



Madera County

Road Impact Fee Program Update

November 23, 2022

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1.0 Introduction

Madera County was very progressive in its development of the 1995 Fee Program for improvements along State Route (SR) 41 and within the remainder of the County. The County's efforts led to the availability of additional funding sources to upgrade and maintain the existing and future transportation systems. Update of the Fee Program and Improvement Plan is now necessary to address changes in land use and development patterns and to reflect changes in the Regional Traffic Model, which was last revised in 2009. The Project list was revised in 2014 and the corresponding fee tables were updated in 2014 as well.

1.1 Study Purpose

The Madera County General Plan requires the County to “assess fees on new development sufficient to cover the fair share portion of a development's impacts on the local and regional transportation system.” To accomplish this, the County “prepared and adopted a Traffic Fee Allocation Ordinance implementing traffic mitigation fees for the Capital Improvement Program (CIP) in 1995.” The Program was amended in 1996 and in 2009 as noted above (fee tables amended in 2014). A CIP was also adopted that “includes transportation improvements designed to achieve adopted level of service (LOS) standards based on a horizon of at least 15 years.”

This Study is an update of the 2009 Road Impact Fee Study and will include the justification for the Madera County Road Impact Fee Program and a CIP for the transportation network throughout Madera County, including County and State routes. California law requires that there be a nexus between fees levied on new development and facilities to be improved with the fees. This Study will update the research and analysis to support the nexus between fees levied on new development within the County and routes that will need to be improved as a result of that new development and its associated traffic impacts to the County transportation network. The nexus requirement, along with other relevant requirements of State law, is addressed in this document.

The Road Impact Fee Program is divided into two parts. The first part addresses impacts to State Route (SR) 41; the second addresses impacts to other routes in the County. SR 41 will require the most expensive improvements of any route in the County, among those for which the County will have major responsibility since SR 41 serves both inter-regional and local traffic.

2.0 Identification and Prioritization of Candidate Fee Program Projects

This section has been prepared to identify and prioritize candidate Road Impact Fee Program projects for inclusion in the Study Update. The Road Impact Fee Program Update was conducted in coordination with the MT3 sales tax measure extension and the Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS). The most recent version of the Madera

County Traffic Model (2022) was applied to identify capacity increasing projects related to new development within the County. Based upon initial traffic model output provided by the Madera County Transportation Commission (MCTC) for Year 2046, VRPA Technologies identified segment Level of Service (LOS) results for each segment along the regional street and road system. Results of this analysis are documented below and indicate where future year LOS deficiencies are likely to exist or occur over time as a result of development. A deficiency is expected to occur when the LOS falls below LOS “D” along the local or State Highway system, which is the County’s minimum LOS standard. Existing LOS was also assessed, since the Impact Fee cannot address existing deficiencies.

In addition, this section of the Update Study identifies how the candidate improvement projects are expected to improve LOS and severe congestion levels. Based upon these and other criteria, the projects were prioritized and engineering cost estimates were developed for County roadways and by Caltrans and the County for SR 41 candidate projects.

2.1 Coordination with Affected Agencies

VRPA Technologies coordinated development of candidate projects with representatives of the Madera County Public Works Department, Planning Department, and MCTC. Input and review by these agencies was critical during development of interim products and this Study Report.

2.2 Identification of Improvement Projects

Identification of candidate improvement projects was the first step applied in the process of updating the Road Impact Fee Program. Identification of road and highway improvement projects was based upon an evaluation of Future Year (2046) LOS deficiencies along State Route (SR) 41 and deficiencies along the remainder of the regional roads and highways in the County outside of the current City Limit boundaries of Chowchilla and Madera.

The LOS deficiencies were identified using the Year 2046 Madera County Regional Traffic Model, which was updated in 2022 during development of the Madera County RTP/SCS. Specifics regarding update of the Regional Traffic Model are documented in the Model Documentation, which is included as an Appendix to the RTP/SCS. Population, housing, and employment projections for Year 2046 by Traffic Analysis Zone (TAZ) and for the County are also included in the Model Documentation and User Manual.

The Year 2046 Model provides Average Daily Traffic forecasts along each regional facility segment and also provides a calculation of segment LOS. VRPA Technologies compared the Year 2046 LOS results to LOS results using the Modified Highway Capacity Manual (HCM) – Based LOS Tables.

The next step involved the identification of existing deficiencies along SR 41 and along other County roads and highways, so that the costs of addressing these deficiencies are not charged to new development. The nexus standards of AB 1600 limit the responsibility of new development

to those impacts created by new development, which excludes existing deficiencies. Caltrans and local street counts were derived as part of the 2022 RTP/SCS process. Counts taken from Caltrans' Traffic Census Program were reviewed and adjusted to reflect 2022 volumes to determine if any LOS deficiencies currently exist in Madera County. This assessment indicated that existing deficiencies do not exist along any of the SR 41 roadway segments or any other County roads and highways in the study area. This analysis is documented in Tables A-1 and A-2.

2.3 Development of Base Road and Highway Segment Data

A critical step in the process of identifying candidate improvement projects along SR 41 and along other County roads and highways in the County involved the identification of base data including:

- ✓ Project Location [location of projects within the City of Madera and Chowchilla Spheres of Influence (SOI), the Madera Community College Specific Plan Area (MCCSPA), County Service Area 22; or within the unincorporated area]
- ✓ Road or Highway Facility Type (arterial, mountain arterial, expressway, freeway and others)
- ✓ Existing Number of Lanes
- ✓ 2046 Average Daily Traffic Without Improvement Projects
- ✓ 2046 Level of Service (LOS) Without Improvement Projects
- ✓ Year 2046 Volume to Capacity Ratio
- ✓ Project Segment Length (in miles)
- ✓ Required Improvements (lane widening or other improvements) to Address LOS Deficiencies
- ✓ Total Improvement Project Cost (in current dollars)

A detailed description of each of these is provided below and a review of data by segment is provided in Tables 1 and 2 for both the SR 41 Impact Fee Program (SR 41 projects) and the Countywide Impact Fee Program (County route projects). Results of the determination of roadway levels of service are included in Tables A-1 and A-2 in the Appendix. Projects included in the Road Impact Fee Program Update are also graphically displayed in Figures 1 and 2.

- ✓ **Project Location:** VRPA determined the location or type of each candidate project. The location of the project considered whether the project was located:
 - Within a City SOI and therefore may involve a coordinated implementation process for the collection of fees
 - In the Madera Community College Specific Plan Area (MCCSPA) and therefore subject to an existing agreement for the collection of impact fees between Madera County and the City of Madera
 - Outside of a City's SOI within unincorporated areas of the County and therefore subject to assessment of impact fees by the County
- ✓ **Road or Highway Facility Type** – identifies the planned roadway classification. VRPA obtained classifications from the Madera County General Plan or from the 2022 RTP.

TABLE 1
MADERA COUNTY TRANSPORTATION IMPACT FEE PROGRAM - SEGMENT DATA
SR 41 Segments
November 23, 2022

Project #	State Route	Segment Limits	Within City Sphere of Influence (SOI), Madera Comm. College Specific Plan Area (MCCSPA), Unincorporated Area (outside SOI), or Devel., or Caltrans Responsibility*1	Road or Hwy Facility Type	Road/Hwy Segment Length in Miles	Required Improvement to Address LOS Deficiency	Total Project Cost	Fee Program	MT3/Other
1	41	Madera County Ln/Avenue 10	Unincorporated	Freeway	2.0	4 to 6 lanes	\$15,000,000	\$13,500,000	\$1,500,000
2	41	Ave 10/Ave 12	Unincorporated	Freeway	2.0	4 Lane Expressway to 6 Lane Freeway/Ave 12 Interchange	\$117,160,000	\$107,060,000	\$10,100,000
3	41	Avenue 10.5 to Avenue 12, Avenue 12 to Avenue 14, Avenue 14 to .4 miles north of Avenue 15 (Madera SR 41 Expressway Phase 1)	Unincorporated	Expressway/Conv. Hwy	5.0	In the County of Madera, from Avenue 10.5 to Avenue 12, widen to 4 lane expressway. From Avenue 12 to Avenue 14, widen to 4 lane expressway. From Avenue 14 to 0.4 miles north of Avenue 15, widen to 4 lane conventional highway	\$114,492,000	\$94,492,000	\$20,000,000
4	41	Avenue 12 to Avenue 14, Avenue 14 to .4 miles north of Avenue 15 (Madera SR 41 Expressway Phase 2)	Unincorporated	Expressway	2.0	Avenue 12 to Avenue 14 - reconstruct existing 4 lane expressway in ultimate configuration. From Avenue 14 to 0.4 miles north of Avenue 15, upgrade to a 4 lane expressway.	\$56,000,000	\$50,400,000	\$5,600,000
5	41	Ave 15/SR 145	Unincorporated	Expressway	3.0	3 Lanes to 4 Lanes	\$45,000,000	\$40,500,000	\$4,500,000
6	41	SR 145 to Road 208 (tie into new constructed Passing Lanes)	Unincorporated	Rur. Hwy.	2.0	Passing Lanes/2 Lanes to 4 lanes	\$20,000,000	\$2,000,000	\$18,000,000
7	41	Avenue 15	Unincorporated	Freeway	1.0	Interchange at Ave 15	\$45,000,000	\$40,500,000	\$4,500,000
8	41	NB On-Ramp/SR 41 At Children's Blvd.	Unincorporated	Freeway	1.0	1 Lane to 2 Lanes	\$11,000,000	\$9,900,000	\$1,100,000
9	41	Road 200 to Road 222 - Various Locations w/Roundabout	Unincorporated	Rur. Hwy.	5.0	Safety and Access improvements (passing lanes, shoulder widening, rumble strips, driveway improvements, etc.) with RAB	\$75,000,000	\$7,500,000	\$67,500,000
					23.0	TOTAL:	\$498,652,000	\$365,852,000	\$132,800,000
Total Frwy Miles:							6.0		
Total Frwy Cost:							\$188,160,000		
Average Frwy Cost Per Mile:							\$31,360,000		
Total Non-Frwy Miles:							17.0		
Total Non-Frwy Cost:							\$310,492,000		
Average Non-Frwy Cost Per Mile:							\$18,264,235		

TABLE 2
MADERA COUNTY TRANSPORTATION IMPACT FEE PROGRAM - SEGMENT DATA
Local Roads and State Highways Excluding SR 41

November 23, 2022

Project	Route	Segment Limits	Within City Sphere of Influence (SOI), Madera Comm. College Specific Plan Area (MCCSPA), or Within Unincorporated Area (Outside SOI)	Road or Hwy Facility Type	Road/Hwy Segment Length in Miles	Required Improvement to Address LOS Deficiency	Total Project Cost ^{*5}	Fee Program	MT3/Other
10	SR 49	Meadow Vista Dr to Westlake Dr	Unincorporated	Arterial	1.0	2 to 4 lanes	\$8,120,000	\$8,120,000	\$0
11	Avenue 9	SR 99 to BNSF RR Tracks	Unincorporated	Arterial	2.0	Widen 2 to 4 Lanes. Reconstruct Avenue 9 between Highway 99 and the BNSF tracks.	\$37,653,997	\$32,421,990	\$5,232,007
12	Avenue 9	BNSF RR Grade Separation Project	Unincorporated	Arterial	2.0	Grade Separation Project	\$26,160,036	\$20,928,029	\$5,232,007
13	Avenue 9	BNSF RR Tracks to Road 36	Unincorporated	Arterial	2.0	Widen 2 to 4 Lanes. Reconstruct Avenue 9 from the BNSF Railroad to Road 36. The Typical Section will be per Madera County Standard ST-11 with 149' of R/W	\$26,954,204	\$25,106,086	\$1,848,118
14	Avenue 9	Road 36 to Road 38	Unincorporated	Arterial	2.0	Widen 2 to 4 Lanes. Reconstruct Avenue 9 Between Road 36 and Road 38. The Typical Section will be per Madera County Standard ST-11 with 149' of R/W	\$23,303,893	\$20,159,332	\$3,144,561
15	Ave. 9	Rd 38 to Children's Blvd.	Unincorporated	Arterial	3.0	Widen 2 to 4 lanes. Reconstruct Ave 9 from Rd 38 to Valley Children's Blvd. Ultimate typical section will match Gunner Ranch West Specific Plan Typical Section 3- 149' R/W (6 lanes, 16' median, w/ 8' shoulders)	\$9,730,000	\$9,730,000	\$0
16	Avenue 10	Road 40 to Lanes Bridge	Unincorporated	Arterial	2.0	Widen to 4 Lanes	\$9,512,000	\$9,512,000	\$0
17	Avenue 12	Road 30 1/2 to Road 36	Unincorporated	Arterial	6.0	2 to 4 lanes	\$24,360,000	\$20,160,000	\$4,200,000
18	Avenue 12	Road 36 to Road 38	Unincorporated	N/A	4.0	Traffic Calming/Complete Street Project	\$20,000,000	\$15,000,000	\$5,000,000
19	Avenue 12	Road 38 to Avenue 40	Unincorporated	Arterial	4.0	Widen 2 to 4 Lanes	\$10,000,000	\$8,000,000	\$2,000,000
20	Avenue 12	Road 40 to Riverwalk Blvd	Unincorporated	Arterial	1.0	Widen 2 to 6 Lanes	\$10,000,000	\$8,000,000	\$2,000,000
21	Avenue 12	Riverwalk Blvd to SR 41	Unincorporated	Arterial	1.0	Widen 4 to 8 Lanes	\$10,000,000	\$8,000,000	\$2,000,000
22	Children's Blvd.	SR 41 NB Ramps to Crocket Way	Unincorporated	Arterial	2.0	4 to 6 lanes	\$7,656,000	\$7,656,000	\$0
23	Mountain Area Evacuation Routes	Oakhurst Area Plan Routes/North Fork-Cascadel	Unincorporated		0.0	Safety and Fire Evacuation Routes Projects & Planning Study	\$48,000,000	\$28,000,000	\$20,000,000
24	Rio Mesa Blvd	Children's Blvd to Ave 12	Unincorporated	Arterial	2.0	4 Lanes	\$13,920,000	\$13,920,000	\$0
25	Rio Mesa Blvd	Ave 12 to Ave 15	Unincorporated	Arterial	3.0	4 Lanes	\$20,880,000	\$20,880,000	\$0
26	Road 40	Ave 10 to Ave 12	Unincorporated	Arterial	2.0	2 to 4 lanes	\$12,876,000	\$12,876,000	\$0
27	Road 145	Road 206 to SR 41	Unincorporated		3.0	Widen County Road 145 from 2- to 4-Lanes between Road 206 and SR 41	\$12,331,806	\$11,098,626	\$1,233,180
28	Road 206	Fresno County Line to Road 145	Unincorporated		1.0	Widen Road 206 from 2- to 4-Lanes between the Fresno County Line and Road 145 (includes widening SJ river bridge from 2 to 4 lanes)	\$26,889,018	\$24,200,116	\$2,688,902
Total:							\$358,346,954	\$303,768,179	\$54,578,775
Total Non-Frwy Miles:							43.0		
Total Non-Frwy Cost: ^{*6}							\$358,346,954		
Average Non-Frwy Cost Per Mile:							\$8,333,650		

Madera County Road Impact Fee Program - Segment Data

SR 41 Segment Projects

Projects

1. Madera County Line to Ave 10, Widen to 6 Lanes
2. Ave 10 to Ave 12, 6 Lane Freeway Interchange at Ave 12
3. Ave 10 to Ave 14, 4 Lane Expressway & Ave 14 to .4 Miles North of Ave 15, 4 Lane Conventional Highway (Phase 1)
4. Ave 12 to Ave 14, Reconstruct Existing 4 Lane Expressway in Ultimate Configuration. From Ave 14 to 0.4 miles north of Ave 15, Upgrade to a 4 Lane Expressway. (Phase 2)
5. Ave 15 to SR 145, Widen to 4 Lanes
6. SR 145 to Road 208, Passing Lanes
7. Interchange at Ave 15
8. NB On-Ramp/SR 41 At Children's Blvd, Widen to 2 Lanes
9. Rd 20 to Rd 222, Safety and Access Improvements (Various Locations)

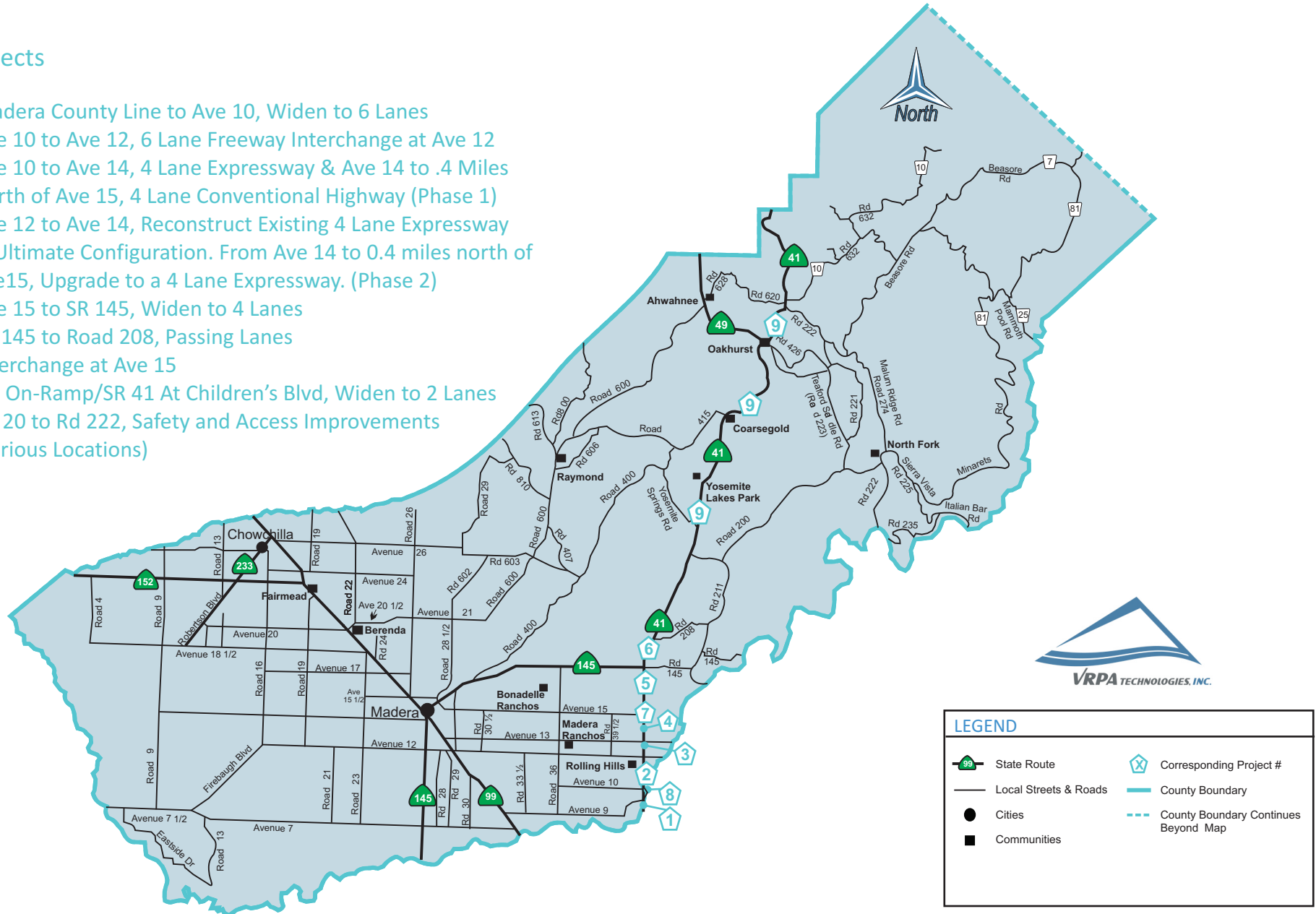


Figure 1

Madera County Road Impact Fee Program - Segment Data

Local Roads/State Highway Projects Excluding State Highway 41

Projects

10. SR 49 - Meadow Vista Dr to Westlake Dr, Widen to 4 Lanes
11. Avenue 9 - SR 99 to BNSF RR Tracks, Widen to 4 Lanes
12. Avenue 9 - BNSF Grade Separation
13. Avenue 9 - BNSF RR Tracks to Road 36, Widen to 4 Lanes & Reconstruction
14. Avenue 9 - Rd 36 to Rd 38, Widen to 4 Lanes & Reconstruction
15. Avenue 9 - Rd 38 to Children's Blvd, Widen to 4 Lanes & Reconstruction
16. Avenue 10 - Rd 40 to Lanes Bridge, Widen to 4 Lanes
17. Avenue 12 - Rd 30 1/2 to Rd 36, Widen to 4 Lanes
18. Avenue 12 - Rd 36 to Rd 38, Traffic Calming
19. Avenue 12 - Rd 38 to Rd 40, Widen to 4 Lanes
20. Avenue 12 - Rd 40 to Riverwalk Blvd, Widen to 6 Lanes
21. Avenue 12 - Riverwalk Blvd to SR 41, Widen to 8 Lanes
22. Children's Blvd - SR 41 NB Ramps to Crocket Way, Widen to 6 Lanes
23. Mountain Area Evac. Routes - Fire & Safety & Planning Study
24. Rio Mesa Blvd - Children's Blvd to Ave 12, Widen to 4 Lanes
25. Rio Mesa Blvd - Ave 12 to Ave 15, Widen to 4 Lanes
26. Road 40 - Ave 10 to Ave 12, Widen to 4 Lanes
27. Road 145 - Rd 206 to SR 41, Widen to 4 Lanes
28. Road 206 - Fresno County Line to Rd 145, Widen to 4 Lanes

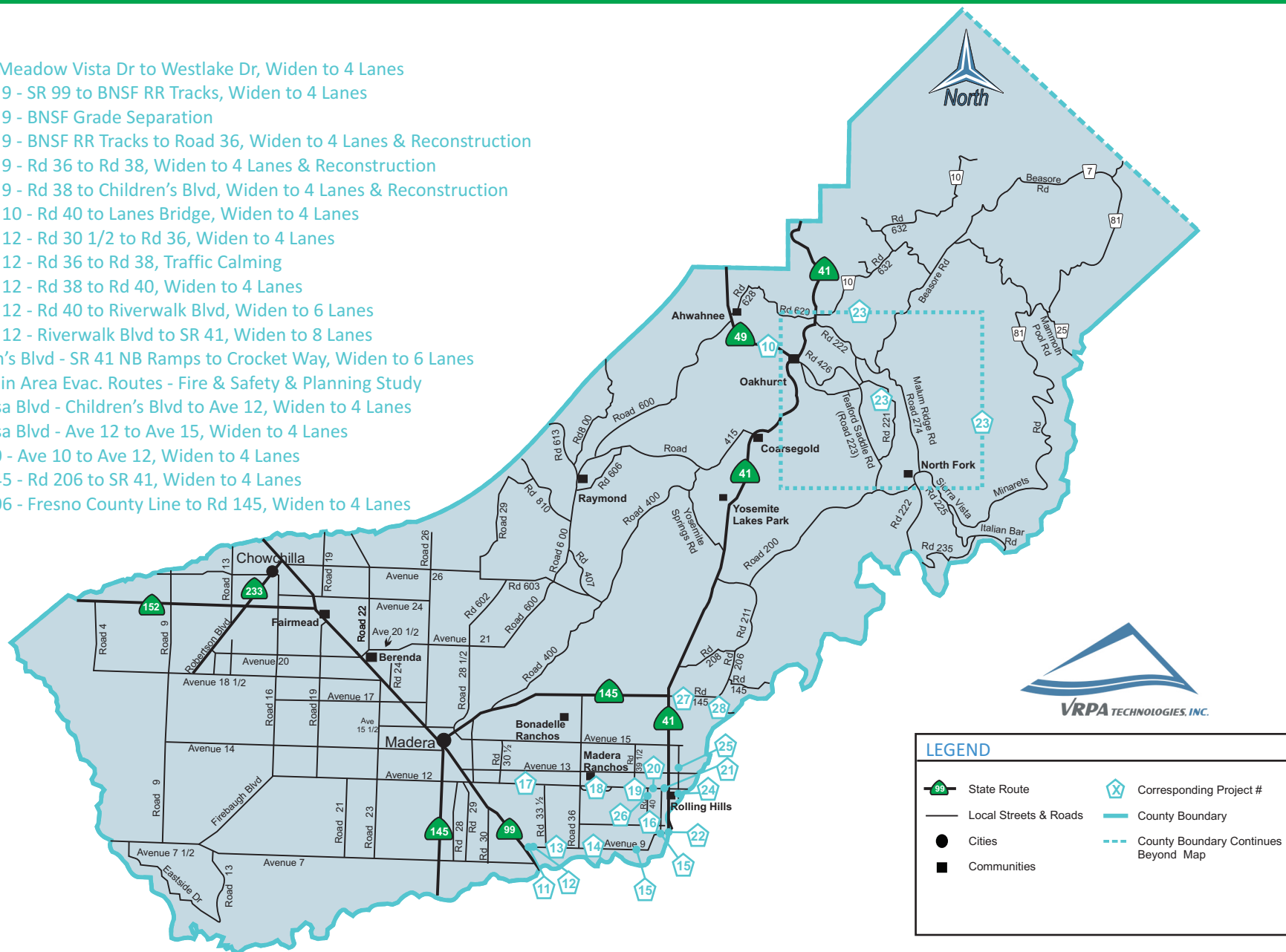


Figure 2

- ✓ **Existing Number of Lanes** – includes existing lanes in both directions.
- ✓ **2046 Average Daily Traffic (ADT) Without Improvement Projects** – Resulting ADT considering the Year 2046 Traffic Model results.
- ✓ **2046 Level of Service (LOS) Without Improvement Projects** – Resulted from Year 2046 traffic forecasts with the existing roadway condition.
- ✓ **2046 Volume to Capacity (V/C) Ratio** – The V/C Ratio was identified from Year 2046 traffic forecasts based upon the traffic forecast (volume) divided by the capacity of the roadway facility.
- ✓ **Roadway/Highway Segment Length in Miles** – calculated by VRPA Technologies.
- ✓ **2046 Level of Service (LOS) With Improvement Projects** – Resulted from Year 2046 traffic forecasts with the proposed improvements.
- ✓ **Cost Estimates** – NV5 estimated project costs considering project criteria and roadway lengths. It should be noted that these costs include intersection improvements, signal costs and right-of-way acquisition (where necessary), and environmental mitigation estimates.

2.4 Preliminary Fee Development Process

Given the cost of the projects identified in Tables 1 and 2 for both SR 41 and other County roadways (\$856,998,954), it is appropriate to identify other major sources of funding that may be allocated to the improvement projects. Tables 3 through 5 provide an estimate of the funding shortfall considering the following methodology:

- ✓ Estimated project funding for needed road improvements through Year 2046 is provided in Table 3 for the MT3 sales tax measure extension and other potential sources as well as the current Road Impact Fee Program balance. Total current funding available between January 1, 2023 and December 31, 2046 is \$210,111,799.
- ✓ Table 4 identifies the total costs of projects along SR 41 and along other County roads and highways throughout the unincorporated portion of the County or \$856,998,954.
- ✓ Table 5 compares the total current funding available (\$210,111,799) to the total project costs (\$856,998,954) resulting in a funding shortfall of \$646,887,155.

2.5 Allocation of Costs

Referencing Tables 1 and 2, each of the road segments have been expressed as a percentage of the total cost, as shown on Table 6. Table 6 also provides an estimate of funding shortfall by improvement project based upon the percentage of total cost applied to the total funding shortfall.

TABLE 3
Estimated Future Funding For Needed Road Capital Improvement
Projects

November 23, 2022

Funding Source	Funding Amount
MT3/Other	\$187,378,775
Current RTIF Balance ¹	\$22,733,024
TOTAL:	\$210,111,799

1 - Balance is as of November 2022

TABLE 4
Needed Road Capital Improvement Projects
November 23, 2022

Segments	Total Project Cost
SR 41	\$498,652,000
Remainder of Unincorporated Area	\$358,346,954
TOTAL:	\$856,998,954

TABLE 5
Estimated Projected Funds VS Project Costs
November 23, 2022

Funding/Costs	Project Costs
Estimated Funding Through 2046	\$210,111,799
Project Costs	\$856,998,954
Funding Shortfall:	\$646,887,155

TABLE 6
FUNDING SHORTFALL BY PROJECT & SR 41 VS OTHER PROJECTS

November 23, 2022

Project #	Route	Segment Limits	Total Project Cost	Percent of All Projects	Funding Shortfall
1	SR 41	Madera County Ln/Avenue 10	\$15,000,000	1.75%	\$11,322,426
2	SR 41	Ave 10/Ave 12	\$117,160,000	13.67%	\$88,435,696
3	SR 41	Ave 10 /Ave 15 (Madera SR 41 Expressway Phase 1)	\$114,492,000	13.36%	\$86,421,814
4	SR 41	Ave 14 /Ave 15 (Madera SR 41 Expressway Phase 2)	\$56,000,000	6.53%	\$42,270,391
5	SR 41	Ave 15/SR 145	\$45,000,000	5.25%	\$33,967,278
6	SR 41	SR 145 to Rd 208	\$20,000,000	2.33%	\$15,096,568
7	SR 41	Avenue 15	\$45,000,000	5.25%	\$33,967,278
8	SR 41	NB On-Ramp/SR 41 At Children's Blvd.	\$11,000,000	1.28%	\$8,303,112
9	SR 41	Road 200 to Road 222 - Various Locations w/Roundabouts	\$75,000,000	8.75%	\$56,612,131
		Subtotal SR 41 Projects:	\$498,652,000	58.19%	\$376,396,695
10	SR 49	Meadow Vista Dr. to Westlake Dr.	\$8,120,000	0.95%	\$6,129,207
11	Avenue 9	SR 99 to BNSF RR Tracks	\$37,653,997	4.39%	\$28,422,306
12	Avenue 9	BNSF RR Grade Separation Project	\$26,160,036	3.05%	\$19,746,338
13	Avenue 9	BNSF RR Tracks to Road 36	\$26,954,204	3.15%	\$20,345,799
14	Avenue 9	Road 36 to Road 38	\$23,303,893	2.72%	\$17,590,441
15	Avenue 9	Road 38 to Valley Children's Boulevard	\$9,730,000	1.14%	\$7,344,480
16	Avenue 10	Road 40 to Lanes Bridge	\$9,512,000	1.11%	\$7,179,928
17	Avenue 12	Road 30 1/2 to Road 36	\$24,360,000	2.84%	\$18,387,620
18	Avenue 12	Road 36 to Road 38	\$20,000,000	2.33%	\$15,096,568
19	Avenue 12	Road 38 to Ave 40	\$10,000,000	1.17%	\$7,548,284
20	Avenue 12	Road 40 to Riverwalk Blvd	\$10,000,000	1.17%	\$7,548,284
21	Avenue 12	Riverwalk Blvd to SR 41	\$10,000,000	1.17%	\$7,548,284
22	Children's Blvd	SR 41 NB Ramps to Crocket Way	\$7,656,000	0.89%	\$5,778,966
23	Mountain Area Evacuation Routes	Oakhurst Area Plan Routes/North Fork-Cascadel	\$48,000,000	5.60%	\$36,231,764
24	Rio Mesa Blvd	Children's to Avenue 12	\$13,920,000	1.62%	\$10,507,211
25	Rio Mesa Blvd	Ave 12 to Ave 15	\$20,880,000	2.44%	\$15,760,817
26	Road 40	Avenue 10 to Avenue 12	\$12,876,000	1.50%	\$9,719,171
27	Road 145	Road 206 to SR 41	\$12,331,806	1.44%	\$9,308,397
28	Road 206	Road 206 from Fresno County Line to Road 145	\$26,889,018	3.14%	\$20,296,595
		Subtotal Other Unincorporated Projects:	\$358,346,954	41.81%	\$270,490,460
Total			\$856,998,954	100.00%	\$646,887,155

The improvement costs shown in Table 7 have been allocated to the areas of benefit within the County based on the percentages and shortfalls shown in the Table 6. The result is the cost of improving each road segment allocated to each area of benefit. It is important to note that the portion of the costs of the improvements related to traffic in the cities of Chowchilla and Madera and from outside of the County have not been allocated to the areas of benefit. Therefore, new development in the unincorporated areas of the County will not be charged for these costs.

To determine the number of new trips by district or area of benefit, the 2022 and 2046 MCTC Regional Traffic Model was applied by VRPA Technologies. The new trips were estimated by subtracting the existing year (2022) trips from the future year (2046) trips generated and assigned by the traffic model. The result is “new” trips that will be subject to the fee program. Through trips are not included in the new trip estimate since these trips are assumed to travel directly through the County along major roadways without stopping.

A portion of the new trips, approximately two percent (2%), is projected to be related to new public facilities, such as schools, and will not be collected by the County, therefore these trips were subtracted out. The final trip calculation then results by area of benefit or district.

Table 8, 8A, and 8B identify the estimated fees per daily trip by dividing the funding shortfall by area of benefit or district in Table 7 by the trips subject to fees identified in Table 8.

Table 9 provides the estimated per land use unit fees for all projects (SR 41 projects and County routes) by multiplying the fees per daily trip referenced in Table 8 by the trips generated by land use using the Institute of Transportation Engineers (ITE) Trip General Manual. The trip rates were adjusted to account for pass-by and linked trips. In order to be consistent with previous road impact fee programs implemented in Madera County, the resulting residential fees were increased by 58% and other uses were decreased by a complementary 51% to account for differences in vehicle miles traveled (VMT) and the low jobs to housing ratio within Madera County. This adjustment was originally applied to reflect the greater distances in trip lengths associated with residential developments in order to achieve a more equitable balance between overall fees paid by residential and commercial development projects. The resulting fees would be allocated per unit of development to all new development within the unincorporated areas of Madera County.

Table 10 provides the estimated per land use unit fees for SR 41 projects only by multiplying the fees per daily trip referenced in Table 8A by the trips generated by land use using the ITE Trip Generation Manual. The trip rates were adjusted to account for pass-by and linked trips. In order to be consistent with previous road impact fee programs implemented in Madera County, the resulting residential fees were increased by 58% and other uses were decreased by a complementary 51% to account for differences in vehicle miles traveled (VMT) and the low jobs to housing ratio within Madera County. This adjustment was originally applied to reflect the greater distances in trip lengths associated with residential developments in order to achieve a

TABLE 7

FUNDING SHORTFALL BY DISTRICT & SR 41 VS. OTHER UNINCORPORATED PROJECTS

November 23, 2022

Project #	Route	Segment Limits	Funding Shortfall	Valley	SE Madera County Growth Area	Foothill / Mountain	Total Trips
1	SR 41	Madera County Ln/Avenue 10	\$11,322,426	389	14,196	520	15,105
2	SR 41	Ave 10/Ave 12	\$88,435,696	380	9,212	635	10,227
3	SR 41	Ave 10 /Ave 15 (Madera SR 41 Expressway Phase 1)	\$86,421,814	172	3,365	721	4,258
4	SR 41	Ave 14 /Ave 15 (Madera SR 41 Expressway Phase 2)	\$42,270,391	172	3,365	721	4,258
5	SR 41	Ave 15/SR 145	\$33,967,278	86	2,788	800	3,674
6	SR 41	SR 145 to Rd 208	\$15,096,568	89	1,994	1,238	3,321
7	SR 41	Avenue 15	\$33,967,278	86	2,788	800	3,674
8	SR 41	NB On-Ramp/SR 41 At Children's Blvd.	\$8,303,112	389	14,196	520	15,105
9	SR 41	Road 200 to Road 222 - Various Locations w/Roundabouts	\$56,612,131	89	1,994	1,238	3,321
Subtotal SR 41 Segments:			\$376,396,695				
10	SR 49	Meadow Vista Dr. to Westlake Dr.	\$6,129,207	5	89	643	737
11	Avenue 9	SR 99 to BNSF RR Tracks	\$28,422,306	112	1,379	6	1,497
12	Avenue 9	BNSF RR Grade Separation Project	\$19,746,338	112	1,379	6	1,497
13	Avenue 9	BNSF RR Tracks to Road 36	\$20,345,799	112	1,379	6	1,497
14	Avenue 9	Road 36 to Road 38	\$17,590,441	112	1,379	6	1,497
15	Avenue 9	Road 38 to Valley Children's Boulevard	\$7,344,480	99	5,519	66	5,684
16	Avenue 10	Road 40 to Lanes Bridge	\$7,179,928	22	1,826	3	1,851
17	Avenue 12	Road 30 1/2 to Road 36	\$18,387,620	503	3,474	8	3,985
18	Avenue 12	Road 36 to Road 38	\$15,096,568	140	4,150	7	4,297
19	Avenue 12	Road 38 to Rd 40	\$7,548,284	489	7,037	43	7,569
20	Avenue 12	Road 40 to Riverwalk Blvd	\$7,548,284	340	4,150	7	4,497
21	Avenue 12	Riverwalk Blvd to SR 41	\$7,548,284	340	4,150	7	4,497
22	Children's Blvd	SR 41 NB Ramps to Crocket Way	\$5,778,966	78	9,476	114	9,668
23	Mountain Area Evacuation Routes	Oakhurst Area Plan Routes/North Fork-Cascadel	\$36,231,764	5	89	643	737
24	Rio Mesa Blvd	Children's to Avenue 12	\$10,507,211	52	4,931	21	5,004
25	Rio Mesa Blvd	Ave 12 to Ave 15	\$15,760,817	39	5,482	26	5,547
26	Road 40	Avenue 10 to Avenue 12	\$9,719,171	36	1,760	4	1,800
27	Road 145	Road 206 to SR 41	\$9,308,397	86	2,788	800	3,674
28	Road 206	Road 206 from Fresno County Line to Road 145	\$20,296,595	86	2,788	800	3,674
Subtotal Other Unincorporated Area Segments:			\$270,490,460				
TOTAL:			\$646,887,155				

TABLE 7 (Cont.)

FUNDING SHORTFALL BY DISTRICT & SR 41 VS OTHER PROJECTS

November 23, 2022

Project #	Valley	SE Madera County Growth Area	Foothill / Mountain	Total	Valley	SE Madera County Growth Area	Foothill / Mountain	Total
1	2.58%	93.98%	3.44%	100.00%	\$291,587	\$10,641,057	\$389,782	\$11,322,426
2	3.72%	90.08%	6.21%	100.00%	\$3,285,965	\$79,658,711	\$5,491,021	\$88,435,696
3	4.04%	79.03%	16.93%	100.00%	\$3,490,970	\$68,297,183	\$14,633,661	\$86,421,814
4	4.04%	79.03%	16.93%	100.00%	\$1,707,493	\$33,405,323	\$7,157,574	\$42,270,391
5	2.34%	75.88%	21.77%	100.00%	\$795,097	\$25,775,931	\$7,396,250	\$33,967,278
6	2.68%	60.04%	37.28%	100.00%	\$404,575	\$9,064,305	\$5,627,688	\$15,096,568
7	2.34%	75.88%	21.77%	100.00%	\$795,097	\$25,775,931	\$7,396,250	\$33,967,278
8	2.58%	93.98%	3.44%	100.00%	\$213,831	\$7,803,442	\$285,840	\$8,303,112
9	2.68%	60.04%	37.28%	100.00%	\$1,517,157	\$33,991,144	\$21,103,829	\$56,612,131
				Subtotal:	\$12,501,773	\$294,413,026	\$69,481,896	\$376,396,695
10	0.68%	12.08%	87.25%	100.00%	\$41,582	\$740,162	\$5,347,463	\$6,129,207
11	7.48%	92.12%	0.40%	100.00%	\$2,126,452	\$26,181,938	\$113,917	\$28,422,306
12	7.48%	92.12%	0.40%	100.00%	\$1,477,348	\$18,189,847	\$79,144	\$19,746,338
13	7.48%	92.12%	0.40%	100.00%	\$1,522,197	\$18,742,055	\$81,546	\$20,345,799
14	7.48%	92.12%	0.40%	100.00%	\$1,316,052	\$16,203,886	\$70,503	\$17,590,441
15	1.74%	97.10%	1.16%	100.00%	\$127,921	\$7,131,279	\$85,281	\$7,344,480
16	1.19%	98.65%	0.16%	100.00%	\$85,337	\$7,082,954	\$11,637	\$7,179,928
17	12.62%	87.18%	0.20%	100.00%	\$2,320,947	\$16,029,760	\$36,914	\$18,387,620
18	3.26%	96.58%	0.16%	100.00%	\$491,859	\$14,580,116	\$24,593	\$15,096,568
19	6.46%	92.97%	0.57%	100.00%	\$487,662	\$7,017,740	\$42,882	\$7,548,284
20	7.56%	92.28%	0.16%	100.00%	\$570,695	\$6,965,839	\$11,750	\$7,548,284
21	7.56%	92.28%	0.16%	100.00%	\$570,695	\$6,965,839	\$11,750	\$7,548,284
22	0.81%	98.01%	1.18%	100.00%	\$46,624	\$5,664,200	\$68,143	\$5,778,966
23	0.68%	12.08%	87.25%	100.00%	\$245,806	\$4,375,342	\$31,610,616	\$36,231,764
24	1.04%	98.54%	0.42%	100.00%	\$109,188	\$10,353,929	\$44,095	\$10,507,211
25	0.70%	98.83%	0.47%	100.00%	\$110,812	\$15,576,131	\$73,874	\$15,760,817
26	2.00%	97.78%	0.22%	100.00%	\$194,383	\$9,503,189	\$21,598	\$9,719,171
27	2.34%	75.88%	21.77%	100.00%	\$217,888	\$7,063,640	\$2,026,869	\$9,308,397
28	2.34%	75.88%	21.77%	100.00%	\$475,097	\$15,401,989	\$4,419,509	\$20,296,595
				Subtotal:	\$12,538,545	\$213,769,833	\$44,182,082	\$270,490,460
TOTAL:					\$25,040,318	\$508,182,859	\$113,663,978	\$646,887,155

TABLE 8
FEE PER DAILY TRIP BY SUBAREA - ALL PROJECTS

November 23, 2022

	TOTAL - ALL PROJECTS		
	Valley	SE Madera County Growth Area	Foothill / Mountain
Funding Shortfall	\$25,040,318	\$508,182,859	\$113,663,978
Trips Subject to Fees	27,189	302,428	88,678
Fee per Daily Trip	\$921	\$1,680	\$1,282

TABLE 8A
FEE PER DAILY TRIP BY SUBAREA - SR 41 PROJECTS

November 23, 2022

	TOTAL - SR 41 PROJECTS		
	Valley	SE Madera County Growth Area	Foothill / Mountain
Funding Shortfall	\$12,501,773	\$294,413,026	\$69,481,896
Trips Subject to Fees	27,189	302,428	88,678
Fee per Daily Trip	\$460	\$973	\$784

TABLE 8B
FEE PER DAILY TRIP BY SUBAREA - OTHER PROJECTS

November 23, 2022

	TOTAL - OTHER PROJECTS		
	Valley	SE Madera County Growth Area	Foothill / Mountain
Funding Shortfall	\$12,538,545	\$213,769,833	\$44,182,082
Trips Subject to Fees	27,189	302,428	88,678
Fee per Daily Trip	\$461	\$707	\$498

Table 9
Calculation of Fees by Land Use - All Projects (SR 41 & Other Projects) - 11/23/22

Assumes Additional Trips and Increased Housing Trip Cost (+58%) & Reduced Other Land Use Costs (-51%)										
Land Use	ITE Code	Units	Daily Trip Generation	Adjusted Daily Trips / Net Trips *1	Fee Per Daily Trip			Fee Per Land Use		
					Valley	SE Madera County Growth Area	Foothill / Mountain	Valley	SE Madera County Growth Area	Foothill / Mountain
RESIDENTIAL										
Single Family Detached - per unit	210	d/u	9.43		\$1,455	\$2,564	\$2,025	\$13,721	\$24,179	\$19,096
Multi-Family - per unit	220	d/u	6.74		\$1,455	\$2,564	\$2,025	\$9,807	\$17,281	\$13,649
Mobile Home Park - per unit	240	d/u	7.12		\$1,455	\$2,564	\$2,025	\$10,360	\$18,256	\$14,418
Assisted Living - per unit	254	d/u	2.60		\$1,455	\$2,564	\$2,025	\$3,783	\$6,666	\$5,265
INDUSTRIAL										
Gen. Light Industrial / Industrial Park	110	1000 ft	4.87	4.48	\$451	\$823	\$628	\$2,021	\$3,687	\$2,814
Gen. Heavy Industrial	140	1000 ft	4.75	4.37	\$451	\$823	\$628	\$1,971	\$3,597	\$2,744
Business Park	770	1000 ft	12.44	11.44	\$451	\$823	\$628	\$5,162	\$9,419	\$7,187
Mini-Warehouse	151	1000 ft	1.45	1.33	\$451	\$823	\$628	\$602	\$1,098	\$838
RETAIL / COMMERCIAL										
Retail Shopping	820	1000 ft	37.01	27.76	\$451	\$823	\$628	\$12,519	\$22,844	\$17,432
New and Used Car Sales	841	1000 ft	27.06	20.30	\$451	\$823	\$628	\$9,153	\$16,703	\$12,745
Service Station	945	Fuel Station	265.12	37.12	\$451	\$823	\$628	\$16,740	\$30,547	\$23,309
Convenience Retail	820	1000 ft	37.01	27.76	\$451	\$823	\$628	\$12,519	\$22,844	\$17,432
OFFICE										
Office / Conference Center	710	1000 ft	10.84	9.43	\$451	\$823	\$628	\$4,253	\$7,762	\$5,923
MEDICAL										
Medical Offices	720	1000 ft	36.00	27.00	\$451	\$823	\$628	\$12,177	\$22,221	\$16,956
Hospitals	610	1000 ft	22.32	17.19	\$451	\$823	\$628	\$7,751	\$14,144	\$10,793
Nursing Homes	620	1000 ft	3.06	2.26	\$451	\$823	\$628	\$1,021	\$1,864	\$1,422
INSTITUTIONAL										
Religious Institution	560	1000 ft	7.60		\$451	\$823	\$628	\$3,428	\$6,255	\$4,773
LODGING										
Hotel/Motel/Guest House	310	Room	7.99	5.67	\$451	\$823	\$628	\$2,558	\$4,669	\$3,563

*1 Adjusted Daily Trips considering Pass-By and Linked Trips. Percentages applied to estimate Net Trips were identified by VRPA considering information contained in the ITE Trip Generation Manual and referencing other Traffic Impact Fee Studies.

Table 10
Calculation of Fees by Land Use - SR 41 Projects Only - 11/23/22

Assumes Additional Trips and Increased Housing Trip Cost (+58%) & Reduced Other Land Use Costs (-51%)										
Land Use	ITE Code	Units	Daily Trip Generation	Adjusted Daily Trips / Net Trips *1	Fee Per Daily Trip			Fee Per Land Use		
					Valley	SE Madera County Growth Area	Foothill / Mountain	Valley	SE Madera County Growth Area	Foothill / Mountain
RESIDENTIAL										
Single Family Detached - per unit	210	d/u	9.43		\$727	\$1,537	\$1,239	\$6,856	\$14,494	\$11,684
Multi-Family - per unit	220	d/u	6.74		\$727	\$1,537	\$1,239	\$4,900	\$10,359	\$8,351
Mobile Home Park - per unit	240	d/u	7.12		\$727	\$1,537	\$1,239	\$5,176	\$10,943	\$8,822
Assisted Living - per unit	254	d/u	2.60		\$727	\$1,537	\$1,239	\$1,890	\$3,996	\$3,221
INDUSTRIAL										
Gen. Light Industrial / Industrial Park	110	1000 ft	4.87	4.48	\$225	\$477	\$384	\$1,008	\$2,137	\$1,720
Gen. Heavy Industrial	140	1000 ft	4.75	4.37	\$225	\$477	\$384	\$983	\$2,084	\$1,678
Business Park	770	1000 ft	12.44	11.44	\$225	\$477	\$384	\$2,575	\$5,459	\$4,395
Mini-Warehouse	151	1000 ft	1.45	1.33	\$225	\$477	\$384	\$300	\$636	\$512
RETAIL / COMMERCIAL										
Retail Shopping	820	1000 ft	37.01	27.76	\$225	\$477	\$384	\$6,245	\$13,240	\$10,659
New and Used Car Sales	841	1000 ft	27.06	20.30	\$225	\$477	\$384	\$4,566	\$9,681	\$7,793
Service Station	945	Fuel Station	265.12	37.12	\$225	\$477	\$384	\$8,351	\$17,705	\$14,253
Convenience Retail	820	1000 ft	37.01	27.76	\$225	\$477	\$384	\$6,245	\$13,240	\$10,659
OFFICE										
Office / Conference Center	710	1000 ft	10.84	9.43	\$225	\$477	\$384	\$2,122	\$4,498	\$3,621
MEDICAL										
Medical Offices	720	1000 ft	36.00	27.00	\$225	\$477	\$384	\$6,075	\$12,879	\$10,368
Hospitals	610	1000 ft	22.32	17.19	\$225	\$477	\$384	\$3,867	\$8,198	\$6,600
Nursing Homes	620	1000 ft	3.06	2.26	\$225	\$477	\$384	\$509	\$1,080	\$870
INSTITUTIONAL										
Religious Institution	560	1000 ft	7.60		\$225	\$477	\$384	\$1,710	\$3,625	\$2,918
LODGING										
Hotel/Motel/Guest House	310	Room	7.99	5.67	\$225	\$477	\$384	\$1,276	\$2,706	\$2,178

*1 Adjusted Daily Trips considering Pass-By and Linked Trips. Percentages applied to estimate Net Trips were identified by VRPA considering information contained in the ITE Trip Generation Manual and referencing other Traffic Impact Fee Studies.

more equitable balance between overall fees paid by residential and commercial development projects. The resulting fees would be allocated per unit of development to all new development within the unincorporated areas of Madera County.

Table 11 provides the estimated per land use unit fees for all remaining County route projects by multiplying the fees per daily trip referenced in Table 8B by the trips generated by land use using the ITE Trip Generation Manual included in Table 11. The trip rates were adjusted to account for pass-by and linked trips. In order to be consistent with previous road impact fee programs implemented in Madera County, the resulting residential fees were increased by 58% and other uses were decreased by a complementary 51% to account for differences in vehicle miles traveled (VMT) and the low jobs to housing ratio within Madera County. This adjustment was originally applied to reflect the greater distances in trip lengths associated with residential developments in order to achieve a more equitable balance between overall fees paid by residential and commercial development projects. The resulting fees would be allocated per unit of development to all new development within the unincorporated areas of Madera County.

2.6 Assembly Bill 602 Requirements

Assembly Bill 602 (AB 602) was signed into law by California Governor Gavin Newsom in September 2021. This bill provides one new statewide requirement for local jurisdictions seeking to impose development impact fees on development projects that is not addressed elsewhere in this report. AB 602 includes the following provision:

- ✓ For housing development projects, nexus studies adopted after July 1, 2022 must calculate the amount of fees based on *square footage* of proposed units of the development, unless the local agency demonstrates that another metric is more appropriate. This is intended to support smaller and multi-family developments, and ensure such developments are not charged disproportionate fees (which would be the case if, for example, fees are charged on a per-unit basis).

After considering the use of square footage for proposed units as the basis for determining the impact fees for housing development projects, Madera County has determined it is appropriate to base the housing development fee on another metric as allowed for under AB 602. The County believes the per unit fee metric (i.e. Single-Family Detached, Multi-Family, Mobile Home Park, and Assisted Living as shown in Tables 9, 10, and 11) is considered to be appropriate and justified for the following reasons:

- ✓ In the Institute of Transportation Engineers (ITE) Trip Generation Manual on which the road impact fee program is based, the number of trips generated is based on type of residential unit rather than the size of unit. Based on the historical data that ITE has collected, the number of realized trips generated by a residential unit (and therefore its impact on the roadway system) is best predicted by the type of unit rather than the size of the unit. Although ITE uses number of square feet of development to determine the

Table 11

Calculation of Fees by Land Use - Other Projects Only (not including SR 41) - 11/23/22

Assumes Additional Trips and Increased Housing Trip Cost (+58%) & Reduced Other Land Use Costs (-51%)										
Land Use	ITE Code	Units	Daily Trip Generation	Adjusted Daily Trips / Net Trips *1	Fee Per Daily Trip			Fee Per Land Use		
					Valley	SE Madera County Growth Area	Foothill / Mountain	Valley	SE Madera County Growth Area	Foothill / Mountain
RESIDENTIAL										
Single Family Detached - per unit	210	d/u	9.43		\$728	\$1,027	\$786	\$6,865	\$9,685	\$7,412
Multi-Family - per unit	220	d/u	6.74		\$728	\$1,027	\$786	\$4,907	\$6,922	\$5,298
Mobile Home Park - per unit	240	d/u	7.12		\$728	\$1,027	\$786	\$5,183	\$7,312	\$5,596
Assisted Living - per unit	254	d/u	2.60		\$728	\$1,027	\$786	\$1,893	\$2,670	\$2,044
INDUSTRIAL										
Gen. Light Industrial / Industrial Park	110	1000 ft	4.87	4.48	\$226	\$346	\$244	\$1,013	\$1,550	\$1,093
Gen. Heavy Industrial	140	1000 ft	4.75	4.37	\$226	\$346	\$244	\$988	\$1,512	\$1,066
Business Park	770	1000 ft	12.44	11.44	\$226	\$346	\$244	\$2,587	\$3,960	\$2,793
Mini-Warehouse	151	1000 ft	1.45	1.33	\$226	\$346	\$244	\$301	\$462	\$325
RETAIL / COMMERCIAL										
Retail Shopping	820	1000 ft	37.01	23.50	\$226	\$346	\$244	\$5,311	\$8,131	\$5,734
New and Used Car Sales	841	1000 ft	27.06	20.30	\$226	\$346	\$244	\$4,587	\$7,022	\$4,952
Service Station	945	Fuel Station	265.12	37.12	\$226	\$346	\$244	\$8,388	\$12,842	\$9,056
Convenience Retail	820	1000 ft	37.01	23.50	\$226	\$346	\$244	\$5,311	\$8,131	\$5,734
OFFICE										
Office / Conference Center	710	1000 ft	10.84	9.43	\$226	\$346	\$244	\$2,131	\$3,263	\$2,301
MEDICAL										
Medical Offices	720	1000 ft	36.00	27.00	\$226	\$346	\$244	\$6,102	\$9,342	\$6,588
Hospitals	610	1000 ft	22.32	17.19	\$226	\$346	\$244	\$3,884	\$5,946	\$4,193
Nursing Homes	620	1000 ft	3.06	2.26	\$226	\$346	\$244	\$512	\$783	\$553
INSTITUTIONAL										
Religious Institution	560	1000 ft	7.60		\$226	\$346	\$244	\$1,718	\$2,630	\$1,854
LODGING										
Hotel/Motel/Guest House	310	Room	7.99	5.67	\$226	\$346	\$244	\$1,282	\$1,963	\$1,384

*1 Adjusted Daily Trips considering Pass-By and Linked Trips. Percentages applied to estimate Net Trips were identified by VRPA considering information contained in the ITE Trip Generation Manual and referencing other Traffic Impact Fee Studies.

number of trips generated for other development types (office, retail, industrial, etc.), ITE does not use square footage as a determining factor of trip generation for residential development.

- ✓ While there is no specific information, studies, or data available in Madera County to determine how square footage would affect trip generation, it is reasonable to expect that the size of the residential development does not directly impact the number of trips beyond what ITE trip generation data already suggests. Therefore, the County does not have a justification for determining how road impact fees would vary based on different levels of square footage for residential developments.

APPENDIX

ROADWAY LEVEL OF SERVICE TABLES

November 23, 2022

[illegible]

November 23, 2022

[illegible]

