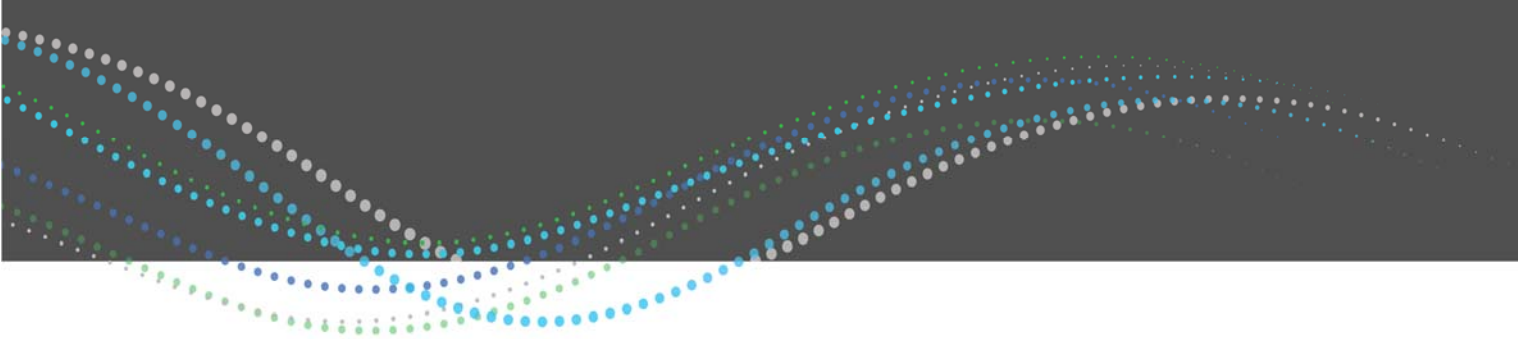




# Simi Valley Traffic Impact Fee Nexus Study Update

FINAL REPORT



May 27, 2020

Submitted to:

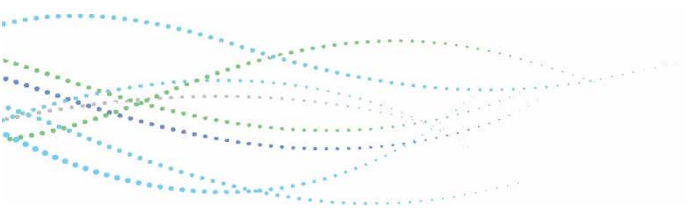


J# 10545 | Prepared by Iteris, Inc.

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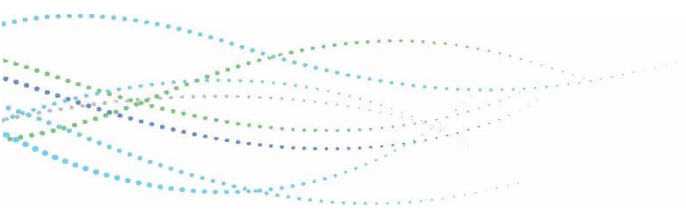
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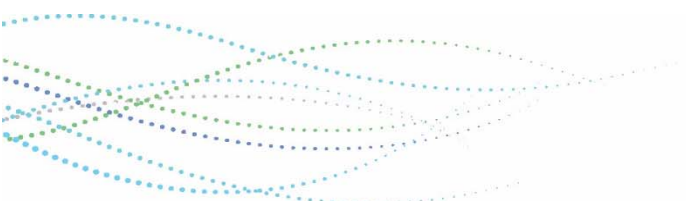
## EXECUTIVE SUMMARY

The purpose of this traffic impact fee nexus study is to describe the methodology used for, and summarize the results of, a study conducted by Iteris, Inc. (Iteris) to update the Traffic Impact Fee in the City of Simi Valley. The Traffic Impact Fee funds are intended for transportation infrastructure improvements aimed at relieving projected deficiencies and unacceptable traffic operating conditions forecast to be caused by new development associated with buildout of the City's General Plan. This report identifies the purpose of the fee and demonstrates a reasonable relationship (nexus) between the fee and the purpose for which it is to be collected. As of February 2020, the current traffic impact fee is \$83.00 per daily trip.

Existing and future year 2030 intersection traffic operations were evaluated during typical weekday peak hour conditions. Intersection improvements needed to accommodate the future traffic demand resulting from buildout of the Adopted General Plan, as well as maintain City traffic operations standards, were developed at 24 intersections. Utilizing unit costs for construction and right-of-way, planning-level cost estimates were prepared for the intersection improvements.

The net final total cost to improve the City's transportation system at full buildout of the General Plan, was estimated at \$20,639,506. The Traffic Impact Fee was calculated by dividing the total costs of the improvements (minus available current funds as of March 2020), by the expected net daily trips forecast to be generated from new development within the City by buildout of the General Plan land uses. The final maximum traffic impact fee, assuming the net transportation improvement cost of \$20,639,506 required by the addition of 206,698 new daily trips forecast under General Plan buildout conditions, is \$100.15 per daily trip. This calculation assumes that all "trips" are expected to equally contribute to the need for the improvements, regardless of the land use types that generate the trips, per the City's adopted daily trip generation rates. This proposed maximum traffic impact fee per daily trip would still be significantly lower than the traffic impact fees imposed by similar jurisdictions within Ventura County.

Similar to the most recent Resolution 2016-04, the fees to be collected as a result of this updated traffic impact fee nexus study are supplementary to the specific fees and conditions imposed upon individual development projects by the City. All requirements of the Mitigation Fee Act in California Government Code Section 66001 have been met by this nexus study.



## 1.0 INTRODUCTION

The purpose of this traffic impact fee nexus study is to describe the methodology used for, and summarize the results of, a study conducted by Iteris, Inc. (Iteris) to update the Traffic Impact Fee in the City of Simi Valley. The Traffic Impact Fee funds are intended for transportation infrastructure improvements aimed at relieving projected deficiencies and unacceptable traffic operating conditions forecast to be caused by new development associated with buildout of the City's General Plan. This report identifies the purpose of the fee and demonstrates a reasonable relationship (nexus) between the fee and the purpose for which it is to be collected.

### 1.1 Background

As part of Resolution 91-93, the City Council initially adopted a traffic impact fee of \$22.38 per daily vehicle trip end for residential development and \$10.50 per daily vehicle trip end for nonresidential development. This fee was later updated to \$33.00 per daily vehicle trip end for residential development and \$15.50 per daily vehicle trip end for nonresidential development.

In December 2014, the City adopted the *Simi Valley Traffic Impact Fee Nexus Study* (Iteris), resulting in a single impact fee of \$80.68 per daily trip, irrespective of land use type. In 2015, the fee was increased slightly, based on the Construction Cost Index published by the Engineering News Record (ENR), per Resolution 2016-04. As of February 2020, the current traffic impact fee is \$83.00 per daily trip.

The City must comply with California Government Code Section 66000 and as part of the code, the City is required to make certain findings via a nexus study in order to establish a valid traffic impact fee. Without the required findings, the traffic impact fee may be invalidated by a court of law. **Appendix A** includes a complete version of Resolution 2016-04.

### 1.2 California Mitigation Fee Act

New development lays the groundwork for population increases and job opportunities within the City. However, as population and employment increase, the need for planning and implementing circulation system improvements also increases.

California Government Code Section 66000 et seq. enables local agencies to charge development impact fees, or mitigation fees. A mitigation fee is a monetary exaction imposed by a government agency upon an applicant seeking approval for a development project. The fee is applied towards the cost of traffic-related public infrastructure improvements within the jurisdiction, and is not a tax or special assessment. The fee is to be used to finance only those circulation system improvements which are related to the type of development that will generate an increase in traffic.

The Mitigation Fee Act requirements in California Government Code Section 66001 require specific nexus requirements to be satisfied for fees related to traffic mitigation improvements. These requirements include:

66001. (a) In any action establishing, increasing, or imposing a fee as a condition of approval of a development project by a local agency, the local agency shall do all of the following:

- (1) Identify the purpose of the fee.
- (2) Identify the use to which the fee is to be put. If the use is financing public facilities, the facilities shall be identified. That identification may, but need not, be made by reference to a capital improvement plan as specified in Section 65403 or 66002, may be made in applicable general or specific plan requirements, or may be made in other public documents that identify the public facilities for which the fee is charged.
- (3) Determine how there is a reasonable relationship between the fee's use and the type of development project on which the fee is imposed.
- (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 imposed.

**Appendix A** includes a complete version of California Government Code Section 66000-66008.

## 2.0 TRAVEL DEMAND FORECASTING

This section describes the methodology used to forecast the future peak hour traffic volumes that are expected to be generated by the buildout of the City's 2012 General Plan land uses using the City's travel demand model (Simi Valley Traffic Analysis Model, or SVTAM). The SVTAM was created as a focused travel demand model for the City from the Southern California Association of Governments (SCAG) regional model. At the time of the development, this model had a 2006 base year and 2030 as a regional horizon year for the future. The SCAG regional model attributed only 25 traffic analysis zones (TAZs) to the City of Simi Valley. As part of the work effort done for the Circulation and Mobility Element Update, these 25 zones were disaggregated to 342 smaller zones covering the City.

The SVTAM consists of 35 unique land-use categories in the base condition. In 2030, the same 35 unique land use categories are included as well as three additional categories of Mixed-use Residential, Mixed-use Office, and Mixed-use Retail, as proposed by the General Plan Update process. As part of this fee update study, an updated base year 2019 model was created to supplant the previous 2013 base year scenario using updated land use data provided by the City. The data included development that had already been completed between 2013 and 2019. The updated base year model was created in order to more accurately estimate the growth in vehicle trips between current conditions (at the time of the fee update study) and projected buildout conditions.

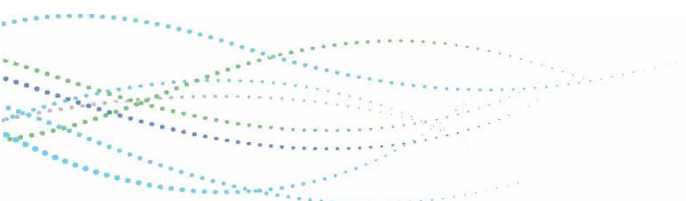
### 3.0 TRAFFIC OPERATIONS

Intersections are typically considered the most critical locations for traffic flow bottlenecks and congestion on roadways with interrupted traffic flow, since the right-of-way must be shared by opposing traffic streams, creating conflicting traffic movements. The quality of traffic operations is characterized using the concept of level of service (LOS). Level of service is defined by a range of grades from A (best) to F (worst). At intersections, LOS “A” represents relatively free operating conditions with little or no delay. LOS “F” is characterized by extremely unstable flow conditions and severe congestion with volumes at or near the intersection’s design capacity. This results in long queues at the intersection approaches. **Table 1** outlines the LOS concept for signalized intersections using the Intersection Capacity Utilization (ICU) methodology, the standard used per the City of Simi Valley General Plan adopted by the City Council.

**Table 1: Signalized Intersection Level of Service Definitions – ICU Methodology**

Level of Service	Description	Signalized Intersection Delay (seconds per vehicle)
A	Free flowing, virtually no delay. Minimal Traffic.	$\leq 10$
B	Free flow and choice of lanes. Delays are minimal. All cars clear intersection easily.	$>10$ and $\leq 20$
C	Good operation. Delays starting to become a factor but still within acceptable limits.	$>20$ and $\leq 35$
D	Approaching unstable flow. Queues at intersection are quite long but most cars clear intersection on their green signal. Occasionally, several vehicles must wait for a second green signal. Congestion is moderate.	$>35$ and $\leq 55$
E	Severe Congestion and delay. Most of the available capacity is used. Many cars must wait through a complete signal cycle to clear the intersection.	$>55$ and $\leq 80$
F	Excessive delay and congestion. Most cars must wait through more than one on one signal cycle. Queues are very long and drivers are obviously irritated.	$> 80$

**Table 2** outlines the LOS concept for unsignalized intersections using the Highway Capacity Manual (HCM) methodology.



**Table 2: Unsignalized Intersection Level of Service Definitions – HCM Methodology**

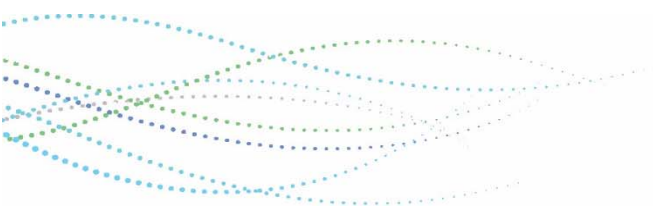
Level of Service	Description	Unsignalized Intersection Delay (seconds per vehicle)
A	Excellent operation. All approaches to the intersection appear quite open, turning movements are easily made, and nearly all drivers find freedom of operation.	$\leq 10$
B	Very good operation. Many drivers begin to feel somewhat restricted within platoons of vehicles. This represents stable flow. An approach to an intersection may occasionally be fully utilized and traffic queues start to form.	$>10$ and $\leq 15$
C	Good operation. Occasionally drivers may have to wait more than 60 seconds, and back-ups may develop behind turning vehicles. Most drivers feel somewhat restricted.	$>15$ and $\leq 25$
D	Fair operation. Cars are sometimes required to wait more than 60 seconds during short peaks. There are no long-standing traffic queues.	$>25$ and $\leq 35$
E	Poor operation. Some long-standing vehicular queues develop on critical approaches to intersections. Delays may be up to several minutes.	$>35$ and $\leq 50$
F	Forced flow. Represents jammed conditions. Backups from locations downstream or on the cross street may restrict or prevent movement of vehicles out of the intersection approach lanes; therefore, volumes carried are not predictable. Potential for stop and go type traffic flow.	$> 50$

Source: Highway Capacity Manual, Sixth Edition, Transportation Research Board, Washington, D.C., 2016

The City of Simi Valley’s adopted policy for minimum vehicular operating condition standards for intersections aims to achieve level of service (LOS) C or better during peak hour periods, with LOS D conditions acceptable “where short term attainment of LOS C may be impractical or not attainable without mitigation that has a far greater negative impact than allowing a [better] level of service.” Of note, the Ventura County Congestion Management Program (CMP), which sets a minimum level of service of LOS E, accounts for eight intersections in the City of Simi Valley. These intersections are as follows:

- Kuehner Drive/Los Angeles Avenue;
- Yosemite Avenue/Los Angeles Avenue;
- Stearns Street/Los Angeles Avenue;
- Tapo Canyon Road/Los Angeles Avenue;
- Sycamore Drive/Los Angeles Avenue;
- Erringer Road/Los Angeles Avenue;
- First Street/Los Angeles Avenue; and
- Madera Road/Los Angeles Avenue-Tierra Rejada Road.

While the Ventura County CMP has a lesser threshold, the CMP recognizes the local threshold having precedence.

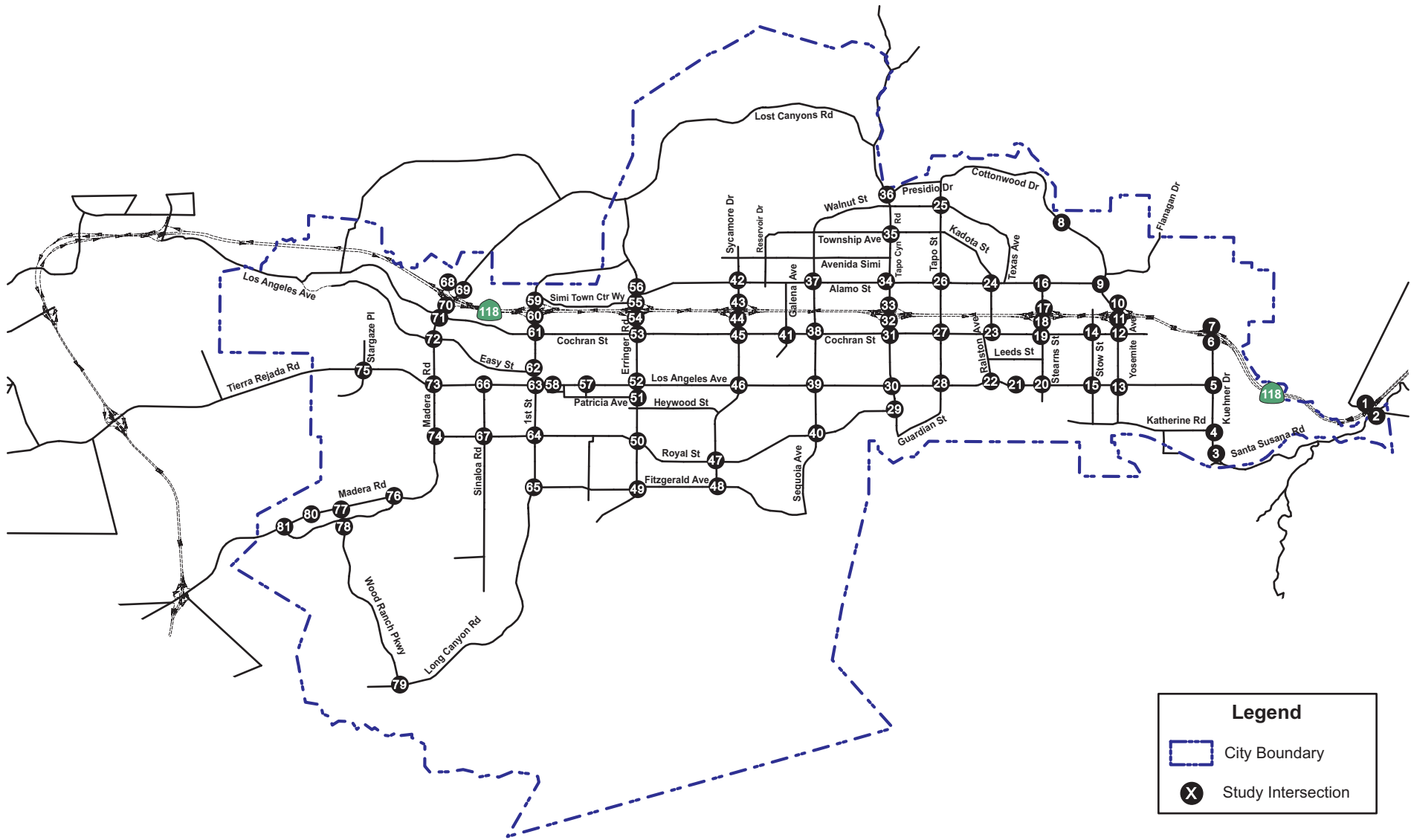


## 4.0 EXISTING CONDITIONS

This section presents the methodology for developing existing traffic volumes and describes the current intersection LOS operations. Consistent with the analyses performed under the General Plan and EIR process, level of service conditions were analyzed for 81 key intersections in the City during morning (a.m.) and afternoon (p.m.) peak hours. **Figure 1** shows the locations of the 81 study intersections.

### 4.1 Traffic Volumes

Existing traffic volumes at the study intersections are based on a combination of traffic counts provided by the City and new traffic counts collected in October 2019. The City provided traffic counts at 29 intersections (collected during various months in 2018). New traffic counts were collected at the remaining 52 locations in October 2019. All counts were conducted during morning (7:00 to 9:00 a.m.) and evening (4:00 to 6:00 p.m.) peak periods. The traffic analysis is based on the highest single hour of traffic during each time period at each location. Detailed traffic count data are included in **Appendix B**.



## 4.2 Intersection Levels of Service

This section summarizes the existing intersection LOS during a typical weekday a.m. and p.m. peak hour under existing conditions. **Table 3** summarizes the existing weekday a.m. and p.m. peak hour traffic operating conditions at the study intersections. Detailed LOS calculation sheets are provided in **Appendix C**.

**Table 3: Existing Intersection Peak Hour LOS**

Intersection	Traffic Control	AM Peak Hour			PM Peak Hour		
		Delay (s)	ICU	LOS	Delay (s)	ICU	LOS
1 Rocky Peak Fire Rd/SR-118 WB Ramps	Two-way Stop	12.6	-	B	<b>32.2</b>	-	<b>D</b>
2 Rocky Peak Fire Rd/SR-118 EB Ramps	Two-way Stop	10.4	-	B	9.7	-	A
3 Kuehner Dr/Smith Rd	Signalized	-	0.196	A	-	0.284	A
4 Kuehner Dr/Katherine Rd	Signalized	-	0.278	A	-	0.179	A
5 Kuehner Dr/Los Angeles Ave <sup>1</sup>	All-way Stop	13.0	0.602	B	11.9	0.438	B
6 Kuehner Dr/SR-118 EB Ramps	Two-way Stop	9.6	-	A	10.4	-	B
7 Kuehner Dr/SR-118 WB Ramps	Two-way Stop	<b>46.2</b>	-	<b>E</b>	<b>117.1</b>	-	<b>F</b>
8 Yosemite Ave/Evening Sky Dr	All-way Stop	9.0	0.214	A	7.6	0.113	A
9 Yosemite Ave/Alamo St	All-way Stop	14.9	0.556	B	10.6	0.294	B
10 Yosemite Ave/SR-118 WB Ramps	Signalized	-	0.367	A	-	0.362	A
11 Yosemite Ave/SR-118 EB Ramps	Signalized	-	0.518	A	-	0.321	A
12 Yosemite Ave/Cochran St	Signalized	-	0.553	A	-	0.311	A
13 Yosemite Ave/Los Angeles Ave <sup>1</sup>	Signalized	-	0.549	A	-	0.470	A
14 Stow St/Cochran St	Signalized	-	0.490	A	-	0.208	A
15 Stow St/Los Angeles Ave	Signalized	-	0.555	A	-	0.324	A
16 Stearns St/Alamo St	Signalized	-	0.420	A	-	0.301	A
17 Stearns St/SR-118 WB Ramps	Signalized	-	0.430	A	-	0.418	A
18 Stearns St/SR-118 EB Ramps	Signalized	-	0.364	A	-	0.350	A
19 Stearns St/Cochran St	Signalized	-	0.670	B	-	0.528	A
20 Stearns St/Los Angeles Ave <sup>1</sup>	Signalized	-	0.639	B	-	0.479	A
21 Los Angeles Ave/Hidden Ranch Dr	Signalized	-	0.438	A	-	0.455	A
22 Los Angeles Ave/Ralston Ave	Two-way Stop	<b>27.5</b>	-	<b>D</b>	<b>29.6</b>	-	<b>D</b>
23 Kadota St/Cochran St	Two-way Stop	19.0	-	C	<b>28.0</b>	-	<b>D</b>
24 Kadota St/Alamo St	Two-way Stop	<b>150.9</b>	-	<b>F</b>	19.9	-	C
25 Tapo St/Walnut St	Signalized	-	0.601	B	-	0.183	A
26 Tapo St/Alamo St	Signalized	-	0.618	B	-	0.364	A
27 Tapo St/Cochran St	Signalized	-	0.476	A	-	0.498	A
28 Tapo St/Los Angeles Ave	Signalized	-	0.513	A	-	0.503	A
29 Tapo Canyon Rd/Royal Ave	All-way Stop	18.3	0.702	C	17.1	0.676	C
30 Tapo Canyon Rd/Los Angeles Ave <sup>1</sup>	Signalized	-	0.734	C	-	0.646	B

	Intersection	Traffic Control	AM Peak Hour			PM Peak Hour		
			Delay (s)	ICU	LOS	Delay (s)	ICU	LOS
31	Tapo Canyon Rd/Cochran St	Signalized	-	0.685	B	-	0.738	C
32	Tapo Canyon Rd/SR-118 EB Ramps	Signalized	-	0.469	A	-	0.486	A
33	Tapo Canyon Rd/SR-118 WB Ramps	Signalized	-	0.467	A	-	0.616	B
34	Tapo Canyon Rd/Alamo St	Signalized	-	0.449	A	-	0.422	A
35	Tapo Canyon Rd/Township Ave	Signalized	-	0.417	A	-	0.211	A
36	Tapo Canyon Rd/Lost Canyons Dr	Two-way Stop	8.8	-	A	8.9	-	A
37	Sequoia Ave/Alamo St	Signalized	-	0.444	A	-	0.444	A
38	Sequoia Ave/Cochran St	Signalized	-	0.597	A	-	0.552	A
39	Sequoia Ave/Los Angeles Ave	Signalized	-	0.671	B	-	0.484	A
40	Sequoia Ave/Royal Ave	Signalized	-	0.546	A	-	0.384	A
41	Cochran St/Galena Ave	Signalized	-	0.493	A	-	0.504	A
42	Sycamore Dr/Alamo St	Signalized	-	0.622	B	-	0.618	B
43	Sycamore Dr/SR-118 WB Ramps	Signalized	-	0.398	A	-	0.550	A
44	Sycamore Dr/SR-118 EB Ramps	Signalized	-	0.400	A	-	0.417	A
45	Sycamore Dr/Cochran St	Signalized	-	0.505	A	-	0.519	A
46	Sycamore Dr/Los Angeles Ave <sup>1</sup>	Signalized	-	0.746	C	-	0.590	A
47	Sycamore Dr/Royal Ave	Signalized	-	<b>0.871</b>	<b>D</b>	-	0.458	A
48	Sycamore Dr/Fitzgerald Rd	All-way Stop	21.3	0.798	C	10.2	0.352	B
49	Erringer Rd/Fitzgerald Rd	All-way Stop	<b>35.5</b>	<b>0.877</b>	<b>E</b>	11.5	0.307	B
50	Erringer Rd/Royal Ave	Signalized	-	<b>0.940</b>	<b>E</b>	-	0.590	A
51	Erringer Rd/Patricia Ave	Signalized	-	0.504	A	-	0.460	A
52	Erringer Rd/Los Angeles Ave <sup>1</sup>	Signalized	-	0.606	B	-	0.653	B
53	Erringer Rd/Cochran St	Signalized	-	0.700	B	-	0.631	B
54	Erringer Rd/SR-118 EB Ramps	Signalized	-	0.324	A	-	0.437	A
55	Erringer Rd/SR-118 WB Ramps	Signalized	-	0.353	A	-	0.465	A
56	Erringer Rd/Alamo St	Signalized	-	0.384	A	-	0.297	A
57	Los Angeles Ave/Hubbard St	Signalized	-	0.399	A	-	0.409	A
58	Los Angeles Ave/Patricia Ave	Signalized	-	0.440	A	-	0.469	A
59	First St/SR-118 WB Ramps	Signalized	-	0.321	A	-	0.345	A
60	First St/SR-118 EB Ramps	Signalized	-	0.536	A	-	0.620	B
61	First St/Cochran St	Signalized	-	0.357	A	-	0.530	A
62	First St/E Easy St	Signalized	-	0.486	A	-	0.716	C
63	First St/Los Angeles Ave <sup>1</sup>	Signalized	-	0.579	A	-	0.681	B
64	First St/Royal Ave	Signalized	-	0.797	C	-	0.651	B
65	First St/Fitzgerald Rd	Signalized	-	0.527	A	-	0.346	A

	Intersection	Traffic Control	AM Peak Hour			PM Peak Hour		
			Delay (s)	ICU	LOS	Delay (s)	ICU	LOS
66	Sinaloa Rd/Los Angeles Ave	Signalized	-	0.528	A	-	0.630	B
67	Sinaloa Rd/Royal Ave	Signalized	-	0.664	B	-	0.622	B
68	Viewline Dr/SR-118 WB Ramps	Signalized	-	0.449	A	-	0.272	A
69	Madera Rd/Viewline Dr	Signalized	-	0.449	A	-	0.332	A
70	Madera Rd/SR-118 EB Ramps	Signalized	-	0.346	A	-	0.221	A
71	Madera Rd/Cochran St	Signalized	-	0.489	A	-	0.649	B
72	Madera Rd/Easy St	Signalized	-	0.636	B	-	0.622	B
73	Madera Rd/Los Angeles Ave-Tierra Rejada <sup>1</sup>	Signalized	-	0.551	A	-	0.597	A
74	Madera Rd/Royal Ave	Signalized	-	0.401	A	-	0.559	A
75	Tierra Rejada Rd/Stargaze Pl	Signalized	-	0.403	A	-	0.602	B
76	Madera Rd/Country Club Dr East	Signalized	-	0.603	B	-	0.559	A
77	Wood Ranch Pkwy/Madera Rd	Signalized	-	0.498	A	-	0.516	A
78	Wood Ranch Pkwy/Country Club Dr West	Signalized	-	0.601	B	-	0.552	A
79	Wood Ranch Pkwy/Long Canyon Rd	All-way Stop	16.9	0.673	C	11.8	0.464	B
80	Madera Rd/Presidential Dr	Signalized	-	0.503	A	-	0.438	A
81	Madera Rd/Country Club Dr West	Signalized	-	0.764	C	-	0.715	C

1 = Ventura County CMP intersection

Notes:

LOS = Level of Service, s = seconds.

As shown in **Table 3**, the majority of the study intersections are currently operating at LOS C or better. The following intersections operate at a deficient LOS (D or worse):

- Rocky Peak Fire Road/SR-118 Westbound Ramps (stop controlled intersection);
- Kuehner Drive/SR-118 Westbound Ramps (stop-controlled intersection);
- Los Angeles Avenue/Ralston Avenue (stop-controlled intersection);
- Kadota Street/Cochran Street (stop-controlled intersection);
- Kadota Street/Alamo Street (stop-controlled intersection);
- Sycamore Drive/Royal Avenue;
- Erringer Road/Fitzgerald Road (stop-controlled intersection); and
- Erringer Road/Royal Avenue.

As noted, the majority of the deficient intersections are stop-controlled.



## 5.0 FUTURE YEAR 2030 WITH ADOPTED GENERAL PLAN CONDITIONS

In order to determine future transportation capacity needs, traffic operations in the study area were evaluated assuming buildout of the land uses contained in the Adopted General Plan with existing configurations and lane geometry at all study intersections. This scenario was used to determine the expected extent of future intersection deficiencies if no improvements were made to the roadway network and/or intersections through the buildout year 2030. **Table 4** summarizes the LOS results at the 81 study intersections. Detailed intersection LOS calculation sheets are provided in **Appendix C**.

**Table 4: Future Year 2030 With Adopted General Plan Intersection Peak Hour LOS**

	Intersection	Traffic Control	AM Peak Hour			PM Peak Hour		
			Delay (s)	ICU	LOS	Delay (s)	ICU	LOS
1	Rocky Peak Fire Rd/SR-118 WB Ramps	Two-way Stop	<b>152.2</b>	-	<b>F</b>	<b>OVRFL</b>	-	<b>F</b>
2	Rocky Peak Fire Rd/SR-118 EB Ramps	Two-way Stop	<b>62.2</b>	-	<b>F</b>	<b>168.4</b>	-	<b>F</b>
3	Kuehner Dr/Smith Rd	Signalized	-	0.235	A	-	0.411	A
4	Kuehner Dr/Katherine Rd	Signalized	-	0.339	A	-	0.323	A
5	Kuehner Dr/Los Angeles Ave <sup>1</sup>	All-way Stop	15.0	0.646	C	<b>56.6</b>	<b>1.137</b>	<b>F</b>
6	Kuehner Dr/SR-118 EB Ramps	Two-way Stop	10.6	-	B	13.1	-	B
7	Kuehner Dr/SR-118 WB Ramps	Two-way Stop	<b>516.7</b>	-	<b>F</b>	<b>701.6</b>	-	<b>F</b>
8	Yosemite Ave/Evening Sky Dr	All-way Stop	12.5	0.593	B	8.4	0.209	A
9	Yosemite Ave/Alamo St	All-way Stop	<b>43.1</b>	<b>0.974</b>	<b>E</b>	13.3	0.492	B
10	Yosemite Ave/SR-118 WB Ramps	Signalized	-	0.492	A	-	0.420	A
11	Yosemite Ave/SR-118 EB Ramps	Signalized	-	0.548	A	-	0.378	A
12	Yosemite Ave/Cochran St	Signalized	-	0.607	B	-	0.374	A
13	Yosemite Ave/Los Angeles Ave <sup>1</sup>	Signalized	-	0.583	A	-	0.656	B
14	Stow St/Cochran St	Signalized	-	0.515	A	-	0.216	A
15	Stow St/Los Angeles Ave	Signalized	-	0.616	B	-	0.517	A
16	Stearns St/Alamo St	Signalized	-	0.472	A	-	0.317	A
17	Stearns St/SR-118 WB Ramps	Signalized	-	0.502	A	-	0.577	A
18	Stearns St/SR-118 EB Ramps	Signalized	-	0.450	A	-	0.423	A
19	Stearns St/Cochran St	Signalized	-	<b>0.848</b>	<b>D</b>	-	0.684	B
20	Stearns St/Los Angeles Ave <sup>1</sup>	Signalized	-	<b>0.923</b>	<b>E</b>	-	0.851	D
21	Los Angeles Ave/Hidden Ranch Dr	Signalized	-	0.589	A	-	0.745	C
22	Los Angeles Ave/Ralston Ave	Two-way Stop	<b>163.7</b>	-	<b>F</b>	<b>OVRFL</b>	-	<b>F</b>
23	Kadota St/Cochran St	Two-way Stop	19.3	-	C	<b>36.7</b>	-	<b>E</b>
24	Kadota St/Alamo St	Two-way Stop	<b>150.9</b>	-	<b>F</b>	20.7	-	C
25	Tapo St/Walnut St	Signalized	-	0.602	B	-	0.190	A

	Intersection	Traffic Control	AM Peak Hour			PM Peak Hour		
			Delay (s)	ICU	LOS	Delay (s)	ICU	LOS
26	Tapo St/Alamo St	Signalized	-	0.672	B	-	0.422	A
27	Tapo St/Cochran St	Signalized	-	0.522	A	-	0.569	A
28	Tapo St/Los Angeles Ave	Signalized	-	0.685	B	-	0.776	C
29	Tapo Canyon Rd/Royal Ave	All-way Stop	18.8	0.713	C	<b>29.0</b>	<b>0.880</b>	<b>D</b>
30	Tapo Canyon Rd/Los Angeles Ave <sup>1</sup>	Signalized	-	0.886	D	-	<b>0.922</b>	<b>E</b>
31	Tapo Canyon Rd/Cochran St	Signalized	-	0.799	C	-	0.778	C
32	Tapo Canyon Rd/SR-118 EB Ramps	Signalized	-	0.510	A	-	0.453	A
33	Tapo Canyon Rd/SR-118 WB Ramps	Signalized	-	0.536	A	-	0.727	C
34	Tapo Canyon Rd/Alamo St	Signalized	-	0.554	A	-	0.470	A
35	Tapo Canyon Rd/Township Ave	Signalized	-	0.508	A	-	0.281	A
36	Tapo Canyon Rd/Lost Canyons Dr	Two-way Stop	17.3	-	C	20.3	-	C
37	Sequoia Ave/Alamo St	Signalized	-	0.680	B	-	0.571	A
38	Sequoia Ave/Cochran St	Signalized	-	0.610	B	-	0.578	A
39	Sequoia Ave/Los Angeles Ave	Signalized	-	<b>0.894</b>	<b>D</b>	-	0.676	B
40	Sequoia Ave/Royal Ave	Signalized	-	0.573	A	-	0.475	A
41	Cochran St/Galena Ave	Signalized	-	0.493	A	-	0.504	A
42	Sycamore Dr/Alamo St	Signalized	-	0.702	C	-	0.699	B
43	Sycamore Dr/SR-118 WB Ramps	Signalized	-	0.550	A	-	0.583	A
44	Sycamore Dr/SR-118 EB Ramps	Signalized	-	0.619	B	-	0.541	A
45	Sycamore Dr/Cochran St	Signalized	-	0.669	B	-	0.550	A
46	Sycamore Dr/Los Angeles Ave <sup>1</sup>	Signalized	-	<b>0.969</b>	<b>E</b>	-	0.799	C
47	Sycamore Dr/Royal Ave	Signalized	-	<b>0.917</b>	<b>E</b>	-	0.536	A
48	Sycamore Dr/Fitzgerald Rd	All-way Stop	<b>30.9</b>	<b>0.895</b>	<b>D</b>	12.5	0.477	B
49	Erringer Rd/Fitzgerald Rd	All-way Stop	<b>39.1</b>	<b>0.917</b>	<b>E</b>	12.4	0.442	B
50	Erringer Rd/Royal Ave	Signalized	-	<b>1.013</b>	<b>F</b>	-	0.670	B
51	Erringer Rd/Patricia Ave	Signalized	-	0.559	A	-	0.484	A
52	Erringer Rd/Los Angeles Ave <sup>1</sup>	Signalized	-	0.771	C	-	0.829	D
53	Erringer Rd/Cochran St	Signalized	-	0.869	D	-	0.713	C
54	Erringer Rd/SR-118 EB Ramps	Signalized	-	0.334	A	-	0.490	A
55	Erringer Rd/SR-118 WB Ramps	Signalized	-	0.408	A	-	0.572	A
56	Erringer Rd/Alamo St	Signalized	-	0.525	A	-	0.489	A
57	Los Angeles Ave/Hubbard St	Signalized	-	0.467	A	-	0.527	A
58	Los Angeles Ave/Patricia Ave	Signalized	-	0.793	C	-	<b>0.873</b>	<b>D</b>
59	First St/SR-118 WB Ramps	Signalized	-	0.459	A	-	0.529	A
60	First St/SR-118 EB Ramps	Signalized	-	0.612	B	-	0.757	C

	Intersection	Traffic Control	AM Peak Hour			PM Peak Hour		
			Delay (s)	ICU	LOS	Delay (s)	ICU	LOS
61	First St/Cochran St	Signalized	-	0.557	A	-	0.681	B
62	First St/E Easy St	Signalized	-	<b>0.829</b>	<b>D</b>	-	<b>1.124</b>	<b>F</b>
63	First St/Los Angeles Ave <sup>1</sup>	Signalized	-	0.885	D	-	<b>0.998</b>	<b>E</b>
64	First St/Royal Ave	Signalized	-	<b>0.952</b>	<b>E</b>	-	0.760	C
65	First St/Fitzgerald Rd	Signalized	-	0.576	A	-	0.394	A
66	Sinaloa Rd/Los Angeles Ave	Signalized	-	0.642	B	-	0.739	C
67	Sinaloa Rd/Royal Ave	Signalized	-	0.717	C	-	0.678	B
68	Viewline Dr/SR-118 WB Ramps	Signalized	-	0.453	A	-	0.327	A
69	Madera Rd/Viewline Dr	Signalized	-	0.473	A	-	0.425	A
70	Madera Rd/SR-118 EB Ramps	Signalized	-	0.353	A	-	0.270	A
71	Madera Rd/Cochran St	Signalized	-	0.652	B	-	<b>0.874</b>	<b>D</b>
72	Madera Rd/Easy St	Signalized	-	0.684	B	-	0.754	C
73	Madera Rd/Los Angeles Ave-Tierra Rejada <sup>1</sup>	Signalized	-	0.621	B	-	0.772	C
74	Madera Rd/Royal Ave	Signalized	-	0.456	A	-	0.717	C
75	Tierra Rejada Rd/Stargaze Pl	Signalized	-	0.467	A	-	0.713	C
76	Madera Rd/Country Club Dr East	Signalized	-	0.650	B	-	0.650	B
77	Wood Ranch Pkwy/Madera Rd	Signalized	-	0.681	B	-	0.630	B
78	Wood Ranch Pkwy/Country Club Dr West	Signalized	-	0.632	B	-	0.538	A
79	Wood Ranch Pkwy/Long Canyon Rd	All-way Stop	16.9	0.673	C	11.9	0.467	B
80	Madera Rd/Presidential Dr	Signalized	-	0.630	B	-	0.549	A
81	Madera Rd/Country Club Dr West	Signalized	-	<b>0.927</b>	<b>E</b>	-	<b>0.910</b>	<b>E</b>

1 = Ventura County CMP intersection  
Notes:  
LOS = Level of Service, s = seconds.

As shown in **Table 4**, several intersections are expected to operate at unacceptable levels of service (LOS D or worse) under General Plan buildout and existing circulation network conditions. By State law, the traffic impact fee is only to address projected future deficiencies and is not intended to be collected to improve any existing intersection LOS deficiencies. The following 24 intersections are forecast to operate at a deficient LOS in future year 2030:

- Rocky Peak Fire Road/SR-118 Westbound Ramps (stop-controlled intersection);
- Rocky Peak Fire Road/SR-118 Eastbound Ramps (stop-controlled intersection);
- Kuehner Drive/Los Angeles Avenue (stop-controlled intersection);
- Kuehner Drive/SR-118 Westbound Ramps (stop-controlled intersection);
- Yosemite Avenue/Alamo Street (stop-controlled intersection);
- Stearns Street/Cochran St;
- Stearns Street/Los Angeles Avenue;



- Los Angeles Avenue/Ralston Avenue (stop-controlled intersection);
- Kadota Street/Cochran Street (stop-controlled intersection);
- Kadota Street/Alamo Street (stop-controlled intersection);
- Tapo Canyon Road/Royal Avenue (stop-controlled intersection);
- Tapo Canyon Road/Los Angeles Avenue;
- Sequoia Avenue/Los Angeles Avenue;
- Sycamore Drive/Los Angeles Avenue;
- Sycamore Drive/Royal Avenue;
- Sycamore Drive/Fitzgerald Road (stop-controlled intersection);
- Erringer Road/Fitzgerald Road (stop-controlled intersection);
- Erringer Road/Royal Avenue;
- Los Angeles Avenue/Patricia Avenue;
- First Street/Easy Street;
- First Street/Los Angeles Avenue;
- First Street/Royal Avenue;
- Madera Road/Cochran Street; and
- Madera Road/Country Club Drive West.

Of the 24 intersections, eight locations are currently operating at LOS D or worse. New development would continue to add trips to the already deficient intersections, worsening the traffic operating conditions. At these locations, improvement costs accounted for within the Traffic Impact Fee are calculated based on the portion of future trips only, known as a “fair share” percentage. These calculations are provided in **Appendix D**.

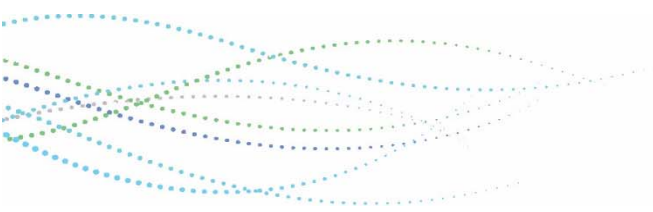
## 6.0 TRAFFIC IMPACT FEE PROJECT LIST

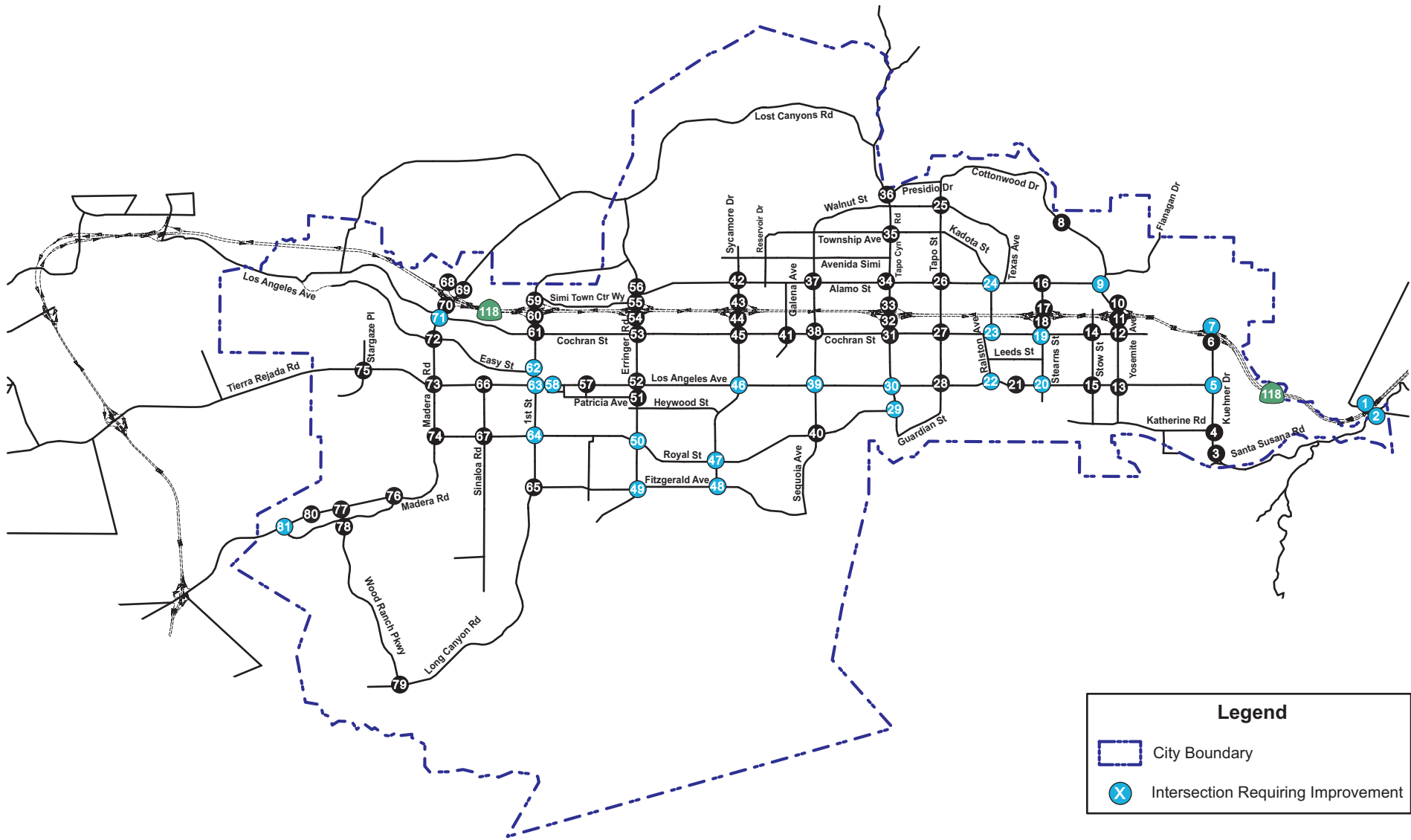
This section describes the development of the improvement project list that corresponds to the Traffic Impact Fee update. These are intersection improvements needed to accommodate the future traffic demand resulting from buildout of the Adopted General Plan and to maintain the City’s LOS C standard. It should be noted that, at some locations, achieving LOS C is not feasible without significant physical construction and right-of-way costs. **Table 5** summarizes the list of required improvements at the study intersections, which were determined to be deficient by 2030. **Figure 2** shows the locations of the intersections which need improvements.

**Table 5: Improvement Project List**

Intersection		Improvement
1	Rocky Peak Fire Rd/SR-118 WB Ramps*	Install traffic signal
2	Rocky Peak Fire Rd/SR-118 EB Ramps	Install traffic signal (remains LOS D w/ improvement)
5	Kuehner Dr/Los Angeles Ave	Install traffic signal with protected NB left phasing
7	Kuehner Dr/SR-118 WB Ramps*	Install traffic signal with protected NB left phasing
9	Yosemite Ave/Alamo St	Install traffic signal with protected NB left phasing
19	Stearns St/Cochran St	Add a dedicated NB right-turn lane
20	Stearns St/Los Angeles Ave	Traffic signal modification to add a SB right-turn overlap phase
22	Los Angeles Ave/Ralston Ave*	Install traffic signal
23	Kadota St/Cochran St*	Install traffic signal
24	Kadota St/Alamo St*	Install traffic signal
29	Tapo Canyon Rd/Royal Ave	Install traffic signal
30	Tapo Canyon Rd/Los Angeles Ave	Traffic signal modification to add a NB right-turn overlap phase
39	Sequoia Ave/Los Angeles Ave	Add 3 <sup>rd</sup> WB through lane by restriping the dedicated WB right-turn lane.
46	Sycamore Dr/Los Angeles Ave	Add a 2 <sup>nd</sup> EB left-turn lane.
47	Sycamore Dr/Royal Ave*	Add a dedicated SB right-turn lane and modify the traffic signal to add a SB right-turn overlap phase (requires power pole relocation)
48	Sycamore Dr/Fitzgerald Rd	Install traffic signal (requires power pole relocation)
49	Erringer Rd/Fitzgerald Rd*	Install traffic signal
50	Erringer Rd/Royal Ave*	Add a dedicated WB right-turn lane, add a 2nd EB left-turn lane (modifying signal phasing to protected left-turn phasing), and modify the traffic signal to add a SB right-turn overlap phase (requires power pole relocation)
58	Los Angeles Ave/Patricia Ave	Modify signal to provide NB & SB protected plus permitted phasing. Restripe NB shared left-turn/through/right-turn lane to provide 1 left-turn lane and 1 through/right-turn lane. Add a WB right-turn lane.
62	First St/E Easy St	Restripe WB approach from 1 left-turn lane and 1 shared through/right-turn lane to 1 shared left-turn/through lane and 1 right-turn lane. Add a WB right-turn overlap phase. Restripe EB approach from 1 left-turn lane and 1 shared left-turn/through/right-turn lane to 1 left-turn lane, 1 shared left-turn/through lane, and 1 right-turn lane (remains LOS D with improvement)
63	First St/Los Angeles Ave	Modify the traffic signal to add a SB right-turn overlap phase
64	First St/Royal Ave	Add a 2nd SB left-turn lane (requires power pole relocation and remains LOS D with improvement)
71	Madera Rd/Cochran St	Traffic signal modification to add a NB right-turn overlap phase
81	Madera Rd/Country Club Dr West	Add 3 <sup>rd</sup> WB through lane and a 3 <sup>rd</sup> EB through lane

\* Intersection identified as having an existing deficiency, thus its improvement cost applied to the fee will reflect a “fair share” percentage of the total improvement cost.





## 7.0 IMPROVEMENT PROJECT COST ESTIMATES

This section describes the methodology used to estimate the total cost of the intersection improvement projects described in Section 6. The cost of each intersection improvement project is based on a unit construction cost as well as a unit cost for right-of-way acquisition.

### 7.1 Unit Costs

For each type of intersection improvement, a unit cost for construction and right-of-way, if required, were developed. The following unit cost assumptions (in 2020 dollars) were used to calculate the project improvements costs:

- Physical Construction cost of \$100/sq ft
- Using the \$100/sq ft cost
  - Left-turn lane would cost \$240,000
  - Thru lane would cost \$1,440,000
  - Right-turn lane would cost \$240,000
- Signal Modification cost of \$50,000 per intersection
- New traffic signal cost of \$350,000
- Lane Re-striping cost of \$40,000 per intersection approach
- Power pole relocation cost of \$50,000 per pole
- Right-of-Way (ROW) costs
  - \$50/sq ft
- 30% contingency factor added to total physical construction cost
- 15% Engineering fee factor added to total physical construction cost

### 7.2 Intersection Improvement Cost Estimates

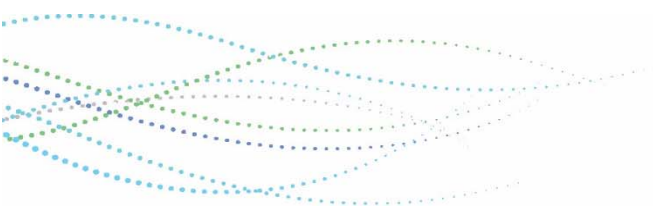
**Table 6** summarizes the intersection improvement costs based on the unit costs for construction and right-of-way (if required) as prescribed in Section 7.1. At eight of the locations, the fair share percentage of costs applied towards the fee is noted. A detailed cost breakdown illustrating the details of the cost elements at each intersection is provided in **Appendix D**.

**Table 6: Improvement Project Costs**

Intersection		Physical Construction Cost	Right-of-Way Cost	Sub-total	Fair Share % towards fee	Total Intersection Cost (after Fair Share %)
1	Rocky Peak Fire Rd/SR-118 WB Ramps*	\$523,250	\$0	\$523,250	62%	\$324,415
2	Rocky Peak Fire Rd/SR-118 EB Ramps	\$523,250	\$0	\$523,250	100%	\$523,250
5	Kuehner Dr/Los Angeles Ave	\$523,250	\$0	\$523,250	100%	\$523,250
7	Kuehner Dr/SR-118 WB Ramps*	\$523,250	\$0	\$523,250	39%	\$204,068
9	Yosemite Ave/Alamo St	\$523,250	\$0	\$523,250	100%	\$523,250
19	Stearns St/Cochran St	\$358,800	\$0	\$358,800	100%	\$358,800
20	Stearns St/Los Angeles Ave	\$74,750	\$0	\$74,750	100%	\$74,750
22	Los Angeles Ave/Ralston Ave*	\$523,250	\$0	\$523,250	44%	\$230,230
23	Kadota St/Cochran St*	\$523,250	\$0	\$523,250	14%	\$73,255
24	Kadota St/Alamo St*	\$523,250	\$0	\$523,250	0%	\$0
29	Tapo Canyon Rd/Royal Ave	\$523,250	\$0	\$523,250	100%	\$523,250
30	Tapo Canyon Rd/Los Angeles Ave	\$74,750	\$0	\$74,750	100%	\$74,750
39	Sequoia Ave/Los Angeles Ave	\$2,152,800	\$0	\$2,152,800	100%	\$2,152,800
46	Sycamore Dr/Los Angeles Ave	\$358,800	\$138,000	\$496,800	100%	\$496,800
47	Sycamore Dr/Royal Ave*	\$483,550	\$120,000	\$603,550	7%	\$42,249
48	Sycamore Dr/Fitzgerald Rd	\$573,250	\$0	\$573,250	100%	\$573,250
49	Erringer Rd/Fitzgerald Rd*	\$523,250	\$0	\$523,250	3%	\$15,698
50	Erringer Rd/Royal Ave*	\$967,100	\$144,000	\$1,111,100	8%	\$88,888
58	Los Angeles Ave/Patricia Ave	\$493,350	\$0	\$493,350	100%	\$493,350
62	First St/E Easy St	\$194,350	\$0	\$194,350	100%	\$194,350
63	First St/Los Angeles Ave	\$74,750	\$0	\$74,750	100%	\$74,750
64	First St/Royal Ave	\$458,800	\$120,000	\$578,800	100%	\$578,800
71	Madera Rd/Cochran St	\$74,750	\$0	\$74,750	100%	\$74,750
81	Madera Rd/Country Club Dr West	\$4,305,600	\$840,000	\$5,145,600	100%	\$5,145,600
<b>TOTALS</b>		<b>\$15,877,900</b>	<b>\$1,362,000</b>	<b>\$17,239,900</b>	-	<b>\$13,364,552</b>

\* Intersection identified as having an existing deficiency, thus the cost applied to the fee (as shown) reflects a “fair share” percentage of the total improvement cost.

As shown in **Table 6**, the total cost of required physical construction, at the 24 intersections requiring improvements, is estimated as \$13,364,552. This cost includes a 30 percent contingency fee and a 15 percent engineering fee factor consistent with planning level cost estimates.

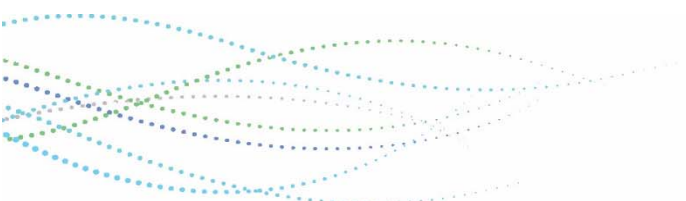


### 7.3 Improvement Cost Summary

In addition to physical construction and ROW costs of intersection-level improvements, additional fees are included to cover other transportation-related improvements and internal costs over a 10-year period to the General Plan 2030 horizon. These fees include:

- **Intelligent Transportation Systems (ITS) Improvements** – This fee would cover the installation of 116,000 feet of conduit and 96 strand fiber to connect up to 113 traffic signals. A unit cost of \$45.00 per foot of conduit and \$4.00 per foot of fiber is assumed, resulting in a total of \$5,684,000. The fee also includes related network hardware and software required to integrate each traffic signal into the City’s Advanced Traffic Management System (ATMS), enabling more efficient use of existing capacity in compliance with Senate Bill (SB) 743.
- **Vehicle Miles Traveled (VMT) Reduction Improvements** – This fee would allocate up to \$1,000,000 to fund multimodal improvement strategies aimed at reducing VMT, consistent with recommendations by the California Office of Planning Research (OPR) pertaining to evaluation of environmental impacts under the California Environmental Quality Act (CEQA) as required by SB 743. These strategies could include Transportation Demand Management (TDM) measures such as a car-sharing program or bike-sharing program, as well as traffic calming measures such as marked crosswalks, raised crosswalks, count-down signal timers, and curb extensions.
- **Traffic Signal Maintenance and Operation Fee** – This fee would be used for routine and preventative maintenance repairs of the City’s traffic signal equipment and associated lighting, as well as signal timing adjustments where applicable. The annual cost of \$1,200 per traffic signal was applied, consistent with such costs in other jurisdictions. For maintenance of 125 traffic signals, the total cost over the span of 10 years would be \$1,500,000.
- **City Administration Fee** – This fee covers annual tasks related to City Council action for Engineering News Record (ENR) construction cost increases, improvement project prioritization and budgeting, and public education. A yearly fee of \$7,400 was calculated based on 40 hours of staff time at \$185 per hour. Over the span of 10 years, the Administration Fee would total \$74,000.
- **5-year Update Fee** – This fee includes staff and consultant time to validate new construction, update land use data for zoning and General Plan changes, rerun the model, prepare reports, and prepare Council action if necessary. The 5-year Update would occur two times during the 10-year period. Each update would cost \$10,000, totaling \$20,000 over the life of the General Plan horizon.

This total was then reduced by the current amount of funding available for circulation improvements as of April 2020, provided by City staff. **Table 7** summarizes the final cost calculations.



**Table 7: Total Transportation Improvement Costs**

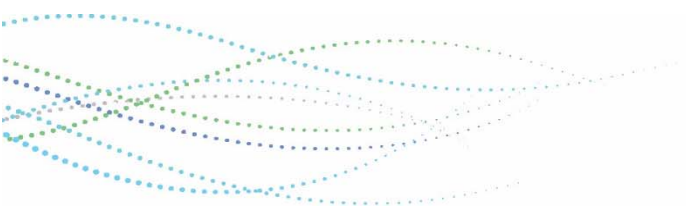
Category	Cost
Intersection Improvements	\$13,364,552
VMT reduction Improvements	\$1,000,000
ITS Improvements	\$5,684,000
Traffic Signal Maintenance and Operation Fee	\$1,500,000
City Administration Fee	\$74,000
5-year Updates (Administration fee)	\$20,000
Existing Fund Balance	- \$940,857
<b>NET TOTAL</b>	<b>\$20,701,695</b>

## 8.0 TRAFFIC IMPACT FEE

The Traffic Impact Fee was calculated by dividing the total costs of the improvements (minus available current funds as of March 2020), by the expected net daily trips forecast to be generated from new development within the City by buildout of the General Plan land uses. The final maximum traffic impact fee, assuming the net transportation improvement cost of \$20,639,506 required by the addition of 206,698 new daily trips forecast under General Plan buildout conditions, is \$100.15 per daily trip. This calculation assumes that all “trips” are expected to equally contribute to the need for the improvements, regardless of the land use types that generate the trips, per the City’s adopted daily trip generation rates. Similar to the most recent Resolution 2016-04, the fees to be collected as a result of this updated traffic impact fee nexus study are supplementary to the specific fees and conditions imposed upon individual development projects by the City. All requirements of the Mitigation Fee Act in California Government Code Section 66001 have been met by this nexus study.

### 8.1 Cost Increases Over Time

The cost estimates used to calculate the traffic impact fee were based on 2020 dollars and unit costs applied recently in other cities. In order for the traffic impact fee to stay current with changing construction and land costs, the City of Simi Valley shall apply an inflation adjustment to the fee. Construction costs shall be revised periodically to reflect changes in the Construction Cost Index published by the ENR.



## 8.2 Comparison With Other Jurisdictions

The traffic impact fees in similar jurisdictions within Ventura County were reviewed in order to provide a comparison to the proposed City of Simi Valley maximum traffic impact fee developed as part of this report. The described jurisdictions present fees on a cost per land use type basis (per dwelling unit and/or per square foot). However, for scaling purposes, the fees from the other jurisdictions are presented in this report on a cost per daily vehicle trip basis, using an assumption of 9.44 daily trips generated by a single-family dwelling unit (*ITE Trip Generation 10<sup>th</sup> Edition*). **Table 8** summarizes the estimated fees per daily vehicle trip in other jurisdictions, rounded to the dollar.

**Table 8: Traffic Impact Fee Comparison**

Rate	Thousand Oaks	Ventura	Oxnard	Camarillo (Average <sup>1</sup> )	Simi Valley (Proposed)
Fee per Daily Trip	\$582/trip	\$556/trip	\$851/trip	\$609/trip	<b>\$100/trip</b>

1 = Average of the High and Low fees depending on districts within the City.

As shown in **Table 8**, the proposed maximum traffic impact fee per daily trip would still be significantly lower than the traffic impact fees imposed by similar jurisdictions within the County.

