

**Exhibit 8**

**TOWN OF TRUCKEE  
California  
RESOLUTION NO. 2024-06**

**A RESOLUTION OF THE TRUCKEE TOWN COUNCIL  
RESCINDING RESOLUTION 2023-08 AND REVISING IMPLEMENTATION PROCEDURES  
FOR THE COLLECTION OF TRAFFIC IMPACT FEES**

**WHEREAS**, the Truckee Town Council enacted Ordinance 2016-03 adopting a traffic mitigation fee program; and

**WHEREAS**, Ordinance 2016-03 requires the adoption of a resolution establishing the implementing procedures for the new fees; and

**WHEREAS**, the Town Council has previously adopted Resolution 2023-08 establishing implementing procedures for the collection of Traffic Impact Fees; and

**WHEREAS**, the Town Council has determined that the implementing procedures set forth herein are consistent with the requirements established by Ordinance 2016-03;

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**NOW, THEREFORE, BE IT RESOLVED** that the Truckee Town Council hereby adopts the implementation procedures attached hereto as Exhibit 1 based upon the following findings and rescinds Resolution No. 2023-08.

**Finding 1** - The Town of Truckee Traffic Impact Fee Study Table 2 (Attachment A) contains a detailed list of construction projects that are the basis of the impact fees charged. In addition, the Town of Truckee has adopted a 5-year Capital Improvement Plan that specifically identifies projects necessary to mitigate traffic impacts and earmarks traffic mitigation fees to fund such projects. The Capital Improvement Plan and Town budget establish specific funds for individual traffic mitigation projects and appropriates traffic mitigation fee revenues to those projects. Based upon these factors, it is appropriate to collect traffic impact fees on development projects at the time of building permit issuance.

**Finding 2** - Traffic impact fees paid in accordance with Ordinance 2016-03 and these implementing rules are collected to fund the capital improvement program identified in Table 2 of the Town of Truckee Traffic Impact Fee Study and are not designated toward any specific improvement project.

**Finding 3** - All traffic impact fees collected under this program shall be maintained in a separate account specifically for traffic impact fees. An annual report shall be prepared providing an accounting of the moneys in the account and the amount and purpose of the moneys spent in the preceding year. The report shall be presented at a public hearing.

The annual report will also include a review of cost estimates, changes in development proposals, administrative charges, and DUEs collected. The fee program will be adjusted to reflect any updated information identified in the review. An adjustment may also be applied each year based upon increases in the Engineering News Record Construction Cost Index.

**Finding 4** - A major review of the traffic impact fee program will be conducted in response to an update to the General Plan or Downtown Specific Plan or a significant unanticipated change in conditions.

**Finding 5** - Appropriate use of traffic impact fee moneys includes the cost of planning, design, permitting, environmental documentation, construction, construction management/inspection, property acquisition, and environmental mitigation in support of the projects identified in the capital improvement program.

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The foregoing Resolution was introduced by \_\_\_\_\_, seconded by \_\_\_\_\_, at a Regular Meeting of the Truckee Town Council, held on the 23rd day of January, 2024 and adopted by the following vote:

AYES:

NOES:

ABSENT:

\_\_\_\_\_

David Polivy, Mayor

ATTEST: \_\_\_\_\_

Kelly Carpenter, Town Clerk

**Town of Truckee  
Traffic Mitigation Fee  
Rules and Procedures**

The following rules and procedures (herein referred to as Rules) have been developed to facilitate the implementation of the Town of Truckee Traffic Mitigation Fee Program. The Rules are intended to provide direction to Town staff and the public regarding the detailed procedures for implementing the fee program. The Rules are intended to implement the Traffic Impact Fee Program adopted by Ordinance 2016-03, incorporated herein by reference. The Town Engineer shall be the principal staff person designated with the responsibility of implementing the Rules and the Traffic Impact Fee Program working cooperatively with the Building and Safety and Planning Divisions of the Community Development Department.

**Section 1 - Imposition of the Fee**

- a. A traffic impact fee shall be applicable to all new development in the Town of Truckee. The Town Engineer shall determine the type of development and the corresponding fee to be charged in accordance with Ordinance 2016-03 and these Rules.
- b. A traffic impact fee shall also be applicable when the use of a building or parcel changes to a different "Land Use Category" as defined by Table 5 (Attachment B) of the Town of Truckee AB 1600 Traffic Impact Fee Study, whether or not a building permit is required. For purposes of applying this policy, the Land Use Category determined within the adopted resolution and by the Town Engineer are: 1- Residential, 2 - Hotel/Motel/Lodging, 3 - Commercial/Office, 4 - Industrial, 5 - Hospital, 6 - Public Park, and 7 - Schools. "General/Medical Office" uses are combined into the "Commercial" land use category. In these circumstances, the applicable traffic impact fee shall be calculated by subtracting the traffic impact fee previously paid for the existing use(s), or legally established use credit as defined in Section 3f, from the traffic impact fee applicable to the proposed use(s). If the difference is zero or a negative number, no impact fee is applicable and no fee refund is required. Fee credits are discussed further in section 3f.

**Section 2 - Time of Fee Collection**

- a. Traffic impact fees for all projects requiring a building permit shall be collected prior to or in conjunction with the issuance of the building permit. Fees for new land uses or land use conversions that do not require a building permit shall be paid as a condition of the applicable Town approval or as required by the Town Manager. The Town Engineer shall approve a deferral of the fee payment until occupancy of the structure or parcel if the required fee exceeds \$25,000 and the applicant requests the fee deferral in writing and enters into a recorded agreement with the Town to pay the fee. An application fee will be required for the consideration and processing of the deferral.
- b. Affordable housing projects shall be entitled to a fee deferral upon request under the following special circumstances, although a fee deferral will not be automatically applied without such a request.
  1. For residential development projects constructing all of their inclusionary housing on-site and/or off-site per Title 18 of the Town of Truckee Municipal Code, Development Code Section 18.214.040, traffic impact fees shall be deferred for all units in the residential development project to the issuance of the temporary or final certificate of occupancy for the unit, whichever occurs first. An application fee will be required for the consideration and processing of the deferral.
  2. For non-residential development projects constructing all of their workforce

housing on-site and/or off-site per Title 18 of the Town of Truckee Municipal Code, Development Code Section 18.216, traffic impact fees may be deferred for all residential units in the project to the issuance of the temporary or final certificate of occupancy for the unit, whichever occurs first. An application fee will be required for the consideration and processing of the deferral.

**Section 3 – Calculating the Fee**

- a. A project proponent may request a fee calculation for a project at any time. Fees for all new development within the Town of Truckee shall be calculated within thirty (30) working days of a submittal of a written request for fee calculation for a project or a building permit application using Table 5 (Attachment B) of the Town of Truckee AB 1600 Traffic Impact Fee Study. If the proposed project land use uses do not reasonably match those contained in Table 5, the Town Engineer will determine whether any fee will be charged and if so, whether a land use from Table 5 should be used or if an alternate calculation methodology (such as using Institute of Transportation Engineers rates) is appropriate. If the project applicant disagrees with the fee calculation, they may submit a request for reconsideration which may include a traffic study prepared by a qualified traffic analyst, for review by the Town Engineer. Should the applicant disagree with the Town Engineer’s determination, the fee calculation may be appealed to the Town Council.
  
- b. Fee reductions for mixed use projects will be applied if requested by the applicant. In order to qualify for a mixed use reduction, the project must contain a combination of residential, retail, and/or office/industrial uses. The methodology for calculating the mixed-use credit is discussed below. Mixed-use reductions shall not be applied for hotel/motel or medical office land uses.

The trip reduction associated with mixed uses depend upon the traffic generation of each land use category (retail, residential, and office/industrial) as calculated in the following procedure:

**Step 1:** Estimate total new trip generation of each land use type.

**Step 2:** For each land use category pair (retail – residential, retail – office/industrial, and residential – office/industrial), the lower of the two peak-hour traffic generation figures is identified. For example, if the retail use generates less traffic than the office use, the retail trip generation is carried to the next step as the trip generation for the pair.

**Step 3:** The following percentage reduction is applied to the lower peak-hour traffic generation:

- Retail – Residential                      10 percent
- Retail – Office/Industrial                5 percent
- Residential – Office/Industrial        5 percent

**Step 4:** The number of vehicle-trips equivalent to this reduction is then subtracted from both quantities of vehicle trips for both categories of each land use category:

External Retail Trip Gen =	Total Retail Trip Gen
	- Retail/Office Internal Trips
	- Retail/Residential Internal Trips
 External Office Trip Gen =	 Total Office Trip Gen
	- Office/Retail Internal Trips

- Office/Residential Internal Trips

External Residential Trip Gen =

Total Residential Trip Gen

- Residential/Retail Internal Trips
- Residential/Office Internal Trips

**Step 5:** Determine the percentage of total trips that travel external to the site.

**Step 6:** Calculate the reduced DUEs by applying the percentage identified in Step 5 to the DUEs calculated using Table 5 (Attachment B).

An example of such a calculation is shown in Attachment C.

- c. For projects requiring land use approval, the Town Engineer shall calculate the applicable fee at the time the land use permit is being considered for approval and include a note that the actual fee will be subject to the provisions identified in Section 3d of this resolution. Failure to include this estimate at the time of land use approval, however, will not exempt the proposed project from payment of these fees.
- d. For all projects requiring a building permit, the fee shall be calculated at the time the building permit application is submitted and this fee shall remain in effect for 240 days after the building permit application is submitted. If the building permit is not issued within 240 days, and an adjustment in the fee per DUE has occurred during the time period between the permit application and the end of the 240 day time period, the adjusted fee will be applied at the time of the permit issuance.
- e. Note that the initial fee determinations for single-family and multi-family residential building permits shall be made by the Building and Safety Division at the time the building permit application is submitted. In the case of a dispute regarding such a determination, it shall be referred to the Town Engineer for determination and then subject to appeal as provided herein. For projects that do not require Town permits but for which Traffic Impact Fees are due, the fee shall be calculated at the time determined by the Town Manager.
- f. **Fee credits under Section 1, Paragraph b** – Buildings or parcels that have previously paid a traffic impact fee, or have a legally established land use on the property when development/re-development occurs, shall receive permanent credit for the use and the associated DUE. The credit shall be based upon a previous legally established use within the Land Use Category for the building or parcel. For applicants requesting fee credits, it shall be the responsibility of the applicant to provide documentation proving prior payment of fees or legally established Land Use status.

Fee credits shall be applied as follows under these special circumstances:

- *Change in Land Use Category that Generates Less Traffic than Current Condition* – No fee reimbursement will be issued. However, if the Land Use Category changes again to a higher traffic generator, a credit for a DUE previously established for the property will be applied so long as proper documentation exists.
- *Transfer of Use from One Building to Another* – In this instance, no fee credit will be applied unless the original building is demolished and the fee credit is transferred or if a formal transfer of use is approved by the Town Council. If no building is included in the existing use, no credit will be applied.

#### **Section 4 – Traffic Impact Fee Alternatives**

- a. The Town Council may consider alternatives to the payment of traffic impact fees for affordable housing projects or other governmental agency projects, although no other

project types will be considered for payment alternatives. In order for a project to qualify for an alternative method for payment of the fee all of the following criteria must be met:

#### Affordable Housing

1. The affordable housing is not a requirement of or mitigation for to a larger development project; and
2. Payment of the fees would render the project financially infeasible as demonstrated in a project pro forma; and
3. The project has made all reasonable efforts to minimize the traffic generation of the project as demonstrated by a traffic mitigation plan.

#### Public Uses

1. The project provides a substantial public benefit to the citizens of Truckee; and
2. The fee reduction is proportionate to the benefit of the Truckee residents; and
3. Payment of the fees would render the project financially infeasible or the payment of fees result in significant loss of public benefit as demonstrated in a project pro forma; and
4. The project has made all reasonable efforts to minimize the traffic generation of the project.

#### School District Uses

The amount the Tahoe Truckee Unified School District (District) or other school districts can charge new development via developer impact fees is capped by state law. The following special procedures, therefore, apply to District uses:

1. The District shall provide the Town with a five year master facilities plan, from which estimated traffic impact fees shall be calculated. Prior to undertaking implementation of any project shown in the master facilities plan, Town and District shall engage in an early consultation process to review the proposed project, its consistency with the current version of the master facilities plan, and the impact, if any, of project changes on the previously calculated traffic impact fees.
2. The District shall be charged one-half the calculated traffic impact fee (per Table 5) in recognition of the cap placed upon its ability to charge developer impact fees under state law.
3. If the District believes other alternatives to payment of the fee as calculated exist, it may make a written request to the Town Manager to determine that:
  - a. The CEQA review performed by the District on the project provides an equal or superior measure to mitigate the traffic impact of the proposed project, which will be implemented by the District.
  - b. The District has provided a traffic study, prepared by an appropriately-licensed engineer, which demonstrates that the traffic impacts of the proposed project will be less than that shown by the original calculation and, therefore, an appropriate reduction in fees from the original calculation shall occur.
  - c. The District and Town Council have agreed upon an alternative mitigation

project to offset the traffic impacts which will be fully funded by the District. If such agreement is reached, the development impact fee project lists shall be deemed automatically amended to include any such project.

- d. A substantial benefit of the Town of Truckee will occur as a result of the proposed project and the Town will, in recognition of that benefit, pay all or a portion of the proposed traffic impact fee.

Any decision of the Town Manager under the section may be appealed to the Town Council by any interested party under the established Town procedures for such appeals.

- b. A fee alternative request shall be provided in writing by the party requesting the fee alternative and shall provide evidence that the project meets the criteria above. The project proponent may also provide suggestions as to funding sources for the fee alternative. This justification shall be provided at the time of the request as follows:
  1. *Projects requiring a land use permit:* A fee alternative shall be requested by or at the time of land use permit consideration.
  2. *Projects that do not require a land use permit but that do require a building permit:* A fee alternative request shall be submitted by or at the time of environmental or building permit review.
  3. *Projects that do not require Town permits:* A fee alternative request shall be submitted prior to initiation of project construction or as determined by Town Manager.
  4. Whenever the project proponent can reasonably provide information to the Town staff to show that the project will meet the criteria indicated above.
- c. Fee alternative requests shall go before the Town Council. Within forty-five (45) days of receiving a fee alternative request, the Town shall make a request that Town Council make a determination as to whether the fee alternative is appropriate.

## Section 5 – Fee Appeals

- a. **For developments requiring land use permit** – Any interested party may appeal the impact fee amount defined by the land use permit process. Appeals pursuant of this section must be filed as an appeal to the land use approval and will be processed in accordance with the applicable land use appeal procedures. Such appeals are considered by the Town Council. Such appeals will be considered in a public hearing with notice provided to the project proponent and any other parties requesting notice.

In the event that the fee was not estimated at or before the time of land use permit issuance, procedure “b” below applies.

- b. **For developments that do not require a land use permit but require a building permit** - The project proponent may appeal the fee calculation to the Town Council prior to the issuance of the building permit. Appeals pursuant of this section will be considered in a public hearing with notice provided to the project proponent and any other parties requesting notice. A building permit will not be issued until all fee disputes are resolved.
- c. **For developments that do not require a Town permit** – The project proponent may appeal the fee calculation to the Town Council as determined by Town Manager.
- d. The Zoning Administrator or Planning Commission shall have no authority to modify the fee established by the Town Engineer.

- e. When the decision of the Town Council on an appeal sets new policy or better defines the existing policy, these procedures shall be modified to reflect the decision of the Council.

## **Section 6 – Relationship between Fee and Required Road Improvements**

- a. **Project Frontage Improvements** - When a project is required to construct frontage improvements on a portion of a road identified for improvement in the Town of Truckee AB 1600 Traffic Impact Fee Study, a credit against the required impact fee may be granted under the following circumstances:
  - 1. The developer is required to construct frontage improvements to accommodate future traffic not associated with the project and existing traffic volumes.
  - 2. A fee credit shall only be considered for the incremental cost of the improvement that is the difference between the improvement required for the project less the actual expenditure on the improvement (as approved by the Town Engineer) required to comply with the Town of Truckee Improvement and Engineering Standards.
- b. **Off-site Improvements** - Off-site improvements may be required as a condition of a project because of the volume of traffic generated and the need to maintain traffic safety and/or an acceptable level of service.
  - 1. **Off-site improvements not specifically identified in the Town of Truckee AB 1600 Traffic Impact Fee Report** - No fee credit shall be received for such off-site improvements except as described in section 4a. The Town may consider establishing a reimbursement agreement for such improvements although such agreements are outside of this program.
  - 2. **Off-site improvements implementing projects specifically listed in the Report** - The applicant shall receive full credit for the construction costs against the required impact fee payment. When the cost of the improvements exceed the amount of impact fees applicable to a project, the Town may share in the cost of the improvement using other revenues from the impact fee program either in the form of a direct project contribution or a reimbursement agreement from existing or future impact fees. The appropriate amount of credit to be given for a particular improvement will be determined based upon the actual expenditure of the project, as approved by the Town Engineer.
- c. **Improvements Required for Project Access** – If a roadway (or portions of a roadway) that is in the Traffic Impact Fee project list has not been built but is required to serve new development, the private development shall be responsible for funding and constructing the portion of the roadway that serves the undeveloped land within those projects. In addition, the roadway construction shall not be eligible for credit or reimbursement under the Traffic Impact Fee Program. Once the improvement is built, Traffic Impact Fees shall be adjusted accordingly (reduced to account for the portion of the roadway that was built by private development).

In all cases where a reimbursement of fees is sought, an agreement with the Town Engineer shall be entered into prior to the construction of the improvements. In cases where the construction costs or fee credit is disputed, the Town Council shall be the appeal body as specified in Section 5.



ATTACHMENT A

**TABLE 2: TIF Projects, Cost Estimates and Percent Funding Responsibility**

General Plan Build-out Roadway Improvement Needs

Street / Intersection	Segment	Description of Improvement	Level of Service (Bold Indicates Exceedance of Standards)				Estimated Total Cost (\$)	Capacity Measure	% of Total Funding That is The Responsibility of Future Development in TIF Area(3)	% of Project Cost Associated with Road Maintenance (Not AB 1600 Eligible)	Traffic Impact Fee Funding	% of Project Costs Eligible for AB 1600 Funding	Year Project Entered TIF Program(2)	Document, Source of Requirement
			Relevant Standard: Existing Conditions	Existing Unmitigated	Build-out Unmitigated	Build-out Mitigated								
<b>Truckee Intersections</b>														
Donner Pass Road / Cold Stream Road / I-80 EB Ramps		Construct 1-Lane Roundabout	D	<b>F</b>	<b>F</b>	D	\$3,500,000	PM Pk-Hr	71%	-	\$2,485,000	100%	2007	2015 TIF Update Study
Donner Pass Road / I-80 WB Ramps (West Interchange)		Construct 1-Lane Roundabout	<b>F + 4 hrs delay</b>	<b>F with 3.1 hrs delay</b>	<b>F</b>	B	\$3,500,000	PM Pk-Hr	79%	-	\$2,765,000	100%	2007	2015 TIF Update Study
West River Street / McIver Crossing		Construct 1-Lane Roundabout	<b>F + 4 hrs delay</b>	<b>F with 3.1 hrs delay</b>	<b>F</b>	C	\$2,500,000	PM Pk-Hr	96%	-	\$2,400,000	96%	2007	2015 TIF Update Study
Donner Pass Road / Bridge Street		Construct 1-Lane Roundabout or Equivalent Improvements	E	<b>F</b>	<b>F</b>	C	\$2,500,000	PM Pk-Hr	83%	-	\$2,075,000	100%	2007	2015 TIF Update Study
Bridge Street / West River Street		Construct 1-Lane Roundabout or Equivalent Improvements	E	<b>F</b>	<b>F</b>	E	\$2,500,000	PM Pk-Hr	83%	-	\$2,075,000	100%	1999 or earlier	2015 TIF Update Study
Donner Pass Road / I-80 EB Off Ramp (East Interchange)		Construct 1-Lane Roundabout	D	D	<b>F</b>	C	\$3,500,000	PM Pk-Hr	99%	-	\$3,465,000	99%	2007	2015 TIF Update Study
Donner Pass Road / Pioneer Trail		Convert to 2-Lane Roundabout	D	A	<b>F</b>	D	\$750,000	PM Pk-Hr	99%	-	\$742,500	99%	2007	2015 TIF Update Study
SR 267 / I-80 WB Ramps		Construct 2-Lane Roundabout	D	C	<b>F</b>	E	\$4,000,000	PM Pk-Hr	93%	-	\$3,720,000	100%	1999 or earlier	2015 TIF Update Study
SR 267 / I-80 EB Ramps		Construct 2-Lane Roundabout	D	B	<b>E</b>	E	\$4,000,000	PM Pk-Hr	89%	-	\$3,560,000	100%	1999 or earlier	2015 TIF Update Study
SR 267 / Brockway Road		Construct 3-Lane Roundabout	D	B	<b>F</b>	F	\$4,000,000	PM Pk-Hr	91%	-	\$3,640,000	91%	2007	2015 TIF Update Study
Glenahire Drive / Dorchester Road (West)		Eastbound Left Turn Lane	-	-	-	-	\$500,000	PM Pk-Hr Advancing Volume	52%	-	\$280,000	52%	2007	2015 TIF Update Study
SR 89 North / Rainbow Road		Southbound Left Turn Lane	-	-	-	-	\$500,000	PM Pk-Hr Advancing Volume	91%	-	\$455,000	91%	2007	2015 TIF Update Study
Brockway Road / Reynolds Way		Eastbound Left Turn Lane	-	-	-	-	\$500,000	PM Pk-Hr Advancing Volume	97%	-	\$485,000	97%	1999 or earlier	2015 TIF Update Study
Donner Pass Road / South Shore Drive		Westbound Left Turn Lane	-	-	-	-	\$500,000	PM Pk-Hr Advancing Volume	84%	-	\$420,000	100%	2016	2015 TIF Update Study
<b>Truckee Roadways</b>														
Pioneer Trail & Bridge Street Extensions		2 Travel Lanes from Pioneer Commerce Center to Northwoods Blvd. and from Jibboom St. to Pioneer Trail (1)	D	D	<b>E</b>	D	\$20,000,000	PM Pk-Hr on Donner Pass Road; SR 89S to Northwoods	100%	-	\$20,000,000	100%	1999 or earlier	2015 TIF Update Study
Church Street Extension	Donner Pass Road to Glenahire Drive	Extend from DPR to Glenahire Drive to Address Glenahire/DPR Deficiency	<b>E + 4 hrs delay</b>	E	<b>F</b>	E	\$5,500,000	PM Pk-Hr at Glenahire Dr./ DPR	100%	-	\$5,500,000	100%	1999 or earlier	2015 TIF Update Study
SR 267	Brockway to Placer County Line	Widen to 4 Lanes	E	E	<b>F</b>	D	\$4,100,000	Average Daily Traffic	80%	-	\$3,280,000	80%	2007	Truckee General Plan Traffic Study
Glenahire Drive	Berkshire Circle to Witahire Lane	Add Shoulders	-	-	-	-	\$2,650,000	-	66%	40%	\$1,049,400	40%	1999 or earlier	Truckee Public Improvement & Engineering Standards, 2003
Donner Pass Road	South Shore Drive to Town Limits	Add Shoulders	-	-	-	-	\$1,300,000	Average Daily Traffic	54%	40%	\$421,200	32%	2016	Truckee Public Improvement & Engineering Standards, 2003
West River Street	All	Add Shoulders	-	-	-	-	\$3,250,000	-	64%	40%	\$1,248,000	38%	2007	Truckee Public Improvement & Engineering Standards, 2003
<b>Nevada County Roadway</b>														
Glenahire Drive/ Hirschdale Rd. Improvements	Truckee Town Limits to I-80 WB Ramps	Add Shoulders	-	-	-	-	\$3,000,000	-	83%	-	\$2,490,000	72%	2016	
<b>SUBTOTAL: Truckee and Eastern Nevada County (Current Fee Program)</b>											<b>\$62,536,108</b>			
<b>Estimated Expenditures on Mousehole Project Subsequent to June 30, 2015</b>											<b>\$800,000</b>			
<b>Truckee Area Fair Share Contributions to Eastern Placer Improvements</b>											<b>\$9,595,291</b>			
<b>Total: Truckee + Eastern Placer Projects</b>											<b>\$72,931,391</b>			
<b>Credit for Placer County Traffic Impacts Already Included in Truckee TIF Program</b>											<b>-\$6,096,491</b>			
<b>Cumulative AB 1600 Funds in Account as of July 1, 2015</b>											<b>-\$6,283,640</b>			
<b>Additional Funds Not Yet Collected</b>											<b>\$60,551,268</b>			
<b>Projects Removed From 2007 TIF Project List -- No Longer Required to Provide Adequate LOS at Buildout</b>														
SR 89 North / Alder Creek Road		Intersection Improvements	-	-	-	-	\$812,684	-	-	-	-	-	-	
Donner Pass Road / SR 89 South		Construct 2-Lane Roundabout	D	C	C	-	\$4,876,106	-	-	-	-	-	-	
Downtown Rail Crossing Improvements		Provide Improvement to Bridge Street Crossing or Eastern Underpass	-	-	-	-	\$6,000,000	-	-	-	-	-	-	
<b>Total</b>														
<b>Projects Removed From 2007 TIF Project List -- Completed</b>														
SR 89 / UPRR Undercrossing (Mousehole)		Construct bike and pedestrian tunnel	-	-	-	-	\$13,925,000	-	-	-	-	-	-	
Comstock Drive and Portion of Pioneer Trail Extension		Roadway Construction & Construction of Single Lane Roundabout at DPR/Pioneer Trail	-	-	-	-	\$6,500,000	-	-	-	-	-	-	
Glenahire Drive / Olympic Boulevard		Intersection Improvements	-	-	-	-	\$500,000	-	-	-	-	-	-	
Glenahire Drive	Donner Pass Road to Somerset	Add Shoulders	-	-	-	-	\$7,440,000	-	-	-	-	-	-	
Donner Pass Road	South Shore to Moraine	Add Shoulders	-	-	-	-	\$4,719,942	-	-	-	-	-	-	
<b>Total</b>														
											<b>\$33,084,942</b>			

Note 1: A portion of this project including Comstock Dr and part of Pioneer Trail have been completed.

Source: LEC Transportation Consultants, Inc.

Note 2: Prior to 1999, impact fees were collected through a program implemented by Nevada County prior to Town incorporation.

Note 3: See Table 3.

ATTACHMENT B

<b>TABLE 5: Dwelling Unit Equivalent Factors and Fee Calculations</b>						
<i>Fee Formula: Current DUE fee x DUE per Unit x Units (from Project) = fee</i>						
<b>Land Use Category</b>	<b>Unit</b>	<b>ITE Land Use Code</b>	<b>PM Peak Hour Trip Rate Per Unit<sup>3</sup></b>	<b>% New Trips</b>	<b>New Trips per Unit</b>	<b>DUE per Unit</b>
<b>Residential (Note 1 and Note 2)</b>	1,000 s.f.	210, 220, 240	0.41	100%	0.41	0.41
<b>Hotel/Motel</b>	Room	310	0.7	100%	0.70	0.70
<b>Office</b>						
General Office	1,000 s.f.	710	1.49	100%	1.49	1.49
Medical Office	1,000 s.f.	720	3.57	100%	3.57	3.57
<b>Commercial</b>						
General Retail	1,000 s.f.	Note 4	6.08	43%	2.64	2.64
Multiplex Movie Theater	1,000 s.f.	445	2.94	100%	2.94	2.94
Restaurant - Quality or High-Turnover	1,000 s.f.	931, 932	8.67	37%	3.23	3.23
Fast Food Restaurant / Coffee Shop	1,000 s.f.	933, 934	29.4	30%	8.78	8.78
Supermarket	1,000 s.f.	850	9.48	34%	3.24	3.24
Convenience Market	1,000 s.f.	851	52.4	24%	12.5	12.5
Bank	1,000 s.f.	912	24.3	27%	6.56	6.56
Gas Station	Fueling Position	944	13.87	13%	1.79	1.79
Health Fitness Club	1,000 s.f.	492	3.53	75%	2.65	2.65
<b>Industrial</b>						
Light Industrial	1,000 s.f.	110	0.97	100%	0.97	0.97
Warehouse	1,000 s.f.	150	0.32	100%	0.32	0.32
<b>Hospital</b>	1,000 s.f.	610	0.93	77%	0.72	0.72
<b>Public Park</b>	Acre	417	0.2	100%	0.2	0.20
<b>School</b>						
Elementary School	1,000 s.f.	520	1.21	80%	0.97	0.97
Middle School	1,000 s.f.	522	1.19	80%	0.95	0.95
High School	1,000 s.f.	530	0.97	80%	0.78	0.78
Community College	1,000 s.f.	540	2.54	80%	2.03	2.03

Note 1: Residential additions less than 500 square feet shall not be assessed a fee.  
 Note 2: Residential DUE per Unit is based upon a 2,438 square foot residence.  
 Note 3: PM peak-hour of adjacent street traffic.  
 Note 4: Trip generation rate based on calibrated Town of Truckee Model.

## ATTACHMENT C

### MIXED USE DUE CALCULATION EXAMPLE

#### Step 1: Estimate total new trip generation of each land use type.

Land Use	Quantity	Unit	DUE Rate (Table 4)	Total Trips
Single-Family Residential	243.8	1,000 square feet of living space	0.41	100
General Retail	50	1,000 square feet of floor area	2.64	132
General Office	25	1,000 square feet of floor area	1.49	37

**Step 2: For each land use category pair (retail – residential, retail – office/industrial, and residential – office/industrial), the lower of the two peak-hour traffic generation figures is identified. For example, if the retail use generates less traffic than the office use, the retail trip generation is carried to the next step as the trip generation for the pair.**

Land Use	Lower Trip Generation for Pair
Retail ↔ Residential	100
Retail ↔ Office	37
Residential ↔ Office	37

#### Step 3: The following percentage reduction is applied to the lower peak-hour traffic generation:

Land Use Pair	Percent Internal Trips	Lower Trip Generation for Pair	Internal Trips
Retail ↔ Residential	10%	100	10
Retail ↔ Office	5%	37	2
Residential ↔ Office	5%	37	2

#### Step 4: The number of vehicle-trips equivalent to this reduction is then subtracted from both quantities of vehicle trips for both categories of each land use category:

$$\begin{array}{rcl}
 \text{External Retail Trip Gen} = & \text{Total Retail Trip Gen} & = 132 \\
 & - \text{Retail/Office Internal Trips} & = -2 \\
 & - \text{Retail/Residential Internal Trips} & = -10 \\
 \hline
 & & 120
 \end{array}$$

$$\begin{array}{rcl}
 \text{External Office Trip Gen} = & \text{Total Office Trip Gen} & = 37 \\
 & - \text{Office/Retail Internal Trips} & = -2 \\
 & - \text{Office/Residential Internal Trips} & = -2 \\
 \hline
 & & 33
 \end{array}$$

$$\begin{array}{rcl}
 \text{External Residential Trip Gen} = & \text{Total Residential Trip Gen} & = 100 \\
 & - \text{Residential/Retail Internal Trips} & = -10 \\
 & - \text{Residential/Office Internal Trips} & = -2 \\
 & \hline
 & & 88
 \end{array}$$

**Step 5: Determine the percentage of total trips that travel external to the site:**

$$\begin{array}{rcl}
 \text{Total External Trip Generation} = & 120 + 33 + 88 = & 241 \\
 \text{Total Trip Generation} = & 132 + 37 + 100 = & 269 \\
 \text{Percent External Trips} = & 241/269 = & 90\%
 \end{array}$$

**Step 6: Calculate the reduced DUEs by applying the external trip percentage to the DUEs:**

Land Use	Quantity	Unit	DUE Rate (Table 5)	Total DUEs
Single-Family Residential	243.8	1,000 square feet of living space	0.41	100
Retail	50	1,000 square feet of floor area	2.64	132
Office	25	1,000 square feet of floor area	1.49	37
<b>Total</b>				<b>269</b>
Percent External				90%
<b>Total DUEs Reduced for Mixed Use</b>				<b>242</b>