (2040). Evaluated as part of this update.	New project for consideration. No deficiency identified.
		Combellack Road Extension	New road between Combellack Rd / Middletown Road and Placerville Drive (east of 687 Placerville Drive). Evaluated as part of this update.	New project for consideration. No deficiency identified.
	10	Washington Street/Turner Street Pedestrian and Bicycle Improvements	Improve Washington St (Cedar Ravine Road to Sherman St); Sherman St (Washington to Turner); and Turner St (Sherman to Main Street). Includes sidewalk on one side and Class III Bike Route signage and markings.	Existing and future LOS deficiency.

3.4 Updated Project Costs

The cost of road construction has varied significantly over the course of the last decade, so it is important that this be factored into the fee structure for the TIMF.

Figure 3.6 presents Caltrans' construction price index for highway projects for the period from 1900 to 2025. As shown, there was a slow and stable rise in prices throughout the 1990's and early years of the 2000's. However, in 2004 a combination of a construction boom, rising land and fuel costs, and the effect of a weakening U.S. dollar on the cost of imported construction materials, caused construction prices to rise more in a single year then they had in the previous 15 years combined. The rapid increase was followed by a rapid decrease with the collapse of the housing market, which used many of the same construction inputs as Caltrans.

The Caltrans cost index is based on actual bid prices for projects done in the previous year. There is a second cost index, prepared by the ENR that is computed based on the market prices for various major inputs to road projects (concrete, steel, aggregate, etc.). This index is less volatile than the Caltrans index because it does not include the effect of contractors' changing profit expectations in response to strong or weak market conditions. The two indices are compared in Figure 3.6. The Caltrans index experienced a 148% increase between 2014 and 2024, while the ENR index for California cities experienced a 43% increase.

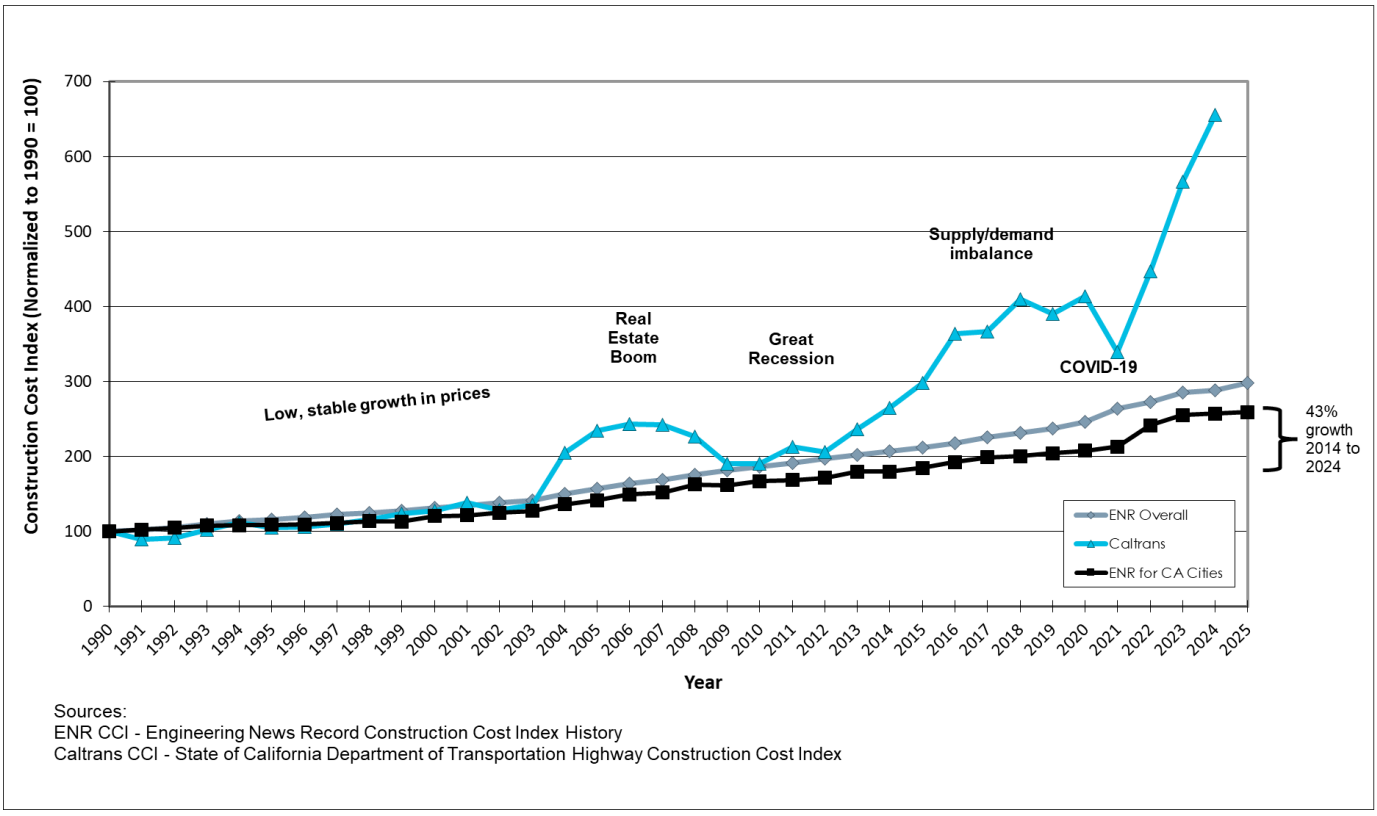


Figure 3.6 Caltrans' and ENR Construction Price Index, 1990-2025

The City of Placerville specifies that the ENR index for California cities is to be used as the basis for cost adjustments for the TIMF. This decision was based in part on the relative stability of the ENR index, which makes the fee program more predictable for developers compared to the highly volatile Caltrans index. Although the ENR (CA) index has risen 43 percent since 2014, all project costs in this study have been updated using new cost estimates provided by the City, based on recent contract costs (similar to the Caltrans Index), rather than applying an inflation factor. It is important to note that the fee program is subject to annual escalation to keep up with rising costs.

3.5 Funding from Other Sources

In some cases, the need for projects that receive impact fee funding is not 100 percent attributable to new development; there is an existing deficiency that new development by law cannot be held responsible for. In such cases another source of funds must be used to fund the portion of the project not attributable to new development. The City of Placerville has been successful in securing other sources of funding, besides impact fees, that can be used for roadway improvements. Table 3.9 presents the grant funding history from 2013 that the City of Placerville has received, totaling $82M in grant funding over the 12-year period. Based on the historical funding over the 12-year period, the City received on average $6.9M per year (or $2.8M per year excluding 2026).

Table 3.9 Grant Funding History (2013-2026)

Grant Name	Total of Grant Amount
Active Transportation Program (Federal)	$ 18,429,000
Active Transportation Program (State)	$ 1,886,000
Highway Bridge Program (HBP)	$ 34,248,801
Highway Improvement Program (HIP)	$ 1,104,403
Highway Safety Improvement Program (HSIP)	$ 1,960,305
Local Transportation Climate Adaptation Program (LTCAP)	$ 3,000,000
SB-1 Local Partnership Program (LPP)	$ 1,070,000
State Highway Operation and Protection Program (SHOPP)	$ 1,000,000
State Transportation Improvement Program (STIP)	$ 9,542,000
Surface Transportation Block Grant Program (STBG)	$ 2,592,700
State Highway Operation and Protection Program (SHOPP)	$ 470,000
Congestion Mitigation and Air Quality Improvement Program (CMAQ)	$ 7,511,613
Grand Total	**$ 82,814,822**

4. Updates to the Fee Calculation

An overview of the methodology used to compute the TIMF is provided in the section below, followed by sections providing more in-depth discussion of the key components. These are followed by sections describing the resulting fees and the revenues that would be raised by the TIMF under the different sets of policy options.

4.1 Computation Methodology

The methodology used in the fee computation is outlined in Figure 4.1 below. The major steps include:

1. The starting point was a set of forecasts for residential and non-residential growth from the City of Placerville and Sacramento Area Council of Governments (SACOG). The forecasts were described in Section 3.2.
2. The growth forecasts were used as inputs into the Placerville Travel Demand Model, which was then used to forecast traffic volumes for 2050. Recent traffic counts (in 2022 and 2025) were used to evaluate current traffic operations. The volumes were then used to determine the level of service (LOS) for each potential project site under existing and 2050 conditions.
3. Each jurisdiction sets its LOS standards through resolutions, usually as part of its General Plan. Placerville does not yet have an adopted LOS standard for traffic operations. However, a proposed LOS D Policy has been set for traffic operations of roadways and intersections as part of this nexus study. LOS D would be consistent with the 1998 nexus study and existing City practice.
4. The existing and future LOS were compared to the LOS standard to determine where deficiencies currently exist and where they may develop in the future. Potential projects were identified that would correct the deficiencies, including re-evaluating the adopted project list from the 1998 study.
5. The outputs of Step 4 were used to determine the percentage of the need for each potential project that is attributable to new development.
6. For pedestrian and bicycle projects, this nexus study establishes a deficiency threshold based on the weighted evaluation criteria presented in Table 3.3. Each pedestrian and bicycle project was evaluated and assigned a composite score based on these criteria. Projects with a weighted score of 21.00 or higher were identified as deficient and eligible for inclusion in the TIMF program.
7. For pedestrian and bicycle projects, the share attributable to new development was determined based on new development's proportionate share of total future trip generation.
8. The estimated cost for different projects comes from a variety of sources, including engineering studies and planning-level estimates provided by the City. This is shown in Table 4.5.
9. The outputs from steps 5 and 6 were used to determine the dollar cost for each project that is attributable to new development.
10. Next, any funding that may be available from other sources including discretionary grants for the listed projects was identified. This is shown in Table 4.5.
11. The amount of funding available from other sources was compared to the project costs to determine if it exceeded the amount attributable to existing deficiencies (i.e., not attributable to new development). If so, the surplus of other funds was used to reduce the amount needed from new development. The result was the maximum amount of funding allowable by law that could potentially be collected using the TIMF.
12. The anticipated growth forecasts were used to determine the percentage share of growth in vehicle-miles traveled (VMT) that will be associated with residential and non-residential development.
13. The results of Steps 9 and 10 were then combined to determine the portion of project costs that could be attributed to new residential and non-residential development.
14. Next, the trip generation rate was determined for each land use type. For residential land uses the unit of measurement was daily trips/dwelling unit, while for non-residential uses trip-generation was measured in terms

of daily trips/thousand square feet (KSF) of space, except for schools, where the unit was daily trips/student and lodging, where daily trips/room were used.

15. The number of new units for each development type was then multiplied by the trip generation rate to produce the total number of new trips associated with each type of land use development.
16. The project funding attributable to residential and non-residential developments (from Step 11) was then divided by the expected number of new residential and non-residential trips (from Step 13) to produce the potential impact fee per trip for each type of unit.
17. AB 602 introduced a requirement that unit size be taken into account when assessing impact fees on new residential development. Data from the American Housing Survey and the National Cooperative Highway Research Program (NCHRP) were used to estimate trip generation rates for different sized residential units. This is described in Section 4.5.
18. The new residential dwelling units were divided into small, medium, and large-size categories based on historical building permits and applied different rates for different types of dwellings. This is described in Section 4.5.
19. The policies from Step 16 were applied to take the fees per trip from Step 14 and combine them with the trip generation rates from Step 12 (for non-residential units) and Step 16 (for residential units) to compute the fee per unit.

The next sections describe several key steps in the process in more detail.

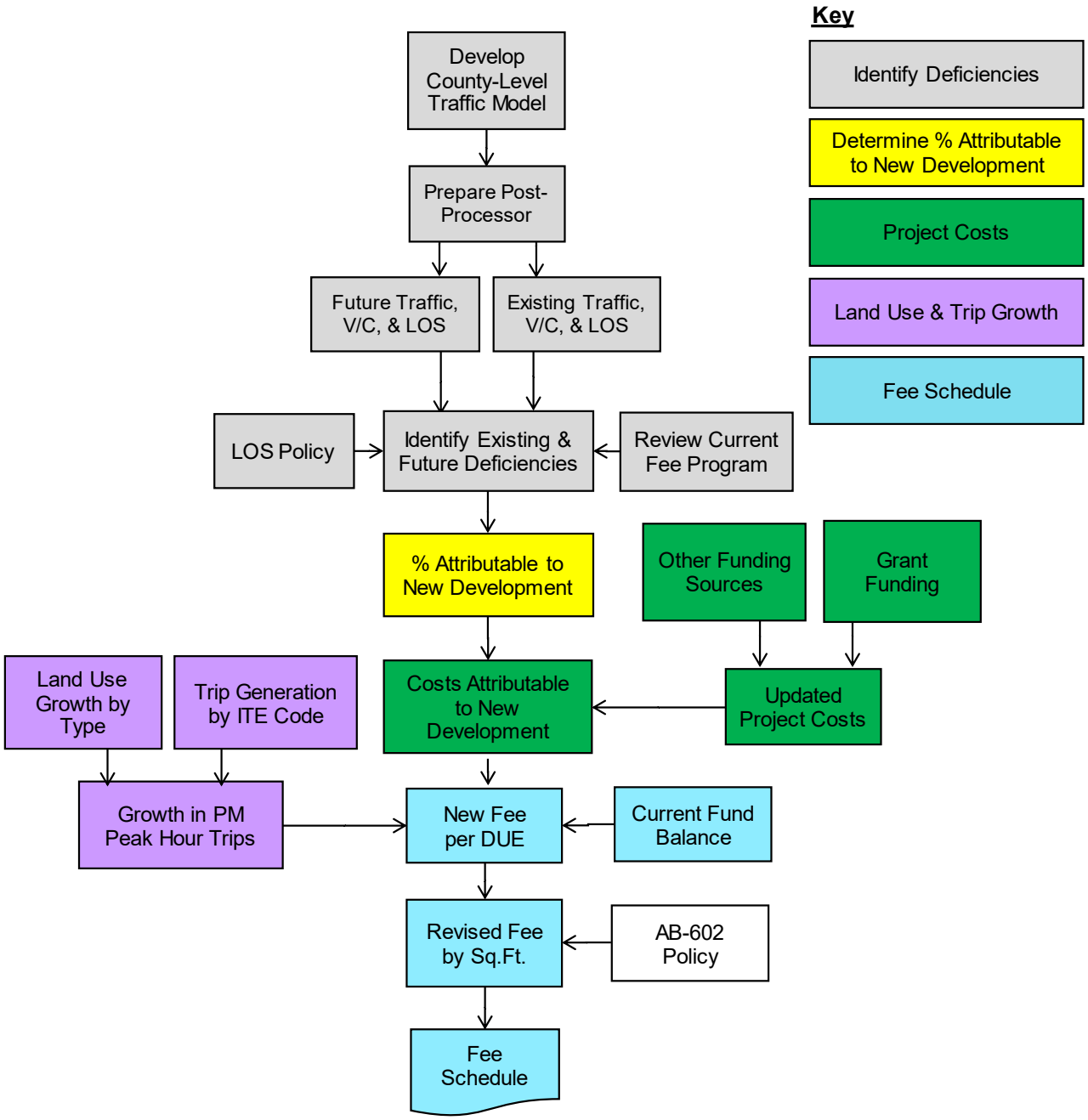


Figure 4.1 *Fee Computation Methodology Flowchart*

4.2 Proportion of Project Need Attributable to New Development

The procedure for determining the percentage of the need to improve an intersection or roadway facility that is attributable to new development is illustrated in Figure 4.2.

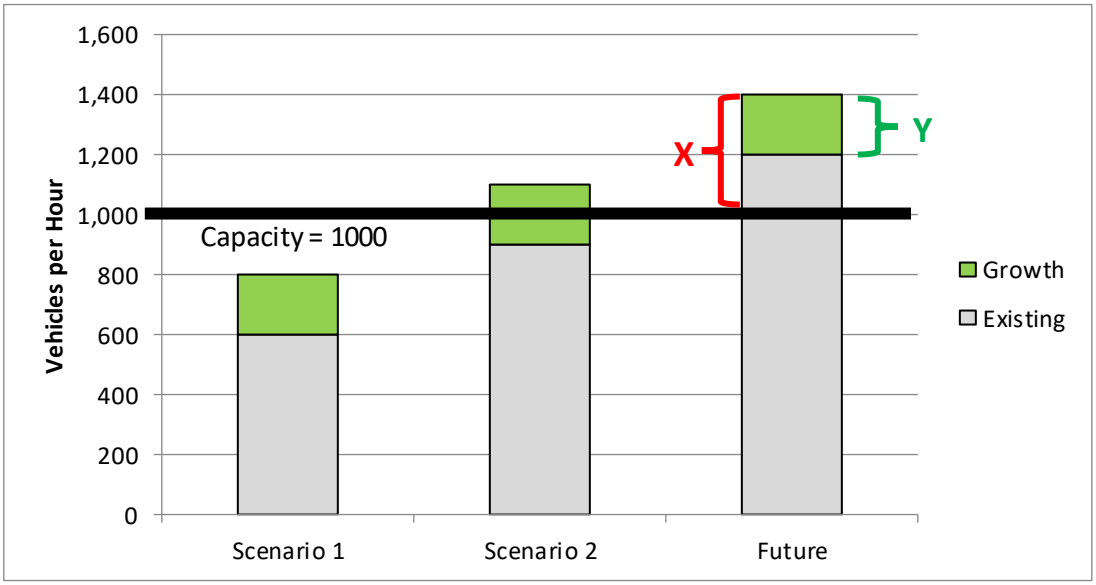


Figure 4.2 Percent Attributable Cases

The capacity is the maximum volume that can be accommodated at the LOS threshold. Figure 4.2 shows a hypothetical roadway with a capacity of 1,000 vehicles/hour. There are three possible cases, namely:

- In Case 1, the roadway facility is operating at below its capacity under existing conditions and is forecast to continue to do so under future (2050) conditions. In such cases there is no deficiency and so no impact fees can be collected for the project[12].
- In Case 2 the facility operates below its maximum capacity under existing conditions, but the capacity is insufficient to accommodate the expected future growth in traffic. In such cases the need to provide additional capacity is entirely attributable to new development.
- In Case 3 the traffic using the facility already exceeds its rated capacity and the expected growth in traffic will exacerbate the situation. In such cases the percentage attributable to new development is the portion of the volume beyond the rated capacity that comes from new development (Y/X).

This nexus study proposes a LOS D Policy for road capacity improvements that was used to establish capacity values. In addition to LOS, V/C ratios were used as described in Section 3.2. Table 4.1 and Table 4.2 show how this methodology was applied to the projects identified in Table 3.5 and Table 3.6 as having existing and/or future deficiencies.

[12] This is not to say that the project is not justified; only that the justification is unrelated to the need to provide additional capacity to accommodate future development. The seismic retrofit of a bridge would be an example of a project where the need is not based on insufficient capacity.

Table 4.1 Percent of Project Need Attributable to New Development – Intersection Improvements

Prior Study ID	Project Name	Analysis Method	LOS Standard	Existing Conditions				Future (2050) Without Improvements					% of Deficiency Attributable to New Development
				Delay	LOS	V/C (Signals)	LOS or V/C Deficiency?	Delay	LOS	V/C (Signals)	LOS Deficiency?	LOS Deficiency?	
			(A)	(B)	(C)	(D)	(C) or (D) worse than (A)?	(E)	(F)	(G)	(F) or (G) worse than (A)?	(F) or (G) worse than (A)?	(L)=(J-F)/(J-1)
2	Clay Street Realignment and Bridge Replacement Project (Evaluated based on Hwy 50 WB Ramp at Mosquito Road)	Intersection	D	**35.8**	**E**		**Yes**	**84.5**	**F**		**Yes**	**Yes**	**98%**
Modified 8	**Broadway / US Highway 50 EB Ramp**	Intersection	D	**57.8**	**F**		**Yes**	**91.8**	**F**		**Yes**	**Yes**	**60%**
5	WPI Phase 2.3 - Ray Lawyer Drive WB Off-Ramp (Evaluated based on Placerville Dr WB Off-ramp)	Both	D	-	-	0.60	No	-	-	0.80	No	No	0%
9	WPI Phase 3 - Placerville Drive Interchange (Evaluated based on EB Ramps/Forni Rd)	Intersection	D	35.0	D	0.60	No	**104.5**	**F**	0.80	**Yes**	**Yes**	**100%**
New	**Placerville Drive / Pierroz Rd Intersection Improvements**	Intersection	D	**43.8**	**E**		**Yes**	**52.5**	**F**		**Yes**	**Yes**	**50%**
New	**Placerville Drive Bridge Replacement Project (Evaluated based on Placerville Drive / Pierroz Rd)**	Intersection	D	**43.8**	**E**		**Yes**	**52.5**	**F**		**Yes**	**Yes**	**50%**
New	Green Valley Rd/Mallard Ln Intersection Improvements	Intersection	D	11.5	B		No	17.9	C		No	No	0%
13	Schnell School Road Traffic Signals (includes evaluation of Schnell School Road/Wiltse Rd/Broadway)	Intersection	D	14.0	B		No	16.4	C		No	No	0%
New	Combellack Road Extension (Evaluated need based on intersection of Placerville Drive at Cold Springs Road)	Both	D	-	-	0.48	No	-	-	0.55	No	No	0%

Note: Projects in gray have been removed from consideration of being included in the program due to no deficiency related to new development.

Table 4.2 Percent of Project Need Attributable to New Development – Roadway Improvements

Prior Study ID	Project Name	Analysis Method	LOS Standard[1]	Existing (2025)									Future (2050) Without Improvements					% of Deficiency Attributable to New Development
				1-Way PH Traffic Volume	# of Lanes/ Roads	Capacity /Lane[2]	Total Capacity	V/C Ratio	LOS	Deficiency?	Capacity Based on LOS Standard	V/C Ratio based on LOS Standard	1-Way PH Traffic Volume	V/C Ratio	LOS	Deficiency?	V/C Ratio based on LOS Standard	
			(A)	(B)	(C)	(D)	(E)=(C)*(D)	(F)=(B)/(E)	(G)	(H) worse than (A)?	(I)	(J)=(B)/(I)	(K)	(L)=(K)/(E)	(M)	(M) worse than (A)?	(N)=(K)/(I)	(L)=(J-F)/(J-1)
4	Immigrant Ravine Rd Extension (Traffic Volumes from Mosquito Road, Schnell School Road)	Roadway	D	735	2	700	1,400	0.53	C	No	1,260	0.58	820	0.59	C	No	0.65	0%
5	WPI Phase 2.3 - Ray Lawyer Drive WB Off-Ramp (Evaluated based on Placerville Drive volumes s/o Armory Dr)	Both	D	668	1	800	800	0.84	D	No	720	0.93	**838**	**1.05**	**F**	**Yes**	1.16	**100%**
New	Combellack Road Extension (Evaluated based on volumes on Cold Springs Rd)	Both	D	193	1	700	700	0.28	C	No	630	0.31		0.00	C	No	0.00	0%

Note: Projects in gray have been removed from consideration of being included in the program due to no deficiency related to new development.

4.2.1 Calculation of Existing and Future Deficiencies for Pedestrian and Bicycle Improvements

Four pedestrian and bicycle improvement projects are proposed to be included in the TIMF program. For these projects, the share attributable to new development was determined based on new development's proportionate share of total future trip generation. Existing and anticipated future trips were estimated using the land use quantities presented in Table 3.2 and trip rates presented in Table 3.1, with applicable reductions for pass-by trips associated with retail uses. Based on this calculation, new development is projected to account for 19 percent of total future trips, including 5 percent attributable to new residential development and 14 percent attributable to new non-residential development (shown in gray in the table below). Accordingly, 19 percent of the cost of eligible pedestrian and bicycle improvements is attributable to new development, with the remaining 81 percent attributable to existing development and other funding sources.

Table 4.3 Percent of Project Need Attributable to New Development - Bikeways

Development Type	Trips	% of Future Trips
Existing (residential)	42,729	53%
Existing (non-residential)	22,218	28%
Anticipated New Development (residential)	3,646	5%
Anticipated New Development (non-residential)	11,486	14%
Total Future DUs (New + future)	80,080	100%
% Attributable to new development		**19%**

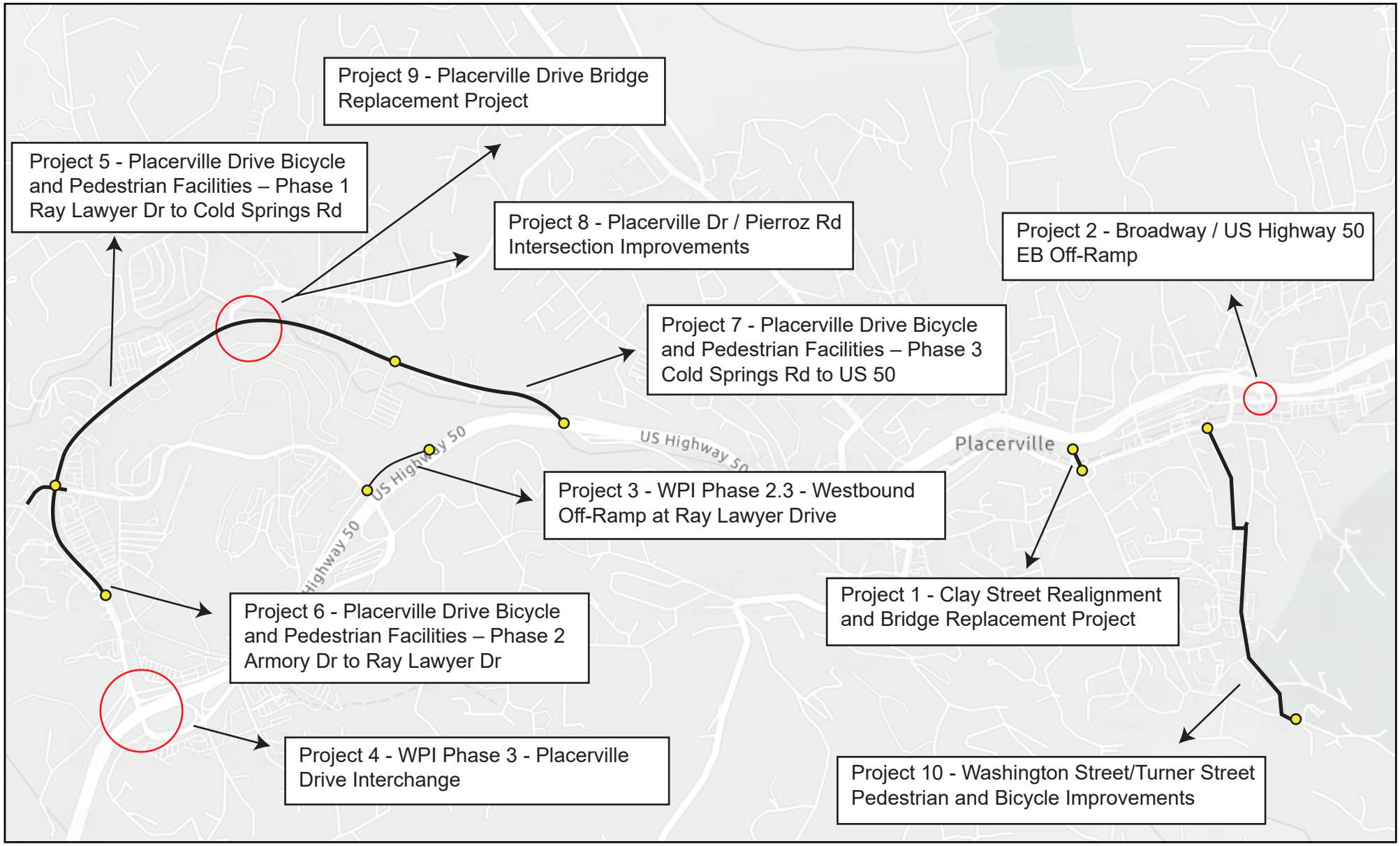
4.2.2 Final TIMF Project List

Based on the deficiency analyses and growth-attribution methodologies described above, the final TIMF project list includes transportation improvements needed to address deficiencies associated, in whole or in part, with anticipated future development. For each project, the maximum share of the improvement cost attributable to new development was determined using the applicable methodology described in Section 4.2; costs associated with existing deficiencies or existing development were excluded from the fee calculation. The resulting project list, including the estimated project cost and percentage attributable to new development, is presented in Section 4.3. Table 4.4 presents a list of the updated TIMF project list. A map of the locations are presented in Figure 4.3. The locations of the TIMF projects are shown in Appendix D.

Table 4.4 Updated TIMF Project List

ID	Project	Description
1	Clay Street Realignment and Bridge Replacement Project	Replace the one-lane bridge with a two-lane bridge and realign Clay Street between Hwy 50 and Main Street because of the bridge replacement. The new intersection will align Clay Street with Cedar Ravine Road at Main Street. (Active CIP 406071)
2	Broadway/US-50 EB Off-Ramp	Lengthen the eastbound Highway 50 off-ramp at Broadway. Signalize the intersection.
3	WPI Phase 2.3 - Ray Lawyer Drive WB Off-Ramp	Construct WB Off Ramp at Highway 50.

ID	Project	Description
4	WPI Phase 3 - Placerville Drive Interchange	Construct 230-ft bridge and tie to existing overcrossing to accommodate two NB lanes, one SB lane, bike lanes and a sidewalk.
5	Placerville Dr. Bicycle and Pedestrian Facilities – Phase 1 (Ray Lawer Drive to Cold Springs Road)	Placerville Drive - Ray Lawyer Drive to Cold Springs Road, and Green Valley Rd – Placerville Drive to Mallard Lane, including improvements at intersections, excluding the Placerville Drive Bridge Replacement Project. (Active CIP 41816)
6	Placerville Dr. Bicycle and Pedestrian Facilities – Phase 2 (Armory Drive to Placerville Drive)	Bicycle and Pedestrian Improvements on Placerville Drive from Armory Drive to Ray Lawyer Drive. Also includes two lanes (north/eastbound direction) Armory to Ray Lawyer per traffic study.
7	Placerville Dr. Bicycle and Pedestrian Facilities – Phase 3 (Cold Springs Road to US 50)	Placerville Drive bicycle and pedestrian improvements from Cold Springs Road east to US Highway 50
8	Placerville Dr / Pierroz Rd / Intersection Improvements	New traffic signal and intersection improvements at Placerville Drive and Pierroz Road.
9	Placerville Dr. Bridge Replacement Project	Replace the existing Placerville Drive Bridge over Hangtown Creek (Bridge No. 25C-0029). Design features of this project will include: Six-foot-wide sidewalks, Class II Bicycle Lanes, Crash-tested Barrier Railings and Guardrail, 12-foot-wide travel lanes, and center two-way turn lane.
10	Washington Street/Turner Street Pedestrian and Bicycle Improvements	Improve Washington St (Cedar Ravine Road to Sherman St); Sherman St (Washington to Turner); and Turner St (Sherman to Main Street). Includes sidewalk on one side and Class III Bike Route signage and markings.



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City of Placerville
Transportation Impact Mitigation
Fee Program Nexus Study Update

Project No. **12579288**
Revision No. **-**
Date **10/1/2026**

Updated TIMF Project Locations

FIGURE 4.3

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Print date: 01 Oct 2026 - 16:09

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4.3 Determination of Amount Collectible through the TIMF

The amount potentially collectable through the TIMF program was calculated using the updated project costs, provided by the City, the percentage of project need attributable to new development shown in Table 4.1, Table 4.2, and Table 4.3. and the funding available from other sources provided by the City. For the Placerville Drive Bridge Replacement Project, the maximum percent attributable to new development between Table 4.1 and Table 4.3 was utilized. When computing the amount of an impact fee, the amount of funding available or already allocated from other sources or collected in the fee program must be deducted from the project cost estimates to ensure that new development is not paying more than the actual cost of the project to the agency. This calculation is shown in Table 4.5.

Column C in Table 4.5 presents the cost estimate adjusted by the percentage attributable to new development, as identified in Column B. Column D identifies the grant funding sources applied to the project. Column E represents the remaining funding outside of grants, which corresponds to the amount required to address existing deficiencies. After deducting the TIMF funding already allocated, shown in Column F, the resulting value in Column G reflects the TIMF costs.

Table 4.5 Amount Potentially Collectable Through TIMF between 2025 and 2050 (Project Costs)

,ID	Project	Cost Estimate	Percentage Attributable to New Development	Maximum Costs Attributable to New Development	Grant Funding Sources	Funding Remaining outside grants	TIMF Funding already allocated	TIMF Costs
		(A)	(B)	(C)=(A)*(B)	(D)	(E)=(A)-(D)	(F)	(G)=Min[(C), (E)]-(F)
1	Clay Street Realignment and Bridge Replacement Project	$ 17,300,000	98%	$ 17,020,303	$ 14,600,000	$ 2,700,000	$ 590,817	$ 2,109,183
2	Broadway/US-50 EB Off-Ramp	$ 3,960,000	60%	$ 2,370,423	$ 3,168,000	$ 792,000		$ 792,000
3	WPI Phase 2.3 - Ray Lawyer Drive WB Off-Ramp	$ 15,813,000	100%	$ 15,813,000	$ 13,999,250	$ 1,813,750		$ 1,813,750
4	WPI Phase 3 - Placerville Drive Interchange	$ 50,960,000	100%	$ 50,960,000	$ 40,768,000	$ 10,192,000		$ 10,192,000
5	Placerville Dr. Bicycle and Pedestrian Facilities – Phase 1 (Ray Lawer Drive to Cold Springs Road)	$ 18,272,300	19%	$ 3,453,465	$ 16,772,300	$ 1,500,000		$ 1,500,000
6	Placerville Dr. Bicycle and Pedestrian Facilities – Phase 2 (Armory Drive to Placerville Drive)	$ 3,830,000	19%	$ 723,870	$ 3,485,300	$ 344,700		$ 344,700
7	Placerville Dr. Bicycle and Pedestrian Facilities – Phase 3 (Cold Springs Road to US 50)	$ 2,210,000	19%	$ 417,690	$ 2,011,100	$ 198,900		$ 198,900
8	Placerville Dr / Pierroz Rd / Intersection Improvements	$ 1,370,000	50%	$ 681,086	$ -	$ 1,370,000		$ 681,086
9	Placerville Dr. Bridge Replacement Project	$ 19,040,200	50%	$ 9,465,699	$ 17,540,000	$ 1,500,200		$ 1,500,200
10	Washington Street/Turner Street Pedestrian and Bicycle Improvements	$ 4,310,000	19%	$ 814,590	$ 3,922,100	$ 387,900		$ 387,900
	Total	**$137,065,500**		**$ 95,853,125**	**$116,266,050**	**$ 20,799,450**	**$ 590,817**	**$ 19,519,719**

4.4 Residential & Non-Residential Shares of Traffic Impacts

In this study, an adjustment was made to the trip generation for retail land uses by incorporating a pass-by reduction and a residential causality factor. The average daily trips generated by the Retail/Service – High category were reduced by 45% and the Retail/Service – Low category by 33% percent, based on field data reported by ITE (see Table 3.1). Pass-by trips are trips that would already take place for some primary purpose and so do not add to the traffic in the road system. An example of a pass-by trip would be a stop at a convenience store for gas or a shopping center for groceries on the way home from work. The primary trip would be from work to home, and the pass-by trip would be the stop at the store. It is important to account for pass-by trips to avoid double-counting primary trips in the allocation and distribution of proportional fair-share of the fees. While pass-by adjustments account for trips already present on the roadway network, the residential causality factor addresses the underlying source of travel demand. These adjustments operate at different analytical stages and serve different purposes.

In relatively isolated rural geographies, like Placerville, the demand for locally-serving non-residential uses is driven primarily by residential development. While non-residential uses like retail stores and gas stations will inevitably generate new travel demand, that demand is largely market-serving and will vary in response to population growth rather than as independent trip generators. Consistent with household travel survey evidence and nexus study practice, a portion of travel associated with non-residential uses is therefore attributed to residential causation for purposes of fee allocation.

Lastly, in addition to adjustments for pass-by trips and residential causality, impact proportionality is also adjusted on the basis of trip lengths. This adjustment is accomplished by assigning trip lengths by trip purpose in accordance with local travel patterns obtained from Replica (Replica, in turn, is validated on the basis of Household Travel Survey data for trip length). Adjusting for trip length ensures that uses that generate longer trips, on average, are assigned a greater share of the proportional responsibility to future roadway improvement needs than uses that generate shorter trips and thus impact less of the transportation system needs.

The growth in VMT share of traffic impact by land use type calculated with the pass-by reduction is shown in Table 4.6. The VMT and traffic share after the causality factor has been applied in shown in Table 4.7.

Table 4.6 Vehicle Miles Travelled and Traffic Share with Pass-By Reduction

Land Use Type	Land Use Growth	Pass-By and Diverted-Link Reduction	New Daily Trips per Unit[1]	Growth in Daily Trips	Trip Length[2]	Growth in VMT	Percent Attribution
Residential (per average-sized dwelling unit)							
Single-Family Residential	188		9.09	1,709	15.4	26,317	14%
Multi-Family Residential	312		6.21	1,938	15.4	29,838	16%
Manufactured Home (in Park)	0		4.14	0	15.4	-	0%
Total New Residential Daily Trips				*3,646*		*56,155*	***30%***
Non-Residential (per 1,000 sq.ft.)							
Retail - Low (Major Commercial)	254.36	45%	16.87	4,292	12.2	52,363	28%
Retail - High (Minor Commercial)	101.90	33%	58.01	5,911	12.2	72,118	39%
Office	21.72		9.97	217	15.3	3,313	2%
Manufacturing	28.49		4.27	122	15.3	1,861	1%
Warehousing	28.49		1.38	39	15.3	602	0%
Total New Non-residential Daily Trips				*10,581*		*130,258*	***70%***
Grand Total New Daily Hour Trips				***14,227***		***186,413***	

Sources and Notes:

1. ITE Trip Generation Manual, 12th Edition.
2. Based on trip origins for residential, and trip destinations for non-residential uses, in Placerville, CA, Fall 2024. Replica.

Table 4.7 Adjusted Vehicle Miles Traveled and Percent Attribution with Causality Factor

Land Use Type	Growth in VMT	Causality to Residential %	Causality to Residential	Adjusted VMT	Adjusted Percent Attribution
Residential (per average-sized dwelling unit)					
Single-Family Residential	26,317		35,003	60,675	33%
Multi-Family Residential	29,838		39,686	68,791	37%
Manufactured Home (in Park)	-		-	-	0%
Total New Residential Daily Trips	*56,155*		73,311	129,466	***70%***
Non-Residential (per 1,000 sq.ft.)					-
Retail - High (Minor Commercial)	52,363	60%	(31,418)	50,449	11%
Retail - Low (Major Commercial)	72,118	60%	(43,271)	15,241	15%
Office	1,861			3,314	2%
Manufacturing	52,363			1,861	1%
Warehousing	72,118			602	0%
Total New Non-residential Daily Trips	*130,258*		*-74,689*	*55,569*	***30%***
Grand Total New Daily Hour Trips	***186,413***			***186,413***	

4.5 Consideration of Residential Floor Area

Impact fees on residential development, including the TIMF program, have traditionally been assessed by dwelling units (DUs). AB 602 has replaced that system with a new system whereby the fee charged is related to the size of the dwelling. California Government Code Section 66016.5(a)(5), which is new with AB 602,states that,

"(A) A nexus study adopted after July 1, 2022, shall calculate a fee imposed on a housing development project proportionately to the square footage of proposed units of the development. A local agency that imposes a fee proportionately to the square footage of the proposed units of the development shall be deemed to have used a valid method to establish a reasonable relationship between the fee charged and the burden posed by the development.

(B) A nexus study is not required to comply with subparagraph (A) if the local agency makes a finding that includes all of the following:

(i) An explanation as to why square footage is not appropriate metric to calculate fees imposed on housing development project.

(ii) An explanation that an alternative basis of calculating the fee bears a reasonable relationship between the fee charged and the burden posed by the development.

(iii) That other policies in the fee structure support smaller developments, or otherwise ensure that smaller developments are not charged disproportionate fees.

(C) This paragraph does not prohibit an agency from establishing different fees for different types of developments."

AB 602 applies to impact fee programs generally and was not specifically designed to suit transportation impact fees regarding trip generation and unit size. Web research revealed that there are currently no well-established sources for trip generation rates based on residential unit size. However, data on the number of persons per household can be obtained from the U.S. Census Bureau's American Housing Survey, and data on the number of trips by household

size is available from the National Cooperative Highway Research Program (NCHRP) Report 716, Travel Demand Forecast: Parameters and Techniques. This data was combined as shown in Table 4.8.

Table 4.8 Computation of Average Trip Generation by Dwelling Size Category

Persons per House-hold	Trips per House-hold	Less than 2,000 sq. ft			2,000 to 2,500 sq. ft			Greater than 2,500 sq. ft		
		Number of Units	Percent of Units	Trips	Number of Units	Percent of Units	Trips	Number of Units	Percent of Units	Trips
	(A)	(B)	(C)=(B)*Σ(B)	(D)=(A)*(C)	(E)	(F)=(E)*Σ(E)	(G)=(A)*(F)	(H)	(I)=(H)*Σ(H)	(J)=(A)*(I)
1	4.1	29,490	35%	1.45	2,920	17%	0.72	3,122	14%	0.58
2	8.2	27,934	33%	2.74	6,439	39%	3.16	8,293	38%	3.09
3	11.2	11,765	14%	1.58	2,681	16%	1.80	3,241	15%	1.65
4	16.1	8,562	10%	1.65	2,764	17%	2.66	4,197	19%	3.07
5	18.6	3,784	5%	0.84	1,269	8%	1.41	1,993	9%	1.69
6	18.6	1,251	1%	0.28	413	2%	0.46	739	3%	0.63
7+	18.6	776	1%	0.17	217	1%	0.24	395	2%	0.33
Total		83,562	100%	8.71	16,703	100%	10.45	21,980	100%	11.05
Average Persons Per Household		2.24			2.71			2.89		
Trip-Gen Rate as a % of SFD Average		**83%**			**100%**			**106%**		
Sources:	Columns (A), (C) - NCHRP Report 716, Columns (B), (E), and (H) – 2023 American Housing Survey									

As can be seen in Table 4.8, although the trip generation rate is somewhat related to the size of the residence, it is not directly proportional to the floor area, as is assumed in Section 66016.5(a)(5)(A). We therefore recommend that the City make use of Section 66016.5(a)(5)(B) and make findings that TIMF fees be adjusted for unit size based on the percentages shown in the bottom row of Table 4.8. The necessary findings are shown in Chapter 5 of this report.

CGC Section 66016.5(a)(5)(C) allows agencies to establish different fees for different types of developments. In alignment with AB 602, we recommend that fees on multi-family and mobile homes in parks should be set lower than those of single-family dwellings, in recognition of their lower trip generation rates. A calculation similar to Table 4.8 cannot be made for other residential types because the American Housing Survey provides household size data only for single-family dwellings (as used in Table 4.8). DUEs for multi-family, mobile homes, and senior age-restricted housing were therefore calculated based on their respective daily trip-generation rates found in ITE's *Trip Generation Manual*. The average size for these housing types in the TIMF fee area falls within the "Small" category, so the ITE average rate for them was used to compute the "Small" value. The ratio of the values shown in the bottom row of Table 4.8 were then used to compute the DUEs for "Medium" and "Large" multi-family and mobile homes. The results as shown in Table 4.9.

Table 4.9 Computation of Dwelling DUEs by Size and Dwelling Type

Dwelling Type	ITE 12th Edition Trip-Gen Rate (Daily)	Average Unit as % of Average SFD Trip-Gen Rate	Dwelling Unit Equivalents (DUE)		
			Small (< 1,500 sq. ft)	Medium (1,500 to 2,500 sq. ft)	Large (> 2,500 sq. ft)
Single-Family Dwelling	9.09	100%	83%	100%	106%
Multi-Family Dwelling	6.21	68%	68%	82%	87%
Mobile Home	7.87	87%	87%	104%	110%

Readers should note that the fees for medium and large multi-family and mobile homes are somewhat theoretical, since in practice very few units in these categories exceed 1,500 sq. ft. in size.

4.5.1 Accessory Dwelling Units (ADUs)

In addition to the considerations discussed above pursuant to AB 602, a separate piece of legislation, SB-13, passed in 2019, establishes a new system for assessing fees on accessory dwelling units (ADUs). It amended CGC Section 65852.2(3)(A)(f)(3) to read,

> "*A local agency, special district, or water corporation shall not impose any impact fee upon the development of an accessory dwelling unit less than 750 square feet. Any impact fees charged for an accessory dwelling unit of 750 square feet or more shall be charged proportionately in relation to the square footage of the primary dwelling unit."*

Based on this sub-section, if an ADU is smaller than 750 square feet then it is exempt from TIMF fees. Fees on ADU's larger than 750 square feet require a two-part calculation. First the TIMF fee that would be charged to the primary unit (if it were new) is calculated, then the fee on the ADU is computed based on the ratio of its floor area in relation to the primary unit. For example, if the primary dwelling was 2,000 square feet and would be charged a fee of $800, then an ADU 1,000 square feet in size on that property would be charged a fee of $400.

4.6 Determination of Fee per Trip

As described earlier, the next step in the process is to determine the total number of trips for residential and non-residential development. For residential units, the total number of new dwelling units from Table 3.2 is split amongst small, medium, and large unit sizes, and then multiplied by the trip generation rate for each category (see Table 3.1) and also by the DUE for each dwelling size from Table 4.9. For non-residential units, the total trips were calculated by multiplying the trip generation rate for each land use category (see Table 3.1) by number of new units of each land use type (Table 3.2). The results are shown in Table 4.10.

The portion of project costs attributable to new development (see Table 4.5) was multiplied by the percent attributable to residential and non-residential development (see Table 4.7) to find the fee-eligible costs for residential and non-residential development. This was then divided by trip ends to determine the fee per trip for residential and non-residential developments (see Table 4.10). Lastly, the fee per trip end for residential units was multiplied by the daily trip generation rate of 9.09 to determine the fee per DUE (dwelling unit equivalent) for residential uses.

Table 4.10 Fee per Trip and DUE

Item	Formula	Total Eligible Project Costs	Attributable to Residential Development	Attributable to Non-Residential Development
Total Project Costs	(A)	$19,519,719		
Fund Balance (Amount Collected)	(B)	$3,014,416		
Remaining Cost for Fee Collection	**(C)**	**$16,505,303**		
% Attributable by Category	(D)		70%	30%
Amount Attributable by Category	(E)=(C)*(D)		$11,553,712	$4,951,591
Trip Ends	(F)		3,646	10,581
Fee per Trip End	**(G)=(E)/(F)**		**$3,168**	**$468**
Fee per DUE	**(H)=(G_{RES})*9.09**		**$28,802**	
Current Fee per Trip End		(I)	$2,005.00	$480.00
Percent Change		(J)=(G)/(I)-1	61.7%	-0.3%

4.7 Recommended Fee by Land Use Category

The final step is to compute the fee to be charged for each unit of new development. For residential uses, this is done by multiplying the DUE rates for each dwelling size shown in Table 4.9 by the fee per DUE shown Table 4.10. For non-residential uses, the fee for each unit type is calculated by multiplying the trip generation rates Table 3.1 by the fee per trip from Table 4.10. The residential fee results are shown in Table 4.11, and the non-residential fee results are shown in Table 4.12.

Table 4.13 compares the residential and non-residential impact fees for the current 2025 fee schedule to the 2026 Draft proposed fee schedule and the 2026 Draft proposed fees to El Dorado County's current fees for similar developments in the nearby parts of the unincorporated County.

Table 4.11 Recommended Fee Levels – Residential Uses

Typical Use	ITE Code & Unit	Current Fee per Unit	Dwelling Unit Equivalents (DUE)	Proposed Cost per DUE	Proposed Fee per Unit	% Change in Fee
		(A)	(B)	(C)	(D)=(B)*(C)	(E)=(D)/(A)-1
Residential (Dwelling Unit)						
Single Family	210					
Small (<2,000 sq.ft.)	Dwelling Unit	$20,252	0.83	$28,802	$23,991	18%
Medium (2,000-2,500 sq.ft.)	Dwelling Unit	$20,252	1.00	$28,802	$28,802	42%
Large (>2,500 sq.ft.)	Dwelling Unit	$20,252	1.06	$28,802	$30,437	50%
Multi-Family	251					
Small (<2,000 sq.ft.)	Dwelling Unit	$15,038	0.68	$28,802	$19,676	31%
Medium (2,000-2,500 sq.ft.)	Dwelling Unit	$15,038	0.82	$28,802	$23,622	57%
Large (>2,500 sq.ft.)	Dwelling Unit	$15,038	0.87	$28,802	$24,963	66%
Mobile Home	220					
Small (<2,000 sq.ft.)	Dwelling Unit	$13,633	0.87	$28,802	$24,936	83%
Medium (2,000-2,500 sq.ft.)	Dwelling Unit	$13,633	1.04	$28,802	$29,937	120%
Large (>2,500 sq.ft.)	Dwelling Unit	$13,633	1.10	$28,802	$31,636	132%
Accessory Dwelling Unit (ADU)						
< 750 sq.ft.	Exempt					
> 750 sq.ft.	Fee is based on the ratio of its floor area in relation to the primary unit, multiplied by the fee that the primary unit would pay if it was being built today. (Fee for primary unit) x (ADU sq.ft. divided by primary unit sq.ft.)					

Table 4.12 Recommended Fee Levels – Non-Residential Uses

Typical Use		Unit	Current Fee per Unit	Proposed Fee per Trip	Updated Trip-Gen Rate	Proposed Fee per Unit	% Change
			(A)	(B)	(C)	(D)=(B)*(C)	(E)=(D)/(A)-1
Non-Residential							
	Retail/Service - High	KSF	$11,030.00	$468	58.01	$ 27,148	**146%**
	Retail/Service - Low	KSF	$8,050.00	$468	16.87	$ 7,897	-2%
	Office	KSF	n/a	$468	9.97	$ 4,666	n/a
	Industrial	KSF	$2,640.00	$468	3.60	$ 1,685	-36%
	Warehouse	KSF	n/a	$468	1.38	$ 646	n/a
*	Lodging	Room	n/a	$468	3.35	$ 1,568	n/a
*	Gas station	fuel position	$17,971	$468	41.28	$ 19,319	8%
**	Public & Quasi-Public	KSF				Exempt	N/A
**	School K-8th Grade	Student				Exempt	N/A
**	School 9-12th Grade	Student				Exempt	N/A
**	Public College	Student				Exempt	N/A

* The unit of analysis for this category is "rooms". Trip-gen rate shown is the average for the hotel and motel categories
* * Public-sector land uses are generally exempt from local fees

Table 4.13 Residential and Non-Residential Impact Fee Comparison

Land Use Type	Current 2025 Fee Schedule per DU or Sq.ft.(1)	Proposed 2026 Fee	Comparison to Current Fee	El Dorado County Fees (Zone B)	Comparison to El Dorado County
Residential (per average-sized dwelling unit)					
Single-Family Residential	$20,252	$28,802	42%	$ 28,645	1%
Multi-Family Residential	$14,801	$19,676	33%	$ 16,282	21%
Manufactured Home (in Park)	$13,418	$24,936	86%	n/a	n/a
Non-Residential (per square foot sq. ft.)					
Retail/Service - High	$10.86	$27.15	150%	$ 11.31	140%
Retail/Service - Low	$7.92	$7.90	0%	$ 11.31	-30%
Gas Station (per fuel position)	$17,688	$19,319	9%	n/a	n/a
Industrial	$2.60	$1.68	-35%	$ 3.68	-54%

The increase for the Retail/Service – High category is an outlier compared to other non-residential uses. This is due to the fact that the previous system, which averaged commercial uses that generate a lot of traffic with those that generate very little, implicitly allowed the former to avoid paying their fair share to mitigate traffic impacts. The new system creates a much stronger nexus between impacts and financial contribution towards mitigation.

Results in Terms of Project Funding

The revenue forecast computed in the previous section can be compared to the project costs shown in Table 4.5. Pro-rating the $16.5M in TIMF revenue over the $19.5M in eligible project costs results in the allocations by project shown in Table 4.14. Table 4.14 shows that 99.2% of the funding sources are accounted for and that $1,089,731 in additional funding will be needed over the course of the next 20 years to fully fund the project list. Section 2.4 of this report showed that if future state funding is similar to previous funding, then approximately $82.8M may become available over the 20-year period (see Table 3.9). We therefore believe that there is a reasonable expectation that the projects identified for TIMF funding can be fully funded within the planning time horizon.

Table 4.14 Proposed Allocation of TIMF Revenues to Projects

Prior Study ID	Project ID (New)	Project	Updated Cost Estimate	TIMF Funds		Funds from Other Sources	
				Potential Allocation of Fund Balance	Fees on Future Development	Planned Funding	Future Funding
2	1	Clay Street Realignment and Bridge Replacement Project	$17,300,000	$515,720	$1,783,463	$14,600,000	$400,817
*	2	Broadway/US-50 EB Off-Ramp	$3,960,000	$122,308	$669,692	$3,168,000	$0
5	3	WPI Phase 2.3 - Ray Lawyer Drive WB Off-Ramp	$15,813,000	$280,096	$1,533,654	$13,999,250	$0
9	4	WPI Phase 3 - Placerville Drive Interchange	$50,960,000	$1,573,943	$8,618,057	$40,768,000	$0
6	5	Placerville Dr. Bicycle and Pedestrian Facilities – Phase 1	$18,272,300	$231,644	$1,268,356	$16,772,300	$0
7	6	Placerville Dr. Bicycle and Pedestrian Facilities – Phase 2	$3,830,000	$53,232	$291,468	$3,485,300	$0
8	7	Placerville Dr. Bicycle and Pedestrian Facilities – Phase 3	$2,210,000	$30,716	$168,184	$2,011,100	$0
*	8	Placerville Dr / Pierroz Rd Intersection Improvements	$1,370,000	$105,180	$575,906	$0	$688,914
	9	Placerville Dr. Bridge Replacement Project	$19,040,200	$231,675	$1,268,525	$17,540,000	$0
12	10	Washington Street/Turner Street Pedestrian and Bicycle Improvements	$4,310,000	$59,903	$ 324,420	$3,922,100	$0
	Total		**$137,065,500**	**$3,204,416**	**$16,505,303**	**$116,266,050**	**$1,089,731**
	As a percent of total costs for needed projects			2.3%	12.0%	84.8%	0.8%

* indicates a new project not in the previous project list but identified in the current study as a deficiency that is at least partially attributable to new development

5. Mitigation Fee Act Findings

The Mitigation Fee Act, as set forth in the California Government Code Sections 66000 through 66008, establishes the framework for mitigation fees in the State of California. The Act requires agencies to make certain findings with respect to a proposed fee. We recommend that the City make the following findings pursuant to the Act:

5.1 Purpose of the Fee

Identify the purpose of the fee

The purpose of the TIMF is to establish a uniform, cooperative program to mitigate the cumulative indirect regional impacts of future developments on traffic conditions on regional roadways in Placerville and the County. The fees will help fund improvements needed to maintain the target level of service in the face of the higher traffic volumes brought on by new developments.

5.2 Use of Fee Revenues

Identify the use to which the fees will be put. If the use is financing facilities, the facilities shall be identified

The list of projects to receive TIMF funding is shown in Table 4.5. We recommend that the TIMF should be used to fund the projects identified in the deficiency analysis.

5.3 Use/Type of Development Relationship

Determine the reasonable relationship between the fees' use and the type of development project on which the fees are imposed

To determine the "use" relationship, the development being assessed an impact fee must be reasonably shown to derive some use or benefit from the facility being built using the fee. In the case of the TIMF the projects to be funded were selected based on the fact that they performed a local function and that the need for the project was at least partially attributable to new development. The growth in regional VMT and the increases in congestion at project sites (see Table 3.2) are evidence that new developments contribute towards the need for roadway improvements.

The fact that the projects that will be funded by the TIMF are high-priority roads means that all of the city's new residents and businesses will benefit in important ways from the maintenance of a reasonable level of service. Most drivers in the new developments can be expected to use these roads regularly, and those that do not will nevertheless benefit because good traffic conditions on the TIMF-funded roads will keep drivers from diverting to other roads and causing congestion in other parts of the city. Even residents or workers in the new developments who do not drive at all will benefit from access to goods and services made possible in part by the serviceability of the regional road network.

5.4 Need/Type of Development Relationship

Determine the reasonable relationship between the need for the public facilities and the types of development on which the fees are imposed

To determine the "need" relationship the facilities to be financed must be shown to be needed at least in part because of the new development. This was determined by analyzing the forecast traffic demand with the expected degree of new development and comparing that with the demand without new development. Projects were analyzed individually and the degree to which the need for the project was attributable to new development varied from project to project. This analysis is described in an earlier chapter of this report.

5.5 Proportionality Relationship

Determine how there is a reasonable relationship between the fee amount and the cost of the facilities or portion of the facilities attributable to the development on which the fee is imposed

The “proportionality” relationship requires that there be rough proportionality between the fee charged to each type of development and the cost of the facility being financed. In the case of the TIMF the differences in the traffic generated by different types of development were factored into the fee to be charged for each type, as is described earlier in this report. Within each land use category, the size of the project, i.e., the number of dwelling units constructed and/or size of the building, is accounted for in assessing the fee. This ensures that projects that generate a lot of traffic and therefore have a greater traffic impact will pay more than other projects that have less impacts.

5.6 AB 602 Findings

A nexus study is not required to comply with Section 66016.5 subparagraph (A) if the local agency makes a finding that includes all of the following. As can be seen in Table 4.8, although the trip generation rate is somewhat related to the size of the residence, it is not directly proportional to the floor area, as is assumed in Section 66016.5(a)(5)(A).

– We therefore find, pursuant to Section 66016.5(a)(5)(B)(i): that it would not be appropriate to use square footage directly as the metric of traffic impacts for the purposes of this fee program.
– We instead find, pursuant to Section 66016.5(a)(5)(B)(ii): that the alternative calculation method basing the fees on new small, medium, and large-sized homes on the relationships to trip generation shown in the bottom row of Table 4.8 bears a reasonable relationship between the fee charged and the burden posed by the development.
– We further find, pursuant to Section 66016.5(a)(5)(B)(iii): that the fee structure in this nexus study would ensure that smaller units would not be charged disproportionate fees compared to larger units.



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