



AGENDA

MARCH 3, 2026

REGULAR MEETING OF THE SUCCESSOR AGENCY TO THE REDEVELOPMENT AGENCY AND CITY COUNCIL CITY COUNCIL CITY OF YUBA CITY

6:00 P.M. REGULAR MEETING COUNCIL CHAMBERS/VIRTUAL

MAYOR	• Marc Boomgaarden
VICE-MAYOR	• Michael Pasquale
COUNCILMEMBER	• Toni Cole
COUNCILMEMBER	• Wade Kirchner
COUNCILMEMBER	• Dave Shaw
CITY MANAGER	• Robert Bendorf
CITY ATTORNEY	• Shannon L. Chaffin

**1201 Civic Center Blvd
Yuba City CA 95993**

Wheelchair Accessible

*The City has adopted a Reasonable Accommodations Policy that provides a procedure for receiving and resolving requests for accommodation to participate in this meeting. Please visit [yubacity.net ADA & Accessibility Resources page](http://yubacity.net/ADA&AccessibilityResources). If you need assistance in order to attend the City Council meeting, or if you require auxiliary aids or services, e.g., hearing aids or signing services to make a presentation to the City Council, the City is happy to help. Accommodations should be requested as early as possible as additional time may be required in order to provide the requested accommodation; 72 hours in advance is suggested. Please contact City offices at (530) 822-4817 or **(TTY: 530-822-4732)**, so such aids or services can be arranged. Requests may also be made by email at cityclerk@yubacity.net or citymanager@yubacity.net or mail City Clerk, 1201 Civic Center Blvd, Yuba City, CA 95993.*

AGENDA
REGULAR MEETING OF THE SUCCESSOR AGENCY TO THE REDEVELOPMENT
AGENCY AND CITY COUNCIL
CITY COUNCIL - CITY OF YUBA CITY
MARCH 3, 2026

6:00 P.M. REGULAR MEETING
COUNCIL CHAMBERS/VIRTUAL

Materials related to an item on this Agenda submitted to the Council after distribution of the agenda packet are available for public inspection in the City Clerk's office at 1201 Civic Center Blvd., Yuba City, during normal business hours. Such documents are also available on the City of Yuba City's website at www.yubacity.net, subject to staff's availability to post the documents before the meeting.

The Council Chambers will be open for public attendance and participation. The meeting will also be live streamed for public viewing, but not participation, at the following link: https://yubacity-net.zoom.us/webinar/register/WN_PtgKm2WbRpSP5WoAbZbSMQ. Emailed comments sent to cityclerk@yubacity.net at least 24 hours before the meeting will be distributed to the City Council prior to the meeting. Please identify the Agenda item(s) addressed by the comments.

Regular Meeting

Call to Order

Roll Call

___ Mayor Boomgaarden
___ Vice-Mayor Pasquale
___ Councilmember Cole
___ Councilmember Kirchner
___ Councilmember Shaw

Invocation/Inspiration

Pledge of Allegiance to the Flag

Agenda Modifications

Presentations

1. Yuba City Economic Visioning - Vaughan Davies, Eastman Perkins

2. Major Pavement Repair Project Strategy - Josh Wolffe, Public Works Director

Public Communication

3. Appearance of Interested Citizens

You are welcome and encouraged to participate in this meeting. Public comment is taken on action items appearing on the Consent Calendar or Business Items on the Agenda when they are called. Public comment on any other items within the scope of the City's jurisdiction, including items not listed on the Agenda will be considered at this time. Public comment is limited to three minutes per speaker. Members of the public submitting written requests at least 24 hours prior to the meeting will be allotted five minutes to comment per speaker. Repetitive comments may be limited, and large groups are encouraged to select representatives to express the opinions of the group.

Consent Calendar

All matters listed under Consent Calendar are considered to be routine and can be enacted in one motion. There will be no separate discussion of these items prior to the time that Council votes on the motion unless members of the City Council request specific items to be discussed or removed from the Consent Calendar for individual action.

4. Minutes of the February 17, 2026, Regular Meeting of the Successor Agency to the Redevelopment Agency and City Council

Recommendation: Approve the Minutes of the February 17, 2026 Regular Meeting of the Successor Agency to the Redevelopment Agency and City Council

5. Department of Water Resources Urban Drought Relief - Turf Replacement Project (24-02) Contract Award

Recommendation: Adopt a Resolution to:

- A. Reject Jensen Landscape Contractor LLC's bid as non-responsive due to failure to submit the required Public Contract Code § 10285.1 certification
- B. Award a construction contract to Superb Engineering, Inc. of Banning, CA in the amount of their total bid of \$1,611,379.76 for the Base Bid Schedule and Alternate Bid Schedule and authorize the City Manager to execute the contract on behalf of the City, subject to review and approval as to legal form by the City Attorney
- C. Find that CEQA was previously assessed for the Project, a categorical exemption (Class 4, SCH #2026010121) was adopted, approval of this contract is within the scope of the previously approved Project, and no further environmental review is required under CEQA
- D. Award a Professional Services Agreement to The Solis Group of Pasadena, CA, for Labor Compliance Services in the amount of \$13,600.00, subject to material terms, with the finding that is in the best interest of the City
- E. Award a Professional Services Agreement to Design Consulting Construction Management (DCCM) of Auburn, CA for Construction Management and Inspection in the amount of \$193,765.00, subject to material terms, with

the finding that is in the best interest of the City

6. Supplemental Budget Appropriation for Upgrades for Existing CCTV Vehicle

Recommendation:

- A. Approve a capital acquisition for upgrades for the existing Cues CCTV vehicle to the Summit System for vehicle 08-33, CCTV truck
- B. Adopt a Resolution awarding the purchase to WECO Industries of Vacaville, California, in the amount of \$162,950.29, with the finding that it is in the best interest of the City
- C. Authorize the Finance Director to make a capital acquisition budget allocation in the amount of \$162,950.29 from Account No. 6610-69415 (Vehicle Replacement Fund - Heavy Equipment) wastewater funds

7. Reallocate Electrician Authorized Positions

Recommendation: Adopt a Resolution taking the following actions effective March 7, 2026:

- A. Increase the allocation of the Electrical/Instrumentation Supervisor in Budget Unit 3150 – Public Works Electrical Maintenance from .10 FTE to 1.0 FTE (a net increase of .9 FTE), with a corresponding .9 FTE reduction in Utilities
- B. Increase the total allocation of Electrical Technician I/II/III positions in Budget Unit 3150 – Public Works Electrical Maintenance from 1.1 FTE to 2.0 FTE (a net increase of .9 FTE), with a corresponding .9 FTE reduction in Utilities. The remaining 1.0 FTE Electrical Technician I/II/III in Utilities shall be allocated as .5 FTE in Budget Unit 7120 – Water Treatment and .5 FTE in Budget Unit 8120 – Wastewater Treatment
- C. Authorize the Finance Director to make a supplemental appropriation to 3150-61210, Public Works Salaries, in the amount of \$64,042

8. Community Sponsorship - YCHS Baseball

Recommendation: Affirm the City Manager's independent action to approve a project change request from the Yuba City High School Baseball Boosters for the City's previous sponsorship award in the amount of \$1,000.00

Business Items

9. Recreation Program Fee Updates

Recommendation: Adopt a Resolution approving updated rates for recreation program fees

10. Introduction to the Utilities Rate Studies

Recommendation: Direct staff to finalize the Water and Wastewater Rate Studies for

adoption and initiation of the Proposition 218 process

11. Consideration of the Road Development Impact Fee Update

Recommendation: Introduce an Ordinance of the City Council of the City of Yuba City, adding Chapter 12 (Roadway Facilities Development Impact Fees) to Title 8, Chapter 12 of the City of Yuba City Municipal Code to establish roadway development impact fees for new development

Future Agenda Items

12. Future Agenda Items

Reports and Communications

The following reports and communication items are provided for the Council's information. No action can be taken on items under this section unless the Council agrees to include it on a subsequent agenda

13. City Manager's Report

14. City Council Reports

Adjournment



Yuba City

Economic Visioning

Presentation by:

Vaughan Davies

Architect and Urban Designer

Perkins Eastman



Major Pavement Repair Project Strategy

Presentation by: Josh Wolffe
Public Works Director

CITY OF YUBA CITY

Public Communication

Members of the public may address the City Council on items of interest that are within the City's jurisdiction. Individuals addressing general comments are encouraged to limit their statements.

Procedure

You are welcome and encouraged to participate in this meeting. Complete a Speaker Card located in the lobby and give to the Clerk, public comment is taken on action items appearing on the Consent Calendar or Business Items on the Agenda when they are called. Public comment on any other items within the scope of the City's jurisdiction, including items not listed on the Agenda, will be considered at this time.

When a matter is announced, wait to be recognized by the Mayor to provide your comments to the Council. Comments should begin by providing your name and place of residence. A three minute limit is requested when addressing Council.

Request for additional time to address Council

Members of the public submitting written requests at least 24 hours prior to the meeting will be allotted 5 minutes to comment per speaker. Repetitive comments may be limited, and large groups are encouraged to select representatives to express the opinions of the group.

Procedure

When requesting to comment, please indicate your name and the topic and mail to:

City of Yuba City
Attn: City Clerk
1201 Civic Center Blvd
Yuba City CA 95993

Or email to:
Ciara Wakefield, City Clerk
cityclerk@yubacity.net

CITY OF YUBA CITY
STAFF REPORT

Date: March 3, 2026
To: Honorable Mayor & Members of the City Council;
From: Administration Department
Presentation By: Ciara Wakefield, City Clerk

Summary

Subject: Minutes of the February 17, 2026, Regular Meeting of the Successor Agency to the Redevelopment Agency and City Council
Recommendation: Approve the Minutes of the February 17, 2026 Regular Meeting of the Successor Agency to the Redevelopment Agency and City Council
Fiscal Impact: None

Attachments:

1. 02-17-2026 Regular Meeting Minutes (DRAFT)

Prepared By:
Ciara Wakefield
City Clerk

Submitted By:
Robert Bendorf
City Manager

ATTACHMENT 1

MINUTES (DRAFT)
**REGULAR MEETING OF THE SUCCESSOR AGENCY
TO THE REDEVELOPMENT AGENCY AND
CITY COUNCIL - CITY OF YUBA CITY**

FEBRUARY 17, 2026

**6:00 P.M. REGULAR MEETING
COUNCIL CHAMBERS/VIRTUAL**

Regular Meeting

Call to Order

The Regular Meeting of the City Council was called to order by Mayor Boomgaarden at 6:01 PM

Roll Call:

Present: Mayor Boomgaarden and Councilmembers Kirchner, Shaw, and Pasquale (Remote)

Absent: Councilmember Cole

Invocation/Inspiration

Pastor Stephen Baumgartner Legacy Baptist Church

Pledge of Allegiance to the Flag

Councilmember Kirchner

City Attorney's Report on Closed Session Items

None – No Closed Session

Agenda Modifications

No changes made

Public Communication

1. Appearance of Interested Citizens

No public comment

Consent Calendar

Councilmember Shaw moved and Councilmember Kirchner seconded the motion to approve Consent Calendar items 2-15:

**2. Minutes of the February 3, 2026, Special Meeting of the City Council and
Minutes of the February 3, 2026, Regular Meeting of the City Council**

Approve the Minutes of the February 3, 2026, Regular Meeting and Special Meeting of the City Council

3. Dispatch AT&T Annual Maintenance—Supplemental Appropriation

Adopt **Resolution 26-016** to authorize the Finance Director to make a supplemental appropriation of \$47,732.15 from account 100-4420 to account 2170-62701

4. Annual Community Facilities District Report Pursuant to Government Code Section 53411

Note and file

5. 2026 Appointments to the City of Yuba City Senior Commission

Approve the Recommendations for Re-Appointment of Three (3) Members to the Senior Commission

6. 2026 Wastewater Collections Improvement Project - Contract Award

Adopt **Resolution 26-017** to:

- A. Award the construction contract to North Star Construction and Engineering, Inc. of Yuba City, CA in the amount of their total bid of \$723,480 and authorize the City manager to execute the contract on behalf of the City, subject to review and approval as to legal form by the City Attorney
- B. Finds that CEQA was previously assessed for the Project, a categorical exemption (Class 1) was adopted, approval of this contract is within the scope of the previously approved Project, and no further environmental review is required under CEQA
- C. Award a Professional Services Agreement to Inferrera Construction Management Group, LLC. Of Shingle Springs, CA for Inspection Services in the amount of \$87,150 and authorize the City Manager to execute the contract on behalf of the City, Subject to material terms, subject to review and approvals as to legal form by the City Attorney, and with the finding that it is in the best interest of the City

7. Yuba City Planning Commissioner Appointment to the Sutter County Planning Commission

Appoint District 3 Yuba City Planning Commissioner Scott Blankenship to the Sutter County Planning Commission

8. Disclosure of Sales or Transactions Use Tax Records by HdL Companies to authorized City Officials

Adopt **Resolution 26-018** Authorizing Certain City Officials Access to HdL Companies Sales and Use Tax Data

9. 442 B Street Environmental Assessment - Professional Service Agreement Amendment No. 1

Adopt **Joint Resolution 26-019** authorizing Amendment No. 1 to the existing contract with EKI Environment & Water (EKI) for the 442 B Street Environmental Assessment, with the finding that it is in the best interest of the Successor Agency and the City

10. Permanent Local Housing Allocation Grant - 2021 Allocation Subrecipient Agreements

A. Adopt **Resolution 26-020** to approve two (2) subrecipient agreements, and one (1) amendment for the City's 2021 Permanent Local Housing Allocation (PLHA) funding from the California Department of Housing and Community Development (HCD), and;

B. Authorize the Finance Director to make a supplemental appropriation of \$270,298.58 to account 6048-65305 for program expenditures

11. WWTF Outfall Replacement Project - SRF Loan Reimbursement Resolution

Adopt updated **Resolution 26-021** stating the City's intent to comply with all conditions of the State Water Resources Control Board's Clean Water State Revolving Fund Loan Program Reimbursement Resolution requirements for the WWTF Effluent Outfall Diffuser Relocation Project

12. City Water Service Connection for 1360 Richland Road (APN # 20-054-013)

Adopt **Resolution 26-022** authorizing the City Manager to execute an extraterritorial service agreement with the property owner of 1360 Richland Road, Timothy Denney and Lori Denney, Trustees of the Denney Family Trust, under declaration of trust executed June 20, 2018, for connection to City water service following approval as to legal form by the City Attorney

13. California Municipal Finance Authority Check Budget Adjustment

Authorize the Finance Director to make a budget adjustment of \$16,250 to Account 100-44115 to receive funds from the California Municipal Finance Authority (CMFA) for the work that the Planning division completed on the Tax Equity and Fiscal Responsibility Act (TEFRA)

14. Development Services Department Recruitment Request – Code Enforcement Officer I/II

Authorize the Human Resources Department to conduct an open recruitment for a full-time permanent Code Enforcement Officer I/II to fill a recent vacancy in the Development Services Department

15. Presentation of Investment Report – Quarter Ended December 31, 2025

Note & File Quarterly Investment Report

The motion was passed with 4 votes [Cole Absent]

Roll Call Vote:	
Cole:	Absent
Kirchner:	Yes
Shaw:	Yes
Pasquale (Remote):	Yes
Boomgaarden:	Yes

Business Items

16. Yuba-Sutter Economic Development District 2025 CEDS Annual Performance Report, Appendix 1 Public Works Projects, and the 2026 Annual Update of the 2025-2030 CEDS Document

Councilmember Shaw moved and Councilmember Kirchner seconded the motion to:

Adopt **Resolution 26-023** approving the Yuba-Sutter Comprehensive Economic Development Strategy (CEDS) 2025 Annual Performance Report, updated Appendix I Public Works Projects, and 2026 Annual Update to the 2025-2030 CEDS document and authorize its submittal to the United States Department of Commerce, Economic Development Administration

The motion was passed with 4 votes [Cole Absent]

Roll Call Vote:	
Cole:	Absent
Kirchner:	Yes
Shaw:	Yes
Pasquale (Remote):	Yes
Boomgaarden:	Yes

17. Community Sponsorship Request - Shri Guru Ravidass Temple (Hayne Avenue Parade)

Councilmember Kirchner moved and Councilmember Shaw seconded the motion to:

Consider a Community Sponsorship request; and if approved, Adopt **Resolution 26-024** approving an \$1,800.00 monetary sponsorship for the Shir Guru Ravidass Temple to support the 5th Annual Hayne Avenue Parade

The motion was passed with 4 votes [Cole Absent]

Roll Call Vote:	
Cole:	Absent
Kirchner:	Yes
Shaw:	Yes
Pasquale (Remote):	Yes
Boomgaarden:	Yes

18. Adoption of Yuba City's Strategic Plan

Councilmember Kirchner moved and Councilmember Shaw seconded the motion to:

Approve the City's Strategic Plan - Vision 2026-2029

The motion was passed with 4 votes [Cole Absent]

Roll Call Vote:	
Cole:	Absent
Kirchner:	Yes
Shaw:	Yes
Pasquale (Remote):	Yes
Boomgaarden:	Yes

Future Agenda Items

19. Future Agenda Items

No suggestions were made

Reports and Communications

20. City Manager's Report

21. City Council Reports

- Councilmember Kirchner
- Councilmember Shaw
- Vice-Mayor Pasquale
- Mayor Boomgaarden

Adjournment

Mayor Boomgaarden adjourned the Regular Meeting of the City Council at 6:59 PM

Marc Boomgaarden, Mayor

ATTEST:

Ciara Wakefield, City Clerk

CITY OF YUBA CITY
STAFF REPORT

Date: March 3, 2026
To: Honorable Mayor & Members of the City Council;
From: Public Works Department
Presentation By: Joshua Wolffe, Public Works Director

Summary

Subject: Department of Water Resources Urban Drought Relief - Turf Replacement Project (24-02) Contract Award

Recommendation: Adopt a Resolution to:

- A. Reject Jensen Landscape Contractor LLC's bid as non-responsive due to failure to submit the required Public Contract Code § 10285.1 certification
- B. Find that the failure to submit signed copies of Addenda Nos. 1 through 4 constitutes a minor and immaterial irregularity that does not affect price, scope, or the bidder's obligation to perform the work as modified by the addenda, and waive such irregularity
- C. Award a construction contract to Superb Engineering, Inc. of Banning, CA in the amount of their total bid of \$1,611,379.76 for the Base Bid Schedule and Alternate Bid Schedule and authorize the City Manager to execute the contract on behalf of the City, subject to review and approval as to legal form by the City Attorney
- D. Find that CEQA was previously assessed for the Project, a categorical exemption (Class 4, SCH #2026010121) was adopted, approval of this contract is within the scope of the previously approved Project, and no further environmental review is required under CEQA
- E. Award a Professional Services Agreement to The Solis Group of Pasadena, CA, for Labor Compliance Services in the amount of \$13,600.00, subject to material terms, with the finding that is in the best interest of the City
- F. Award a Professional Services Agreement to Design Consulting Construction Management (DCCM) of Auburn, CA for Construction Management and Inspection in the amount of \$193,765.00, subject to material terms, with the finding that is in the best interest of the City

Fiscal Impact: \$2,004,053.43 - Total Project Cost - Account No. 951330 (DWR Urban Drought Relief)
 \$1,611,379.76 - Contract Award Amount
 \$161,137.98 - Contingency (10%)
 \$193,765.00 - Construction Management (10%)
 \$24,170.70 - City Administration (1.5%)
 \$13,600.00 - Labor Compliance (1%)

Purpose:

To remove approximately 154,000 square feet of turf from ten City-owned properties located within City limits and replace it with drought tolerant plants and water-wise irrigation controls for increased water conservation.

Background:

Recurring and anticipated droughts across California have required California water suppliers to prioritize conservation and long-term water use efficiency. Statewide initiatives under the "Making Water Conservation a California Way of Life," emphasize reductions in outdoor water use, particularly for "non-functional" turf on commercial, industrial, and public properties.

To support and reduce the financial burden of these efforts, the Department of Water Resources (DWR) has created grant programs for local agencies.

In June 2023, the City was awarded a total of \$3.415 million as follows:

- \$2,750,000 - City-Owned Property Turf Replacement Project (This staff report)
- \$575,000 - Commercial Property Turf Replacement Rebate Program
- \$90,000 - Grant Administration
- \$30,000 - City Staff time

The City was granted a waiver of the 25 percent local match requirement based upon the City's designation as a Disadvantaged Community.

Non-functional turf will be replaced with drought-tolerant plants and walkways of decomposed granite or other permeable hardscapes. The Project will not include turf used for softball fields and other community activities. The following City-owned sites have been selected for strategic turf replacement.

- City Hall
- Water Treatment Plant
- Wastewater Treatment Facility
- Holly Tree Park
- Kingwood Park
- Greenwood Park
- Stabler/Butte Vista Roundabout
- Town Center Roundabout
- Bogue Road/Singh Way
- Fire Station 1

Analysis:**Construction Contract:**

The DWR Urban Drought Relief - Turf Replacement Project was advertised for bids beginning January 21, 2026. Plans and specifications were posted on [publicpurchase.com](https://www.publicpurchase.com) and provided to local builder/contractor exchanges. On February 11, 2026, 6 bids were received and opened by the City Clerk. A list of the bids received, and the Engineer's Estimate are shown below.

<u>Company:</u>	<u>Total Bid (Base Bid and Bid Alternate Schedules):</u>
Jensen Landscape Contractor LLC	\$1,235,624.04
Superb Engineering, Inc	\$1,611,379.76
Marina Landscape Inc.	\$1,665,517.10
Verdantas, Inc	\$1,827,845.53
Teyes Landscaping	\$1,916,000.00
Northstar	\$2,585,939.05

Engineer's Estimate \$2,125,000.00

Apparent Low Bidder Rejection

Jensen Landscape Contractor LLC submitted the apparent low bid in the amount of \$1,235,624.04. Upon review of the bid documents at the time of bid opening, staff determined that Jensen Landscape Contractor LLC failed to complete and submit the required Public Contract Code § 10285.1 statement included in the Proposal Documents.

Public Contract Code § 10285.1 requires bidders to certify, under penalty of perjury, that they are not ineligible to be awarded a public works contract pursuant to statutory prohibitions. The Proposal Forms expressly required completion of this declaration as a condition of responsiveness. The statement is a mandatory, material bid requirement and is not optional.

Under California public contracting law, a bid is non-responsive if it fails to comply with a material requirement of the bidding documents. Required statutory certifications are material because they establish the bidder's legal eligibility to perform public work. The City does not have discretion to waive or permit correction of a material omission after bid opening. Allowing a bidder to supply a required statutory declaration after bids are opened would provide the bidder with the opportunity to cure the defect after exposure of competitors' bid amounts, which would undermine the integrity of the competitive bidding process and compromise the fairness of the bidding process.

Because the Public Contract Code § 10285.1 declaration was not completed and submitted with the bid, Jensen Landscape Contractor LLC's bid is non-responsive and must be rejected in accordance with the Proposal Documents and applicable provisions of the Public Contract Code.

In addition, the Project is funded through the California Department of Water Resources Urban Community Drought Relief Grant Program. Strict compliance with statutory bidding requirements is necessary to protect the City's eligibility for reimbursement under the grant terms. Acceptance of a non-responsive bid could jeopardize grant funding, result in audit findings, or expose the City to repayment obligations. Rejecting non-responsive bids ensures compliance with applicable laws and protects the City's financial interests.

The second low bidder, Superb Engineering, Inc., submitted a complete bid package including the required Public Contract Code § 10285.1 certification. Staff has reviewed the bid and determined that Superb Engineering, Inc. is the lowest responsive and responsible bidder.

Accordingly, staff recommends rejecting the bid submitted by Jensen Landscape Contractor LLC as non-responsive and awarding the construction contract to Superb Engineering, Inc., the lowest responsive and responsible bidder.

Bid Irregularity

Subsequent to publication of the agenda, the City received an objection from Marina Landscape, Inc., on February 26, 2026, asserting that certain bidders did not attach separate signed copies of Addenda

Nos. 1 through 4 to their bid proposals and requesting that the City delay award.

Staff has reviewed all bid packages in response to the objection. While certain bidders did not attach separate signed addendum signature sheets, those bidders — including Superb Engineering, Inc. (apparent second low bidder) — expressly acknowledged receipt of Addenda Nos. 1, 2, 3, and 4 in the space provided within the Bid Proposal form and executed the proposal under signature and date. The bid pricing submitted by Superb Engineering reflects the revised quantities incorporated through Addenda Nos. 3 and 4.

The addenda state that failure to acknowledge receipt “may result in rejection of bid,” which provides the City discretion in determining materiality. Staff has determined that the omission of separate signed addendum sheets, where the addenda were acknowledged on the executed proposal form and incorporated into the bid pricing, constitutes a minor irregularity that does not affect bid amount, provide competitive advantage, or result in a material deviation from the bidding requirements.

Accordingly, staff recommends waiving this minor irregularity and proceeding with award as highlighted herein.

The Resolution has been updated to include specific findings reflecting this determination in order to maintain a clear administrative record.

Construction Management and Inspection:

The DWR Urban Drought Relief – Turf Replacement Project includes removal and replacement of approximately 154,000 square feet of non-functional turf across ten City-owned sites, including City Hall, treatment facilities, parks, roundabouts, and Fire Station 1. The project involves drought-tolerant landscaping, irrigation system upgrades, soil preparation, and related site improvements. The \$1,611,379.76 construction contract is fully funded through the California Department of Water Resources (DWR) Urban Community Drought Relief Grant Program.

Due to the multi-site nature of the work and active City facilities involved, dedicated construction management and inspection services are required to oversee contractor performance, verify quantities, ensure compliance with contract documents and prevailing wage requirements, coordinate with City operations, and maintain documentation necessary for DWR reimbursement.

Staff recommends awarding construction management and inspection services to DCCM (formerly Coastland Civil Engineering). Coastland previously provided these services and established familiarity with City standards and procedures through its contract on the Didar S. Bains Park project, resulting in inclusion on the City's annual sole source procurement list. Following its acquisition, DCCM retained key personnel and continues to provide these services with the same expertise and institutional knowledge.

DCCM's experience with municipal public works projects and grant-funded construction will help ensure contract compliance, proper documentation, and protection of the City's eligibility for DWR reimbursement. Based on its qualifications and continuity of staff, staff recommends awarding a Professional Services Agreement to DCCM in the amount of \$193,765.00, which includes a contingency of 10% to account for potential overtime required during critical construction activities, with a finding that it is in the best interest of the City.

Labor Compliance:

Staff recommends contracting with The Solis Group to provide labor compliance services for the Project in accordance with California Labor Code requirements and DWR Urban Community Drought Relief Grant Program funding terms. Labor compliance services include monitoring certified payroll submittals, verifying prevailing wage compliance, and maintaining required documentation to support grant reimbursement and regulatory compliance.

The Solis Group has extensive experience providing labor compliance services for municipal public works projects and is familiar with State and grant-specific requirements. Utilizing The Solis Group helps ensure compliance with applicable labor laws, protects the City's eligibility for grant reimbursement, and reduces the risk of audit findings or financial liability.

Staff recommends approving a Professional Services Agreement with The Solis Group in the amount of \$13,600, which includes a 2-month contingency to account for potential delays during construction, to provide these services during construction.

Fiscal Impact:

The estimated total project cost is approximately \$2,004,053.43, which consists of the following components:

Construction Contract	\$ 1,611,379.76
Construction Change Order Contingency (10%)	\$ 161,137.98
Construction Management (10%)	\$ 193,765.00
City Administration (1.5%)	\$ 24,170.70
Labor Compliance (1%)	\$ 13,600.00
 Total Project Cost	 \$ 2,004,053.43

The Project will be 100% funded through DWR Urban Community Drought Relief Grant Program encumbered through CIP Account No. 1330 (Urban Community Drought Relief). This account currently has a balance of \$2,594,000.00

Alternatives:

1. Reject the bids and delay the project.
2. Delaying the project may result in loss of funding

Recommendations:

Adopt a Resolution to:

A. Reject Jensen Landscape Contractor LLC's bid as non-responsive due to failure to submit the required Public Contract Code § 10285.1 certification.

B. Find that the failure to submit signed copies of Addenda Nos. 1 through 4 constitutes a minor and immaterial irregularity that does not affect price, scope, or the bidder's obligation to perform the work as modified by the addenda, and waive such irregularity.

C. Award a construction contract to Superb Engineering, Inc. of Banning, CA in the amount of their total bid of \$1,611,379.76 for the Base Bid Schedule and Alternate Bid Schedule and authorize the City Manager to execute the contract on behalf of the City, subject to review and approval as to legal form by the City Attorney.

D. Find that CEQA was previously assessed for the Project, a categorical exemption (Class 4, SCH #2026010121) was adopted, approval of this contract is within the scope of the previously approved Project, and no further environmental review is required under CEQA.

E. Award a Professional Services Agreement to The Solis Group of Pasadena, CA, for Labor Compliance Services in the amount of \$13,600.00, subject to material terms, with the finding that is in the best interest of the City

F. Award a Professional Services Agreement to Design Consulting Construction Management (DCCM) of Auburn, CA for Construction Management and Inspection in the amount of \$193,765.00, subject to material terms, with the finding that is in the best interest of the City.

Attachments:

1. Resolution DWR Urban Drought Relief - Turf Replacement Project (24-02)
2. Resolution - Exhibit A - (Draft) Agreement for the Construction of the DWR Urban Drought Relief - Turf Replacement Project
3. Resolution - Exhibit B (Draft) Professional Services Agreement for DCCM
4. Resolution - Exhibit C - (Draft) Professional Services Agreement for The Solis Group
5. Resolution - Exhibit D - Attachments

Prepared By:
Bailey Goldby
Assistant Engineer

Submitted By:
Robert Bendorf
City Manager

ATTACHMENT 1

RESOLUTION NO. _____

**RESOLUTION OF THE CITY COUNCIL OF THE CITY OF YUBA CITY
REJECTING JENSEN LANDSCAPE CONTRACTOR LLC'S BID AS NON-
RESPONSIVE, WAIVING AN IRREGULARITY IN THE BID AND AWARDING A
CONSTRUCTION CONTRACT TO SUPERB ENGINEERING INC IN THE
AMOUNT OF THEIR TOTAL BID OF \$1,611,379.76, AWARDING A
PROFESSIONAL SERVICES AGREEMENT FOR CONSTRUCTION
MANAGEMENT AND INSPECTION TO DESIGN CONSULTING
CONSTRUCTION MANAGEMENT (DCCM) IN THE AMOUNT OF \$193,765.00,
AWARDING A PROFESSIONAL SERVICES AGREEMENT FOR LABOR
COMPLIANCE SERVICES TO THE SOLIS GROUP IN THE AMOUNT OF
\$13,600.00 AND AUTHORIZING THE CITY MANAGER TO EXECUTE SAID
CONTRACTS AND AGREEMENTS ON BEHALF OF THE CITY, SUBJECT TO
REVIEW AND APPROVAL AS TO LEGAL FORM BY THE CITY ATTORNEY
FOR THE DWR URBAN DROUGHT RELIEF – TURF REPLACEMENT
PROJECT CONTRACT NO. 24-02**

WHEREAS, the City of Yuba City (City) advertised for bids for construction of the DWR Urban Drought Relief – Turf Replacement Project (24-02) (Project).

WHEREAS, in response to the advertisement, the City received six (6) bids for the Project. Below are the Base Bid and Alternate Bid Schedule amounts:

Marina Landscape Inc.	\$1,666,137.10
North Star Construction and Engineering	\$2,585,939.05
Jensen Landscape Contractor LLC	\$1,235,624.04
Superb Engineering Inc.	\$1,611,379.76
Teyes Landscaping	\$1,916,000.00
Verdantas Inc.	\$1,828,964.10

WHEREAS, the City Public Works Department has reviewed the six (6) Base Bid and Alternate Bid Schedule amounts, and the City Public Works Department is recommending award of the Base Bid and Alternate Bid Schedule; and

WHEREAS, the City publicly advertised for bids for the DWR Urban Drought Relief – Turf Replacement Project in accordance with the applicable provisions of the Public Contract Code and the Contract Documents; and

WHEREAS, Jensen Landscape Contractor LLC submitted the apparent low bid for the total Base Bid and Alternate Bid Schedule; and

WHEREAS, all bidders were required to submit a completed Public Contract Code § 10285.1 certification with their bid proposal; and

WHEREAS, Jensen Landscape Contractor LLC failed to submit the required Public Contract Code § 10285.1 certification with its bid, and such certification is a material requirement of the bidding documents; and

WHEREAS, failure to submit the required certification renders the bid non-responsive, and the City is not permitted to waive or accept correction of a material omission after bid opening;

WHEREAS, the second low bidder, Superb Engineering Inc., provided a completed Public Contract Code § 10285.1 statement, thereby meeting the Proposal Document requirements; and

WHEREAS, the City Public Works Department has reviewed the remaining five (5) total Base Bid and Alternate Bid Schedules, and having examined Superb Engineering Inc., and its bid response, found it to be the lowest qualified responsive and responsible bidder for the total Base Bid and Alternate Bid Schedules; and

WHEREAS, on February 27, 2026, the City received a written objection from Marina Landscape, Inc. asserting that Superb Engineering, Inc. failed to submit signed copies of Addenda Nos. 1 through 4 and requesting that the City refrain from awarding the contract; and

WHEREAS, City staff reviewed the bid submitted by Superb Engineering, Inc. and confirmed that signed copies of Addenda Nos. 1 through 4 were not included with the bid documents; and

WHEREAS, the City has evaluated this omission and determined that the failure to submit signed copies of Addenda Nos. 1 through 4 constitutes a minor, inconsequential, and immaterial irregularity in the bid, as the bid otherwise acknowledges and incorporates the addenda and the omission does not affect price, scope, or the bidder's obligation to perform in accordance with the addenda; and

WHEREAS, pursuant to applicable law and the City's bidding documents, the City reserves the right to waive minor irregularities and informalities in bids; and

WHEREAS, the City Council finds that it is in the best interests of the City to waive this immaterial irregularity and proceed with award of the contract to Superb Engineering, Inc. as the apparent low bidder;

WHEREAS, the City desires to award the total Base Bid and Alternate Bid Schedule to Superb Engineering Inc. and enter into an agreement with Superb Engineering Inc. to construct the Project; and

WHEREAS, the City desires to obtain professional construction inspection services to ensure that the Project is constructed in accordance with the funding requirements, approved plans, specifications, and applicable standards; and

WHEREAS, the City desires to award a contract for construction management and inspection services to DCCM of Auburn, CA in the amount of \$193,765.00 to ensure construction that is in compliance with the funding requirements and project specifications; and

WHEREAS, the City desires to award a contract for labor compliance services to The Solis Group of Pasadena, CA in the amount of \$13,600.00 to ensure compliance with the funding requirements.

NOW, THEREFORE, be it resolved and ordered by the City Council of Yuba City as follows:

1. The City Council finds that all the facts set forth in the recitals above are true and current and incorporated herein.
2. The City Council finds that CEQA was previously assessed for the project, a categorical exemption (Class 4, SCH #2026010121) was adopted, approval of this contract is within the scope of the previously approved project, and no further environmental review is required under CEQA.
3. The City Council finds that based on the findings set forth above, the bid submitted by Jensen Landscape Contractor LLC is hereby rejected as non-responsive for failure to provide a completed Public Contract Code § 10285.1 certification as required by the proposal documents, and that such omission constitutes a material deviation that cannot be waived.
4. The City Council does hereby accept the other five (5) total Base Bid and Alternate Bid Schedules received as noted above, and finds that Superb Engineering Inc. is the lowest, responsive and responsible bidder.
5. The City Council hereby finds the failure to submit signed copies of Addenda Nos. 1 through 4 constitutes a minor and immaterial irregularity in the bid that does not affect price, scope, or the bidder's obligation to perform in accordance with the addenda, waives such irregularity, and awards the construction contract to Superb Engineering Inc. in their total amount bid of \$1,611,379.76 for the DWR Urban Drought Relief – Turf Replacement Project. Said contract agreement shall substantially comply with the terms and conditions presented in the draft agreement attached to this Resolution, shall be subject to review and approval as to legal form by the City Attorney, and the City Manager shall be authorized to execute the same on behalf of the City of Yuba City.
6. The City Council awards a professional services agreement for construction management and inspection services to DCCM in the amount of \$193,765.00, with a finding that it is in the best interest of the City.
7. The City Council awards a professional services agreement for labor compliance services to The Solis Group of Pasadena, CA in the amount of \$13,600.00, with a finding that it is in the best interest of the City
8. This Resolution shall become effective immediately.

The foregoing Resolution was duly and regularly introduced, passed, and adopted by the City Council of the City of Yuba City at a regular meeting thereof held on the 3rd day of March 2026.

AYES:

NOES:

ABSENT:

Marc Boomgaarden, Mayor

ATTEST:

Ciara Wakefield, City Clerk

APPROVED AS TO FORM
COUNSEL FOR YUBA CITY:

Shannon Chaffin, City Attorney
Aleshire & Wynder, LLP

Attachment(s):

- A. Exhibit A – (Draft) Agreement for the Construction of the DWR Urban Drought Relief – Turf Replacement Project
- B. Exhibit B – (Draft) Professional Services Agreement for DCCM
- C. Exhibit C – (Draft) Professional Services Agreement for The Solis Group

EXHIBIT “A”

CONTRACT (DRAFT)

FOR THE CONSTRUCTION OF

**DWR URBAN DROUGHT RELIEF – TURF REPLACEMENT PROJECT
CONTRACT NO. 24-02**

THIS AGREEMENT, made and concluded this ____ day of _____, 20____, between the City of Yuba City, party of the first part, and _____, Contractor, party of the second part.

ARTICLE I. – WITNESSETH, that for and in consideration of the payments and agreements hereinafter mentioned to be made and performed by the said party of the first part under the conditions expressed in the two bonds bearing even date with these presents and hereunto annexed, the said party of the second part agrees with the said party of the first part, at his own proper cost and expense, to do all the work and furnish all the materials, except such as are mentioned in the specifications to be furnished by said party of the first part, necessary to construct and complete in a good, workmanlike and substantial manner and to the satisfaction of the Public Works Department, construction on various roads, all in accordance with the Special Provisions hereto annexed and also in accordance with the Standard Specifications of the State of California Department of Transportation dated 2023, the Standard Plans dated 2023, the “Labor Surcharge” and “Equipment Rental Rates” in effect on the date the work is accomplished, and the “General Prevailing Wage Rates” of the State of California Department of Transportation, which said Special Provisions, Standard Plans, Standard Specifications are hereby specially referred to and by such reference made a part hereof.

The Special Provisions for the work to be done are dated **Error! Reference source not found.** and are entitled:

**NOTICE TO CONTRACTORS
SPECIAL PROVISIONS
PROPOSAL
AND CONTRACT**

**FOR
DWR URBAN DROUGHT RELIEF – TURF REPLACEMENT PROJECT
CONTRACT NO. 24-02**

The Project plans for the work to be done are dated January 7, 2026 and are entitled:

YUBA CITY TURF REPLACEMENT PROJECT

Both of which are hereby made part of this contract.

ARTICLE II. – The said Contractor agrees to receive and accept the following prices as full compensation for furnishing all materials and for doing all the work contemplated and embraced in this Agreement; also for all loss or damage arising out of the nature of the work aforesaid, or from the action of the elements, or from any unforeseen difficulties or obstructions which may arise or be encountered in the prosecution of the work until its acceptance by the City of Yuba City and for all risks of every description connected with the work; also for all expenses incurred by or in consequence of the suspension or discontinuance of work and for well and faithfully completing the work, and the whole thereof, in the manner and according to the plans and specifications and the requirements of the Engineer under them, to wit.

ARTICLE III. – The said party of the first part hereby promises and agrees with the said Contractor to employ, and does hereby employ, the said Contractor to provide the materials and to do the work according to the terms and conditions herein contained and referred to, for the prices hereinafter set forth, and hereby contracts to pay the same at the time, in the manner and upon the conditions above set forth; and the said parties for themselves, their heirs, executors, administrators, successors and assigns, do hereby agree to the full performance of the covenants herein contained.

ARTICLE IV. – By my signature hereunder, as Contractor, I certify that I am aware of the provisions of Section 3700 of the Labor Code which requires every employer to be insured against liability for Workers Compensation or to undertake self-insurance in accordance with the provisions of that Code, and I will comply with such provisions before commencing the performance of the work of this contract.

ARTICLE V. – It is further expressly agreed by and between the parties hereto that should there be any conflict between the terms of this instrument and the bid or proposal of said Contractor, then this instrument shall control and nothing herein shall be considered as an acceptance of the said terms of said proposal conflicting herewith.

ARTICLE VI. – The City of Yuba City hereby employs Contractor to provide material and to do the work according to the terms and conditions herein contained and referred to for the following prices to be paid at the time, in the manner and upon the conditions hereinafter set forth.

ARTICLE VII. – The improvement contemplated in the performance of this contract is an improvement over which the City of Yuba City shall exercise general supervision.

ARTICLE VIII. – The statement of prevailing wages appearing in the General Prevailing Wage Rates is hereby specifically referred to and by this reference is made a part of this contract. It is further expressly agreed, by and between the terms of this instrument and the bid or proposal of said Contractor, that this instrument shall control and nothing herein shall be considered as an acceptance of the said terms of said proposal conflicting herewith.

Approved as to legal form:

City Attorney
City of Yuba City

CITY OF YUBA CITY

Robert Bendorf
City Manager

Date

CONTRACTOR

Company Name

Company Address

Phone Number

Signature

Name (Printed)

Title

Date

BID ITEM LIST
Base Bid Schedule

Bid Item	Item Description	Quantity	Unit	Unit Price	Total Price
1	Mobilization/Demobilization	1	LS		
2	Signage	1	LS		
3	Temporary Fencing	1	LS		
4	Tree Protection	1	LS		
5	Earthwork Import (Fill Materials)	140	CY		
6	Excavation and Grading (Retaining Walls)	27	CY		
7	Erosion and Sediment Control	3.76	AC		
8	Retaining Walls	344	SF		
9	Wall Drainage	3,500	LF		
10	Decomposed Granite	9,986	SF		
11	Concrete Curb	6,274	LF		
12	Lawn Removal	157,000	SF		
13	Existing Irrigation Adjustments	157,000	SF		
14	New Controller (Pro-C)	1	EA		
15	New Controller (Node)	8	EA		
16	New Drip Irrigation	151,643	SF		
17	New Spray Irrigation	16,857	SF		
18	Backflow Preventer (City STD Detail W10)	1	EA		
19	Soil Amendments and Finish Grade	157,000	SF		
20	Sod Patch	1	LS		
21	1-Gallon Shrubs	2,713	EA		
22	5-Gallon Shrubs	1,193	EA		
23	15-Gallon Trees	16	EA		
24	24" Box Trees	2	EA		
25	3" Bark	1,402	CY		
26	3" Rock Mulch	45	CY		
27	Weed Fabric	5,500	SF		
28	120 Day Maintenance Period	1	LS		
Total Base Bid:					

Add-Alternate Bid Schedule – Additional Sites 9 and 10

Bid Item	Item Description	Quantity	Unit	Unit Price	Total Price
1A	Construction Area Signs	1	LS		
2A	Temporary Fencing	1	LS		
3A	Tree Protection	1	LS		
4A	Lawn Removal	4,000	SF		
5A	Backflow Preventer	1	EA		
6A	New Drip Irrigation	4,000	SF		
7A	Soil Amendments and Finish Grade	4,000	SF		
8A	1-Gallon Shrubs	208	EA		
9A	5-Gallon Shrubs	18	EA		
10A	3" Bark	37	CY		
Total Add-Alternate Bid Schedule:					

Total Contract Amount:	
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EXHIBIT “B”

(DRAFT)
PROFESSIONAL SERVICES AGREEMENT

PROJECT TITLE

This Agreement is made and entered into as of _____, 2026, by and between the City of Yuba City, a municipal corporation ("City") and Design Consulting Construction Management ("Consultant").

RECITALS

- A. Consultant is specially trained, experienced and competent to perform the special services which will be required by this Agreement; and
- B. Consultant possesses the skill, experience, ability, background, certification and knowledge to provide the services described in this Agreement on the terms and conditions described herein; and
- C. City desires to retain Consultant to render professional services as set forth in this Agreement.

AGREEMENT

- 1. Scope of Services. The Consultant shall furnish the following services in a professional manner.

**See Attached Scope of Services
(Exhibit A)**

- 2. Time of Performance. The services of Consultant are to commence upon execution of this Agreement and shall continue until all authorized work is completed and approved by the City. Finalization shall be completed at the direction of the City of Yuba City.
- 3. Compensation. Compensation to be paid to Consultant shall be in accordance with the Schedule of Charges set forth in Exhibit A, which is attached hereto and incorporated herein by reference. In no event shall Consultant's compensation exceed **One Hundred Ninety-Three Thousand Seven Hundred Sixty-Five dollars (\$193,765.00)** without additional written authorization from the City. Payment by City under this Agreement shall not be deemed a waiver of defects, even if such defects were known to the City at the time of payment.
- 4. Method of Payment. Consultant shall submit monthly billings to City describing the work performed during the preceding month. Consultant's invoices shall include a brief description of the services performed, the date the services were

performed, the number of hours spent and by whom, and a description of any reimbursable expenses. City shall pay Consultant not later than 30 days after approval of the monthly invoice by City staff. When payments made by the City equal 90% of the maximum fee provided for in this Agreement, no further payments shall be made until the final work under this Agreement has been accepted by City.

5. Extra Work. At any time during the term of this Agreement, City may request that Consultant perform Extra Work. As used herein, "Extra Work" means any work which is determined by City to be necessary for the proper completion of the Project, but which the parties did not reasonably anticipate would be necessary at the execution of this Agreement. Consultant shall not perform, nor be compensated for, Extra Work without written authorization from City.
6. Termination. This Agreement may be terminated by the City immediately for cause or by either party without cause upon fifteen days written notice of termination. Upon termination, Consultant shall be entitled to compensation for services performed up to the effective date of termination. Such compensation is subject to the conditions of Section 4 of this agreement.
7. Ownership of Documents. All plans, studies, documents and other writings prepared by and for Consultant, its officers, employees, agents and subcontractors in the course of implementing this Agreement, except working notes and internal documents, shall become the property of the City upon payment to Consultant for such work, and the City shall have the sole right to use such materials in its discretion without further compensation to Consultant or to any other party. Consultant shall, at Consultant's expense, provide such reports, plans, studies, documents and other writings to City upon request.
8. Licensing of Intellectual Property. This Agreement creates a nonexclusive and perpetual license for City to copy, use, modify, reuse, or sublicense any and all copyrights, designs, and other intellectual property embodied in plans, specifications, studies, drawings, estimates, and other documents or works of authorship fixed in any tangible medium of expression, including but limited to, physical drawings or data magnetically or otherwise recorded on computer diskettes, which are prepared or caused to be prepared by Consultant under this Agreement ("Documents & Data"). Consultant shall require all subcontractors to agree in writing that City is granted a non-exclusive and perpetual license for any Documents & Data the subcontractor prepares under this Agreement. Consultant represents and warrants that Consultant has the legal right to license any and all Documents & Data. Consultant makes no such representation and warranty in regards to Documents & Data which were prepared by design professionals other than Consultant or provided to Consultant by the City. City shall not be limited in any way in its use of the Documents & Data at any time, provided that any such use not within the purposes intended by this Agreement shall be at City's sole risk.

Confidentiality. All ideas, memoranda, specifications, plans, procedures, drawings, descriptions, computer program data, input record data, written information, and other Documents & Data either created by or provided to Consultant in connection with the performance of this Agreement shall be held confidential by Consultant. Such materials shall not, without the prior written consent of City, be used by Consultant for any purposes other than the performance of the services under this Agreement. Nor shall such materials be disclosed to any person or entity not connected with the performance of the services under this Agreement. Nothing furnished to Consultant, which is otherwise known to Consultant or is generally known, or has become known, to the related industry shall be deemed confidential. Consultant shall not use City's name or insignia, photographs relating to project for which Consultant's services are rendered, or any publicity pertaining to the Consultant's services under this Agreement in any magazine, trade paper, newspaper, television or radio production or other similar medium without the prior written consent of City.

9. Consultant's Books and Records:

- a. Consultant shall maintain any and all ledgers, books of accounts, invoices, vouchers, canceled checks, and other records or documents evidencing or relating to charges for services, or expenditures and disbursements charged to City for a minimum period of three (3) years, or for any longer period required by law, from the date of final payment to Consultant to this Agreement.
- b. Consultant shall maintain all documents and records which demonstrated performance under this Agreement for a minimum period of three (3) years, or for any longer period required by law, from the date of termination or completion of this Agreement.
- c. Any records or documents required to be maintained pursuant to this Agreement shall be made available for inspection or audit, at any time during regular business hours, upon written request by the City Administrator, City Attorney, City Auditor or a designated representative of these officers. Copies of such documents shall be provided to the City for inspection at City Hall when it is practical to do so. Otherwise, unless an alternative is mutually agreed upon, the records shall be available at Consultant's address indicated for receipt of notices in this Agreement.
- d. Where City has reason to believe that such records or documents may be lost or discarded due to dissolution, disbandment or termination of Consultant's business, City may, by written request by any of the above named officers, require that custody of the records be given to the City and that the records and documents be maintained in City Hall. Access to such records and documents shall be granted to any party authorized by Consultant, Consultant's representatives, or Consultant's successor-in-interest.

10. Independent Contractor. It is understood that Consultant, in the performance of the work and services agreed to be performed, shall act as and be an independent contractor and shall not act as an agent or employee of the City. Consultant shall obtain no rights to retirement benefits or other benefits which accrue to City's employees, and Consultant hereby expressly waives any claim it may have to any such rights.

Consultant is not a designated employee within the meaning of the Political Reform Act because Consultant:

- a. Will conduct research and arrive at conclusions with respect to his/her rendition of information, advice, recommendation or counsel independent of the control and direction of the City or of any City official, other than normal agreement monitoring; and
- b. Possesses no authority with respect to any City decision beyond rendition of information, advice, recommendation or counsel. (FPPC Reg. 18700(B)(2).)

11. Interest of Consultant. Consultant (including principals, associates and professional employees) covenants and represents that it does not now have any investment or interest in real property and shall not acquire any interest, direct or indirect, in the area covered by this Agreement or any other source of income, interest in real property or investment which would be affected in any manner or degree by the performance of Consultant's services hereunder. Consultant further covenants and represents that in the performance of its duties hereunder no person having any such interest shall perform any services under this Agreement.

12. Professional Ability of Consultant. City has relied upon the professional training and ability of Consultant to perform the services hereunder as a material inducement to enter into this Agreement. Consultant shall therefore provide properly skilled professional and technical personnel to perform all services under this Agreement. All work performed by Consultant under this Agreement shall be in accordance with applicable legal requirements and shall meet the standard of quality ordinarily to be expected of competent professionals in Consultant's field of expertise.

13. Compliance with Laws. Consultant shall use the standard of care in its profession to comply with all applicable federal, state and local laws, codes, ordinances and regulations.

14. Licenses. Consultant represents and warrants to City that it has all licenses, permits, qualifications, insurance and approvals of whatsoever nature, which are legally required of Consultant to practice its profession. Consultant

represents and warrants to City that Consultant shall, at its sole cost and expense, keep in effect or obtain at all times during the term of this Agreement, any licenses, permits, insurance and approvals which are legally required of Consultant to practice its profession. Consultant shall maintain a City of Yuba City business license.

15. Indemnity. Consultant agrees to defend, indemnify and hold harmless the City, its officers, officials, agents, employees and volunteers from and against any and all claims, demands, actions, losses, damages, injuries, and liability, direct or indirect (including any and all costs, including attorney fees and expenses in connection therein), arising out of the performance of this Agreement in whole or in part by any negligent act or omission of the Consultant, or anyone directly or indirectly employed by the Consultant or anyone for whose acts the Consultant may be liable, or its failure to comply with any of its obligations contained in this Agreement, except for any such claim arising out of the sole negligence or willful misconduct of the City, its officers, agents, employees or volunteers.
16. Insurance Requirements. Consultant, at Consultant's own cost and expense, shall procure and maintain, for the duration of the contract, necessary insurance policies as described in Exhibit B.
17. Notices. Any notice required to be given under this Agreement shall be in writing and either served personally or sent prepaid, first class mail. Any such notice shall be addressed to the other party at the address set forth below. Notice shall be deemed communicated within 48 hours from the time of mailing if mailed as provided in this section.

If to City	Joshua Wolffe Director of Public Works City of Yuba City 1201 Civic Center Blvd Yuba City, CA 95993 (530) 822-4626
If to Consultant:	Travis Williams President, N California DCCM 11641 Blocker Dr. Suite 170 Auburn, CA, 95603

18. Entire Agreement. This Agreement constitutes the complete and exclusive statement of Agreement between the City and Consultant. All prior written and

oral communications, including correspondence, drafts, memoranda, and representations, are superseded in total by this Agreement.

19. Amendments. This Agreement may be modified or amended only by a written document executed by both Consultant and City and approved as to form by the City Attorney.
20. Assignment and Subcontracting. The parties recognize that a substantial inducement to City for entering into this Agreement is the professional reputation, experience and competence of Consultant. Assignments of any or all rights, duties or obligations of the Consultant under this Agreement will be permitted only with the express consent of the City. Consultant shall not subcontract any portion of the work to be performed under the Agreement without the written authorization of the City. If City consents to such subcontract, Consultant shall be fully responsible to City for all acts or omissions of the subcontractor. Nothing in this Agreement shall create any contractual relationship between City and subcontractor nor shall it create any obligation on the part of the City to pay or to see to the payment of any monies due to any such subcontractor other than as otherwise is required by law.
21. Waiver. Waiver of a breach or default under this Agreement shall not constitute a continuing waiver of a subsequent breach of the same or any other provision under this Agreement.
22. Severability. If any term or portion of this Agreement is held to be invalid, illegal, or otherwise unenforceable by a court of competent jurisdiction, the remaining provisions of this Agreement shall continue in full force and effect.
23. Controlling Law Venue. This Agreement and all matters relating to it shall be governed by the laws of the State of California and any action brought relating to this Agreement shall be held exclusively in a state court in the County of Sutter.
24. Litigation Expenses and Attorneys' Fees. If either party to this Agreement commences any legal action against the other party arising out of this Agreement, the prevailing party shall be entitled to recover its reasonable litigation expenses, including court costs, expert witness fees, discovery expenses, and attorneys' fees.
25. Mediation. The parties agree to make a good faith attempt to resolve any disputes arising out of this Agreement through mediation prior to commencing litigation. The parties shall mutually agree upon the mediator and shall divide the costs of mediation equally. If the parties are unable to agree upon a mediator, the dispute shall be submitted to JAMS/ENDISPUTE ("JAMS") or its successor in interest. JAMS shall provide the parties with the names of five qualified mediators. Each party shall have the option to strike two of the five

mediators selected by JAMS and thereafter the mediator remaining shall hear the dispute. If the dispute remains unresolved after mediation, either party may commence litigation.

26. Execution. This Agreement may be executed in several counterparts, each of which shall constitute one and the same instrument and shall become binding upon the parties when at least one copy hereof shall have been signed by both parties hereto. In approving this Agreement, it shall not be necessary to produce or account for more than one such counterpart.
27. Authority to Enter Agreement. Consultant has all requisite power and authority to conduct its business and to execute, deliver, and perform the Agreement. Each party warrants that the individuals who have signed this Agreement have the legal power, right, and authority to make this Agreement and to bind each respective party.
28. Prohibited Interest. Consultant maintains and warrants that it has not employed nor retained any company or person, other than a bona fide employee working solely for Consultant, to solicit or secure this Agreement. Further, Consultant warrants that it has not paid nor has it agreed to pay any company or person, other than a bona fide employee working solely for Consultant, any fee, commission, percentage, brokerage fee, gift or other consideration contingent upon or resulting from the award or making of this Agreement. For breach or violation of this warranty, City shall have the right to rescind this Agreement without liability. For the term of this Agreement, no member, officer or employee of City, during the term of his or her service with City, shall have any direct interest in this Agreement, or obtain any present or anticipated material benefit arising there from.
29. Equal Opportunity Employment. Consultant represents that it is an equal opportunity employer and it shall not discriminate against any subcontractor, employee or applicant for employment because of race, religion, color, national origin, handicap, ancestry, sex or age. Such non- discrimination shall include, but not be limited to, all activities related to initial employment, upgrading, demotion, transfer, recruitment or recruitment advertising, layoff or termination. Consultant shall also comply with all relevant provisions of City's Affirmative Action Plan or other related programs or guidelines currently in effect or hereinafter enacted.

IN WITNESS WHEREOF, the parties have caused this Agreement to be executed on the date first written above.

CITY OF YUBA CITY:

CONSULTANT:

By: _____

Joshua Wolffe
Director of Public Works

By: _____

Travis Williams
President, N California, DCCM

Attachments: Exhibit A – Scope of Services
 Exhibit B – Insurance Requirements

Exhibit A
Scope of Services



February 18, 2026

Via: E-Mail

Nick Menezes
Deputy Public Works Director - Engineering
City of Yuba City
1201 Civic Center Blvd
Yuba City, CA 95993

Re: Scope of Service and Project Budget for Providing Construction Management and Inspection Services for DWR Urban Drought Relief – Turf Replacement Project, Contract No. 24-02

Dear Nick Menezes:

In response to your request, please accept this letter proposal for providing construction management services for the subject project.

Project Understanding

The Turf Replacement Project, Contract No. 24-02, will replace approximately 157,000 square feet of non-functional turf with drought tolerant plants and water-wise irrigation at ten City-owned sites throughout the City. This project will install approximately 4,150 trees and shrubs, 172,500 square feet of new irrigation, over 6,200 linear feet of concrete curb, and over 300 square feet of retaining wall. The project duration is anticipated to be complete within 75 working days.

SCOPE OF WORK

TASK 1 – CONSTRUCTION MANAGEMENT AND INSPECTION

Coastland | DCCM's overall approach to performing Construction Management focuses on teaming with City staff to produce a high-quality, cost-effective project. Our Construction Manager will keep the City informed regarding costs, changes, public relations, and construction progress. We will coordinate closely with the City and the property owners for the entire project duration. From the onset of the project, we will establish the lines of communication and decision-making roles with all project stakeholders. Based on our understanding of the project our scope of services is as follows:

Pre-Construction Meeting

Immediately following the Notice to Proceed, our Construction Manager will schedule and administer the pre-construction meeting. During this meeting we will establish lines of communication and decision-making roles with all project stakeholders. We will also discuss safety requirements, responsibilities of the project team members, working hours, quality control procedures, submittal requirements, project schedule, change order and potential claim procedures, and safety procedures.

Coastland | DCCM will be responsible for generating pre-construction meeting invitations including the meeting agenda. Agenda items include lines of communication, public relations, safety, submittals, change procedures, payments, progress schedules, contract time, requests for information, and other applicable items. Coastland will prepare and distribute meeting minutes to all parties.

Following the pre-construction meeting, Coastland | DCCM will continue to work with the City team, consultants and the project's design team to ensure that all project issues are addressed promptly and that the City's best interests are considered at all times.

Pre-Construction Site Visit and Documentation

Coastland | DCCM will work with the City's Inspector to take pre-construction digital photos of the construction site with special attention given to sensitive areas including any City facilities and private residences adjacent to the project. Documenting the site prior to construction will help mitigate possible disputes between the City, contractor and property owners within or adjacent to the project limits. These photos will be logged and filed with the project files.

Project Start-Up

Coastland | DCCM will assemble project files in accordance with the City's standard format. Coastland | DCCM utilizes a centralized system for document control to create, store, organize, track, and link all project information. Our digital recordkeeping will ensure the constant flow of documentation to a form that quickly and easily identifies trends and critical issues, which helps to keep the project moving while documenting the work.

Supplemental Daily Field Inspections and Documentation

A critical aspect of our services is maintaining close communication with City staff to ensure scheduling goals are met. To help maintain close communication, Coastland's inspector will be accessible to the City at all times at the project site and through the use of email and cellular phones. Coastland's on-site inspector will examine all construction activities to ensure that the contract work adheres to the contract documents, City standards and the established schedule.

We will ensure records are maintained and documentation is provided for the work in the form of daily reports, weekly summary of construction activities, deficiency lists, and progress photographs of construction activities. Daily reports will describe the contractor's level of effort, specific work being done, started, or finished, and relevant points raised by the contractor that may require consideration and response. We will also document proposed change orders and claims, important conversations, safety issues or accidents, extra work in progress, materials testing performed, information for "as-built" drawings, quantities for progress payments, environmental concerns and hazardous materials.

Coastland | DCCM will provide a digital photo logbook of construction activities, progress, and areas of concern or interest. The photo log will be compiled on compact discs and will identify the location and date of each photo. The log will be maintained through the duration of the project to assure continuity from one week to the next and will be submitted to the City at the close of the project.

Coastland | DCCM will continually review the specifications and plans to ensure the work is of good quality and meets the requirements of the contract documents. Coastland will immediately report any deviation from the approved contract documents.

Progress Meetings

Coastland | DCCM will conduct weekly coordination and progress meetings to focus on completed and upcoming work, any construction delays, schedule updates, proposed changes, change orders, contractor's questions, public relations, safety and other concerns that are identified by a project team member. We will work to foster honest, open communication at these weekly meetings, which will help in the timely resolution of any disputes and/or potential claims.

Status Reports and Documentation

- *Reports*

Complete and accurate record keeping will be an essential component of this project. We will ensure project documents and certified payroll are complete and that correct sub-contractors are used. We will keep the City informed and document all construction issues with the following:

- Weekly Statement of Working Days
- Progress Meeting Minutes
- Field Directive Log
- Change order tracking
- Regular phone calls and e-mails

- *Submittal Management*

Coastland | DCCM will coordinate all submittals and monitor the status of the submittals to assure the contractor provides timely response. At the pre-construction conference, we will provide the contractor with a log of all required submittals and due dates. Submittals will be stamped, logged and distributed to the designer for complete review and approval. Submittals will be filed numerically, and approved copies will be distributed to the City, project members, and the contractor.

- *Requests for Information (RFI)*

Coastland | DCCM will receive and log all Requests for Information (RFI's) from the contractor and forward the RFI to the designer. Coastland | DCCM will track the status of all RFI's by generating a weekly RFI log that lists the "Ball-in-court" status, description, and if an RFI results in a potential change order.

- *Change Order Management*

In the event that a change order is required, Coastland | DCCM will negotiate the changes with the contractor and prepare documentation. All changes will be approved by the contractor, Coastland | DCCM and the City prior to starting work on the change. With the City's approval, Coastland | DCCM can negotiate with the contractor to produce the best construction method for the change at the lowest cost. If a change order requires input from the design engineer, our Construction Manager will coordinate with them to ensure it is reviewed. A Change Order Log will

be created that will show Change Order number, description, status, approved date, start and completion dates and cost.

Project Closeout

Coastland | DCCM will verify completion of punch list items, issue notice of completion, prepare recommendations for final acceptance of the project, review as-builts for accuracy and completeness, prepare and recommend final payment, and transmit all construction documentation to the City. At the completion of the project, we will provide the City with the following:

- All contract files and records (hard & electronic files)
- Annotated journal of photos and CD of digital photos
- As-built project schedule

Optional Tasks

If requested by the City, conflict resolution and claim management can be added under an amendment on a Time and Materials basis.

Schedule

The anticipated schedule for construction is shown in Table 1 below.

Table 1. Anticipated Schedule	
Milestone	Date
Bids Received	February 2026
Notice to Proceed	March 2026
Construction complete	July 2026

Estimated cost

Role	Name	Hourly Rate	Hours	Total
Construction Manager	Andrew Kellen	\$205	200	\$41,000
Construction Inspector	Nick Bair	\$195	640	\$124,800
Vehicle		\$15	690	\$10,350
Total Anticipated Costs				\$176,150

The amount quoted is assuming that all the work for this project will fall under the scope of work as described above. There are no anticipated overtime hours included in the estimate above. If additional work is necessary that falls outside of this scope of work, we can either re-negotiate a new scope of work or provide these services on a time and materials basis per our schedule of hourly rates.



We appreciate the opportunity the City of Yuba City has provided us with this project and these services. Please let us know if you have any questions. We look forward to working with the City to complete this important project.

Regards,

Coastland Civil Engineering, Inc.

A handwritten signature in blue ink, appearing to read 'Travis Williams', is written over a horizontal line.

Travis Williams, PE
President, N California
twilliams@dccm.com

Exhibit B
Professional Services Agreement
Insurance Requirements

- I. **Workers' Compensation Coverage.** Consultant shall maintain Workers' Compensation Insurance for his/her employees in accordance with the laws of the State of California and Employers Liability Insurance in an amount not less than one million dollars (\$1,000,000) per accident for bodily injury and/or disease. In addition, Consultant shall require each subcontractor to similarly maintain Workers' Compensation Insurance in accordance with the laws of the State of California and Employers Liability Insurance in an amount not less than one million dollars (\$1,000,000) per accident for bodily injury and/or disease. for all of the subcontractor's employees. Any notice of cancellation or non-renewal of all Workers' Compensation policies must be received by the City at least thirty (30) days prior to such change. The insurer shall agree to waive all rights of subrogation against City, its officers, agents, employees and volunteers for losses arising from work performed by Consultant for City. This provision shall not apply if Consultant has no employees performing work under this Agreement. If the Consultant has no employees for the purposes of this Agreement, Consultant shall sign the "Certificate of Exemption from Workers' Compensation Insurance" which is attached hereto as Exhibit C.

- II. **General Liability Coverage.** Consultant shall maintain commercial general liability insurance in an amount not less than one million dollars (\$1,000,000) per occurrence for bodily injury, personal injury and property damage. If a commercial general liability insurance form or other form with a general aggregate limit is used, either the general aggregate limit shall apply separately to the work to be performed under this Agreement or the general aggregate limit shall be at least twice the required occurrence limit.

- III. **Automobile Liability Coverage.** Consultant shall maintain automobile liability insurance covering bodily injury and property damage for all activities of the Consultant arising out of or in connection with the work to be performed under this Agreement, including coverage for owned, hired and non-owned vehicles, in an amount of not less than one million dollars (\$1,000,000) combined single limit for each occurrence.

- IV. **Professional Liability Coverage.** Consultant shall maintain professional errors and omissions liability insurance for protection against claims alleging negligent acts, errors or omissions which may arise from Consultant's operations under this Agreement, whether such operations are by the Consultant or by its employees, subcontractors, or sub-consultants. The amount of this insurance shall not be less than one million dollars (\$1,000,000) on a claims-made annual aggregate basis, or a combined single-limit per occurrence basis.

- V. **Endorsements**. Each general liability and automobile liability insurance policy shall be with insurers possessing a current A.M. Best's rating of no less than A:VII and shall be endorsed with the following specific language or equivalent:
- A. The City, its elected or appointed officers, officials, employees, agents and volunteers are to be covered as additional insured with respect to liability arising out of work performed by or on behalf of the Consultant, including materials, parts or equipment furnished in connection with such work or operations. Conforms to ISO CG 2009 and CG 2037 10 01. Both are required.
 - B. This policy shall be considered primary insurance as respects to the City, its elected or appointed officers, officials, employees, agents and volunteers. Any insurance maintained by the City, including any self-insured retention the City may have, shall be considered excess insurance only and shall not contribute with it.
 - C. This insurance shall act for each insured and additional insured as though a separate policy had been written for each, except with respect to the limits of liability of the insuring company.
 - D. The insurer waives all rights of subrogation against the City, its elected or appointed officers, officials, employees or agents.
 - E. Any failure to comply with reporting provisions of the policies shall not affect coverage provided to the City, its elected or appointed officers, officials, employees, agents or volunteers.
 - F. The insurance provided by this policy shall not be suspended, voided, canceled, or reduced in coverage except after thirty (30) days written notice has been received by the City.
- VI. **Deductibles and Self-Insured Retentions**. Any deductibles or self-insured retentions must be declared to and approved by the City. At the City's option, Consultant shall demonstrate financial capability for payment of such deductibles or self-insured retention's.
- VII. **Certificates of Insurance**. Consultant shall provide certificates of insurance with original endorsements to City, as evidence of the insurance coverage required herein. Certificates of such insurance shall be filed with the City on or before commencement of performance of this agreement. Current certification of insurance shall be kept on file with the City at all times during the term of this Agreement.

EXHIBIT “C”

(DRAFT)
PROFESSIONAL SERVICES AGREEMENT

PROJECT TITLE

This Agreement is made and entered into as of _____, 2026, by and between the City of Yuba City, a municipal corporation ("City") and The Solis Group ("Consultant").

RECITALS

- A. Consultant is specially trained, experienced and competent to perform the special services which will be required by this Agreement; and
- B. Consultant possesses the skill, experience, ability, background, certification and knowledge to provide the services described in this Agreement on the terms and conditions described herein; and
- C. City desires to retain Consultant to render professional services as set forth in this Agreement.

AGREEMENT

- 1. Scope of Services. The Consultant shall furnish the following services in a professional manner.

**See Attached Scope of Services
(Exhibit A)**

- 2. Time of Performance. The services of Consultant are to commence upon execution of this Agreement and shall continue until all authorized work is completed and approved by the City. Finalization shall be completed at the direction of the City of Yuba City.
- 3. Compensation. Compensation to be paid to Consultant shall be in accordance with the Schedule of Charges set forth in Exhibit A, which is attached hereto and incorporated herein by reference. In no event shall Consultant's compensation exceed **Thirteen Thousand Six Hundred Dollars and Zero Cents (\$13,600.00)** without additional written authorization from the City. Payment by City under this Agreement shall not be deemed a waiver of defects, even if such defects were known to the City at the time of payment.
- 4. Method of Payment. Consultant shall submit monthly billings to City describing the work performed during the preceding month. Consultant's invoices shall include a brief description of the services performed, the date the services were performed, the number of hours spent and by whom, and a description of any

reimbursable expenses. City shall pay Consultant not later than 30 days after approval of the monthly invoice by City staff. When payments made by the City equal 90% of the maximum fee provided for in this Agreement, no further payments shall be made until the final work under this Agreement has been accepted by City.

5. Extra Work. At any time during the term of this Agreement, City may request that Consultant perform Extra Work. As used herein, "Extra Work" means any work which is determined by City to be necessary for the proper completion of the Project, but which the parties did not reasonably anticipate would be necessary at the execution of this Agreement. Consultant shall not perform, nor be compensated for, Extra Work without written authorization from City.
6. Termination. This Agreement may be terminated by the City immediately for cause or by either party without cause upon fifteen days written notice of termination. Upon termination, Consultant shall be entitled to compensation for services performed up to the effective date of termination. Such compensation is subject to the conditions of Section 4 of this agreement.
7. Ownership of Documents. All plans, studies, documents and other writings prepared by and for Consultant, its officers, employees, agents and subcontractors in the course of implementing this Agreement, except working notes and internal documents, shall become the property of the City upon payment to Consultant for such work, and the City shall have the sole right to use such materials in its discretion without further compensation to Consultant or to any other party. Consultant shall, at Consultant's expense, provide such reports, plans, studies, documents and other writings to City upon request.
8. Licensing of Intellectual Property. This Agreement creates a nonexclusive and perpetual license for City to copy, use, modify, reuse, or sublicense any and all copyrights, designs, and other intellectual property embodied in plans, specifications, studies, drawings, estimates, and other documents or works of authorship fixed in any tangible medium of expression, including but limited to, physical drawings or data magnetically or otherwise recorded on computer diskettes, which are prepared or caused to be prepared by Consultant under this Agreement ("Documents & Data"). Consultant shall require all subcontractors to agree in writing that City is granted a non-exclusive and perpetual license for any Documents & Data the subcontractor prepares under this Agreement. Consultant represents and warrants that Consultant has the legal right to license any and all Documents & Data. Consultant makes no such representation and warranty in regards to Documents & Data which were prepared by design professionals other than Consultant or provided to Consultant by the City. City shall not be limited in any way in its use of the Documents & Data at any time, provided that any such use not within the purposes intended by this Agreement shall be at City's sole risk.

Confidentiality. All ideas, memoranda, specifications, plans, procedures, drawings, descriptions, computer program data, input record data, written

information, and other Documents & Data either created by or provided to Consultant in connection with the performance of this Agreement shall be held confidential by Consultant. Such materials shall not, without the prior written consent of City, be used by Consultant for any purposes other than the performance of the services under this Agreement. Nor shall such materials be disclosed to any person or entity not connected with the performance of the services under this Agreement. Nothing furnished to Consultant, which is otherwise known to Consultant or is generally known, or has become known, to the related industry shall be deemed confidential. Consultant shall not use City's name or insignia, photographs relating to project for which Consultant's services are rendered, or any publicity pertaining to the Consultant's services under this Agreement in any magazine, trade paper, newspaper, television or radio production or other similar medium without the prior written consent of City.

9. Consultant's Books and Records:

- a. Consultant shall maintain any and all ledgers, books of accounts, invoices, vouchers, canceled checks, and other records or documents evidencing or relating to charges for services, or expenditures and disbursements charged to City for a minimum period of three (3) years, or for any longer period required by law, from the date of final payment to Consultant to this Agreement.
- b. Consultant shall maintain all documents and records which demonstrated performance under this Agreement for a minimum period of three (3) years, or for any longer period required by law, from the date of termination or completion of this Agreement.
- c. Any records or documents required to be maintained pursuant to this Agreement shall be made available for inspection or audit, at any time during regular business hours, upon written request by the City Administrator, City Attorney, City Auditor or a designated representative of these officers. Copies of such documents shall be provided to the City for inspection at City Hall when it is practical to do so. Otherwise, unless an alternative is mutually agreed upon, the records shall be available at Consultant's address indicated for receipt of notices in this Agreement.
- d. Where City has reason to believe that such records or documents may be lost or discarded due to dissolution, disbandment or termination of Consultant's business, City may, by written request by any of the above named officers, require that custody of the records be given to the City and that the records and documents be maintained in City Hall. Access to such records and documents shall be granted to any party authorized by Consultant, Consultant's representatives, or Consultant's successor-in-interest.

10. Independent Contractor. It is understood that Consultant, in the performance of the work and services agreed to be performed, shall act as and be an independent contractor and shall not act as an agent or employee of the City. Consultant shall obtain no rights to retirement benefits or other benefits which accrue to City's employees, and Consultant hereby expressly waives any claim it may have to any such rights.

Consultant is not a designated employee within the meaning of the Political Reform Act because Consultant:

- a. Will conduct research and arrive at conclusions with respect to his/her rendition of information, advice, recommendation or counsel independent of the control and direction of the City or of any City official, other than normal agreement monitoring; and
- b. Possesses no authority with respect to any City decision beyond rendition of information, advice, recommendation or counsel. (FPPC Reg. 18700(B)(2).)

11. Interest of Consultant. Consultant (including principals, associates and professional employees) covenants and represents that it does not now have any investment or interest in real property and shall not acquire any interest, direct or indirect, in the area covered by this Agreement or any other source of income, interest in real property or investment which would be affected in any manner or degree by the performance of Consultant's services hereunder. Consultant further covenants and represents that in the performance of its duties hereunder no person having any such interest shall perform any services under this Agreement.

12. Professional Ability of Consultant. City has relied upon the professional training and ability of Consultant to perform the services hereunder as a material inducement to enter into this Agreement. Consultant shall therefore provide properly skilled professional and technical personnel to perform all services under this Agreement. All work performed by Consultant under this Agreement shall be in accordance with applicable legal requirements and shall meet the standard of quality ordinarily to be expected of competent professionals in Consultant's field of expertise.

13. Compliance with Laws. Consultant shall use the standard of care in its profession to comply with all applicable federal, state and local laws, codes, ordinances and regulations.

14. Licenses. Consultant represents and warrants to City that it has all licenses, permits, qualifications, insurance and approvals of whatsoever nature, which are legally required of Consultant to practice its profession. Consultant represents and warrants to City that Consultant shall, at its sole cost and

expense, keep in effect or obtain at all times during the term of this Agreement, any licenses, permits, insurance and approvals which are legally required of Consultant to practice its profession. Consultant shall maintain a City of Yuba City business license.

15. Indemnity. Consultant agrees to defend, indemnify and hold harmless the City, its officers, officials, agents, employees and volunteers from and against any and all claims, demands, actions, losses, damages, injuries, and liability, direct or indirect (including any and all costs, including attorney fees and expenses in connection therein), arising out of the performance of this Agreement in whole or in part by any negligent act or omission of the Consultant, or anyone directly or indirectly employed by the Consultant or anyone for whose acts the Consultant may be liable, or its failure to comply with any of its obligations contained in this Agreement, except for any such claim arising out of the sole negligence or willful misconduct of the City, its officers, agents, employees or volunteers.
16. Insurance Requirements. Consultant, at Consultant's own cost and expense, shall procure and maintain, for the duration of the contract, necessary insurance policies as described in Exhibit B.
17. Notices. Any notice required to be given under this Agreement shall be in writing and either served personally or sent prepaid, first class mail. Any such notice shall be addressed to the other party at the address set forth below. Notice shall be deemed communicated within 48 hours from the time of mailing if mailed as provided in this section.

If to City	Joshua Wolffe Director of Public Works City of Yuba City 1201 Civic Center Blvd Yuba City, CA 95993 (530) 822-4626
If to Consultant:	Mike Komsky Chief Financial Officer The Solis Group 3452 E. Foothill Blvd, Suite 200 Pasadena, CA 91107 (626) 685-6989

18. Entire Agreement. This Agreement constitutes the complete and exclusive statement of Agreement between the City and Consultant. All prior written and oral communications, including correspondence, drafts, memoranda, and representations, are superseded in total by this Agreement.

19. Amendments. This Agreement may be modified or amended only by a written document executed by both Consultant and City and approved as to form by the City Attorney.
20. Assignment and Subcontracting. The parties recognize that a substantial inducement to City for entering into this Agreement is the professional reputation, experience and competence of Consultant. Assignments of any or all rights, duties or obligations of the Consultant under this Agreement will be permitted only with the express consent of the City. Consultant shall not subcontract any portion of the work to be performed under the Agreement without the written authorization of the City. If City consents to such subcontract, Consultant shall be fully responsible to City for all acts or omissions of the subcontractor. Nothing in this Agreement shall create any contractual relationship between City and subcontractor nor shall it create any obligation on the part of the City to pay or to see to the payment of any monies due to any such subcontractor other than as otherwise is required by law.
21. Waiver. Waiver of a breach or default under this Agreement shall not constitute a continuing waiver of a subsequent breach of the same or any other provision under this Agreement.
22. Severability. If any term or portion of this Agreement is held to be invalid, illegal, or otherwise unenforceable by a court of competent jurisdiction, the remaining provisions of this Agreement shall continue in full force and effect.
23. Controlling Law Venue. This Agreement and all matters relating to it shall be governed by the laws of the State of California and any action brought relating to this Agreement shall be held exclusively in a state court in the County of Sutter.
24. Litigation Expenses and Attorneys' Fees. If either party to this Agreement commences any legal action against the other party arising out of this Agreement, the prevailing party shall be entitled to recover its reasonable litigation expenses, including court costs, expert witness fees, discovery expenses, and attorneys' fees.
25. Mediation. The parties agree to make a good faith attempt to resolve any disputes arising out of this Agreement through mediation prior to commencing litigation. The parties shall mutually agree upon the mediator and shall divide the costs of mediation equally. If the parties are unable to agree upon a mediator, the dispute shall be submitted to JAMS/ENDISPUTE ("JAMS") or its successor in interest. JAMS shall provide the parties with the names of five qualified mediators. Each party shall have the option to strike two of the five mediators selected by JAMS and thereafter the mediator remaining shall hear the dispute. If the dispute remains unresolved after mediation, either party may commence litigation.

26. Execution. This Agreement may be executed in several counterparts, each of which shall constitute one and the same instrument and shall become binding upon the parties when at least one copy hereof shall have been signed by both parties hereto. In approving this Agreement, it shall not be necessary to produce or account for more than one such counterpart.

27. Authority to Enter Agreement. Consultant has all requisite power and authority to conduct its business and to execute, deliver, and perform the Agreement. Each party warrants that the individuals who have signed this Agreement have the legal power, right, and authority to make this Agreement and to bind each respective party.

28. Prohibited Interest. Consultant maintains and warrants that it has not employed nor retained any company or person, other than a bona fide employee working solely for Consultant, to solicit or secure this Agreement. Further, Consultant warrants that it has not paid nor has it agreed to pay any company or person, other than a bona fide employee working solely for Consultant, any fee, commission, percentage, brokerage fee, gift or other consideration contingent upon or resulting from the award or making of this Agreement. For breach or violation of this warranty, City shall have the right to rescind this Agreement without liability. For the term of this Agreement, no member, officer or employee of City, during the term of his or her service with City, shall have any direct interest in this Agreement, or obtain any present or anticipated material benefit arising there from.

29. Equal Opportunity Employment. Consultant represents that it is an equal opportunity employer and it shall not discriminate against any subcontractor, employee or applicant for employment because of race, religion, color, national origin, handicap, ancestry, sex or age. Such non- discrimination shall include, but not be limited to, all activities related to initial employment, upgrading, demotion, transfer, recruitment or recruitment advertising, layoff or termination. Consultant shall also comply with all relevant provisions of City's Affirmative Action Plan or other related programs or guidelines currently in effect or hereinafter enacted.

IN WITNESS WHEREOF, the parties have caused this Agreement to be executed on the date first written above.

CITY OF YUBA CITY:

CONSULTANT:

By: _____

By: _____

Joshua Wolffe
Director of Public Works

Mike Komsky
Chief Financial Officer, The Solis Group

Attachments: Exhibit A – Scope of Services
 Exhibit B – Insurance Requirements

Exhibit A
Scope of Services

January 23, 2026

Bailey Fletcher, Assistant Civil Engineer
City of Yuba City, Public Works Department
1201 Civic Center Blvd.
Yuba City, CA 95993

Re: Proposal for Labor Compliance Services for the
DWR Urban Drought Relief - Turf Replacement Project

Dear Bailey Fletcher:

The Solís Group (TSG) is pleased to submit this cost proposal to provide labor compliance services required for the above referenced project. Our fixed-fee cost proposal based on information provided by the City is summarized below.

Project Description	Construction Value	Estimated Duration (including closeout)	Monthly Fee	Life of Project Cost Estimate
DWR Urban Drought Relief - Turf Replacement	\$ 2,125,000	6 Months	\$ 1,700	\$ 10,200
TOTAL COST				\$ 10,200

If actual construction (including punch list) and closeout extends beyond the planned duration, we will examine the need for additional budget.

We appreciate the opportunity to serve the City. If you have any questions regarding this cost proposal, please contact the undersigned. Please send Notice-to-Proceed to Sabrina Cristi, Accounting Assistant, at scristi@thesolisgroup.com.

Sincerely,



Gonzalo Armijos
Vice President of Business Development

Exhibit B
Professional Services Agreement
Insurance Requirements

- I. **Workers' Compensation Coverage.** Consultant shall maintain Workers' Compensation Insurance for his/her employees in accordance with the laws of the State of California and Employers Liability Insurance in an amount not less than one million dollars (\$1,000,000) per accident for bodily injury and/or disease. In addition, Consultant shall require each subcontractor to similarly maintain Workers' Compensation Insurance in accordance with the laws of the State of California and Employers Liability Insurance in an amount not less than one million dollars (\$1,000,000) per accident for bodily injury and/or disease. for all of the subcontractor's employees. Any notice of cancellation or non-renewal of all Workers' Compensation policies must be received by the City at least thirty (30) days prior to such change. The insurer shall agree to waive all rights of subrogation against City, its officers, agents, employees and volunteers for losses arising from work performed by Consultant for City. This provision shall not apply if Consultant has no employees performing work under this Agreement. If the Consultant has no employees for the purposes of this Agreement, Consultant shall sign the "Certificate of Exemption from Workers' Compensation Insurance" which is attached hereto as Exhibit C.

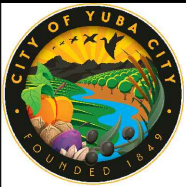
- II. **General Liability Coverage.** Consultant shall maintain commercial general liability insurance in an amount not less than one million dollars (\$1,000,000) per occurrence for bodily injury, personal injury and property damage. If a commercial general liability insurance form or other form with a general aggregate limit is used, either the general aggregate limit shall apply separately to the work to be performed under this Agreement or the general aggregate limit shall be at least twice the required occurrence limit.

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- A. The City, its elected or appointed officers, officials, employees, agents and volunteers are to be covered as additional insured with respect to liability arising out of work performed by or on behalf of the Consultant, including materials, parts or equipment furnished in connection with such work or operations. Conforms to ISO CG 2009 and CG 2037 10 01. Both are required.
 - B. This policy shall be considered primary insurance as respects to the City, its elected or appointed officers, officials, employees, agents and volunteers. Any insurance maintained by the City, including any self-insured retention the City may have, shall be considered excess insurance only and shall not contribute with it.
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 - D. The insurer waives all rights of subrogation against the City, its elected or appointed officers, officials, employees or agents.
 - E. Any failure to comply with reporting provisions of the policies shall not affect coverage provided to the City, its elected or appointed officers, officials, employees, agents or volunteers.
 - F. The insurance provided by this policy shall not be suspended, voided, canceled, or reduced in coverage except after thirty (30) days written notice has been received by the City.
- VI. **Deductibles and Self-Insured Retentions**. Any deductibles or self-insured retentions must be declared to and approved by the City. At the City's option, Consultant shall demonstrate financial capability for payment of such deductibles or self-insured retention's.
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ATTACHMENT 2

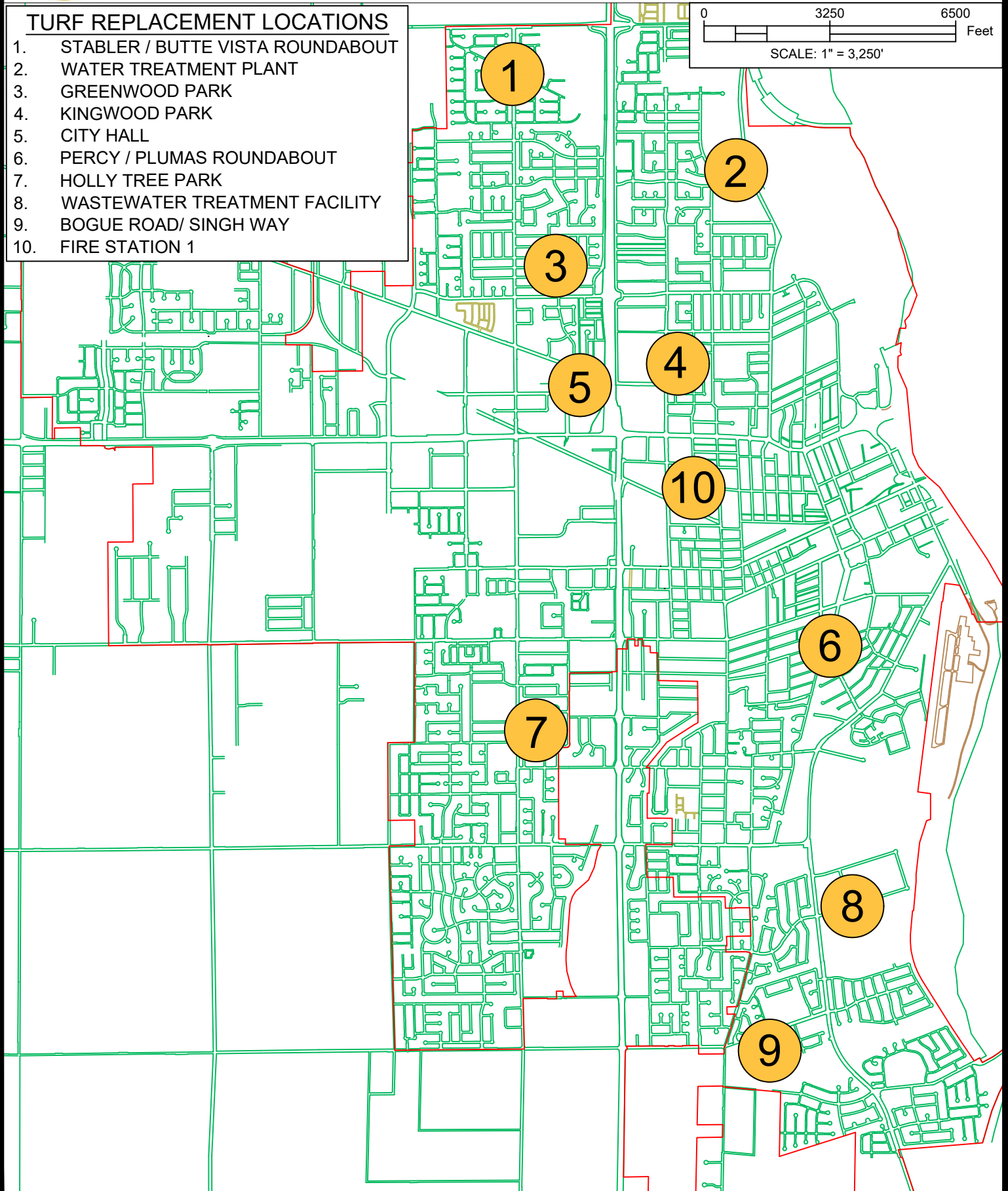
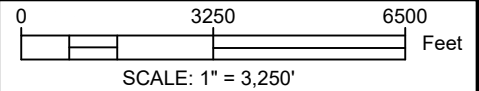


CITY OF YUBA CITY CITY-OWNED PROPERTY TURF REPLACEMENT PROJECT PROJECT LOCATION MAP



TURF REPLACEMENT LOCATIONS

1. STABLER / BUTTE VISTA ROUNDABOUT
2. WATER TREATMENT PLANT
3. GREENWOOD PARK
4. KINGWOOD PARK
5. CITY HALL
6. PERCY / PLUMAS ROUNDABOUT
7. HOLLY TREE PARK
8. WASTEWATER TREATMENT FACILITY
9. BOGUE ROAD/ SINGH WAY
10. FIRE STATION 1



CITY OF YUBA CITY
STAFF REPORT

Date: March 3, 2026
To: Honorable Mayor & Members of the City Council;
From: Utilities Department
Presentation By: Phil Marler, Utilities Director

Summary

Subject: Supplemental Budget Appropriation for Upgrades for Existing CCTV Vehicle

Recommendation:

- A. Approve a capital acquisition for upgrades for the existing Cues CCTV vehicle to the Summit System for vehicle 08-33, CCTV truck
- B. Adopt a Resolution awarding the purchase to WECO Industries of Vacaville, California, in the amount of \$162,950.29, with the finding that it is in the best interest of the City
- C. Authorize the Finance Director to make a capital acquisition budget allocation in the amount of \$162,950.29 from Account No. 6610-69415 (Vehicle Replacement Fund - Heavy Equipment) wastewater funds

Fiscal Impact: \$162,950.29 Vehicle Replacement Fund Account 6610-69415

Purpose:

To authorize upgrades to the Utilities Department's CCTV inspection vehicle to maintain regulatory compliance, protect public health and infrastructure assets, improve operational efficiency, and enhance employee safety for the daily operations.

Background:

The Utilities Department currently has one Cues CCTV vehicle that services Yuba City's 225 miles of sewer mains. The Wastewater Collection Division utilizes this equipment daily to video-inspect sewer lines, for a total of about one hundred miles a year with a requirement to video the entire collection system within a three-year rotation. The division is also frequently called upon to utilize the CCTV vehicle to assist with storm drain issues and other non-routine sewer problems. It is a critical piece of equipment for the division's operations.

Council awarded the purchase of the CCTV vehicle to WECO Industries of Vacaville, CA, the regional authorized dealer of CUES-brand equipment and parts, on January 15, 2008 following Formal Bid 08-04. The vehicle, equipment, and set-up cost a total of \$181,714.28; today, a total replacement vehicle would cost approximately \$350,000.00. The chassis of the truck is in great condition, but the current operating system and computer equipment are now obsolete, experiencing operational issues, and are no longer supported by the manufacturer. In addition to the operating system, the vehicle has a decaying video cable reel and broken video cables due to the harsh working environment and needs

safety upgrades.

Routine CCTV inspection is a core component of the City's preventative maintenance and asset management program. Regular inspection allows staff to identify structural deficiencies, root intrusion, inflow and infiltration, grease buildup, and potential failure points before they result in sewer spills or emergency repairs. Without a functioning CCTV unit, the Division's ability to proactively manage the system is significantly reduced.

Analysis:

A retrofit to the current equipment is the industry standard for this type of equipment, to maximize the lifespan and investment of the vehicle, as the vehicle has a much longer lifespan than the computer technology. Typically, an upgrade of the operating system and equipment as recommended may increase the lifespan of the vehicle by five or six years. Division staff have evaluated options for upgrades for the CCTV vehicle available from the CUES brand and has identified this retrofit as the best option for department operations (Exhibit 1A for specifications). Only a CUES-brand system, as supplied by authorized dealer WECO Industries, can be utilized for this retrofit. Competitive bids would not be possible for an upgrade of this nature.

Fiscal Impact:

The total cost of the operating system upgrade, safety upgrades, and equipment repairs is \$162,950.29. This represents only a fraction of the cost of a full vehicle replacement while addressing all outstanding operational and safety concerns. By proceeding with the upgrade prior to finalization of the FY 2026/27 budget and related capital acquisition requests, the City will realize a cost savings of approximately \$30,000.

The Vehicle Replacement Fund (VRF) has accumulated \$125,016 in wastewater funding designated for CCTV equipment and software upgrades originally acquired in January 2018. In addition, \$344,498 has been accumulated within the VRF toward the eventual full replacement of Unit 08-33.

Staff recommends utilizing the available VRF funding because this upgrade will extend the useful life of Unit 08-33. This recommendation allows additional time to accumulate the full funding amount necessary for a future complete vehicle replacement while maintaining regulatory compliance and operational reliability in the interim.

Alternatives:

1. Direct staff to begin the bid process to purchase a new CCTV vehicle
2. Direct staff to plan for a capital acquisition request for the FY 26/27 budget

Recommendation:

- A. Approve a capital acquisition for upgrades for the existing Cues CCTV vehicle to the Summit System for vehicle 08-33, CCTV truck.
- B. Adopt a Resolution awarding the purchase to WECO Industries of Vacaville, California, in the amount of \$162,950.29, with the finding that it is in the best interest of the City.
- C. Authorize the Finance Director to make a capital acquisition budget allocation in the amount of \$162,950.29 from Account No. 6610-69415 (Vehicle Replacement Fund - Heavy Equipment) wastewater funds.

Attachments:

1. Resolution - CCTV Truck Upgrades Weco Industries
2. Exhibit 1A - Weco Quote #021026

Prepared By:

Mylaina McMurray
Administrative Analyst I

Submitted By:

Robert Bendorf
City Manager

ATTACHMENT 1

RESOLUTION NO. _____

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF YUBA CITY AUTHORIZING THE FINANCE DIRECTOR TO ADOPT A RESOLUTION TO MAKE THE PURCHASE OF UPGRADES TO THE EXISTING CUES CCTV INSPECTION VEHICLE TO WECO INDUSTRIES OF VACAVILLE, CALIFORNIA, IN THE AMOUNT OF \$162,950.29

WHEREAS, the Utilities Department operates one CUES Closed Circuit Television (CCTV) inspection vehicle utilized by the Utilities Department's Wastewater Collection Division to inspect approximately 225 miles of sewer mains within the City of Yuba City; and the CCTV vehicle is critical to maintaining regulatory compliance, protecting public health and infrastructure assets, and supporting preventative maintenance operations; and

WHEREAS, the CCTV vehicle was originally purchased in 2008 following Formal Bid 08-04 at a total cost of \$181,714.28; and while the vehicle chassis remains in good operational condition, the current operating system and computer equipment are obsolete, no longer supported by the manufacturer, and experiencing operational issues; and the existing video cable reel and associated components are deteriorating due to the harsh working environment and require safety and functional upgrades; and

WHEREAS, a full replacement of a comparable CCTV inspection vehicle is estimated to cost approximately \$350,000; and retrofitting the existing vehicle with updated equipment will extend the operational life of the asset by approximately five to six years at a significantly lower cost than full replacement; and the existing system is proprietary CUES equipment and the proposed Summit System upgrade must integrate directly with the current CUES platform; and

WHEREAS, WECO Industries of Vacaville, California, is the sole authorized regional dealer and service provider for CUES-brand equipment; and due to the proprietary nature of the equipment and compatibility requirements, competitive bidding is not feasible and the City Council finds that awarding this purchase to WECO Industries is in the best interest of the City; and

WHEREAS, the total cost of the upgrade, including operating system replacement, safety upgrades, and equipment repairs, is \$162,950.29 and is funded through the Vehicle Replacement Fund Account 6610-69415.

NOW, THEREFORE, BE IT RESOLVED by the City Council of the City of Yuba City that the Finance Director is authorized to adopt a resolution for the purchase of the upgrades to the existing CUES CCTV vehicle, which is incorporated herein and attached hereto as Exhibit 1A:

- A. Approve a capital acquisition for upgrades to vehicle 08-33, CCTV truck and
- B. Adopt a resolution awarding to WECO Industries of Vacaville, California, in the amount of \$162,950.29; and

C. Authorizes the Finance Director to make a supplemental appropriation and related transfers to execute all necessary documents to complete the purchase. The foregoing resolution was duly and regularly introduced, passed, and adopted by the City Council of the City of Yuba City at a regular meeting thereof held on the 3rd day of March 2026.

AYES:

NOES:

ABSENT:

Marc Boomgaarden, Mayor

ATTEST:

Ciara Wakefield, City Clerk

APPROVED AS TO FORM
COUNCIL FOR YUBA CITY:

Shannon Chaffin, City Attorney
Aleshire & Wynder, LLP

Exhibits:

A. Weco Equipment Quote # 021026

Exhibit 1A

-
- 2 ***2nd camera for spare* OZ4 HD DIGITAL P&T ZOOM CAMERA WITH BUILT-IN SONDE**
 - 1 **OZ4 RETRO WITH GNET, KIT00004**
 - 1 **RACK MOUNT COMPUTER, 1U, DIGITAL EXTENDER CHASSIS (DEC), PROGRAMMED**
 - 1 **RACK MOUNT ROUTER, 1U, DREAM MACHINE PRO, UBIQUITI, CONFIGURED**
 - 1 **SMART RELAY ASSEMBLY**
 - 1 **NO TRAINING REQUESTED**
 - 1 **COMPONENT DELIVERY**
 - 1 **OZ3s AND LIFT ADAPTER TUBE KIT FOR WHEELED TRANSPORTER**
 - 1 **The dealer will install on the customer truck. WS504873 - They have MPEG4 module already.**
 - 1 **PIPE RANGER WHEELED CAMERA TRANSPORTER**
 - 1 Two (2) Speed Transmission to Maximize Torque in Large Diameter Pipe with:
 - 1 Manual Shifter on Camera Carrier
 - 1 Forward, Free Wheel, and Power Reverse
 - 1 Set of Six (6) Driven Rubber Wheels to Inspect 8" Pipe
 - 1 All Six (6) Wheel Drive Transporter Assembly to Include:
 - 1 Motor & Enclosed Drive Train
 - 1 Tip Up Rear Connector
 - 1 **ELECTRIC CAMERA LIFT**
 - 1 **BRASS STEERABLE COMPACT PIPE RANGER, WHEELED**
 - 1 Steerable Unit Designed to Turn 360 Degrees Within Its Own Radius
 - 1 Set of Driven Rubber Wheels to Inspect 6" Pipe
 - 1 Two (2) Speed Transmission to Maximize Torque in Large Diameter Pipe with:
 - 1 Manual Shifter on Camera Carrier
 - 1 Unit Shall Have Forward, Free Wheel, and Power Reverse Capabilities
 - 1 All Six (6) Wheel Drive Transporter Assembly to Include:
 - 1 Motor & Enclosed Drive Train
 - 1 Tip Up Rear Connector
 - 4 **KNOBBY TIRE ASSEMBLY FOR PIPE RANGER**

**1 * THE CUSTOMER IS USING WITH M PLUS THEY ALREADY OWN * SELF-LEVELING COLOR CAMERA
WITH BUILT-IN SONDE, NTSC**

1 1 1/2" Stainless Steel Camera head designed for 2" to 12" Pipe

1 512 Hz integral sonde

1 12 high intensity LED's

CITY OF YUBA CITY
STAFF REPORT

Date: March 3, 2026
To: Honorable Mayor & Members of the City Council;
From: Human Resources Department
Presentation By: Gina Rowland, Human Resources Director

Summary

Subject: Reallocate Electrician Authorized Positions

Recommendation: Adopt a Resolution taking the following actions effective March 7, 2026:

- A. Increase the allocation of the Electrical/Instrumentation Supervisor in Budget Unit 3150 – Public Works Electrical Maintenance from .10 FTE to 1.0 FTE (a net increase of .9 FTE), with a corresponding .9 FTE reduction in Utilities
- B. Increase the total allocation of Electrical Technician I/II/III positions in Budget Unit 3150 – Public Works Electrical Maintenance from 1.1 FTE to 2.0 FTE (a net increase of .9 FTE), with a corresponding .9 FTE reduction in Utilities. The remaining 1.0 FTE Electrical Technician I/II/III in Utilities shall be allocated as .5 FTE in Budget Unit 7120 – Water Treatment and .5 FTE in Budget Unit 8120 – Wastewater Treatment
- C. Authorize the Finance Director to make a supplemental appropriation to 3150-61210, Public Works Salaries, in the amount of \$64,042

Fiscal Impact: Estimated increase to salaries and benefits in the amount of \$64,042 to Budget Unit 3150 – Public Works Electrical Maintenance for Fiscal Year 2025-26. There is no General Fund impact as Public Works Electrical Maintenance is fully funded through other funding sources including, but not limited to, Lighting and Landscaping Maintenance Districts and Road Funds

Estimated savings to salaries and benefits in the amount of \$20,890 to Budget Unit 7120 – Water Treatment for Fiscal Year 2025-26

Estimated savings to salaries and benefits in the amount of \$43,152 to Budget Unit 8120 – Wastewater Treatment for Fiscal Year 2025-26

Purpose:

To reallocate existing electrician staff to form dedicated Electrical divisions with the Public Works Department and the Utilities Department to ensure better planning of work, better staff coverage and more focused maintenance efforts within both departments.

Background:

In July 2025, the Public Works and Development Services Department was split into three separate departments: the Development Services Department, the Public Works Department, and the Utilities Department. Leadership for the newly formed departments has continued to evaluate staffing levels and the organizational structure needed for the effective and efficient delivery of services. One area identified for improvement to better meet the needs of both the Public Works and the Utilities departments is the structure of the Electrical Division.

The City currently employs three full-time Electricians, one full-time Instrumentation Technician and one full-time Electrical Supervisor. Of these employees, one full-time Electrician and a small fraction of the supervisor's time is allocated to the Public Works Department to support the installation, troubleshooting, maintenance, repair, and replacement of all City streetlights, traffic signals and related devices; inspecting and repairing streets, parks, and sports lighting and underground wiring; installing, troubleshooting, maintaining, repairing, and supporting the electrical infrastructure of the City's facilities, including emergency generators; and installing, maintaining, and repairing specialized and underground wiring. Electricians assigned to Public Works also coordinate the installation and deployment of public safety cameras.

The two remaining full-time Electricians, one full-time Instrumentation Technician, and the remaining time of the supervisor is spent divided between the Water Treatment and Wastewater Treatment facilities. At those facilities, the employees install, repair, maintain, test, troubleshoot, and assist in the design of electrical, electronic, and associated power circuits, power generating equipment, switchgear, and emergency systems; maintain and repair water and wastewater treatment plant facilities' instrumentation and control systems; and inspect and calibrate equipment.

Presently, the allocation of electrician staff is not meeting the needs of the Public Works Department which has a higher volume of work.

Analysis:

The recommended action will serve to create two separate Electrical divisions: a Public Works Electrical division, and a Utilities Electrical division. The Public Works Electrical division will be staffed with two full-time Electrician I/II/III positions and one full-time Electrical Supervisor. The Utilities Electrical division will be staffed with one full-time Electrician I/II/III and one full-time Instrumentation Technician I/II/III. The unit will be supervised by the Water Treatment Plant Maintenance Supervisor.

With no increase to the number of Electrician positions, this recommended change will provide a clearer and more direct management structure while also providing better planning of work, better staff coverage and more focused maintenance efforts within both departments.

Fiscal Impact:

The estimated increased cost to salaries and benefits to reallocate 1.8 FTE Electrician positions to the Public Works Electrical division is \$64,042 for the remainder of this fiscal year. It is recommended that the City Council approve a supplemental appropriation in the amount of \$64,042 to 3150-61210, Public Works Salaries, to cover the cost of this increase. There is no General Fund impact resulting from this recommended action as Public Works Electrical Maintenance is fully funded through other funding sources including, but not limited to, Lighting and Landscaping Maintenance Districts and Road Funds.

The full year cost of the positions for salaries and benefits in Budget Unit 3150 – Public Works Electrical Maintenance is estimated to be \$374,000. This is an increase of approximately \$238,000 per year over current costs. This amount will be included in the Public Works budget for FY2026/27.

The reduction in allocated positions to Water Treatment - Budget Unit 7120 and Wastewater Treatment - Budget Unit 8120 will result in salary savings of approximately \$20,890 and \$43,152, respectively, for the remainder of this fiscal year. The full year savings resulting from these changes will be approximately \$126,589 in each department.

Alternatives:

Do not approve the recommended actions.

Attachments:

1. Resolution - Reallocate Electrician Positions

Prepared By:

Gina Rowland
Human Resources Director

Submitted By:

Robert Bendorf
City Manager

ATTACHMENT 1

RESOLUTION NO. _____

**RESOLUTION OF THE CITY COUNCIL OF THE CITY OF YUBA CITY
AMENDING THE AUTHORIZED POSITIONS IN THE PUBLIC WORKS AND
UTILITIES DEPARTMENTS, AND AUTHORIZING THE DIRECTOR OF
FINANCE TO MAKE THE NECESSARY SALARY APPROPRIATION AND
BUDGET MODIFICATIONS NECESSARY TO IMPLEMENT THE CHANGES**

WHEREAS, the Public Works and Development Services Department was split into three separate departments in July 2025: the Development Services Department, the Public Works Department, and the Utilities Department; and

WHEREAS, leadership for the newly formed departments has continued to evaluate staffing levels and the organizational structure needed for the effective and efficient delivery of services; and

WHEREAS, one area identified for improvement to better meet the needs of both the Public Works and the Utilities departments is the structure of the Electrical Division; and

WHEREAS, the Public Works Department has a high volume/demand for electrical work and the present allocation of Electrician staff to the department is not meeting its needs; and

WHEREAS, it has been determined that reallocating existing Electrician positions between the Public Works and Utilities Departments will provide a clearer and more direct management structure while also providing better planning of work, better staff coverage and more focused maintenance efforts within both departments.

NOW, THEREFORE, BE IT RESOLVED AND ORDERED BY THE CITY COUNCIL OF THE CITY OF YUBA CITY AS FOLLOWS:

SECTION I.

- a. Amend the Authorized Positions to reallocate Electrical/Instrumentation Supervisor in the following budget units:

	FTE	Budget Unit
Add	.9	3150, Electrical Maintenance
Delete	.35	7120, Water Treatment Plant
Delete	.55	8120, Wastewater Treatment Plant

- a. Amend the Authorized Positions to reallocate Electrician I/II/III in the following budget units:

	FTE	Budget Unit
Add	.9	3150, Electrical Maintenance
Delete	.2	7120, Water Treatment Plant
Delete	.7	8120, Wastewater Treatment Plant

SECTION II.

The Director of Finance is hereby authorized to make a supplemental appropriation to Budget Unit 3150-61210, Public Works Salaries, in the amount of \$64,042.

SECTION III.

The changes set forth herein shall be effective March 7, 2026. The Director of Finance is hereby authorized to make the necessary budget modifications to implement the provisions of this resolution.

The foregoing Resolution of the City Council of the City of Yuba City was duly introduced, passed and adopted at a regular meeting thereof held on the 3rd day of March 2026.

AYES:

NOES:

ABSENT:

Marc Boomgaarden, Mayor

ATTEST:

Ciara Wakefield, City Clerk

Ian B. Sangster
Kronick, Special Counsel

CITY OF YUBA CITY
STAFF REPORT

Date: March 3, 2026
To: Honorable Mayor & Members of the City Council;
From: Administration Department
Presentation By: Ciara Wakefield, City Clerk

Summary

Subject: Community Sponsorship - YCHS Baseball
Recommendation: Affirm the City Manager's independent action to approve a project change request from the Yuba City High School Baseball Boosters for the City's previous sponsorship award in the amount of \$1,000.00
Fiscal Impact: No additional funds required. Utilize previously awarded community sponsorship in the amount of \$1,000.00 for a new project

Purpose:

City sponsorships reflect support of specific programs or events by an organization. The intent is that the public will receive some intrinsic cultural, economic, educational, or entertainment value from the program or event.

Background:

The Yuba City High School Sports Boosters is a volunteer-driven, parent-led nonprofit group dedicated to enhancing the athletic experience for all student-athletes. The Baseball Boosters provide vital financial support through fundraising, donations, and community partnerships. From purchasing equipment and uniforms, to funding major facility upgrades and repairs, they ensure the YCHS baseball program has the resources to compete and thrive. By engaging the community and fostering school spirit, the Boosters help sustain YCHS athletics for future generations.

On October 7, 2025, City Council approved a sponsorship request in the amount of \$1,000.00 for the Yuba City High School Baseball Boosters. The sponsorship request was specifically for a bleacher improvement project, which can no longer move forward. This month, the Boosters met with the City Manager to request that the City's previous sponsorship amount be utilized for a field improvement project instead. Their project change request was approved.

Analysis:

In order to align with Community Sponsorship policy and procedures, the City Manager's change approval needs to be formally affirmed by the City Council.

Fiscal Impact:

No additional funds required. Utilize previously awarded community sponsorship in the amount of \$1,000.00 for a new project.

Recommendation:

Affirm the City Manager's independent action to approve a project change request from the Yuba City High School Baseball Boosters for the City's previous sponsorship award in the amount of \$1,000.00.

Attachments:

None

Prepared By:
Ciara Wakefield
City Clerk

Submitted By:
Robert Bendorf
City Manager

CITY OF YUBA CITY
STAFF REPORT

Date: March 3, 2026
To: Honorable Mayor & Members of the City Council;
From: Community Services Department
Presentation By: Ann Gillen, Community Services Director

Summary

Subject: Recreation Program Fee Updates

Recommendation: Adopt a Resolution approving updated rates for recreation program fees

Fiscal Impact: The proposed fee adjustments are designed to modestly increase revenue to maintain the program operations while balancing affordability and access.

Based on current enrollment trends, staff estimates additional annual revenue of approximately:

- Option 1 (50% adjustment): \$347,118 in FY26/27
 - Option 2 (Phased 50% adjustment over two years): \$173,559 in FY26/27 and an additional \$173,559 in FY27/28
-

Purpose:

To adjust recreation program fees to increase revenue and improve cost recovery for Aquatics, Youth and Senior recreation programs.

Background:

The Parks and Recreation Department provides essential services, including aquatics programs, youth sports and enrichment activities, and senior wellness programming. These programs promote public health, youth development, and social connections for older adults.

Operating costs have risen significantly, while recreation fees have changed very little.

Since the last time rates were adjusted, operating costs have risen substantially due to:

- Increased part-time wages
- Higher utility expenses
- Rising costs for supplies and equipment

- Increased maintenance expenditures

Current cost recovery levels have declined, resulting in increased General Fund subsidy.

Analysis:

An increase in recreation fees helps cover rising costs that have built up over several years without meaningful fee changes. Recreation programs—especially aquatics—cost more to run because they require a lot of staff and high utility use, which have both become more expensive over time. Without corrective action, the structural gap between expenditures and revenues will continue to widen.

Staff prepared an assessment to determine the amount of the proposed fees. Under either Option 1 or Option 2, the proposed fees are well below actual costs of providing the services. This is generally reflective of costs for services. Current expenditures for recreation programs are \$1,879,285 while revenues are \$700,475. This leaves a shortfall of \$1,178,810. A 50% fee increase will reduce the shortfall by \$347,118. There will still be a gap of \$831,692. See Exhibit A for additional details.

Option 1: 50% Increase in FY 2026/27

- Immediate implementation across Aquatics, Youth, and Senior programs.
- Immediate improvement to cost recovery ratios.
- Reduces General Fund subsidy beginning in FY 2026/27.

Option 2: 50% Increase Over Two Years

- 25% increase effective FY 2026/27.
- An additional 25% increase effective FY 2027/28.
- Gradual revenue growth over two fiscal years.
- Slower improvement in cost recovery but reduces immediate financial impact on participants.

Fiscal Impact:

The proposed fee adjustments are designed to modestly increase revenue while maintaining affordability and access

Increased fees will be effective July 1, 2026, except for programs that fall within Fiscal Years 2025/26 and 2026/27. Increased fees will be effective April 1, 2026, for programs taking place in summer 2026

Based on current enrollment trends, staff estimates additional annual revenue of approximately:

Option 1: \$347,118 in FY26/27

Option 2: \$173,559 in FY26/27 and \$173,559 in FY27/28

Alternatives:

- Approve lower option
- Direct staff to calculate the fully loaded costs to the City and to return to the City Council for approval of an adjustment over 50%.
- Do not take any action and retain the current fees without adjustment.

Recommendation:

Adopt a Resolution approving fee adjustments to increase revenue and improve cost recovery for Aquatics, Youth, and Senior recreation programs in an amount designated by the City Council not to exceed 50%.

Attachments:

1. Option 1
2. Option 2
3. Short Fall Chart
4. Resolution

Prepared By:

Ann Gillen
Community Services Director

Submitted By:

Robert Bendorf
City Manager

ATTACHMENT 1

OPTION 1

(50% Increase)

	Current Fee	FY26/27 4/1/26
RECREATION PROGRAMS		
Summer Camp - daily no field trip	55	83
Summer Camp - daily w/field trip	75	113
Summer Camp - weekly	215	323
Summer Camp - all summer	1,700	2,550
Winter Basketball	90	135
MM Basketball	75	113
MM Soccer	80	120
Pickleball Tournaments	40	60
Adult Spring Softball	525	788
Adult Summer Softball	525	788
Adult Fall Softball	525	788
AQUATICS		
Public Swim	8	12
Swim Lessons - Group	70	105
Swim Lessons - Private	120	180
Swim Lessons - Parent & Me	40	60
Lap Swim - Drop in	6	9
Jr Lifeguard Clinic	75	113
Party Room Rental - 25 guest	250	375
Party Room Rental - 50 guest	400	600
Party Patio Rental - 50 guest	350	525
Individual Season Pass - April	125	188
Individual Season Pass - May	150	225
Individual Season Pass - June	175	263
Family & Friends Season Pass - April	325	488
Family & Friends Season Pass - May	375	563
Family & Friends Season Pass - June	425	638
Additional Member - April	65	98
Additional Member - May	75	113
Additional Member - June	90	135
SENIORS		
Fitness After 50 (price per class-monthly)	3	5
Fitness After 50 (price per class-drop in)	4	6
Yoga (price per class-monthly)	5	8
Yoga (price per class-drop in)	6	9
Yoga Balance (price per class-monthly)	3	5
Yoga Balance (price per class-drop in)	4	6
*Activity Card - Quarterly	9	12
*Activity Card - Annually	36	47
Pottery (per class-monthly)	9	14
Pottery (per class-drop in)	10	15
Ceramics (price per class-monthly)	5	8
Ceramics (price per class-drop in)	6	9

RESERVATIONS & RENTALS		
Park Reservations - per table	20	30
Park Reservation Add on - Electricity	20	30
Softball Field Rentals - Tournaments (cost per field)	125	188
Softball Field Rentals - Practice (cost per field)	25	38
Softball Field Rentals - Lights (cost per hour)	15	23
Softball Field Rentals - Field prep regular	40	60
Softball Field Rentals - Field prep special	70	105
*Senior Softball Field Rental	2,600	3,380
GAP - Competitive (monthly fee)	2,650	3,975
GAP - Full Facility Rental	1,800	2,700
Senior Center Rentals (per hour)	75	113

* Senior Activity Cards & Senior Softball Field Rental will only increase a total of 30%

ATTACHMENT 2

OPTION 2

(2 year tiered increase)

(25% increase per year)

	Current Fee	FY26/27 4/1/26	FY27/28 4/1/27
RECREATION PROGRAMS			
Summer Camp - daily no field trip	55	69	83
Summer Camp - daily w/field trip	75	94	113
Summer Camp - weekly	215	269	323
Summer Camp - all summer	1,700	2,125	2,550
Winter Basketball	90	113	135
MM Basketball	75	94	113
MM Soccer	80	100	120
Pickleball Tournaments	40	50	60
Adult Spring Softball	525	656	788
Adult Summer Softball	525	656	788
Adult Fall Softball	525	656	788
AQUATICS			
Public Swim	8	10	12
Swim Lessons - Group	70	88	105
Swim Lessons - Private	120	150	180
Swim Lessons - Parent & Me	40	50	60
Lap Swim - Drop in	6	8	9
Jr Lifeguard Clinic	75	94	113
Party Room Rental - 25 guest	250	313	375
Party Room Rental - 50 guest	400	500	600
Party Patio Rental - 50 guest	350	438	525
Individual Season Pass - April	125	156	188
Individual Season Pass - May	150	188	225
Individual Season Pass - June	175	219	263
Family & Friends Season Pass - April	325	406	488
Family & Friends Season Pass - May	375	469	563
Family & Friends Season Pass - June	425	531	638
Additional Member - April	65	81	98
Additional Member - May	75	94	113
Additional Member - June	90	113	135
SENIORS			
Fitness After 50 (price per class-monthly)	3	4	5
Fitness After 50 (price per class-drop in)	4	5	6
Yoga (price per class-monthly)	5	6	8
Yoga (price per class-drop in)	6	8	9
Yoga Balance (price per class-monthly)	3	4	5
Yoga Balance (price per class-drop in)	4	5	6
*Activity Card - Quarterly	9	10	12
*Activity Card - Annually	36	41	47
Pottery (per class-monthly)	9	11	14
Pottery (per class-drop in)	10	13	15
Ceramics (price per class-monthly)	5	6	8
Ceramics (price per class-drop in)	6	8	9

RESERVATIONS & RENTALS			
Park Reservations - per table	20	25	30
Park Reservation Add on - Electricity	20	25	30
Softball Field Rentals - Tournaments (cost per field)	125	156	188
Softball Field Rentals - Practice (cost per field)	25	31	38
Softball Field Rentals - Lights (cost per hour)	15	19	23
Softball Field Rentals - Field prep regular	40	50	60
Softball Field Rentals - Field prep special	70	88	105
*Senior Softball Field Rental	2,600	2,990	3,380
GAP - Competitive (monthly fee)	2,650	3,313	3,975
GAP - Full Facility Rental	1,800	2,250	2,700
Senior Center Rentals (per hour)	75	94	113

* Senior Activity Cards & Senior Softball Field Rental will only increase a total of 30%

Exhibit A

Program	Expenditures	Revenue	Short Fall	Short Fall after fee increase
RECREATION PROGRAMS				
Supervisor Salaries & Wages	273,175			
Supplies & Services	41,208			
Program Expenditures	187,676			
Debt Service	3,945			
TOTAL	506,004	298,719	-207,285	
SENIORS				
Supervisor Salaries & Wages	173,740			
Supplies & Services	98,594			
Program Expenditures	25,605			
Debt Service	3,456			
TOTAL	301,395	44,351	-257,044	
AQUATICS				
Supervisor Salaries & Wages	175,796			
Supplies & Services	289,247			
Program Expenditures	186,801			
Debt Service	420,042			
TOTAL	1,071,886	357,405	-714,481	
RECREATION TOTAL	1,879,285	700,475	-1,178,810	-831,692

ATTACHMENT 3

RESOLUTION NO. _____

**RESOLUTION OF THE CITY COUNCIL OF THE CITY OF YUBA CITY ADOPTING UPDATED RATES FOR
RECREATION PROGRAM FEES**

WHEREAS, recreation programs provided by the City of Yuba City promote community health, wellness, youth development, and quality of life; and

WHEREAS, the costs associated with delivering recreation programs, including staffing, supplies, facility maintenance, utilities, insurance, and equipment, have increased significantly; and

WHEREAS, current program fees no longer sufficiently offset operational costs and maintaining existing fee levels would require increased subsidy from the general fund; and

WHEREAS, adjusting program fees will help ensure the financial sustainability of recreation services while maintaining program quality; and

WHEREAS, the adjustment of these rates is not a “project” for the purposes of the California Environmental Quality Act, as the rates are a funding mechanism or fiscal activity for existing operations and will not result in a potentially significant impact on the environment over the existing baseline; and

WHEREAS, the City Council now desires to approve updated rates to help ensure the ongoing operations of City recreational programs.

NOW, THEREFORE, BE IT RESOLVED by the City Council of the City of Yuba City as follows:

1. The recitals are incorporated as if set forth in full herein.
2. The City Council finds that the current fees are insufficient to support the actual costs of each of the fee programs. Updates to the fee amounts have a direct nexus to these costs and the services being provided, and the updated fees are proportional (or below) the cost of the services being provided for each fee category. The City Council hereby adopts the rates attached hereto as Exhibit “A”.
3. That staff are authorized to update all fee schedules, registration systems, promotional materials, and related documents to reflect the approved increase.
4. That this resolution shall take effect immediately upon adoption.

PASSED AND ADOPTED by the governing body of the City of Yuba City this 3rd day of
March 2026.

AYES:

01248.0001 2098799.1

NOES:

ABSENT:

Marc Boomgaarden, Mayor

ATTEST:

Ciara Wakefield, City Clerk

APPROVED AS TO FORM
COUNSEL FOR YUBA CITY:

Shannon Chaffin, City Attorney
Aleshire & Wynder, LLP

CITY OF YUBA CITY
STAFF REPORT

Date: March 3, 2026
To: Honorable Mayor & Members of the City Council;
From: Utilities Department
Presentation By: Phil Marler, Utilities Director

Summary

Subject: Introduction to the Utilities Rate Studies
Recommendation: Direct staff to finalize the Water and Wastewater Rate Studies for adoption and initiation of the Proposition 218 process
Fiscal Impact: Informative Item Only – Water and wastewater revenue changes proposed in the rate studies require a Proposition 218 process

Purpose:

To introduce the results of the water and wastewater rate studies, which recommend changes to the utilities service rates and fees and indicate the need for a Proposition 218 process.

Background:

The City's utilities service rates and fees are intended to fully recuperate costs to deliver water and wastewater services and the operations and infrastructure of their associated systems via self-funded enterprise funds. In order to develop and propose rate maximums for a five-year projection, local agencies are required to provide a documentary record as evidence of the fiscal requirements per California statute. A rate study which evaluates the operational and infrastructural needs of water and wastewater systems and the share of rates and fees by customer classes fulfills this need for the Proposition 218 rate approval process.

The City Council awarded a contract for both water and wastewater rate studies to Black & Veatch Management Company, LLC of Los Angeles, CA (Black & Veatch) on February 7, 2023. Black & Veatch has completed the rate studies, including a financial plan, which recommend rate adjustments for the five-year projected period to fund critical capital infrastructure improvements and operating costs, as detailed in the Analysis below. Each study document will need to be adopted by City Council in order to recognize its conclusions and initiate the actions necessary to implement its recommendations.

If the rate study is eventually adopted, the study will serve to set a maximum limit on the amount that can be charged. Even if adopted, the City Council still retains authority to adopt reduced rates as appropriate to address lower than expected actual costs, etc.

Analysis:

Black & Veatch, in collaboration with key staff in the Utilities and Public Works Departments, has projected the operating, debt service, cash reserve, and capital improvement funding needs for the next five years and prepared recommended rate schedules to ensure the necessary revenue stream for each utility. The results of these rate models were then evaluated by both staff and a third-party consultant to confirm accuracy and feasibility. The water and wastewater rate studies are now ready for adoption and initiation of a Proposition 218 process to implement the recommendations.

The recommended water service rates for the next five years for a typical single-family household are included below in Figure A. The full recommended rate schedule for all customer classes is included in the financial plan, which is calculated by the appropriate cost share for each customer class based on their meter size and impacts on the water system (Attachment 1).

Figure A

	Current Rate	Year 1 Nov. 1, 2026	Year 2 Nov. 1, 2027	Year 3 Nov. 1, 2028	Year 4 Nov. 1, 2029	Year 5 Nov. 1, 2030
Water						
1" Meter	\$42.59	\$50.67	\$57.76	\$60.65	\$63.68	\$65.59
Change		\$8.08	\$7.09	\$2.89	\$3.03	\$1.91

The recommended wastewater service rates for the next five years for a typical single-family household are included below in Figure B. The full recommended rate schedule for all customer classes is included in the financial plan, which is calculated by the appropriate cost share for each customer class based on their wastewater volume and strength contribution to the system (Attachment 2).

Figure B

	Current Rate	Year 1 Nov. 1, 2026	Year 2 Nov. 1, 2027	Year 3 Nov. 1, 2028	Year 4 Nov. 1, 2029	Year 5 Nov. 1, 2030
Wastewater						
Single Family	\$65.23	\$67.56	\$78.03	\$83.49	\$89.34	\$93.36
Change		\$2.33	\$10.47	\$5.46	\$5.85	\$4.02

Black & Veatch projected the revenue requirements and developed the proposed rate schedules to address the following factors:

- The City's water and wastewater utilities are "enterprise fund" utilities. In California, enterprise-fund utilities must be self-supporting. In other words, the cost of providing service must be funded by those receiving services (via rates) and costs cannot be shifted to other users who do not receive the services.
- The City's current water and wastewater rate revenue does not cover the costs of operating and maintaining each utility. Underfunded maintenance and capital projects could lead to system failures, service disruptions, and large fines for violating state water quality, treatment, and disposal regulations.
- Water and wastewater utility rates were last projected via rate study and adjusted in 2016. Since

that time:

- Inflation has increased approximately 45% (based upon changes in Western Region CPI).
- State and federal water quality regulations and permit requirements have become stricter and compliance more costly.
- Costs for equipment, treatment chemicals, and labor and construction (for critical projects) have all increased significantly.
- City water and wastewater infrastructure is aging, and in some cases failing, and must be repaired or replaced.
- Since customer costs for water and wastewater service do not cover the City's cost of providing those services, the City has had to defer routine maintenance, required facility repairs, and necessary capital projects.
- If continued, underfunding of the utilities could lead to system failures, service disruptions, and large financial penalties from state regulators for violating water quality regulations and NPDES permit requirements.

In order to move forward with the conclusions and recommendations of the utilities rate studies, Council will need to officially adopt the Water and Wastewater Rate Studies and elect to initiate a Proposition 218 ballot process via Council Resolution. Upon direction from the Council at this time, staff will coordinate with Black & Veatch to finalize the draft of the rate studies and bring forward the item for Council action.

Fiscal Impact:

This item is informative only and does not result in direct fiscal impact. Adoption of each rate study and a successful Proposition 218 process will be required in order to secure the rate adjustments and necessary cashflow recommended in the rate study models.

Alternatives:

1. Direct staff to modify one or both of the draft rate studies with different direction for rate changes and/or planned capital improvements prior to adoption.
2. Direct staff to delay adoption and the subsequent Proposition 218 process and keep water and wastewater service rates at the current levels.

Recommendation:

Direct staff to finalize the Water and Wastewater Rate Studies for adoption and initiation of the Proposition 218 process.

Attachments:

1. Attachment 1 - Excerpts from the Draft Water Rate Study 2025-2026
2. Attachment 2 - Excerpts from the Draft Wastewater Rate Study 2025-2026

Prepared By:

Scarlett O. Harris
Utilities Administrative Manager

Submitted By:

Robert Bendorf
City Manager

ATTACHMENT 1

Excerpts from the Draft Water Rate Study 2025-2026

Proposed Rate Schedule

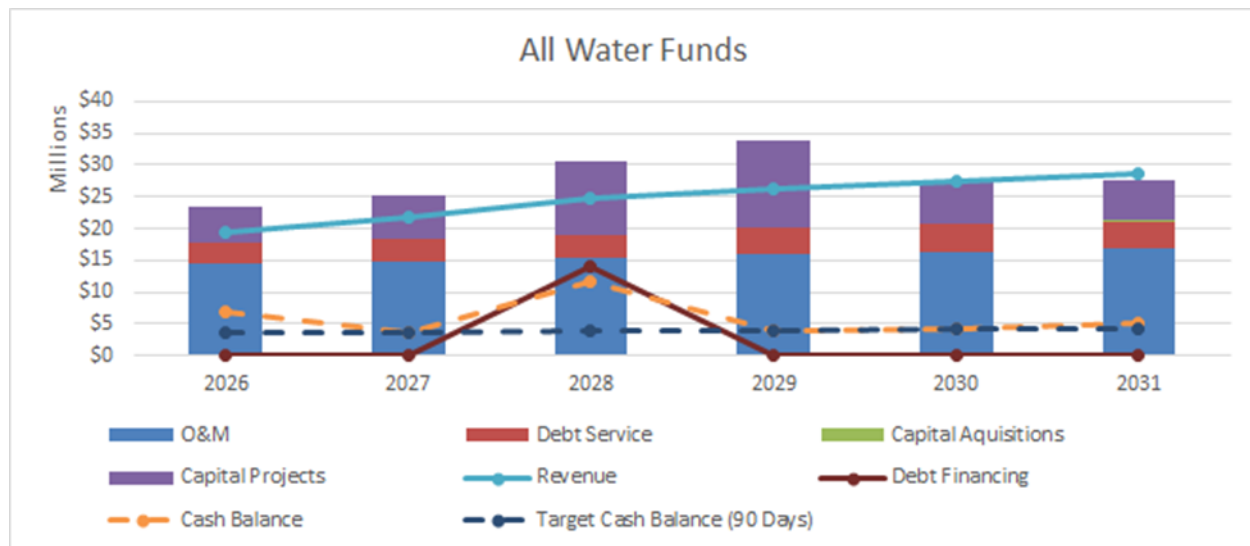
Table 1-1 Proposed Five-Year Water Rate Schedule

	Current Rate	Year 1 Nov 1, 2026	Year 2 Nov 1, 2027	Year 3 Nov 1, 2028	Year 4 Nov 1, 2029	Year 5 Nov 1, 2030
Base Rate						
1" & less	\$42.59	\$50.67	\$57.76	\$60.65	\$63.68	\$65.59
1.5"	\$85.18	\$93.56	\$106.65	\$111.99	\$117.59	\$121.11
2"	\$170.39	\$179.34	\$204.45	\$214.67	\$225.41	\$232.17
3"	\$681.53	\$694.06	\$791.23	\$830.79	\$872.33	\$898.50
4"	\$1,363.08	\$1,380.34	\$1,573.59	\$1,652.27	\$1,734.89	\$1,786.93
6"	\$2,555.74	\$2,581.34	\$2,942.72	\$3,089.86	\$3,244.35	\$3,341.68
8"	\$5,963.42	\$6,012.76	\$6,854.54	\$7,197.27	\$7,557.14	\$7,783.85
Commodity Charges						
All (\$/HCF)	\$2.14	\$2.36	\$2.68	\$2.82	\$2.96	\$3.05

Table 1-1 summarizes the Water Utility's recommended five-year rate schedules for water services. Rates are effective November 1st for all fiscal years. The rates developed in this study focused on FY 2027 through 2031.

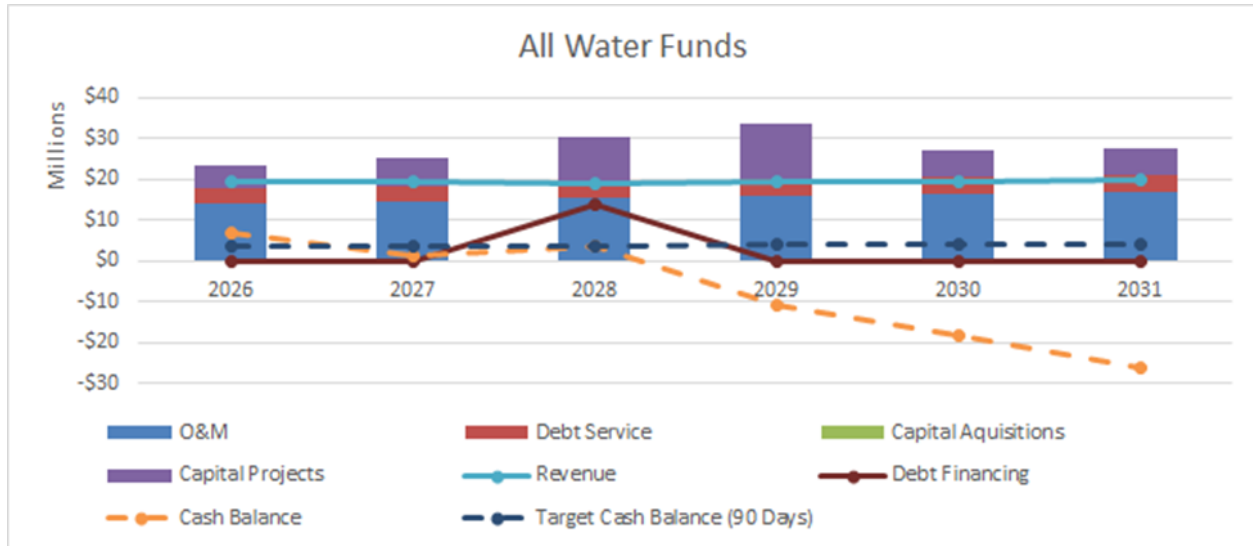
Financial Plan

Figure 1-1 Water Utility Financial Plan



- **Operation and Maintenance Expenses:** The Water Utility anticipates O&M expenses to increase from \$13.9M in FY 2025 to \$16.5M in FY 2030. Water production and purchases account for a portion of this increase, averaging 25% of O&M expenses.
- **Debt Service Payments:** The Water Utility has existing debt service related to Series 2013 and 2017 Revenue Bonds plus, debt service on several State Revolving Fund (SRF) loans. It is expected that the Water Utility will require additional SRF loans in FY 2028 and FY 2029. Total debt service payments increase from \$3.5M in FY 2025 to \$4.2M in FY 2030.
- **Capital Improvement Projects:** The Water Utility plans to execute an average of \$8.0M annually in capital projects from fiscal year FY 2025 to FY 2030.
- **Reserves:** The Water Utility plans to continue funding the operating fund reserve, maintain an adequate balance in its Water Cash CIP fund and maintain adequate debt service coverage.
 - The operating fund reserve is to help cover fluctuations in day-to-day expenses. The scheduled target is 90 days of O&M expenses.
 - The City targets to maintain enough funds to cover a portion of upcoming annual capital expenditures, smooth out the amount of capital infusion needed each year, and help mitigate unexpected capital costs. The scheduled target is 50% of the average five-year annual CIP.

Figure 3-1 Status Quo Water Utility Financial Plan



To fully understand the current condition of the Water Utility, it is important to examine the cash flow projections under the status quo scenario. As shown in Figure 3-1, the status quo conditions would project that the Water Utility would operate from an annual deficit position, thus requiring the use of reserves to keep operating. In this scenario, the Water Utility would not impose any revenue increases over the Study period and continue to incur O&M expenses, make debt service payments, pay for the execution of the planned CIP, and transfer to reserves.

ATTACHMENT 2

Excerpts from the Draft Wastewater Rate Study 2025-2026

Proposed Rate Schedule

Table 1-1 Proposed Five-Year Wastewater Rate Schedule

	Current Rate	Year 1 Nov 1, 2026	Year 2 Nov 1, 2027	Year 3 Nov 1, 2028	Year 4 Nov 1, 2029	Year 5 Nov 1, 2030
Residential						
Single Family*	\$65.23	\$67.56	\$78.03	\$83.49	\$89.34	\$93.36
Multi Family	\$52.20	\$54.05	\$62.42	\$66.79	\$71.47	\$74.69
Commercial						
Base Rate	\$65.23 - \$88.89	\$67.56	\$78.03	\$83.49	\$89.34	\$93.36
C1 (\$/HCF)	\$2.57	\$3.90	\$4.50	\$4.82	\$5.15	\$5.39
C2 (\$/HCF)	\$2.57	\$4.42	\$5.11	\$5.47	\$5.85	\$6.11
C3 (\$/HCF)	\$2.57	\$7.07	\$8.17	\$8.74	\$9.35	\$9.77
Schools						
(\$/ADA)	\$29.96	\$31.39	\$36.26	\$38.80	\$41.51	\$43.38
Industrial**						
Volume (\$/MG)	\$3,763.63	\$7,778.51	\$8,984.18	\$9,613.07	\$10,285.99	\$10,748.86
TSS (\$/lbs)	\$0.290	\$0.423	\$0.488	\$0.523	\$0.559	\$0.584
BOD (\$/lbs)	\$0.385	\$0.433	\$0.501	\$0.536	\$0.573	\$0.599

*Includes Stonegate customers

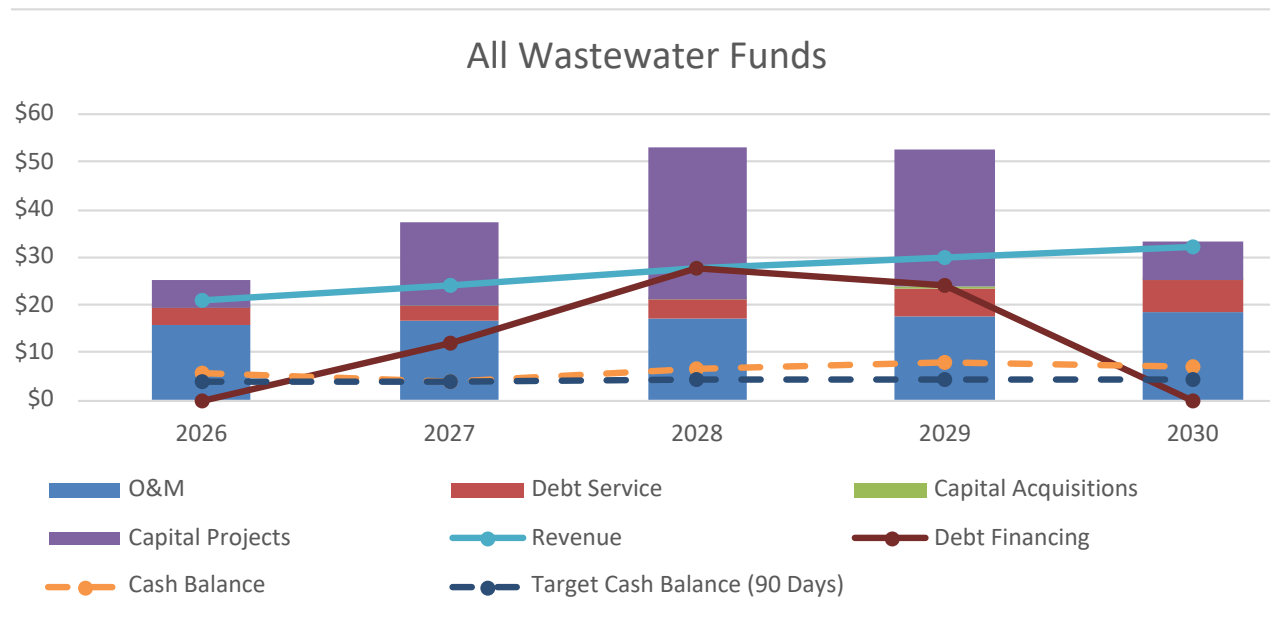
**Industrial service rates now include capital and debt cost share rather than as separate monthly charges

Table 1-1 summarizes the Wastewater Utility's recommended five-year rate schedules for wastewater services. Rates are effective November 1st for all fiscal years. The rates developed in this study focused on FY 2027 through 2031.

Staff recommends keeping Septage Hauler service fees at the current rate of \$0.10/gal and \$40.00 minimum, as set by Council on December 20, 2022, rather than incorporate this service into the proposed 2026 rate schedule. This will allow staff to gather sufficient data to develop appropriate fees utilizing the Septage Station to be constructed in Fiscal Year 26/27 and subsequent program cost analysis.

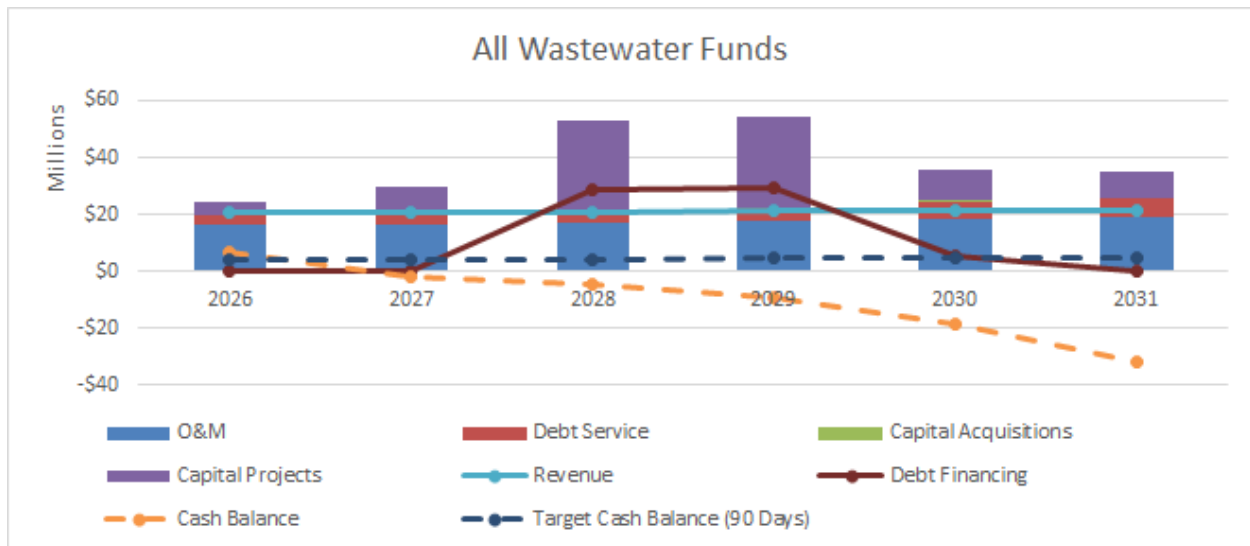
Financial Plan

Figure 1-1 Wastewater Utility Financial Plan



- **Operation and Maintenance Expenses:** The Wastewater Utility anticipates O&M expenses to increase from \$16.1M in FY 2026 to \$19.0M in FY 2031. Wastewater costs include collection, treatment of wastewater flow, regulatory compliance, administration, and laboratory functions.
- **Debt Service Payments:** The Wastewater Utility has existing debt service related to Series 2017 and 2018 Revenue Bonds, 2017 Certificates of Participation Bonds plus debt on several State Revolving Loan (SRF) loans, as well as other minor commercial bank debt. It is projected that the Wastewater Utility will require both a Revenue Bond and SRF Loan in FY 2028. Total debt service payments increase from \$3.4M in FY 2026 to \$6.9M in 2031.
- **Capital Improvement Projects:** The Wastewater Utility plans to execute an average of \$7.9M annually in capital projects from FY 2026 to FY 2031.
- **Reserves:** The Wastewater Utility plans to continue funding the operating fund reserve, maintain an adequate balance in its Wastewater Cash CIP fund, and maintain adequate debt service coverage.
 - The operating fund reserve is to help cover fluctuations in day-to-day expenses. The scheduled target is 90 days of O&M expenses.
 - The capital fund reserve is to help maintain enough funds to cover a portion of upcoming annual capital expenditures, smooth out the amount of capital infusion needed each year, and help mitigate unexpected capital costs. The scheduled target is 25% of annual depreciation. The City should aim at increasing it to 100% of annual depreciation.

Figure 3-1 **Status Quo Wastewater Utility Financial Plan**



To fully understand the current condition of the Wastewater Utility, it is important to examine the cash flow projections under the status quo scenario. As shown in Figure 3-1, the status quo conditions would project that the Wastewater Utility would operate from an annual deficit position, thus requiring the use of reserves to keep operating. In this scenario, the Wastewater Utility would not impose any revenue increases over the Study period and continue to incur O&M expenses, make debt service payments, pay for the execution of the planned CIP, and transfer to reserves.

CITY OF YUBA CITY
STAFF REPORT

Date: March 3, 2026
To: Honorable Mayor & Members of the City Council;
From: Public Works Department
Presentation By: Joshua Wolffe, Public Works Director

Summary

Subject: Consideration of the Road Development Impact Fee Update
Recommendation: Introduce an Ordinance of the City Council of the City of Yuba City, adding Chapter 12 (Roadway Facilities Development Impact Fees) to Title 8, Chapter 12 of the City of Yuba City Municipal Code to establish roadway development impact fees for new development
Fiscal Impact: Costs associated with the preparation of the update will be recovered as part of the updated fees. A portion of the cost of this update is anticipated to be paid for by a Local Early Action Planning (LEAP) Grant

Purpose:

To introduce an Ordinance for roadway facilities development impact fees pursuant to Assembly Bill (AB) 1600 legislation as codified by the Mitigation Fee Act (Commencing at Government Code Section 66000).

Background:

The City of Yuba City's Roadway fee component of its Development Impact Fee program was last updated through an AB 1600 Fee Justification Study in 2007. This fee is annually escalated using the Engineering New-Record (ENR) escalation index.

On March 17, 2020, the City Council adopted Resolution No. 20-021, reducing existing development impact fees, including Water Connection and Extension Fees, and Wastewater Connection and Extension fees to match the adopted Infill Impact Fee Rates. This resulted in an approximate 50 percent reduction in development impact fees for development not previously considered as being "infill."

On January 21, 2025, the City adopted a 2040 General Plan, and this included an updated Circulation Element which details future roadway infrastructure needs of the City.

Additionally, on January 21, 2025, the City adopted a new traffic model that was prepared by Fehr & Peers traffic engineers. Fehr and Peers modeled future land use and transportation demands related to roadway circulation needs and MHM Engineers & Surveyors prepared detailed roadway improvement cost estimates (Roadway Facilities Capital Improvement Program; Attachment 2, Exhibit B), for those roadway facilities. Fehr & Peers prepared a City of Yuba City Roadway Development Impact Fee

Calculations report (Fee Calculations or Fee Calculations Report) to inform the calculations contained in the Roadway Impact Fee Program Nexus Study.

For this Roadway Impact fee update, the City utilized Economic and Planning Systems (EPS) to assist in preparing the AB 1600 fee justification study. The purpose of this Nexus Study (Attachment 2, Exhibit C) was to establish the Roadway Fee Program and the legally required nexus findings for the City to implement the Roadway Fee Program and to set the initial development impact fee rate. The Nexus Study summarized key components of the implementation and administration of the proposed Roadway Fee Program.

Ahead of bringing forward this AB 1600 study for consideration, the City conducted public outreach with the Development Community through electronic communication as well as providing access to the full draft fee report for a 30-day period that concluded February 24, 2026. All comments received have been included as a staff report Attachment 4.

Analysis:

The Roadway Fee Program is a City-implemented roadway fee applicable to new development in the City. The Roadway Fee Program contains the following fee components:

- Roadways Fee
- Administration Fee

Staff Report Attachment 3 is a table summarizing the proposed Roadway Fee by residential, commercial and industrial land use. For each land use, the administration component fee is calculated as two percent of the cost and will fund administration of the Roadway Fee Program. The Roadway Fee will be charged and collected per residential dwelling unit or per 1,000 square feet of nonresidential building space and is consistent with the requirements of California Assembly Bill (AB) 1600 legislation, as codified by the Mitigation Fee Act (California Government Code sections 66000 et. seq.).

The Roadway Fee Program totals \$636,500,000 as reflected in Table 3-2 of the proposed Yuba City Roadway Facilities Nexus Study. This is based on the 2040 General Plan buildout estimates and needed road infrastructure to serve anticipated development reflected in the City's traffic model.

Below is a summary of key legislation affecting how the updated AB 1600 study was required to be prepared.

Assembly Bill (AB) 602

In 2021, AB 602 amended the requirements applicable to new or updated impact fees by creating a "standards and practices" section to the Act, codified as Government Code Section 66016.5. This section is both declaratory of previously existing law and has added certain new requirements. A new requirement is that jurisdictions are required to calculate a fee imposed on housing development projects proportionately to the square footage of proposed units of the development" [66016.5(a)(5)(A)], and "large jurisdictions shall adopt a capital improvement plan as a part of the nexus study" [66016.5(a)(6)].

In response to the provisions of AB 602, Roadway Fees will differ by dwelling unit size with the proposed residential fee land uses for all fee components summarized below:

Roadways Residential Fee Categories

- Single Family <1,500 sq. ft.

- Single Family 1,500 sq. ft.–2,499 sq. ft.
- Single Family >2,500 sq. ft.
- Multifamily (same size ranges)
- Single Family – Senior (same size ranges)
- Multifamily – Senior (same size ranges)
- Mobile Home (same size ranges)

The proposed fees are based on the best land use information, backbone infrastructure and public facilities cost estimates, funding source information, and administrative cost estimates available at this time. The cost estimates presented in this report are in constant 2024 dollars.

Senate Bill (SB) 13 and Accessory Dwelling Units

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

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

As a result, ADUs smaller than 750 square feet in size are statutorily exempt from development impact fees. Fees on ADUs 750 square feet or larger in size will be charged a rate that is 50 percent of the primary residential unit based upon the primary dwelling unit’s square footage, in compliance with SB 13.

Appendices C and D of the Nexus Study contain Transportation Impact Fee Comparisons of other jurisdictions in the region. Tables D-1 through D-3 show Yuba City’s existing fee rate and the proposed fee graphically in comparison with Yuba and Placer Counties as well as the cities of Elk Grove, Lincoln, Chico, West Sacramento and Woodland.

By accepting the proposed Roadway Development Impact Fee AB 1600 Nexus Study, will result in development paying for needed improvements to new and expanded road infrastructure thereby reducing the financial impact upon existing City residents as the build-out of the 2040 General Plan occurs.

Staff proposes that entitled projects with either a recorded final map or an active building permit will be "grandfathered-in" and will pay today's lower road fee.

Additionally, the City may consider modifications to the development impact fee(s) to be paid for a project as part of a negotiated development agreement that is approved by the City Council.

Staff Report Attachment 2 Resolution is included for information purposes and will be recommended for approval at the next meeting concurrently with the second reading of the ordinance.

Fiscal Impact:

If approved, the updated fee will be used to fund capital improvement projects to accommodate future transportation needs of the City as planned growth occurs consistent with the build-out of the 2040 General Plan. If adopted at the March 17, 2026, meeting the updated road fee would become effective 60-days following adoption, or on May 16, 2026.

Alternatives:

1. Do not approve the Nexus Study of Roadway Development Impact Fee Program and direct staff to reduce or modify proposed fees.
2. Do not proceed with updating fees, resulting in inadequate funding in future road infrastructure needs resulting from new development within the City.

Recommendation:

Introduce an Ordinance of the City Council of the City of Yuba City, adding Chapter 12 (Roadway Facilities Development Impact Fees) to Title 8, Chapter 12 of the City of Yuba City Municipal Code to establish roadway development impact fees for new development.

Attachments:

1. Attachment 1 - Roadway DIF Ordinance
2. Attachment 2 - Roadway DIF Resolution
3. Exhibit A: 2026 New DIF Rate Table
4. Exhibit B - Capital Improvement Program
5. Exhibit C: Nexus Study
6. Attachment 3 - DIF Comparison Existing vs Proposed Rate Table
7. Attachment 4 - Yuba City DIF Roads - BIA Comment Letter 2.20.26

Prepared By:

Joshua Wolffe
Public Works Director

Submitted By:

Robert Bendorf
City Manager

ATTACHMENT 1

ORDINANCE NO. _____

**AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF YUBA CITY
ADDING CHAPTER 12 (ROADWAY FACILITIES DEVELOPMENT IMPACT FEES) TO
TITLE 8, CHAPTER 12 OF THE CITY OF YUBA CITY MUNICIPAL CODE TO
ESTABLISH ROADWAY DEVELOPMENT IMPACT FEES FOR NEW
DEVELOPMENT**

WHEREAS, the City Council has found and determined in the concurrently adopted Resolution that the Roadway Facilities Development Impact Fees established by this Chapter will be imposed upon development projects for the purpose of mitigating their impacts on the City's ability to provide public roadway improvements and services as needed and ensuring that development pays its fair share of public costs associated with their impacts; and

WHEREAS, the City Council in adopting this Ordinance hereby further acknowledges, adopts, and relies upon the findings, factual information, analysis, and conclusions in the concurrently adopted Resolution ____; and

WHEREAS, the City Council in adopting this Ordinance does hereby replace and superseded any previously adopted Roadway Facilities Development Impact Fees, whether they are set forth by resolution or ordinance, that are directly contrary to the Fees adopted by this Ordinance and the concurrently adopted Resolution.

WHEREAS, the City Council finds that it has considered and adopted all legal prerequisites to the adoption of this Ordinance.

NOW, THEREFORE, the City Council of the City of Yuba City does ordain as follows:

Section 1. The City Council finds that the above recitals and all findings, factual information, analysis, and conclusions in the concurrently adopted Resolution ____are true and correct and are hereby incorporated herein by this reference.

Section 2. Chapter 12 (Roadway Facilities Development Impact Fees) shall be added to Title 8 of the City of Yuba City Municipal Code and shall read as follows:

Section 8-12.01. Title.

This Chapter shall be known as the "Roadway Facilities Development Impact Fee Ordinance of the City of Yuba City."

Section 8-12.02. Purpose.

The purpose of this Chapter 12 is to establish Roadway Facilities Development Impact Fees to ensure that new development pays its fair and proportionate share of transportation and roadway improvements required to accommodate growth. This Chapter and the Roadway Facilities Development Impact Fees provided are adopted in

accordance with the City's general police power and are intended to: (a) promote public health, safety, and welfare; (b) implement the City's General Plan circulation policies; (c) provide adequate roadway capacity for new development; and (d) comply with the Mitigation Fee Act (Government Code §§ 66000 *et seq.*).

Section 8-12.03. Findings.

- (a) New development generates additional demand for roadway and transportation improvements.
- (b) The City's adopted Roadway Impact Fee Study identifies the purpose and use of the fee as well as the relationship between the impacts of development and the proportionality of the fee to those impacts.
- (c) Without the imposition of Roadway Facilities Development Impact Fees on new impactful development, existing roadway facilities will become inadequate over time resulting in numerous adverse impacts, including inadequate traffic safety and transportation improvements.
- (d) The City's adopted Roadway Facilities Development Impact Fees shall be supplementary to any other conditions imposed upon a development project pursuant to other provisions of the Municipal Code, the Subdivision Map Act, the California Environmental Quality Act, or any other Federal, State or local laws, which may authorize the imposition of project specific fees or conditions on development.
- (e) The fee methodology allocates roadway costs among land uses in proportion to traffic generation.
- (f) The collected fees will fund capacity-enhancing improvements necessary to serve new growth.
- (g) Actual fee amounts shall be adopted in accordance with the Mitigation Fee Act by separate City Council resolution.

Section 8-12.04. Definitions.

- (a) "Development" means any project requiring City approval that increases roadway demands.
- (b) "Fee Schedule" means the Roadway Facilities Development Impact Fee Schedule adopted by City Council resolution.
- (c) "Mitigation Fee Act" means the statutory authority and limitations provided for in Government Code sections 66000 *et seq.* as now written and as they may be amended in future years by the California Legislature.

- (d) “Roadway Facilities” means streets, intersections, signals, traffic controls, bridges, bike/pedestrian improvements, and related infrastructure identified in the fee study.

Section 8-12.05. Imposition of Roadway Facilities Development Impact Fees.

- (a) Roadway Facilities Development Impact Fees shall be imposed on all new development generating additional roadway demand.
- (b) Pursuant to California Law, the Roadway Facilities Development Impact Fees will vary based on the impact of the Development.
- (c) Pursuant to California Law, the Roadway Facilities Development Impact Fees will vary based on residential dwelling unit size.
- (d) Generally, Fees shall be paid prior to the issuance of a certificate of occupancy or the date of final inspection, whichever comes first. However, in accordance with the provisions of Government Code section 66007 the City may require payment earlier in some limited circumstances.

Section 8-12.06. Fee Schedule and Adjustments Adopted by Resolution.

- (a) The City Council shall adopt a Fee Schedule for the Roadway Facilities Development Impact Fee amounts by separate resolution.
- (b) Revisions to the Fee Schedule, including annual adjustments, may occur in accordance with the provisions and procedures set forth in State law through a separate resolution without amendment to this Chapter.

Section 8-12.07. Credits and Reimbursements.

- (a) Credits may be granted and approved by the City Council for eligible roadway improvements constructed by a developer.
- (b) Reimbursement may be provided for improvements exceeding a project's proportional share when approved by the City Council.

Section 8-12.08. Exemptions.

- (a) Renovations that do not increase building area or intensity.
- (b) Reconstruction of a destroyed or damaged structure with a new structure that does not increase building area or intensity.
- (c) Development qualifying for exemptions under City policy or State law.
- (d) City of Yuba City projects.

Section 8-12.09. Appeals.

A developer may appeal fee application or calculation pursuant to procedures established by the City Manager and consistent with the Mitigation Fee Act.

Section 8-12.10. Use of Funds.

As provided in the Mitigation Fee Act, the funds collected by the City pursuant to this Chapter shall only be used for roadway capacity improvements and refurbishment, including planning, engineering, design, right-of-way, and construction.

Section 8-12.11. Roadway Capital Improvement Plan.

A Roadway Capital Improvement Plan may be adopted by the City Council resolution pursuant to the requirements of the Mitigation Fee Act.

Section 8-12.12. Accounting and Reporting Requirements.

A Roadway Facilities Development Impact Fee Reserve Account (Reserve Account) is hereby established in accordance with the accounting and reporting requirements of the Mitigation Fee Act. The fees paid to the City pursuant to this Chapter shall be deposited into the Reserve Account and used solely for the purpose described in this Chapter. All monies deposited into the Reserve Account shall be held separately and apart from other City funds and all interest or other earnings on the unexpended balance in the Reserve Account shall be credited to the Reserve Account. The Reserve Account shall be reviewed and accounted for as required by the Mitigation Fee Act as now written and as it may be amended in the future.

Section 8-12.13. Distribution of Impact Fee Funds.

All monies and interest earnings in each of the Impact Fee Reserve Accounts shall be expended on the construction and related design and administration costs of constructing public facility improvements and purchasing land and equipment identified in the Fee Study. Such expenditures may include, but are not necessarily limited to the following:

A. All direct and indirect costs incurred by the City to construct facility improvements pursuant to this Chapter, including but not limited to, the cost of land and right-of-way acquisition, planning, legal advice, engineering, design, construction, construction management, materials and equipment.

B. Costs of issuance or debt service associated with bonds, notes or other security instruments issued to fund facility improvements identified.

C. Administrative costs incurred by the City in establishing or maintaining the Impact Fee Reserve Accounts required by this Chapter, including but not limited to the

cost of studies to establish the requisite nexus between the fee amount and the use of fee proceeds and yearly accounting and reports.

Section 8-12.14. Regulations.

The City Manager, or her/his designee, is authorized to adopt written administrative regulations or guidelines that are consistent with and that further the terms and requirements set forth within this Chapter.

Section 8-12.15. Severability.

If any section, subsection, paragraph, sentence, clause or phrase of this Chapter is declared by a court of competent jurisdiction to be unconstitutional or otherwise invalid, such decision shall not affect the validity of the remaining portions of this chapter. The City Council declares that it would have adopted this chapter, and each section, subsection, sentence, clause, phrase or portion thereof, irrespective of the fact that any one or more sections, subsections, phrases, or portions be declared invalid or unconstitutional.

Section 3. The City Clerk shall certify the adoption of this ordinance and cause it to be published, in accordance with Government Code, Section 36933, or as otherwise required by law.

Section 4. The Ordinance, which shall become effective sixty (60) days after adoption, will be signed by Mayor and the City Clerk shall attest to the passage and cause its publication as prescribed by law.

Introduced by title only on the 3rd day of March 2026 and adopted at the regular meeting of the City Council of the City of Yuba City on the _____ day of _____, 2026.

Marc Boomgaarden , Mayor

ATTEST:

Ciara Wakefield, City Clerk

ATTACHMENT 2

RESOLUTION NO. _____

**RESOLUTION OF THE CITY COUNCIL OF THE CITY OF YUBA CITY
CONCURRENTLY ADOPTED WITH AND MAKING FINDINGS SUPPORTING THE
ESTABLISHMENT OF ROADWAY DEVELOPMENT IMPACT FEES THROUGH
ORDINANCE NO. _____ AND THE ADDITION OF CHAPTER 12 (ROADWAY
FACILITIES DEVELOPMENT IMPACT FEES) TO TITLE 8, OF THE CITY
MUNICIPAL CODE; ADOPTING A CAPITAL IMPROVEMENT PROGRAM AND
DEVELOPMENT IMPACT FEE STUDY AND; ADOPTING RELATED CEQA
FINDINGS; AND, ADOPTING A FEE SCHEDULE FOR ROADWAY DEVELOPMENT
IMPACT FEES**

WHEREAS, the City of Yuba City (the "City") provides numerous public services and it constructs and maintains numerous public improvements, including roadways, for the benefit of residents, businesses, and employees within the City; and,

WHEREAS, the City Council adopted the 2040 General Plan on January 21, 2025 (Resolution No. 25-007) as a technical update to the 2004 General Plan (Resolution No. 04-049). The General Plan provides policy direction for ministerial and discretionary project reviews, together with implementation programs and comprehensive policy direction for growth and development; and,

WHEREAS, new development generally generates growth which in turn impacts public facilities and roadways in ways that the revenues generated through property taxes and other means are generally insufficient to accommodate; and,

WHEREAS, if additional capital roadway improvements are not added to the City as development occurs, the existing roadway facilities will become inadequate over time resulting in numerous adverse impacts, including inadequate traffic safety and transportation improvements; and,

WHEREAS, to prevent undesirable consequences, and to reduce the impacts of new development on the City's roadways, the City's must develop and improve roadways at a rate which will accommodate the City's expected growth; and,

WHEREAS, it is the City's intent and desire in the adoption of the Fee Schedule attached here to as Exhibit A to have developers pay for their fair share of public costs associated with new development while at the same time facilitating growth that is in the public interest; and,

WHEREAS, the City has caused to be prepared the "Yuba City Roadway Facilities Development Impact Fee Nexus Study, dated December 31, 2025 ("Fee Study"). The Fee Study is, and has been on file with the City Clerk; and,

WHEREAS, The Roadway Facilities Development Impact Fees established by this Chapter will be imposed upon development projects for the specific purpose of mitigating

the impact of the development on the City's ability to provide public roadway improvements and services as needed; and,

WHEREAS, the Fee Study and its supporting documents identify the development potential of the City from the year 2025 until 2040; identifies roadway improvements to serve and accommodate new development; and provides a summary of the portion of each housing improvement category's costs that can be funded by new development; and,

WHEREAS, the City Council has relied upon and adopts the factual information, analysis, and conclusions in the Fee Study in the establishment of the Roadway Facilities Development Impact Fees and concurrent adoption of Ordinance No. _____; and,

WHEREAS, all legal publications, notices, and prerequisites to the adoption of this Resolution, the Roadway Facilities Development Impact Fees, and Ordinance No. _____ have occurred; and,

WHEREAS, the City has and will continue in the future to implement and maintain accounting of the funds collected in accordance with the requirements of State law and in particular the Fee Mitigation Act; and,

WHEREAS, the City Council finds and determines that the adoption of the Roadway Facilities Development Impact Fees is both in the best interests of the community and needed to ensure adequate traffic safety and transportation improvements are implemented as development occurs.

WHEREAS, the City Council in adopting this Resolution does hereby replace and superseded any previously adopted Roadway Facilities Development Impact Fees, whether they are set forth by resolution or ordinance, that are directly contrary to the Fees adopted by this Resolution and the concurrently adopted Ordinance.

NOW, THEREFORE, BE IT RESOLVED the City Council of the City of Yuba City as follows:

Section 1. Recitals. The City Council finds that all of the recitals and facts cited herein and in Ordinance No. _____ which is adopted concurrently with this Resolution are true and correct and incorporated herein.

Section 2. CEQA Finding. The City Council finds that the actions in this Resolution and the concurrently adopted Ordinance No. _____ are statutorily exempt from further environmental review under the California Environmental Quality Act (CEQA) pursuant to Section 21080(b)(8) of the California Public Resources Code and it is categorically exempt pursuant to Section 15273(a)(1) (Rates, Tolls Fairs and Charges) of Title 14 of the Code of California Regulations (CEQA Regulations) because the rates established are

funding capital projects. The written findings supporting this determination can be found herein, in the 2040 General Plan (Resolution No. 25-007), the technical update to the 2004 General Plan (Resolution No. 04-049), and in the Fee Study supporting the establishment of the Roadway Facilities Development Impact Fees. Likewise, the City Council finds that this action is categorically exempt from further environmental review pursuant to CEQA Regulations Section 15061(b)(3) because it can be seen with the required certainty that action will not have the potential to cause a significant effect on the environment. Moreover, the City Council finds this action is categorically exempt from further environmental review under CEQA pursuant to CEQA Regulations Sections 15378(b)(4) because this establishment of the Roadway Facilities Development Impact Fees and the rates herein do not involve any commitment to any specific project, now or in the future.

- Section 3. Compliance with Mitigation Fee Act. The City Council finds and determines it has complied with the requirements of the Mitigation Fee Act (the Act), contained in California Government Code Sections 66000 *et seq.*
- Section 4. Adoption of Roadway Facilities Capital Improvement Program. The City Council finds and determines that the City of Yuba City Roadway Facilities Capital Improvement Program dated December 31, 2025, is complete and accurate and the City Council hereby adopts the factual information, analysis, supporting documents, and conclusions in the Capital Improvement Program for the purposes of establishing the Roadway Facilities Development Impact Fees in this Resolution and Ordinance No. _____. The Capital Improvement Program, which is attached hereto as Exhibit B, has been on file and it will remain on file with the City Clerk for review in perpetuity.
- Section 5. Adoption of Fee Study. The City Council finds and determines that the “Fee Study”, is complete and accurate and the City Council hereby adopts the factual information, analysis, supporting documents, findings, and conclusions in the Fee Study for the purposes of establishing the Roadway Facilities Development Impact Fees in this Resolution and Ordinance No. _____. The Fee Study, which is attached hereto as Exhibit C, has been on file and it will remain on file with the City Clerk for review in perpetuity.
- Section 6. Specific Fee Study Findings. The City Council hereby finds and determines that:

- a. New development generates additional demand for roadway and transportation improvements.
- b. The City's adopted Roadway Impact Fee Study identifies the purpose and use of the fee as well as the relationship between the impacts of development and the proportionality of the fee to those impacts.
- c. Without the imposition of Roadway Facilities Development Impact Fees on new impactful development, existing roadway facilities will become inadequate over time resulting in numerous adverse impacts, including inadequate traffic safety and transportation improvements.
- d. The City's adopted Roadway Facilities Development Impact Fees shall be supplementary to any other conditions imposed upon a development project pursuant to other provisions of the Municipal Code, the Subdivision Map Act, the California Environmental Quality Act, or any other Federal, State or local laws, which may authorize the imposition of project specific fees or conditions on development.
- e. The fee methodology allocates roadway costs among land uses in proportion to traffic generation.
- f. The collected fees will fund capacity-enhancing improvements necessary to serve new growth.
- g. Actual fee amounts shall be adopted and amended by City Council resolution.

Section 7. Creation of Reserve Account. The City Council hereby directs staff to create and establish the City's Roadway Facilities Development Impact Fee Reserve Account (Reserve Account) and to ensure that the funds in the Reserve Account are used, reviewed, accounted for, and reported as required by the Mitigation Fee Act, as now written and as it may be amended in the future.

Section 8. City Manager Authority. The City Council hereby authorizes the City Manager, or her/his designee, to establish procedures and hear any appeals a developer may have regarding the application or calculation of the Roadway Facilities Development Impact Fees to any development. The City Manager is authorized to adopt any procedures, regulations, or guidelines that are consistent with terms and conditions of this Resolution, Ordinance _____, the Mitigation

Fee Act, and any other applicable legal limitations on the City Manager's authority. The City Council directs the City Attorney to provide the City Manager with counsel during such development and adoption and to provide appropriate legal counsel during any appeals.

- Section 9. Fee Schedule. The City Council hereby adopts the Fee Schedule attached hereto as Exhibit A.
- Section 10. CEQA Filing. The City Council hereby directs the City Manager, or her/his designee, to ensure the proper filing of a Notice of Exemption.
- Section 11. Severability. If any section, subsection, paragraph, sentence, clause or phrase of this Resolution is declared by a court of competent jurisdiction to be unconstitutional or otherwise invalid, such decision shall not affect the validity of the remaining portions. The City Council declares that it would have adopted this Resolution, and each section, subsection, sentence, clause, phrase or portion thereof, irrespective of the fact that any one or more sections, subsections, phrases, or portions be declared invalid or unconstitutional.
- Section 12. Effective Date of Resolution and Fee Schedule. This Resolution shall become effective immediately. The Fee Schedule shall become legally effective immediately, but it shall not be implemented and charged until 60 days after this Resolution's effective date. Notwithstanding the foregoing, Developments that received approval from the Planning Commission or the City Council and have recorded a final map or have an active building permit before the Fee Schedule's implementation shall be assessed the road impact fee that was in place and charged at the time of entitlement.

The foregoing Resolution was duly and regularly introduced, passed, and adopted by the City Council of the City of Yuba City at a regular meeting thereof held on the _____ day of _____, 2026.

AYES:

NOES:

ABSENT:

CITY OF YUBA CITY

Marc BoomGaarden, Mayor

ATTEST:

Ciara Wakefield, City Clerk

APPROVED AS TO FORM
COUNSEL FOR YUBA CITY

Shannon Chaffin, City Attorney
Aleshire & Wynder, LLP

Attachments:

- A: Exhibit A: Fee Schedule
- B: Exhibit B: Roadway Facilities Capital Improvement Program dated December 31, 2025
- C: Exhibit C: Development Impact Fee Study dated December 31, 2025

EXHIBIT A

ROAD DEVELOPMENT IMPACT FEE BY LAND USE TYPE

Land Use Category	Proposed Impact Fee Including Administration Fee			
	<1,500 SQFT	1,500 - 2,499 SQFT	2,500+ SQFT	Nonresidential per KSF
Single-Family Residential	\$14,990	\$16,625	\$18,284	
Multi-Family Residential	\$7,182	\$7,965	\$8,760	
Single-Family Residential - Senior	\$3,843	\$4,263	\$4,688	
Multi-Family Residential - Senior	\$2,944	\$3,264	\$3,590	
Mobile Home	\$7,431	\$8,242	\$9,064	
Neighborhood Commercial				\$30,126
Community Commercial				\$29,184
Regional Commercial				\$40,482
Office				\$16,990
Light Industrial				\$6,288
Manufacture				\$9,466
Notes: <i>SQFT = square feet KSF = thousand square feet</i>				

EXHIBIT B

City of Yuba City Traffic Impact Fee Update
Major Planned Roadway Improvements in Accordance with the October 2024 Traffic Study Update

												RIGHT OF WAY COST										UTILITY CONSTRUCTION COST										ROADWAY CONSTRUCTION COST										SOFT COSTS				TOTAL	TOTAL
Segment Number	Roadway Name	Segment Limits	Roadway Designation	Project Scope	Typical Street Cross Section	Roadway Case	Utility Case	Segment Length (Feet)	% of Segment in Fee Program	% of Segment not in Fee Program	Segment Site Review Notes	Weighted Existing ROW (Feet)	New ROW (Feet)	Add'l Req'd ROW (Feet)	ROW Acquisition (\$/F)	ROW s / S.F. (S = 0 if dedicated)	Improvements to be Acquired (i.e. house, barn)	ROW Acquisition Service Costs (assume 10%)	SUBTOTAL Right of Way Acquisition Cost	Utility Cost per Linear Ft	Scope of Work	SUBTOTAL Utility Cost	Roadway Cost per Linear Ft	Typical Cost of Residential Road	Factored Roadway Cost	Signal Case	Number of Major Intersections (New Signalized Only)	Intersections	SUBTOTAL Roadway Cost	Professional Services (15.0%)	Yuba City Admin. (7.0%)	Contingency (20.0%)	SUBTOTAL Design, Environmental & Other Costs	2024 to 2030 COST	2024 to 2030 COST												
EAST-WEST ROADWAYS																																															
1-1	Bogue Road	Township Road to Western Parkway	2-Lane Urban Edge	Widen Exist to 2-Lane Urban Edge - AG Half and Buffer Only	2-Lane Urban/Rural Edge - no parking - ROW 108'	16	21	2,385	100%	0%	Assume 100.0% of the cost is part of the Fee Program	449	108.0	63.1	150,490	\$4.50	\$0	\$68,000	\$746,000	\$400	Relocation 12-KV - 30-KV Poles	\$954,000	\$800	\$730	\$930	35	1.00	\$1,250,000	\$3,469,000	\$520,350	\$242,830	\$959,800	\$1,457,000	\$0	\$6,626,000	\$0	\$6,626,000										
1-2	Bogue Road	Western Parkway to South George Washington	2-Lane Urban Edge	Widen Exist to 2-Lane Urban Edge - AG Half and Buffer Only	2-Lane Urban/Rural Edge - no parking - ROW 108'	16	21	2,660	100%	0%	Assume 100.0% of the cost is part of the Fee Program	487	108.0	58.3	157,740	\$4.50	\$30,000	\$74,000	\$814,000	\$400	Relocation 12-KV - 30-KV Poles	\$1,064,000	\$800	\$730	\$930	30	1.00	\$1,750,000	\$4,234,000	\$633,600	\$255,680	\$944,800	\$1,775,000	\$0	\$7,877,000	\$0	\$7,877,000										
1-3	Bogue Road	South George Washington to Harter Parkway	4-Lane Urban Edge	Widen Exist to 2-Lane Urban Edge	4-Lane Urban/Rural Edge - no parking - ROW 112.5'	15B	21	2,150	100%	0%	Assume 100.0% of the cost is part of the Fee Program	667	112.5	45.8	96,470	\$4.50	\$30,000	\$48,000	\$522,000	\$400	Relocation 12-KV - 30-KV Poles	\$860,000	\$1,360	\$730	\$1,360	30	1.00	\$1,750,000	\$4,674,000	\$701,100	\$327,180	\$934,800	\$1,963,100	\$8,820,000	\$8,820,000	\$0	\$16,640,000	\$0	\$16,640,000								
1-4	Bogue Road	Harter Parkway to Holcomb Avenue	4-Lane Urban Edge	Widen Exist to 2-Lane Urban Edge	4-Lane Urban/Rural Edge - no parking - ROW 112.5'	15B	21	1,850	100%	0%	Assume 100.0% of the cost is part of the Fee Program	684	112.5	44.1	81,590	\$4.50	\$30,000	\$40,000	\$438,000	\$400	Relocation 12-KV - 30-KV Poles	\$740,000	\$1,360	\$730	\$1,360	0	0.00	\$0	\$2,516,000	\$377,400	\$176,120	\$503,200	\$1,056,800	\$4,751,000	\$4,751,000	\$0	\$9,502,000	\$0	\$9,502,000								
1-5	Bogue Road	Holcomb Avenue to Sanborn Road	4-Lane Major Arterial	Widen Existing 2-Lane Collector to 4-Lane Arterial Roadway	4-Lane Arterial - No Parking - ROW 121'	9	21	650	100%	0%	Assume 100.0% of the cost is part of the Fee Program	660	121.0	55.0	35,750	\$4.50	\$30,000	\$20,000	\$211,000	\$400	Relocation 12-KV - 30-KV Poles	\$360,000	\$1,400	\$730	\$1,400	30	1.00	\$1,750,000	\$2,699,000	\$434,850	\$188,930	\$539,800	\$1,133,600	\$4,304,000	\$4,304,000	\$0	\$8,638,000	\$0	\$8,638,000								
1-6	Bogue Road	Sanborn Road to South Walton Avenue	4-Lane Major Arterial	Widen Existing 2-Lane Collector to 4-Lane Arterial Roadway	4-Lane Arterial - No Parking - ROW 121'	9	21	3,325	70%	30%	Assume 70.0% of the cost is part of the Fee Program	714	121.0	48.6	115,440	\$4.50	\$30,000	\$55,000	\$423,500	\$400	Relocation 12-KV - 30-KV Poles	\$1,330,000	\$1,400	\$730	\$1,241	30	1.00	\$1,750,000	\$4,639,000	\$695,650	\$324,730	\$927,800	\$1,948,400	\$6,341,000	\$6,341,000	\$0	\$12,682,000	\$0	\$12,682,000								
1-7	Bogue Road	South Walton Avenue to Kells Ranch Parkway	4-Lane Major Arterial	Widen Existing 2-Lane Collector to 4-Lane Arterial Roadway	4-Lane Arterial - No Parking - ROW 121'	9	21	1,600	98%	2%	Assume 98.0% of the cost is part of the Fee Program	625	121.0	58.5	91,730	\$4.50	\$15,000	\$43,000	\$461,580	\$400	Relocation 12-KV - 30-KV Poles	\$640,000	\$1,400	\$730	\$1,445	30	1.00	\$1,750,000	\$4,617,000	\$602,550	\$281,190	\$803,450	\$1,687,300	\$6,806,000	\$6,806,000	\$0	\$13,613,000	\$0	\$13,613,000								
1-8	Bogue Road	Kells Ranch Parkway to SR-69	4-Lane Major Arterial	Widen Existing 2-Lane Collector to 4-Lane Arterial Roadway	4-Lane Arterial - No Parking - ROW 121'	9	21	900	98%	2%	Assume 98.0% of the cost is part of the Fee Program	625	121.0	58.5	91,600	\$4.50	\$15,000	\$25,000	\$267,540	\$400	Relocation 12-KV - 30-KV Poles	\$360,000	\$1,400	\$730	\$1,445	300	1.00	\$4,250,000	\$5,525,000	\$628,750	\$386,750	\$1,105,000	\$2,320,300	\$8,474,000	\$8,474,000	\$0	\$16,948,000	\$0	\$16,948,000								
1-9	Bogue Road	SR-69 to Railroad Avenue	4-Lane Major Arterial	Widen Existing 2-Lane Collector to 4-Lane Arterial Roadway	4-Lane Arterial - No Parking - ROW 121'	9	21	2,530	61%	39%	This segment is in various stages of completeness with about 61.0% needing work and included in the Fee Program	684	121.0	52.6	81,180	\$4.50	\$20,000	\$62,000	\$411,580	\$400	Relocation 12-KV - 30-KV Poles	\$1,012,000	\$1,400	\$730	\$1,175	30	2.00	\$1,750,000	\$5,314,000	\$797,100	\$371,980	\$1,002,800	\$2,231,900	\$8,972,000	\$8,972,000	\$0	\$17,944,000	\$0	\$17,944,000								
1-10	Bogue Road	Railroad Avenue to South Park Drive	4-Lane Major Arterial	Widen Existing 2-Lane Collector to 4-Lane Arterial Roadway	4-Lane Arterial - No Parking - ROW 121'	9	21	1,155	53%	50%	This segment is in various stages of completeness with about 50.0% needing work and included in the Fee Program	775	121.0	43.5	25,120	\$4.50	\$0	\$12,000	\$63,000	\$400	Relocation 12-KV - 30-KV Poles	\$462,000	\$1,400	\$730	\$1,095	0	0.00	\$0	\$633,000	\$84,950	\$44,310	\$126,000	\$265,900	\$1,424,000	\$1,424,000	\$0	\$2,848,000	\$0	\$2,848,000								
1-11	Bogue Road	South Park Drive to Garden Highway	4-Lane Major Arterial	No Work - Work Completed	No Work	0	0	1,595	0%	100%	Assume 0.0% of the cost is part of the Fee Program	775	775	0.0	0	\$4.50	\$0	\$0	\$0	\$0	No Improvements - Work Completed	\$0	\$0	\$730	\$0	0	0.00	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0									
2-1	Lincoln Road	Township Road to Western Parkway	2-Lane Major Arterial	Widen Existing 2-Lane Collector to 2-Lane Arterial Roadway	2-Lane Arterial - No Parking - ROW 104'	7A	21	2,310	100%	0%	Assume 100.0% of the cost is part of the Fee Program	676	104.0	38.4	84,800	\$4.50	\$40,000	\$93,000	\$912,000	\$400	Relocation 12-KV - 30-KV Poles	\$924,000	\$1,520	\$730	\$1,520	35	1.00	\$1,250,000	\$4,762,000	\$714,300	\$333,340	\$952,400	\$2,000,100	\$9,599,000	\$9,599,000	\$0	\$19,198,000	\$0	\$19,198,000								
2-2	Lincoln Road	Western Parkway to George Washington	2-Lane Major Arterial	Widen Existing 2-Lane Collector to 2-Lane Arterial Roadway	2-Lane Arterial - No Parking - ROW 104'	7A	21	2,725	100%	0%	Assume 100.0% of the cost is part of the Fee Program	678	104.0	38.2	98,650	\$4.50	\$275,000	\$72,000	\$791,000	\$400	Relocation 12-KV - 30-KV Poles	\$1,090,000	\$1,520	\$730	\$1,520	35	1.00	\$1,250,000	\$5,392,000	\$808,600	\$377,440	\$1,078,400	\$2,264,700	\$9,536,000	\$9,536,000	\$0	\$19,132,000	\$0	\$19,132,000								
2-3	Lincoln Road	George Washington to Harter Parkway	4-Lane Major Arterial	Widen Existing 2-Lane Collector to 4-Lane Arterial Roadway	4-Lane Arterial - No Parking - ROW 121'	9	21	1,680	100%	0%	Assume 100.0% of the cost is part of the Fee Program	680	121.0	53.0	89,040	\$4.50	\$40,000	\$98,000	\$937,000	\$400	Relocation 12-KV - 30-KV Poles	\$672,000	\$1,400	\$730	\$1,400	30	1.00	\$1,750,000	\$4,283,000	\$630,450	\$294,210	\$843,000	\$1,765,300	\$7,578,000	\$7,578,000	\$0	\$15,156,000	\$0	\$15,156,000								
2-4	Lincoln Road	Harter Parkway to Sanborn Road	4-Lane Major Arterial	Widen Existing 2-Lane Collector to 4-Lane Arterial Roadway	4-Lane Arterial - No Parking - ROW 121'	9	21	2,840	100%	0%	Assume 100.0% of the cost is part of the Fee Program	750	121.0	46.0	130,640	\$4.50	\$30,000	\$60,000	\$680,000	\$400	Relocation 12-KV - 30-KV Poles	\$1,136,000	\$1,400	\$730	\$1,400	30	1.00	\$1,750,000	\$5,897,000	\$884,550	\$412,750	\$1,178,400	\$2,476,800	\$10,190,000	\$10,190,000	\$0	\$20,380,000	\$0	\$20,380,000								
2-5	Lincoln Road	Sanborn Road to South Walton Avenue	4-Lane Major Arterial	Widen Existing 2-Lane Collector to 4-Lane Arterial Roadway	4-Lane Arterial - No Parking - ROW 121'	9	21	3,330	25%	75%	This segment is in various stages of completeness with about 25.0% needing work and included in the Fee Program	772	121.0	43.8	36,460	\$4.50	\$30,000	\$20,000	\$53,750	\$400	Relocation 12-KV - 30-KV Poles	\$1,332,000	\$1,400	\$730	\$913	0	0.00	\$0	\$760,000	\$114,000	\$53,250	\$152,000	\$319,300	\$2,465,000	\$2,465,000	\$0	\$4,930,000	\$0	\$4,930,000								
2-6	Lincoln Road	South Walton Avenue to SR-69	4-Lane Major Arterial	Widen Existing 2-Lane Collector to 4-Lane Arterial Roadway	4-Lane Arterial - No Parking - ROW 121'	9	21	2,480	43%	57%	This segment is in various stages of completeness with about 43.0% needing work and included in the Fee Program	738	121.0	47.2	50,330	\$4.50	\$60,000	\$73,000	\$344,000	\$400	Relocation 12-KV - 30-KV Poles	\$992,000	\$1,400	\$730	\$1,044	0	0.00	\$0	\$1,114,000	\$187,100	\$77,980	\$222,800	\$467,900	\$2,918,000	\$2,918,000	\$0	\$5,836,000	\$0	\$5,836,000								
2-7	Lincoln Road	SR-69 to Buena Road	4-Lane Major Arterial	Widen Existing 2-Lane Collector to 4-Lane Arterial Roadway	4-Lane Arterial - No Parking - ROW 121'	9	21	2,655	33%	67%	This segment is in various stages of completeness with about 33.0% needing work and included in the Fee Program	788	121.0	42.2	32,470	\$4.50	\$75,000	\$88,000	\$286,000	\$400	Relocation 12-KV - 30-KV Poles	\$1,026,000	\$1,400	\$730	\$949	31	0.00	\$860,000	\$713,000	\$109,650	\$51,170	\$145,200	\$930,100	\$2,353,000	\$2,353,000	\$0	\$4,706,000	\$0	\$4,706,000								
2-8	Lincoln Road	Buena Road to Garden Highway	4-Lane Major Arterial	Widen Existing 2-Lane Collector to 4-Lane Arterial Roadway	4-Lane Arterial - No Parking - ROW 121'	9	21	2,150	10%	90%	This segment is in various stages of completeness with about 10.0% needing work and included in the Fee Program	770	121.0	44.0	9,460	\$4.50	\$10,000	\$20,000	\$21,300	\$400	Relocation 12-KV - 30-KV Poles	\$860,000	\$1,400	\$730	\$903	0	1.00	\$0	\$173,000	\$25,950	\$12,110	\$34,000	\$72,700	\$1,127,000	\$1,127,000	\$0											

City of Yuba City Traffic Impact Fee Update
Major Planned Roadway Improvements in Accordance with the October 2024 Traffic Study Update

Segment Number	Roadway Name	Segment Limits	Roadway Designation	Project Scope	Typical Street Cross Section	Roadway Case	Utility Case	Segment Length (Feet)	% of Segment in Fee Program	% of Segment not in Fee Program	Segment Site Review Notes	RIGHT OF WAY COST							UTILITY CONSTRUCTION COST			ROADWAY CONSTRUCTION COST							SOFT COSTS				TOTAL Marketplace 2024 AB 6800 COST	TOTAL Buildout 2024 AB 6800 COST		
												Weighted Existing ROW (Feet)	New ROW (Feet)	Add'l Req'd ROW (Feet)	ROW Acquisition (\$F)	ROW s / s.F. (\$ = 10 ft dedicated)	Improvements to be Acquired (i.e. house, barn)	ROW Acquisition Service Costs (assume 10%)	Right of Way Acquisition Cost	Utility Cost per Linear Ft	Scope of Work	SUBTOTAL Utility Cost	Roadway Cost per Linear Ft	Typical Cost of Residential Road	Factored Roadway Cost	Signal Case	Number of Major Intersections New Signalized Only	Intersections Cost	SUBTOTAL Roadway Cost	Professional Services (15.0%)	Yuba City Admin. (7.0%)	Contingency (20.0%)			SUBTOTAL Design, Environmental & Other Costs	
17-9	Stalder Lane	Queens Avenue to Bradley Estates	2-Lane Collector	No Work - Work Completed	No Work	0	0	2,190	0%	100%	Assume 0.0% of the cost is part of the Fee Program	760	760	0	0	\$4.50	\$140,000	\$14,000	\$0	\$0	No Improvements - Work Completed	\$0	\$0	\$730	\$0	0	0.00	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
17-10	Stalder Lane	Bradley Estates to Janine Drive	2-Lane Collector	No Work - Work Completed	No Work	0	0	1,830	0%	100%	Assume 0.0% of the cost is part of the Fee Program	760	760	0	0	\$4.50	\$140,000	\$14,000	\$0	\$0	No Improvements - Work Completed	\$0	\$0	\$730	\$0	0	0.00	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
18-1	Tharp Road	Butte House Road to SR-20	4-Lane Major Arterial	Widen Existing 2-Lane Collector to 4-Lane Arterial Roadway	4-Lane Arterial - No Parking - ROW 121'	9	21	2,835	40%	60%	This segment is in various stages of completeness with about 40.0% needing work and included in the Fee Program	630	121.0	580	65,770	\$4.50	\$80,000	\$38,000	\$165,000	\$400	Relocation 12 KV - 30 KV Poles	\$1,134,000	\$1,460	\$730	\$1,022	0	0.00	\$0	\$1,159,000	\$173,850	\$81,130	\$231,800	\$466,800	\$2,940,000	\$2,940,000	
18-2	Tharp Road	SR-20 to Lassen Avenue	4-Lane Major Arterial	Pavement Detention for Existing 4-Lane Arterial Roadway	4-Lane Arterial - No Parking - ROW 121'	11B	0	1,310	100%	0%	Assume 100.0% of the cost is part of the Fee Program	760	121.0	450	58,950	\$4.50	\$80,000	\$35,000	\$381,000	\$0	No Improvements - Work Completed	\$0	\$160	\$730	\$160	0	0.00	\$0	\$210,000	\$31,500	\$14,700	\$42,000	\$68,200	\$680,000	\$680,000	
18-3	Tharp Road	Lassen Avenue to Bridge Street	4-Lane Major Arterial	Pavement Detention for Existing 4-Lane Arterial Roadway	4-Lane Arterial - No Parking - ROW 121'	11B	0	2,040	100%	0%	Assume 100.0% of the cost is part of the Fee Program	760	121.0	450	91,800	\$4.50	\$80,000	\$50,000	\$544,000	\$0	No Improvements - Work Completed	\$0	\$160	\$730	\$160	0	0.00	\$0	\$327,000	\$49,050	\$22,800	\$65,400	\$137,400	\$1,009,000	\$1,009,000	
18-4	Tharp Road	Bridge Street to Franklin Road	2-Lane Collector	New 2-Lane Collector Roadway - Parking	2-Lane Collector - Parking - ROW 86'	4	0	2,070	90%	50%	Assume 50.0% of the cost is part of the Fee Program	500	660	90	16,500	\$4.50	\$80,000	\$16,000	\$85,500	\$0	No Improvements - Work Completed	\$0	\$1,170	\$730	\$950	0	0.00	0	\$994,000	\$147,600	\$66,880	\$196,800	\$413,300	\$1,483,000	\$1,483,000	
19-1	Phillips Road	Bogue Road to Newkorn Ranch Way	4-Lane Major Arterial	New 4-Lane Arterial Roadway	4-Lane Arterial - No Parking - ROW 121'	8	0	2,120	100%	0%	Assume 100.0% of the cost is part of the Fee Program	0	121.0	121.0	296,620	\$4.50	\$80,000	\$124,000	\$1,399,000	\$0	No Improvements - Work Completed	\$0	\$1,740	\$730	\$1,740	35	1.00	\$1,250,000	\$4,939,000	\$740,850	\$345,700	\$987,800	\$2,074,400	\$8,373,000	\$8,373,000	
19-2	Phillips Road	Newkorn Ranch Way to Stewart Road	2-Lane Collector	New 2-Lane Arterial Roadway	2-Lane Arterial - No Parking - ROW 104'	6B	0	1,995	100%	0%	Assume 100.0% of the cost is part of the Fee Program	0	104.0	104.0	207,480	\$4.50	\$80,000	\$102,000	\$1,116,000	\$0	No Improvements - Work Completed	\$0	\$1,380	\$730	\$1,380	0	0.00	\$0	\$2,794,000	\$413,150	\$192,780	\$550,800	\$1,156,700	\$5,027,000	\$5,027,000	
20-1	Harter Parkway	Bigque Road to Lincoln Road	2-Lane Parkway	New 2-Lane Parkway Roadway	2-Lane Parkway - No Parking - ROW 106'	6A	0	5,280	100%	0%	Assume 100.0% of the cost is part of the Fee Program	0	106.0	106.0	559,680	\$4.50	\$170,000	\$289,000	\$2,958,000	\$0	No Improvements - Work Completed	\$0	\$1,430	\$730	\$1,430	0	0.00	\$0	\$7,551,000	\$1,132,650	\$528,570	\$1,510,200	\$3,171,000	\$13,681,000	\$13,681,000	
20-2	Harter Parkway	Lincoln Road to Franklin Road	4-Lane Parkway	New 4-Lane Parkway	4-Lane Parkway - No Parking - ROW 138'	12	0	6,900	100%	0%	Assume 100.0% of the cost is part of the Fee Program	0	126.0	126.0	869,400	\$4.50	\$0	\$392,000	\$4,305,000	\$0	No Improvements - Work Completed	\$0	\$1,780	\$730	\$1,780	0	0.00	\$0	\$12,382,000	\$1,842,300	\$859,740	\$2,456,400	\$5,158,500	\$21,746,000	\$21,746,000	
20-3	Harter Parkway	Franklin Road to Bridge Street	4-Lane Parkway	New 4-Lane Parkway	4-Lane Parkway - No Parking - ROW 138'	12	0	1,840	100%	0%	Assume 100.0% of the cost is part of the Fee Program	0	126.0	126.0	231,840	\$4.50	\$0	\$105,000	\$1,149,000	\$0	No Improvements - Work Completed	\$0	\$1,780	\$730	\$1,780	0	0.00	\$0	\$3,276,000	\$491,400	\$229,320	\$655,200	\$1,376,000	\$5,861,000	\$5,861,000	
20-4	Harter Parkway	Bridge Street to Redhaven Avenue	4-Lane Parkway	New 4-Lane Parkway	4-Lane Parkway - No Parking - ROW 138'	12	0	1,600	100%	0%	Assume 100.0% of the cost is part of the Fee Program	0	126.0	126.0	201,600	\$4.50	\$0	\$91,000	\$999,000	\$0	No Improvements - Work Completed	\$0	\$1,780	\$730	\$1,780	0	0.00	\$0	\$2,848,000	\$427,200	\$199,360	\$599,800	\$1,196,200	\$5,044,000	\$5,044,000	
20-5	Harter Parkway	Redhaven Avenue to SR-20	4-Lane Parkway	No Work - Work Completed	No Work	0	0	1,760	0%	100%	Assume 0.0% of the cost is part of the Fee Program	0	0	0	0	\$4.50	\$0	\$0	\$0	\$0	No Improvements - Work Completed	\$0	\$0	\$730	\$0	0	0.00	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
20-6	Harter Parkway	SR-20 to Jefferson Boulevard	4-Lane Parkway	New 4-Lane Arterial Roadway	4-Lane Arterial - No Parking - ROW 121'	8	0	1,750	10%	90%	This segment is in various stages of completeness with about 10.0% needing work and included in the Fee Program	121.0	121.0	0	0	\$4.50	\$0	\$0	\$0	\$0	No Improvements - Work Completed	\$0	\$1,740	\$730	\$830	0	0.00	\$0	\$146,000	\$21,900	\$10,220	\$28,200	\$61,400	\$208,000	\$208,000	
20-7	Harter Parkway	Jefferson Blvd to Butte House Road	4-Lane Parkway	Widen Existing 2-Lane Residential to 4-Lane Arterial Roadway	4-Lane Arterial - No Parking - ROW 121'	11A	20A	1,820	80%	20%	This segment is in various stages of completeness with about 80.0% needing work and included in the Fee Program	109.0	121.0	120	17,470	\$4.50	\$0	\$8,000	\$69,600	\$0	No work required	\$0	\$1,540	\$730	\$1,375	0	0.00	\$0	\$2,007,000	\$301,050	\$140,490	\$401,400	\$843,000	\$2,920,000	\$2,920,000	
20-8	Tudy Parkway	Butte House Road to Queens Avenue	4-Lane Parkway	New 4-Lane Parkway	4-Lane Parkway - No Parking - ROW 138'	12	0	536	100%	0%	Assume 100.0% of the cost is part of the Fee Program	95.5	126.0	30.5	16,320	\$4.50	\$0	\$8,000	\$82,000	\$0	No Improvements - Work Completed	\$0	\$1,780	\$730	\$1,780	0	0.00	\$0	\$993,000	\$142,950	\$66,710	\$190,800	\$400,300	\$1,436,000	\$1,436,000	
20-9	Tudy Parkway	Queens Avenue to Bradley Estates	2-Lane Parkway	New 2-Lane Parkway Roadway	2-Lane Parkway - No Parking - ROW 108'	6A	0	1,925	100%	0%	Assume 100.0% of the cost is part of the Fee Program	300	106.0	90	146,300	\$4.50	\$80,000	\$74,000	\$813,000	\$0	No Improvements - Work Completed	\$0	\$1,430	\$730	\$1,430	0	0.00	\$0	\$2,753,000	\$412,950	\$192,710	\$550,800	\$1,156,300	\$4,733,000	\$4,733,000	
20-10	Tudy Parkway	Bradley Estates to Heidt Way	2-Lane Parkway	New 2-Lane Parkway Roadway	2-Lane Parkway - No Parking - ROW 108'	6A	0	1,150	90%	50%	This segment is in various stages of completeness with about 50.0% needing work and included in the Fee Program	98.7	106.0	7.3	4,200	\$4.50	\$0	\$2,000	\$10,500	\$0	No Improvements - Work Completed	\$0	\$1,430	\$730	\$1,080	0	0.00	\$0	\$621,000	\$93,150	\$43,470	\$124,200	\$260,800	\$893,000	\$893,000	
20-11	Tudy Parkway	Heidt Way to Lizziane Drive	2-Lane Parkway	New 2-Lane Parkway Roadway	2-Lane Parkway - No Parking - ROW 108'	6A	0	1,030	100%	0%	This segment is in various stages of completeness with about 100.0% needing work and included in the Fee Program	0	106.0	106.0	109,180	\$4.50	\$0	\$50,000	\$542,000	\$0	No Improvements - Work Completed	\$0	\$1,430	\$730	\$1,430	0	0.00	\$0	\$1,437,000	\$220,950	\$103,110	\$294,000	\$618,700	\$0	\$2,634,000	
20-12	Tudy Parkway	Lizziane Drive to Peace Road	2-Lane Parkway	New 2-Lane Parkway Roadway	2-Lane Parkway - No Parking - ROW 108'	6A	0	2,610	100%	0%	Assume 100.0% of the cost is part of the Fee Program	0	106.0	106.0	276,680	\$4.50	\$0	\$125,000	\$1,370,000	\$0	No Improvements - Work Completed	\$0	\$1,430	\$730	\$1,430	0	0.00	\$0	\$3,733,000	\$569,950	\$281,310	\$746,000	\$1,567,900	\$5,671,000	\$5,671,000	
21-1	El Margarita Road	Harter Parkway to Franklin Road	2-Lane Minor Arterial	New 2-Lane Arterial Roadway	2-Lane Arterial - No Parking - ROW 104'	6B	0	2,300	100%	0%	Assume 100.0% of the cost is part of the Fee Program	0	104.0	104.0	236,200	\$4.50	\$42,000	\$112,000	\$1,321,000	\$0	No Improvements - Work Completed	\$0	\$1,380	\$730	\$1,380	30	2.00	\$1,750,000	\$6,674,000	\$1,001,100	\$487,180	\$1,334,800	\$2,803,300	\$10,709,000	\$10,709,000	
21-2	El Margarita Road	Franklin Road to Imperial Way	2-Lane Minor Arterial	Widen Existing 2-Lane Collector to 2-Lane Parkway Roadway	2-Lane Parkway - No Parking - ROW 108'	7	21	1,145	100%	0%	Assume 100.0% of the cost is part of the Fee Program	540	106.0	50	59,540	\$4.50	\$80,000	\$35,000	\$383,000	\$400	Relocation 12 KV - 30 KV Poles	\$458,000	\$1,490	\$730	\$1,490	0	0.00	\$0	\$1,707,000	\$258,050	\$119,490	\$341,400	\$717,000	\$0	\$3,265,000	
21-3	El Margarita Road	Imperial Way to Bridge Street	2-Lane Minor Arterial	Widen Existing 2-Lane Collector to 2-Lane Parkway Roadway	2-Lane Parkway - No Parking - ROW 108'	7	21	800	100%	0%	Assume 100.0% of the cost is part of the Fee Program	40	106.0	660	52,800	\$4.50	\$80,000	\$32,000	\$350,000	\$400	Relocation 12 KV - 30 KV Poles	\$320,000	\$1,490	\$730	\$1,490	0	0.00	\$0	\$1,152,000	\$178,600	\$83,440	\$238,400	\$500,700	\$0	\$2,363,000	
21-4	El Margarita Road	Bridge Street to Spirit Drive	2-Lane Minor Arterial	Widen Existing 2-Lane Collector to 2-Lane Parkway Roadway	2-Lane Parkway - No Parking - ROW 108'	7	21	2,530	100%	0%	Assume 100.0% of the cost is part of the Fee Program	540	106.0	520	131,560	\$4.50	\$80,000	\$86,000	\$941,000	\$400	Relocation 12 KV - 30 KV Poles	\$1,012,000	\$1,490	\$730	\$1,490	0	0.00	\$0	\$3,770,000	\$565,500	\$283,900	\$754,000	\$1,583,400	\$0	\$7,107,000	
21-5	El Margarita Road	Spirit Drive to SR-20	2-Lane Minor Arterial	Widen Existing 2-Lane Collector to 2-Lane Parkway Roadway	2-Lane Parkway - No Parking - ROW 108'	7	21	770	90%																											

EXHIBIT C

The Economics of Land Use



Final Report

Yuba City Roadway Facilities Development Impact Fee Nexus Study

Prepared for:
City of Yuba City

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December 31, 2025

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1. Introduction and Executive Summary

Under the direction of the City, Fehr & Peers prepared an updated traffic analysis to model future land use and transportation demands-related roadway circulation needs and MHM Engineers & Surveyors prepared detailed roadway improvement costs estimates (Roadway Facilities Capital Improvement Program [CIP or Roadway CIP]) for those roadway facilities. Fehr & Peers prepared a City of Yuba City Roadway Development Impact Fee Calculations report¹ (Fee Calculations or Fee Calculations Report) to inform the calculations in this City of Yuba City Roadway Impact Fee Program Nexus Study (Nexus Study). This Nexus Study justifies the maximum allowable roadway impact fees that may be collected by the City. This fee program is referred to hereafter as the City of Yuba City Roadway Fee Program (Roadway Fee Program).

Roadway Fee Program Overview

The purpose of the Nexus Study is to establish the Roadway Fee Program and the legally required nexus findings for the City to implement the Roadway Fee Program and to set the initial development impact fees (roadway fees or fees). This Nexus Study also summarizes key components of the implementation and administration of the proposed Roadway Fee Program. As described herein, the Roadway Fee Program may be updated periodically to reflect changes in land uses, facilities requirements, improvement costs, and other fee program information over time.

The Roadway Fee Program will be a City-implemented roadway fee applicable to new development in the City. The Roadway Fee Program will contain the following fee components:

- Roadways Fee
- Administration Fee

Table 1-1 summarizes the proposed Roadway Fee by residential and commercial land use. For each land use, the administration component fee is calculated as 2 percent of the cost and will fund administration of the Roadway Fee Program. The Roadway Fee will be charged and collected per residential dwelling unit or per 1,000 square feet of nonresidential building space and are consistent with the requirements of California Assembly Bill (AB) 1600 legislation, as codified by the Mitigation Fee Act (California Government Code sections 66000 et. seq.).

¹ City of Yuba City Roadway Development Impact Fee Calculations report by Fehr & Peers dated December 6, 2024.

Table 1-1
Yuba City Roadway Facilities Fee Nexus Study
Roadway Facility Fees

Land Use Category	Unit	Roadway Fee				Administration Fee				Total Roadway Fee Including Administration			
		<1,500 sqft	1,500 - 2,499 sqft	2,500 + sqft	Nonresidential per ksf	<1,500 sqft	1,500 - 2,499 sqft	2,500 + sqft	Nonresidential per ksf	<1,500 sqft	1,500 - 2,499 sqft	2,500 + sqft	Nonresidential per ksf
Residential Land Uses													
Single Family Residential	DU	\$ 14,696	\$ 16,299	\$ 17,925		\$ 294	\$ 326	\$ 359		\$ 14,990	\$ 16,625	\$ 18,284	
Multi Family Residential	DU	\$ 7,041	\$ 7,809	\$ 8,588		\$ 141	\$ 156	\$ 172		\$ 7,182	\$ 7,965	\$ 8,760	
Single Family Residential - Senior	DU	\$ 3,768	\$ 4,179	\$ 4,596		\$ 75	\$ 84	\$ 92		\$ 3,843	\$ 4,263	\$ 4,688	
Multifamily Residential - Senior	DU	\$ 2,886	\$ 3,200	\$ 3,520		\$ 58	\$ 64	\$ 70		\$ 2,944	\$ 3,264	\$ 3,590	
Mobile Home	DU	\$ 7,285	\$ 8,080	\$ 8,886		\$ 146	\$ 162	\$ 178		\$ 7,431	\$ 8,242	\$ 9,064	
Nonresidential Land Uses													
Neighborhood Commercial	ksf				\$ 29,535				\$ 591				\$ 30,126
Community Commercial	ksf				\$ 28,612				\$ 572				\$ 29,184
Regional Commercial	ksf				\$ 39,688				\$ 794				\$ 40,482
Office	ksf				\$ 16,657				\$ 333				\$ 16,990
Light Industrial	ksf				\$ 6,165				\$ 123				\$ 6,288
Manufacture	ksf				\$ 9,280				\$ 186				\$ 9,466
PQP (Office)	ksf				\$ -				\$ -				\$ -

Sources: Fehr & Peers, EPS, and City of Yuba City

[1] City administration fee equal to 2%

To address provisions of California Assembly Bill 602 (AB 602), enacted in 2021, Roadway Fees will vary based on residential dwelling unit size. AB 602 modified the Mitigation Fee Act and stipulates that a jurisdiction must calculate residential fees proportionately to the square footage of the dwelling units, with the exception of water and sewer fees and any other fees for which specific findings can be made as to why the fees should not be enacted on a square foot basis. The Mitigation Fee Act requirements are detailed in the next section.

In response to the provisions of AB 602, Roadway Fees will differ by dwelling unit size with the proposed residential fee land uses for all fee components summarized below:

Roadways Residential Fee Categories

- Single Family <1,500 sq. ft.
- Single Family 1,500 sq. ft.–2,499 sq. ft.
- Single Family >2,500 sq. ft.
- Multifamily (same size ranges)
- Single Family – Senior (same size ranges)
- Multifamily – Senior (same size ranges)
- Mobile Home (same size ranges)

The proposed fees are based on the best land use information, backbone infrastructure and public facilities costs estimates, funding source information, and administrative cost estimates available at this time. The cost estimates presented in this report are in constant 2024 dollars. The following chapters of this report detail the land uses, facilities requirements, cost estimates, and cost allocation methodology used to estimate the fees.

Nexus Study Requirements

California Government Code 66000

The purpose of a Nexus Study is to establish the legally required nexus (or reasonable relationship) between projected new residential and nonresidential development and the capital facilities that will be required to serve that new development.

As briefly described in the previous section, the nexus requirements for imposing development impact fees were established under AB 1600 legislation, as codified by the Mitigation Fee Act (the Act; California Government Code section 66000 and following). The Act sets forth the procedural requirements for establishing and collecting development impact fees. The procedures require that a “reasonable

relationship or nexus must exist between a governmental exaction and the purpose of the condition.”² Specifically, each local agency imposing a fee must:

- Identify the purpose of the fee.
- Identify how the fee is to be used.
- Determine how a reasonable relationship exists between the fee’s use and the type of development project on which the fee is imposed.
- Determine how a reasonable relationship exists between the need for the public facility and the type of development project on which the fee is imposed.
- Determine how a reasonable relationship between the amount of the fee and the cost of the public facility or portion of the public facility attributable to the development on which the fee is imposed.

City Determination Affecting Roadway Facility Cost Allocations

The City’s roadway facilities CIP include approximately \$39.7 million in costs for utility construction and relocation. These costs are related to new or expanded roadway construction where the adjacent utilities will have to be relocated or placed underground. A disproportionate majority of the utility construction and relocation expenditures are adjacent to planned residential development (as measured by lineal feet of street frontage). When frontage for parks, recreation and open space and public/semi-public uses are excluded, planned residential development represents approximately 79 percent of the street frontage while nonresidential uses represent the remaining 21 percent.

Before adjustment, residential development reflects approximately 63 percent of total dwelling unit equivalent from planned development. Thus, before adjustment, residential development would be allocated approximately \$24.9 million of the total \$39.7 million in utility construction and relocation costs. The roadway fee calculations in the Fee Calculations report adjust \$24.9 million to a total of \$31.3 million (increase of \$6.4 million) to allocate 79 percent of the utility construction and relocation costs to residential development.

Assembly Bill 602

In addition, in 2021, AB 602 amended the requirements that would apply to new or updated impact fees by creating a “standards and practices” section to the Act, codified as Government Code Section 66016.5. This section is both declaratory of previously existing law and added certain new requirements. A new provision that pertains to this report requires that a nexus study “shall calculate a fee imposed on a housing development project proportionately to the square footage of

² *Public Needs & Private Dollars*; William Abbott, Marian E. Moe, and Marilee Hanson, page 109.

proposed units of the development” [66016.5(a)(5)(A)], and “large jurisdictions shall adopt a capital improvement plan as a part of the nexus study” [66016.5(a)(6)]. The City has prepared a Roadway Facility Capital Improvement Plan that is summarized in **Appendix B** of this Nexus Study.

Water and sewer systems are specifically exempt from the requirements of Section 66016.5. An exemption to the square footage allocation method may be made for other backbone infrastructure if the nexus study makes the following three findings:

- An explanation as to why square footage is not an appropriate metric to calculate fees imposed on a housing development project.
- An explanation that an alternative basis of calculating the fee bears a reasonable relationship between the fee charged and the burden posed by the development.
- That other policies in the fee structure support smaller developments, or otherwise ensure that smaller developments are not charged disproportionate fees.

Section 66016.5 [66016.5(a)(5)(C)] also states that the square footage allocation method “does not prohibit an agency from establishing different fees for different types of developments.”

In response to these provisions of AB 602, this Nexus Study makes findings justifying the use of the residential fee land uses summarized above for the various fee components. **Chapter 4** details all required nexus findings. For the Roadway Fee, the City has decided to establish separate fees for single family and multifamily units and for senior categories of these land use types in recognition of different persons per household and trip generating characteristics for these different types of units.

Senate Bill 13 and Accessory Dwelling Units

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

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

Based on this section of the California Government Code, any ADU smaller than 750 square feet is exempt from Roadway Fee Program fees. Fees on ADUs larger than 750 square feet require the City to perform the following calculations:

- 1) Determine the total habitable building square footage of both the proposed ADU and the primary residential unit on the lot on which the ADU is proposed.
As an example, assume that a primary single family dwelling unit has 2,000 habitable building square feet and the proposed ADU has 1,000 habitable building square feet.
- 2) Calculate the ADU's habitable building square feet as a percentage of the primary unit's habitable building square feet.
In the example from step 1), the size of the ADU is 50 percent of the primary residential unit.
- 3) Identify the fee category and fee that would have applied to the primary residential unit. In the Roadway Fee Program, the fee category would differ for the different fee components.
In the example from step 1), the fee category is "Single Family 1,500 sq. ft. — 2,499 sq. ft."
- 4) Calculate the ADU fees as the percentage from step 2) multiplied by the Roadway Fee for the fee category identified in step 3).
In the example from step 1), the ADU fee is 50 percent of the primary unit fee.

Roadway Fee Program Implementation and Administration

Implementation

The proposed Roadway Fee Program will be approved by the City through an ordinance establishing and authorizing collection of the fee and a resolution setting the amount of the fees. The Roadway Fee Program will be independent and separate from all other City, Sutter County (County), other agency, or regional development impact fees that may be applicable to residential and nonresidential development in the City.

Administration

The City will administer the Roadway Fee Program. The Roadway Fee Program will include a 2 percent planning and administration component to fund Roadway Fee Program administration. The administration component of the fee must be paid in cash at the issuance of a building permit to provide the City with funding to administer the Roadway Fee Program, while fee credits may be available for the

other fee components (as detailed in **Chapter 5**). Administration of the Roadway Fee Program will include the following major tasks:

- Tracking all Roadway Fee Program payments and assignment of fee credits and reimbursements for improvements constructed privately by developers.
- Tracking the progress of construction contracts for Roadway Fee Program improvements.
- Performing annual fee adjustments to account for the inflation of infrastructure and public facilities costs.
- Conducting periodic reviews of development projections, facilities requirements, improvement costs, funding sources, and cost allocation methodologies and making necessary adjustments to the Roadway Fee Program.
- Preparing the required annual and five-year reports on the status of the Roadway Fee Program.

The Roadway Fee Program implementation and administration are detailed in **Chapter 6** of this report. Using its authority to implement the Roadway Fee Program, the City reserves the right to make interpretations, clarifications, or other modifications to the Roadway Fee Program implementation and administration provisions summarized in this Nexus Study.

Supporting Documents

The following documents produced by or for the City are being prepared in conjunction with this analysis:

- City of Yuba City General Plan.
- City of Yuba City Travel Demand Model (2020 update) prepared by Fehr & Peers.
- Fee Calculations report – March 2025 (Fehr & Peers).
- CIP prepared by MHM Engineers and Surveyors (2025). A summary of the CIP is included as **Appendix B** of this report.

Organization of Report

This Nexus Study is organized into the following chapters:

- **Chapter 1** summarizes the proposed Roadway Fee Program.
- **Chapter 2** identifies the land uses that will be subject to the Roadway Fee Program.
- **Chapter 3** details the Roadway Fee Program improvements, estimated costs, cost allocations, and fee calculations.
- **Chapter 4** summarizes the nexus findings for each Roadway Fee Program component.
- **Chapter 5** describes Roadway Fee Program implementation and administration.

In addition, the Nexus Study contains the following appendices:

- **Appendix A:** City of Yuba City Roadway Development Impact Fee Calculations (Fehr & Peers).
- **Appendix B:** Summary of Roadway CIP.
- **Appendix C:** Transportation Impact Fee Comparisons
- **Appendix D:** Development Impact Fee Comparisons

2. Land Uses and Demographics

The City's land use and growth projections are derived from the City's General Plan document and were summarized in the Fee Calculations Report. While the City provided land use information for full City buildout, a "market absorption" scenario corresponding to cumulative development through 2040 was chosen for the traffic modeling and Fee Calculations Report.

Demographic Information

Land Use Information

Table 2-1 details the base year and market absorption 2040 buildout estimates from the Fee Calculations Report. As shown, the City anticipates residential growth of approximately 21,500 single family units, 6,900 multifamily units and approximately 12.4 million square feet of nonresidential development.

The estimated number of persons per unit and trips per household by persons per unit factors are used in the cost allocation. As discussed in **Chapter 1**, in response to the provisions of AB 602, the City is permitted to establish different fees for different land use types. Thus, the roadway fee is proposed to have different residential fee categories, as summarized below:

- Single family by unit size range
- Single family – Senior by unit size range
- Multifamily by unit size range
- Multifamily – Senior by unit size range

Persons per Household and Trips per Household Factors

EPS compiled information from the U.S. Census American Housing Survey (AHS), the National Household Travel Survey and the City to complete the calculations shown in **Table 2-2**. The AHS data are for single family detached units and are compiled into three dwelling unit size ranges. These unit size ranges were selected based on review of historical single family dwelling unit building permit data from the City. When estimated trips per household from the National Travel Survey are included, the estimated trips per household unit size are calculated for each dwelling unit size range. The unit size category of 1,500 to 2,499 building square feet is considered the average unit size so each other unit size category is compared with the average to derive a trip generation dwelling unit equivalent (DUE) by unit size range.

Table 2-1. Yuba City 2040 Buildout Estimates

	Land Use Category	Unit	Base Year (2020)	Buildout Condition	Land Use Growth ¹
Residential	Single-Family Residential	DU	18,468	39,997	21,529
	Multi-Family Residential	DU	5,134	12,067	6,933
Retail	Neighborhood Commercial	KSF	592	1,240	648
	Community Commercial	KSF	3,565	5,685	2,120
	Regional Commercial	KSF	1,235	2,353	1,118
Non-Retail	Office	KSF	1,126	5,606	4,480
	Light Industrial	KSF	4,681	8,184	3,503
	Manufacture ²	KSF	-	1,193	1,193
	Public/Quasi-Public (PQP)	KSF	230	230	
Notes: ¹ Represents growth between base year (2020) model and buildout model. ² Base year model classifies manufacturing uses as light industrial. Per previous discussions with the City and EPS, it was decided that growth in PQP would be classified as office given similar trip rates. DU = dwelling units. KSF = thousand square feet of occupied space. Source: <i>Fehr & Peers, 2024.</i>					

Table 2-2
Yuba City Roadway Facilities Fee Nexus Study
PPH - National Data Single Family Detached Units

Dwelling Units (in Thousands) by Number of Persons Per Unit and Unit Square Feet											
	Trips per Household [1]	<1,500 Sq. Ft.			1,500-2,499 Sq. Ft.			2,500+ Sq. Ft			Total
		Number of Units	Percent of Units	Trips	Number of Units	Percent of Units	Trips	Number of Units	Percent of Units	Trips	
Persons per Unit											
1 person	3.82	6,852	30%	1.13	6,218	18%	0.70	2,065	11%	0.41	15,137
2 persons	6.88	8,194	35%	2.43	12,688	38%	2.58	7,314	38%	2.61	28,202
3 persons	9.44	3,547	15%	1.44	5,924	18%	1.66	2,960	15%	1.45	12,434
4 persons	12.61	2,658	11%	1.44	5,166	15%	1.93	3,980	21%	2.60	11,808
5 persons	14.72	1,181	5%	0.75	2,436	7%	1.06	1,877	10%	1.43	5,496
6 persons	15.28	511	2%	0.34	868	3%	0.39	730	4%	0.58	2,110
7 persons or more [2]	21.03	279	1%	0.25	485	1%	0.30	383	2%	0.42	1,148
Total		23,222	100%	7.78	33,785	100%	8.63	19,309	100%	9.49	76,334
Pct. of Total Units		30%			44%			25%			100%
Trip Generation DUE [3]				0.90	1.00				1.10		

Source: US Census American Housing Survey 2021 - National, GHD, John E. Long and EPS.

[1] 2017 National Household Travel Survey, California Add On.

[2] Assumes 7 persons in a "7 persons or more household."

[3] Trips as compared to trips for a 1,500-2,499 sq. ft. unit.

3. Yuba City Roadway Improvements and Cost Allocations

This chapter summarizes the planned roadway facilities estimated costs and funding sources, which are based on the Fee Calculations report and MHM Roadway Facilities CIP, which is included as **Appendix B** of this Nexus Study.

Capital Improvement Program

As detailed in **Appendix B**, the CIP contains approximately \$447.3 million in roadway facility costs. The CIP was informed by a series of model runs performed by Fehr & Peers with input and feedback from City staff. The City contemplates development will occur in five planning areas (North, Northwest, North Central, Southwest, and Southeast) shown in **Table 3-1**. Specifically in the west and southern portions of the City, there are several large Specific Plans or Master Plans that have been approved.

Figure 1 illustrates the planned roadway facility network including the roadway facilities included in the CIP. The Fee Calculations report summarized the categories of major roadway costs as displayed in the table below.

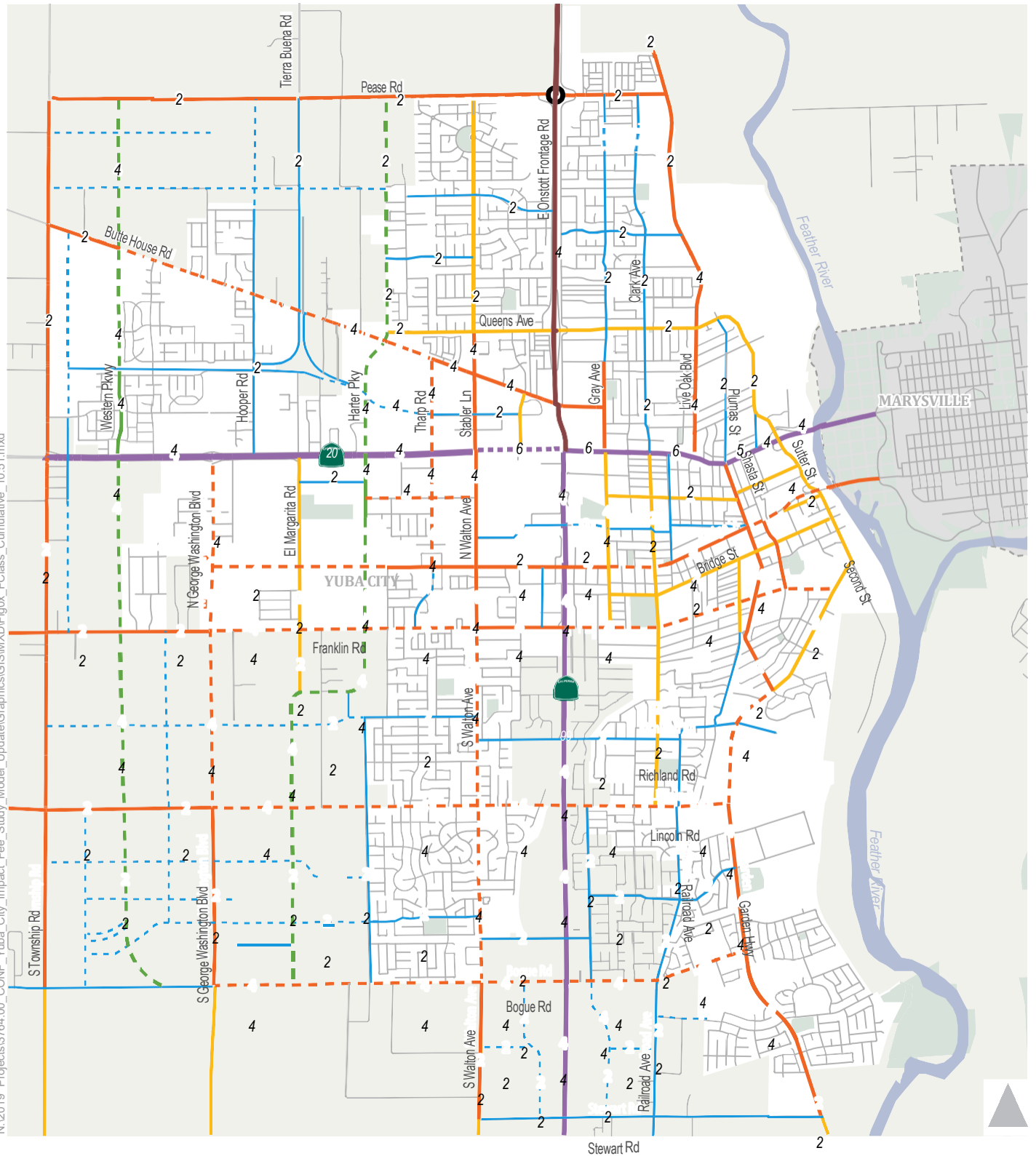
Table 3-1
Yuba City Roadway Facilities Fee Nexus Study
Description of Roadway Improvements

Type [1]	Description
East-West Roadway Capacity Increase	Widening of four lanes of partes of Butte House Road, Bridge Street, Franklin Road, Lincoln Road, Lassen Boulevard, and Bogue Road. Westerly extension of Bridge Street.
North-South Roadway Capacity Increase	Widening to four lanes of parts of George Washington Boulevard, Walton Avenue, Harter Parkway, Tharp Road, and Garden Highway. Estension as two or four lanes of Western Parkway and Harter (Tuly) Parkway.
State Highway Improvements	New Interchange at State Route 99/Pease Road. Widening of State Route 20 from four to siz lanes from State Route 20 to west of Stabler Lane.

Sources: Fehr & Peers, EPS, and City of Yuba City

[1] This is a partial/summarized list. Improvements are also planned on other roadways (e.g., Pease Road, Township Road, etc.) to upgrade facility type but may not solely increase capacity. See Appendix B for the complete list of projects.

N:\2019 Projects\3764.00_CONF_Yuba_City_Impact_Fee_Study_Model_Update\Graphics\GISMXD\Fig0x_FClass_Cumulative_10.51.mxd



- X Roadway Number of Lanes
(Excluding turn pockets or
center turn lanes)
- New Interchange
- Functional Classification
- Freeway
 - Parkway
 - Local Street
 - Highway
 - Minor Arterial
 - New/Widened Road
 - Major Arterial
 - Collector

Figure 1

Roadway Fee Program Costs

Table 3-2 summarizes the Roadway Fee Program improvements and costs that are included in **Appendix B**.

Table 3-2. Roadway Fee Program Cost Summary

Item [1]	Roadway Fee Program
North - South Roadways	\$316,614,000
East-West Roadways	\$303,140,000
Interchanges and Bridges [2]	\$16,751,000
Total	\$636,505,000
TOTAL ROUNDED [3]	\$636,500,000

Sources: Fehr & Peers, EPS, and City of Yuba City

[1] All costs are rounded to the nearest thousand, except the Total Rounded Cost.

[2] Amounts shown for Interchanges and Bridges under "Roadways Cost" is a combination of roadway, bridge and related costs.

[3] Rounded amount used in Fehr & Peers fee report.

Roadway Facilities

The Roadway Fee Program also includes an Administration component that is calculated as 2 percent of all Roadway Fee Program costs. The following sections generally describe roadway facility cost categories.

Table 3-3 illustrates the roadway facility costs by category of cost. The total costs in **Table 3-3** may differ from the totals in **Table 3-2** because of rounding.

Table 3-3
Yuba City Roadway Facilities Fee Nexus Study
Roadway Facilities Costs by Category

	Right	Utility	Roadway Construction		Soft	Adjustment	
Item [1]	of Way	Relocation	Roadway Cost	Intersections Cost	Costs	for Rounding [3]	Total
North - South Roadways	\$48,780,000	\$16,830,000	\$164,660,000	\$12,100,000	\$74,240,000	\$4,000	\$316,614,000
East-West Roadways	\$31,880,000	\$43,210,000	\$109,350,000	\$51,250,000	\$67,460,000	(\$10,000)	\$303,140,000
Interchanges and Bridges [2]	\$1,240,000	\$0	\$10,930,000	\$0	\$4,590,000	(\$9,000)	\$16,751,000
Total	\$81,900,000	\$60,040,000	\$284,940,000	\$63,350,000	\$146,290,000	(\$15,000)	\$636,505,000
TOTAL ROUNDED [3]							\$636,500,000
<i>Percentage of Total</i>	12.9%	9.4%	44.8%	10.0%	23.0%	0.0%	100.0%

Sources: Fehr & Peers, EPS, and City of Yuba City

[1] All costs are rounded to the nearest thousand.

[2] Amounts shown for Interchanges and Bridges under "Roadways Cost" is a combination of roadway, bridge and related costs.

[3] Rounded amount used in Fehr & Peers fee report.

Roadway Right of Way

The Roadway Fee Program includes a total of approximately \$81.9 million in land acquisition and related right-of-way costs.

Utility Construction and Relocation

As noted, construction of new roadway facilities and additional capacity will require utility construction and relocation costs. The CIP includes an estimated \$60.0 million in utility construction and relocation costs.

Roadway Construction

The majority of the CIP costs are roadway construction costs, which include grading, aggregate base, asphalt, curb, and gutter, etc. The Roadway Fee Program includes a total of approximately \$348.3 million in roadway construction, consisting of approximately \$284.9 million in roadway costs and \$63.4 million in intersection costs.

Soft Costs

The Roadway Fee Program includes soft costs of approximately \$147.3 million for design, construction management and completion of the roadway projects.

Roadway Facility Cost Allocations

For each improvement type, the Roadway Fee is estimated by allocating the roadway costs to the various land uses based on each land use's relative demand for and benefit received from the facilities.

Table 3-4 provides a cost allocation summary and fee estimate.

The general steps to allocate the costs and estimate the fees are outlined below:

- 1) Determine the Roadway Fee Program costs. These costs were detailed in the previous chapter.
- 2) Determine the Dwelling Unit Equivalent (DUE) factor for each land use type that serves as a measure of demand placed on the improvement relative to the demand of an average "Single Family 1,500 – 2,499 sq. ft." dwelling unit.
- 3) For each residential unit size category, estimate the fees using the DUE factor by dwelling unit size category from **Table 2-1**.
- 4) Add the cost of fee program administration to determine total fee amount.

Costs are shown on a per unit basis for residential development and on a per one thousand building square foot basis for nonresidential development.

Table 3-4
Yuba City Roadway Facilities Fee Nexus Study
Roadway Facility Fees by Residential Unit Size Range

Land Use Category	Unit	PM Peak Hour Trip Rate per Unit	Average Trip Length	DUE Factor per Unit	Adjusted Fee Per Unit	DUE Factor Adjustment by Residential Unit Size Range			Roadway Cost by Residential Unit Size Range			Roadway Fees (Incl. Administration) [1]			
						<1,500 sqft	1,500 - 2,499 sqft	2,500 + sqft	<1,500 sqft	1,500 - 2,499 sqft	2,500 + sqft	<1,500 sqft	1,500 - 2,499 sqft	2,500 + sqft	Nonresidential per ksf
Residential Land Uses															
Single Family Residential	DU	1.17	3.70	1.00	\$ 16,299	0.90	1.00	1.10	\$ 14,696	\$ 16,299	\$ 17,925	\$ 14,990	\$ 16,625	\$ 18,284	
Multi Family Residential	DU	0.61	3.40	0.48	\$ 7,809	0.43	0.48	0.53	\$ 7,041	\$ 7,809	\$ 8,588	\$ 7,181	\$ 7,965	\$ 8,760	
Single Family Residential - Senior	DU	0.30	3.70	0.26	\$ 4,179	0.23	0.26	0.28	\$ 3,768	\$ 4,179	\$ 4,596	\$ 3,843	\$ 4,263	\$ 4,688	
Multifamily Residential - Senior	DU	0.25	3.40	0.20	\$ 3,200	0.18	0.20	0.22	\$ 2,886	\$ 3,200	\$ 3,520	\$ 2,943	\$ 3,264	\$ 3,590	
Mobile Home	DU	0.58	3.70	0.50	\$ 8,080	0.45	0.50	0.55	\$ 7,285	\$ 8,080	\$ 8,886	\$ 7,431	\$ 8,241	\$ 9,064	
Nonresidential Land Uses															
Neighborhood Commercial	ksf	2.56	3.2	1.89	\$ 29,535										\$ 30,126
Community Commercial	ksf	2.56	3.1	1.83	\$ 28,612										\$ 29,185
Regional Commercial	ksf	2.56	4.3	2.54	\$ 39,688										\$ 40,482
Office	ksf	1.32	3.5	1.07	\$ 16,657										\$ 16,990
Light Industrial	ksf	0.45	3.8	0.40	\$ 6,165										\$ 6,289
Manufacture	ksf	0.66	3.9	0.59	\$ 9,280										\$ 9,466
PQP (Office)	ksf	1.4	3.4	1.10	\$ -										\$ -

Sources: Fehr & Peers, EPS, and City of Yuba City

[1] City administration fee equal to 2%

4. Nexus Findings

This report has been prepared to establish the Roadway Fee Program fees in accordance with the procedural guidelines established in the Mitigation Fee Act, which are codified in California Government Code (CGC) Section 66000 et. seq. The Mitigation Fee Act sets forth the procedural requirements for establishing and collecting development impact fees.

In particular, CGC Section 66001 includes specific requirements for establishing a reasonable relationship or nexus between the development impact fee, and CGC Section 66016.5 (added in 2021 to address the newly enacted AB 602) includes additional requirements for development impact fees. The remainder of this chapter addresses the requirements of CGC Section 66001 and CGC Section 66016.5.

California Government Code Section 66001

CGC Section 66001 requires that a “reasonable relationship or nexus must exist between a governmental exaction and the purpose of the condition.”³ Specifically, each local agency imposing a development impact fee must make the following findings:

- Identify the purpose of the fee.
- Identify how the fee is to be used.
- Determine how a reasonable relationship exists between the fee’s use and the type of development project on which the fee is imposed.
- Determine how a reasonable relationship exists between the need for the public facility and the type of development project on which the fee is imposed.
- Demonstrate how a reasonable relationship exists between the amount of the fee and the cost of the public facility or portion of the public facility attributable to the development on which the fee is imposed.

This section details these findings for each Roadway Fee Program component that is addressed in this report.

³ *Public Needs & Private Dollars*; William Abbott, Marian E. Moe, and Marilee Hanson, page 109.

City Determination Affecting Roadway Facility Cost Allocations

The City's roadway facilities CIP includes approximately \$39.7 million in costs for utility construction and relocation. These costs are related to new or expanded roadway construction where the adjacent utilities will have to be relocated or placed underground. A disproportionate majority of the utility construction and relocation expenditures are adjacent to planned residential development (as measured by lineal feet of street frontage). When frontage for parks, recreation and open space and public/semi-public uses are excluded, planned residential development represents approximately 79 percent of the street frontage while nonresidential uses represent the remaining 21 percent.

Before adjustment, residential development reflects approximately 63 percent of total dwelling unit equivalents from planned development. Thus, before adjustment, residential development would be allocated approximately \$24.9 million, of the total \$39.7 million in utility construction and relocation costs. The roadway fee calculations in the Fee Calculations report adjust \$24.9 million to a total of \$31.3 million (increase of \$6.4 million) to allocate 79 percent of the utility construction and relocation costs to residential development.

Roadways

Purpose of Fee

The purpose of the Roadway Fee Program streets fee is to provide funding to construct new roadway facility infrastructure required to serve the new City residents and employees.

Use of Fee

The Roadway Fee Program streets fees will be used to construct and expand roadway facilities needed to accommodate future traffic volumes projected as a result of new development. The Roadway Fee will be used to fund land acquisition and right of way costs, utility construction, roadway construction and soft costs.

Relationship Between Use of Fee and Type of Development

The Roadway Fees will be used to construct roadway improvements needed to adequately serve an increased service population as the result of the new development. A reasonable relationship exists between the use of the Roadway Fees and the residential and commercial development on which the fees are imposed because the fees will be used to construct the roadway system needed to serve the new residents and employees generated by the new development.

Relationship Between Need for Facility and Type of Development

New residential and commercial development in the City will generate new residents and employees that will result in new vehicular trips and the need for additional roadway improvements to maintain adequate levels of service.

A reasonable relationship exists between the need for roadway improvements and the type of new residential and nonresidential development projects because the roadway improvements must be constructed to accommodate the new development types that will place an increased demand on the roadway system.

Relationship Between Amount of Fee and Cost of Facility or Portion of Facility Attributed to Development on Which Fee is Imposed

The total cost of improvements funded by the Roadway Fees is allocated among the projected new residential and nonresidential land uses in the City at buildout based on the relative demand each land use is anticipated to place upon the improvements. Cost allocation factors based on trip generation and vehicle miles travelled are used to measure the relative demand generated by each land use and to allocate the roadway costs across all benefiting land uses in the City. A reasonable relationship exists between the amount of the Roadway Fees and the costs of the facilities attributable to the new residential and nonresidential development on which the fees are imposed because the fees are derived using appropriate cost allocation factors as measures of the proportional demand generated by each development type.

Administration

The administration component of the Fee Program funds City costs associated with fee program administration and implementation, including credit and reimbursement agreement negotiations and implementation, credit and reimbursement tracking, annual reporting requirements, periodic updates to the Nexus Study, and other related costs. Collection and implementation of the Roadway Fee is reliant upon funding from the administration component.

For each land use, the administration component is calculated as 2 percent of the roadway costs. Costs of the administration component are therefore based on each fee component, and associated nexus findings for the administration component are established by the nexus finding for the Roadway Fee documented above.

**California Government Code
Section 66016.5 (AB 602)**

As noted earlier in this document, this nexus analysis must consider the newly created CGC Section 66016.5. This section stipulates that a jurisdiction must calculate residential development impact fees proportionately to the square footage of the dwelling units, with the exception of water and sewer fees and any other fees for which specific findings can be made as to why the fees should not be enacted on a square foot basis.

As described in this report, the residential roadway fees have been calculated by dwelling unit square foot ranges. Thus, the required findings detailed in CGC Section 66016.5 must be made for these residential roadway fees. The specific requirements and findings are detailed in the remainder of this chapter.

Requirements for Exceptions to Fee Proportional to Housing Square Footage

CGS Section 66016.5(a)(5)(A) states, among other things, that fees “imposed on a housing development project proportionately to the square footage of the proposed units of the development shall be deemed to have used a valid method to establish a reasonable relationship between the fee charged and the burden posed by the development.” However, Section 66016.5(a)(5)(B) states that a nexus study “is not required to comply with this proportionality requirement if the local agency makes the following findings:

- a) An explanation as to why square footage is not an appropriate metric to calculate fees imposed on a housing development project.
- b) An explanation that an alternative basis of calculating the fee bears a reasonable relationship between the fee charged and the burden posed by the development.
- c) That other policies in the fee structure support smaller developments, or otherwise ensure that smaller developments are not charged disproportionate fees.”

Roadway Facilities

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

The roadway costs are allocated to dwelling units on a trips basis in the form of VMT per unit, which relies on transportation factors (number of PM peak hour trip rate, length of trips), as well as on persons per household, as persons per household has a direct relationship to the number of daily trips. The persons per household data provided in this report supports identification of an increasing number of people per household and trips per household as a dwelling unit size increases. However, the data present limitations on both the lower/smaller unit size range and on the higher/larger unit size range. For example, regardless of how small a dwelling unit may be, the minimum assumed persons per unit would be 1. Similarly, as home size continues to increase, the data are not as conclusive that the number of persons per unit and daily trips per unit continue to increase in a linear or otherwise determinant fashion. For these reasons, deriving a fee directly calculated on residential building square footage alone is not an appropriate metric to calculate the Roadway Fees.

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

As detailed in **Chapter 2**, the number of people per household, trips per household, and VMT per household show a pattern of increasing as unit size increases. Thus, implementing the fee based on ranges of building square feet for residential development bears a reasonable relationship between the fee charged and the burden posed by the development because units that fall in the lower building unit size range pay a lower fee than units that fall in a higher building unit size range, which is proportional to the estimated number of people per household by unit size within each size range.

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

Implementation of the Roadway Fee Program fees for residential development by building square foot range achieves the objective that smaller residential units would be charged a lower fee than larger units and ensures proportionality of fees based on relative demand for the facilities, as documented in this report.

5. Fee Program Implementation and Administration

This chapter identifies tasks that the City will complete when implementing the Roadway Fee Program.

The Roadway Fee Program fees presented in this report are based on the best improvement cost estimates, funding source information, administrative cost estimates, and land use information available at this time. If costs change significantly, if the type or amount of new development changes, if other assumptions significantly change, or if other funding becomes available (as a result of legislative action on state and local government finance, for example), the Roadway Fee Program should be updated accordingly.

After the fees presented in this report are established, the City will conduct periodic reviews of the public improvement costs and other assumptions used as the basis of this Nexus Study. Based on these reviews, the City may make necessary adjustments to the Roadway Fee Program through subsequent updates.

Inflation Adjustment

The costs in this report are shown in 2024 dollars based on the CIP prepared by MHM Engineers and Surveyors. To ensure that the Roadway Fee Program stays current with the prevailing cost of construction, the proposed fees will be automatically adjusted by the City annually to account for the inflation (or deflation) of construction, right-of-way acquisition, environmental, and design costs. Consistent with other City-administered fee programs, annual fee adjustments shall occur automatically on January 1 of each calendar year.

The Roadway Fee will be adjusted automatically by the percentage change in the average of the Engineering-News Record's San Francisco and 20-City Construction Cost Indices for the 12-month period ending in October of the previous year, or equivalent, as determined by the Finance Director if these numbers are not available. For example, the adjustment for January 2025 will be determined by calculating the percentage change from October 2023 to October 2024 in the average of the ENR 20-city and San Francisco CCIs. The resulting value will be the adjustment factor that will be applied to the Roadway Fee in January 2025.

Implementing Ordinances / Resolutions

The proposed Roadway Fee would be adopted by the City through one or more ordinances authorizing collection of the fees and through one or more fee resolutions establishing the fees. The fee will be effective 60 days following the City's final action on the ordinances authorizing collection of the fee and on the fee resolutions establishing the fee. The new ordinances and resolutions should reference the automatic inflation adjustment factor discussed in this section.

Fee Administration

The Roadway Fee will be collected from new development in the City subject to the fee at the time of building permit issuance; use of these funds may need to wait until a sufficient fund balance can be accrued. According to CGC Section 66000, the City is required to deposit, invest, account for, and expend the fees in a prescribed manner.

Fee Exemptions, Reductions, and Waivers

Public Agencies

All federal and state agencies, public school districts, and the City may be exempt from the Roadway Fee Program fees. Other non-City public agencies shall be subject to payment of the Roadway Fee Program fees.

Replacement/Reconstruction

Any replacement or reconstruction (no change in use) of any residential unit or any nonresidential structure that is damaged or destroyed as a result of fire, flood, explosion, wind, earthquake, riot, or other calamity, or act of God shall be exempt from the Roadway Fee. However, if the replacement or reconstructed residential unit exceeds the documented total number of units or unit size of the damaged/destroyed residential structure, or the replacement or reconstructed nonresidential building exceeds the documented total floor area of the damaged/destroyed building, the excess units or building square footage is subject to the Roadway Fee.

Additions/Alterations/Modifications/Temporary Facilities

The following rules shall apply to additions, alterations, modifications, and temporary facilities:

- 1) Consistent with current State law, ADU and Junior ADU that are fewer than 750 building square feet shall not be assessed the Roadway Fee.
- 2) Additions to residential structures where the total square footage of the dwelling remains within a fee category range, provided no change in use occurs and a second full kitchen is not added, shall not be charged a fee. If the square footage of the dwelling increases into a new fee category range, the difference of the two fee category ranges shall be collected before building permit issuance.
- 3) Except as otherwise provided, when an existing residential dwelling is converted into two primary units, or a new primary dwelling is added to the property, that new unit shall be assessed a fee consistent with the provisions of this Nexus Study.
- 4) Supporting use square footage in multi-unit residential projects, such as the office and recreation areas required to directly serve the multifamily project, shall not be subject to a fee. The residential unit fee will provide the full mitigation required in multi-unit residential projects.
- 5) Non-habitable residential structures, including decks, pools and spas, pool cabanas, sheds, and detached garages, shall not be assessed a fee. An attached garage shall not count towards the square footage of the dwelling.

Accessory Dwelling Units

Fees on ADUs larger than 750 square feet require a two-part calculation. First the City will determine the total habitable building square footage of the proposed ADU and the primary residential unit on the lot on which the ADU is proposed. The City will determine the ADU building square footage as a proportion of the primary residential unit. As an example, if the primary residential dwelling unit is 2,000 building square feet and the proposed ADU is 1,000 building square feet, then the ADU would be 50 percent of the primary residential unit. The City would then identify the Roadway Fee that will apply to the primary residential unit and apply 50 percent to that amount as the Roadway Fee applicable to the ADU. In this example, the categories would be the Single Family 1,500 – 2,499 sq. ft. category for streets and parks and open space fees and either low density residential or medium density residential for the other fee categories.

Credit for Replacement of Existing Buildings

New development that replaces existing development is eligible for a fee credit to the extent the facilities to be funded by the new development are already provided to the existing development. For example, a 4-unit apartment complex that is replaced by an 8-unit apartment complex could receive up to a 50 percent credit in the fee ($4/8 = 50$ percent). The City's Community Development Director will determine the amount of the fee credit at the time a site plan is submitted to the City.

Fee Credit and Reimbursement to Developers

As is typical with development impact fee programs, many of the public infrastructure facilities are needed up front before adequate revenue from the fee collection would be available to fund such improvements. Consequently, some type of private funding may be necessary to pay for the public improvements when they are needed. This private financing may be in the form of land-secured bonds, developer equity, or other forms of private financing.

In cases where a private party (e.g., developer) has advance-funded an eligible Roadway Fee Program facility, the party will be due fee credits or reimbursements from the fee program. Note that the Roadway Fee administration component must be paid at the issuance of a building permit to provide the City with funding to administer the Roadway Fee Program. Roadway Fee credits or reimbursements will be provided under the following conditions:

- Developer-installed improvements shall be considered for reimbursement. Only funds collected from the Roadway Fee shall be used to reimburse a developer who installed eligible Roadway Fee Program improvements identified in the Roadway CIP.
- The value of any developer-installed improvement for fee credit or reimbursement purposes shall be based on the lesser of the actual cost of eligible facilities (as determined at the sole discretion of the City via a review of the construction contract and payments made, plus an allowance determined by the City for soft costs directly associated with the facility design and construction) *or* the total eligible facility costs based on the cost schedule and estimate set forth in the CIP, subject to the automatic annual inflation adjustment described previously in this chapter. The Master Reimbursement Agreement governs how the Roadway Fee reimbursements will be provided.
- All construction contracts, construction work, and requests for reimbursement are performed in conformance with the most current City policies governing such construction of eligible improvements and the Master Reimbursement Agreement.

Impact Fee Program Adoption Process

Impact fee program adoption procedures are found in CGC Section 66016 through CGC Section 66019. Adoption of this impact fee program requires the City Council to follow certain procedures, including holding a public hearing with at least 30 days' notice for the hearing (Gov. Code § 66016.5(a)(7)). The City is required to post a public notice at least 30 days before the public hearing considering the fee. The City shall notify any member of the public that requests notice of intent to begin an impact fee nexus study of the date of the hearing.

Mailed notice 14 days before the public hearing is required for those individuals who request such notification. Data, such as this Nexus Study and referenced material, must be made available at least 10 days before the public hearing. Any new or increased fees would be effective 60 days after adoption.

Programming Revenues and Projects with the Capital Improvement Plan

The City will update its Roadway CIP to identify specific projects and program fee revenues to those projects. Use of the Roadway CIP in this manner documents a reasonable relationship between new development and the use of fee revenues.

The City shall plan its CIP expenditures at least 5 years in advance and show where all collected development impact fee revenues will be spent. The City can hold funds in a project account for longer than 5 years, if necessary, to collect sufficient funds to complete a given project. See Compliance Requirements below for the specific CIP update requirements stated in CGC Section 62000.

Compliance Requirements

The California Mitigation Fee Act (CGC Section 66000 et seq.) mandates procedures for administration of impact fee programs, including collection, accounting, refunds, updates, and reporting. The City must comply with the annual and 5-year reporting requirements. For facilities to be funded with a combination of impact fees and other revenues, the City must identify the source and amount of the other revenues. The City must also identify when the other revenues are anticipated to be available to fund the project. The City's compliance obligations regarding the act include the specific requirements detailed below.

Earmarking of Fee Revenues

CGC Section 66006 mandates that the City deposit fees for the improvements in a separate capital facilities account or fund to avoid any commingling of the fees with other revenues and funds of the City, except for temporary investments. Fees must be expended solely for the purpose for which they were collected. Interest earned on the fee revenues must also be placed in the capital account and used for the same purpose. The California Mitigation Fee Act is not clear as to whether depositing fees "for the improvements" refers to a specific capital improvement or a class of improvements (e.g., fire or police facilities). The City maintains discretion as to how it will collect and account for Roadway Fee fees, while maintaining compliance with CGC requirements.

Reporting

CGC Section 66006 requires that once each year, within 180 days of the close of the fiscal year, the City must make available to the public the following information for each account established to receive impact fee revenues:

- 1) The amount of the fee.
- 2) The beginning balance and the ending balance of the account or fund.
- 3) The amount of the fees collected and interest earned.
- 4) Identification of each public improvement on which fee revenues were expended and the amount of the expenditures on each improvement, including the percentage of the cost of the public improvement that was funded with fee revenues.
- 5) Identification of the approximate date by which the construction of a public improvement will commence, if the City determines sufficient funds have been collected for financing of an incomplete public improvement.
- 6) A description of each interfund transfer or loan made from the account or fund, including interest rates, repayment dates, and a description of the improvements on which the transfer or loan will be expended.
- 7) The amount of any refunds or allocations made pursuant to CGC Section 66001, paragraphs (e) and (f).

The above-listed information must be reviewed by the City Council at its next regularly scheduled public meeting, but not fewer than 15 days after the statements are made public.

Findings and Refunds

CGC Section 66001 requires that, for the fifth fiscal year following the first deposit of any impact fee revenue into an account or fund as required by CGC Section 66006, and every 5 years thereafter, the City must make all the following findings for any fee revenues that remain unexpended, whether committed or uncommitted:

- 1) Identify the purpose to which the fee will be put.
- 2) Demonstrate the reasonable relationship between the fee and the purpose for which it is charged.
- 3) Identify all sources and amounts of funding anticipated to complete financing of incomplete improvements for which the impact fees are to be used.
- 4) Designate the approximate dates on which the funding necessary to complete financing of those improvements will be deposited into the appropriate account or fund.

Updating of the Impact Fee Nexus Study

According to CGC Section 66016.5(a)(8), impact fee nexus studies shall be updated at least every 8 years from the date of adoption. This requirement became effective on January 1, 2023.

In future updates, the City may use the impact fee nexus study template developed by the California Department of Housing and Community Development pursuant to Section 50466.5 of the Health and Safety Code to update the nexus study.

Annual Update of the Capital Improvement Plan

CGC Section 66002 provides that if the City adopts a CIP to identify the use of impact fees, that program must be adopted and annually updated by a resolution of the governing body at a noticed public hearing. The City maintains two CIPs: one includes the programming of all projects funded or partly funded by impact fee revenues (Roadway CIP prepared by MHM, a summary of which is contained in this nexus study in **Appendix B**) and an overall citywide 5-year CIP that is adopted annually during the City budget process.



APPENDICES:

- Appendix A: Roadway Facilities
Cost Estimate Detail
- Appendix B: Summary of Capital
Improvement Program
- Appendix C: Transportation Impact Fee
Comparisons
- Appendix D: Development Impact Fee
Comparison



APPENDIX A:

Roadway Facilities Cost Estimate Detail

City of Yuba City Roadway Development Impact Fee Calculations,
prepared by Fehr & Peers



City of Yuba City

Roadway Development Impact Fee

Calculations

March 2025

Prepared By:

FEHR  PEERS

Prepared for:

Economic & Planning Systems (EPS)



RS24-4369





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Appendices

Appendix A: January 2024 City of Yuba City Fee schedule

Appendix B: Detailed Information and Cost Estimates for Roadway Development Impact Fee Program





1. INTRODUCTION

BACKGROUND

The City of Yuba City roadway fee component of its Development Impact Fee program was most recently updated on January 1, 2024. The road fee currently stands at \$6,654 per Dwelling Unit Equivalent (DUE). See **Appendix A** for current fee schedule. Over time, a number of adjustments to the road fees have been made by the City Council for different land use types and within different areas of the City (i.e., infill versus new growth areas).

At the recommendation of City staff, this report calculates impact fees in a standard manner and does not implement any of the fee adjustments previously established by the City Council. It is anticipated that these draft fees may undergo similar adjustments by the City Council.

In 2019-2020, the City retained Fehr & Peers to update its travel demand model, which had not undergone a full recalibration since 2004. As part of this effort, a review of land use growth assumptions and planned roadway improvements was conducted. Chapter 2 presents the anticipated land use growth, while Chapter 3 lists the roadway improvements needed to support that growth.

As documented in this report, the fee update process includes updating the City's land use growth projections, updating the list of projects to be included in the roadway fee program, and updating the fee calculations.



2. GROWTH PROJECTIONS

LAND USE GROWTH

An important step in quantifying the nexus relationship is to determine the amount of new development anticipated in the planning horizon of the study. City staff provided anticipated land use growth for a “buildout condition”, which would occur after 2040¹. **Table 1** displays the expected land use totals within the City for the primary trip-generating land uses under buildout conditions. The following key findings are derived from this table:

- The City is expected to add approximately 28,500 new dwelling units at buildout, which represents a 121 percent increase over current conditions.
- An anticipated 13 million square feet of non-residential growth would occur. The growth will be similar in magnitude to that of residential growth, representing a 114 percent increase over current conditions. Office and retail (including neighborhood, community, and regional) space totaling about 8.4 million square feet would be the largest contributor, representing 64 percent of the total non-residential growth.

TABLE 1: YUBA CITY FUTURE YEAR LAND USE TOTALS

	Land Use Category	Unit	Base Year (2020)	Buildout Condition
Residential	Single-Family Residential	DU	18,468	39,997
	Multi-Family Residential	DU	5,134	12,067
Retail	Neighborhood Commercial	KSF	592	1,240
	Community Commercial	KSF	3,565	5,685
	Regional Commercial	KSF	1,235	2,353
Non-Retail	Office	KSF	1,126	5,606
	Light Industrial	KSF	4,681	8,184
	Manufacture ¹	KSF	-	1,193
	Public/Quasi-Public (PQP) ²	KSF	230	230

Notes:

¹ Base year model classifies manufacturing uses as light industrial.

Per previous discussions with the City and EPS, it was decided that growth in PQP would be classified as office given similar trip rates.

DU = dwelling units. KSF = thousand square feet of occupied space.

Source: Fehr & Peers, 2024.

¹ A “market absorption” scenario, corresponding to a 2040 condition, was also developed as part of the model update process. However, a full buildout scenario was selected for this fee program update so that all planned roadways would be included.



TRIP GENERATION

Once the land use assumptions were established, the trip generation associated with those land uses was calculated. The PM peak hour time period was chosen as the basis for the fee calculations because most transportation facilities are designed to accommodate usage during this peak hour of travel demand.²

Trip generation rates from the updated City of Yuba City travel demand model were used as the basis for the trip generation estimates. To learn more about the model development process, contact City staff to obtain the *City of Yuba City Travel Demand Model Development Report* (Fehr & Peers, October 2020).

Table 2 indicates that the land use growth would generate approximately 47,640 PM peak hour trips. This represents about 12 percent more trips than generated by existing land uses within the City.

TABLE 2: PM PEAK HOUR TRIP GENERATION OF YUBA CITY FUTURE YEAR LAND USES

	Land Use Category	Unit	Land Use Growth ¹	PM Peak Hour Trip Rate ²	PM Peak Hour Trips
Residential	Single-Family Residential	DU	21,529	1.17	25,189
	Multi-Family Residential	DU	6,933	0.61	4,229
Retail	Neighborhood Commercial	KSF	648	2.56	1,659
	Community Commercial	KSF	2,120	2.56	5,427
	Regional Commercial	KSF	1,118	2.56	2,862
Non-Retail	Office	KSF	4,480	1.32	5,914
	Light Industrial	KSF	3,503	0.45	1,576
	Manufacture	KSF	1,193	0.66	787
Total					47,643
<i>Notes:</i> ¹ Represents growth between base year (2020) model and buildout model. ² PM peak hour trip rates derived from City of Yuba City travel demand model. DU = dwelling units. KSF = thousand square feet of occupied space. Source: Fehr & Peers, 2024.					

² Calculations were also performed using daily trip generation rates. This alternate method did not appreciably change overall results. Thus, the more traditional PM peak hour time period was chosen.





3. ROADWAY IMPROVEMENT PROJECTS

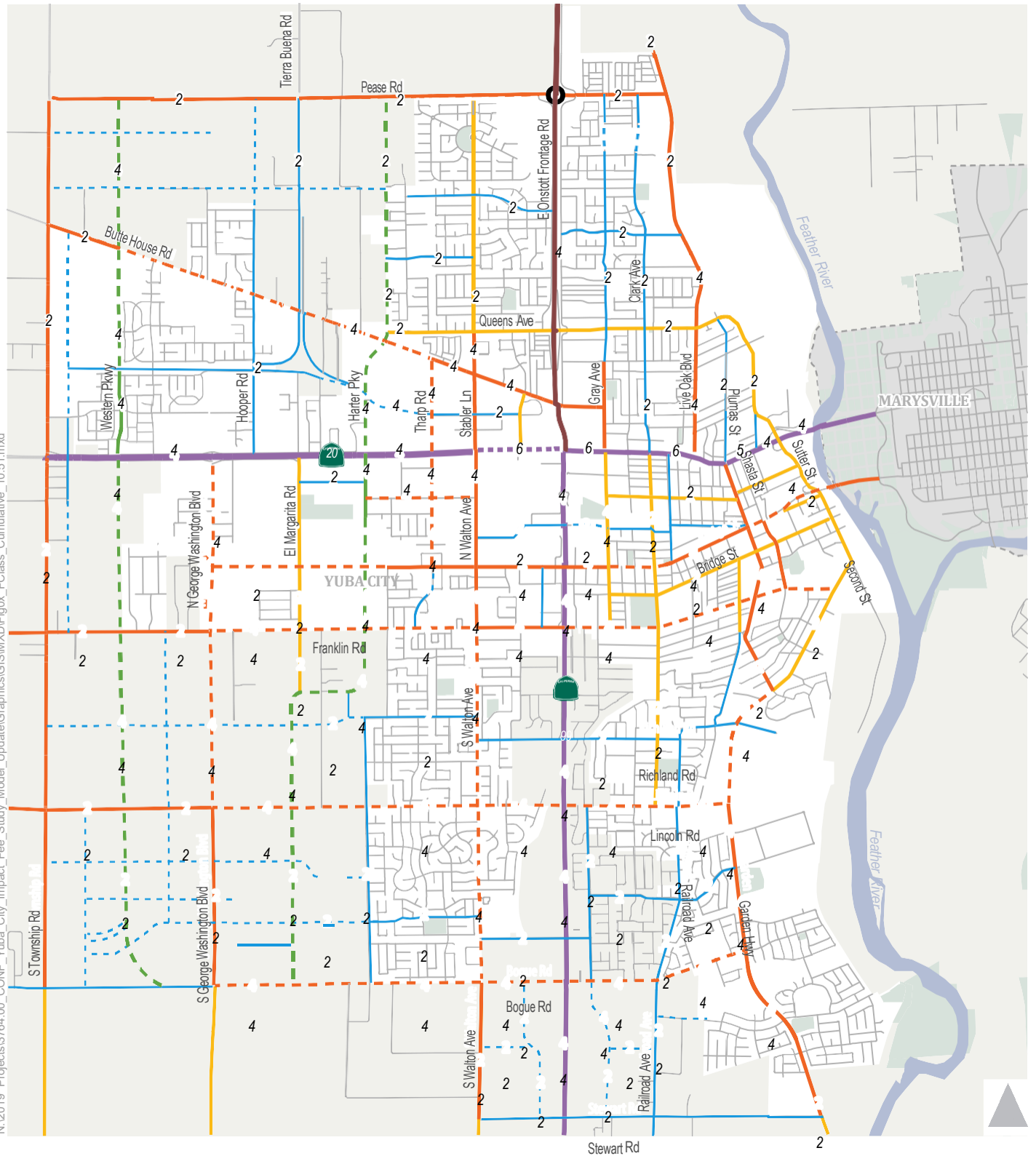
PROJECT IDENTIFICATION

A series of model runs were performed to determine the preferred set of roadway network improvements that would provide adequate street capacity to handle traffic demands under buildout conditions. Much of the land use growth will occur in the western and southern portions of the City, where there are several large Specific Plans or Master Plans (e.g., Lincoln East, Harter, El Margarita, and Bogue Stewart) with approved land use plans. In addition to these plans, five distinct planning areas (North, Northwest, North Central, Southwest, and Southeast) are also contemplated. The net effect of the magnitude and location of growth is the need for substantial increases in east-west and north-south roadway capacity in the western part of the City.

Figure 1 shows the number of lanes and functional classification of roadways in the City of Yuba City under buildout conditions. **Table 3** provides a summary of major roadway projects that would be included in the Roadway Development Impact Fee program. **Appendix B** contains a list of all projects to be included based on work by MHM Engineers and Surveyors in 2024. The status of state highway improvements within the program are as follows:

- SR 99/Pease Road Interchange – included with 15% of overall cost covered by fee program. This improvement is contained in the 2020 MTP/SCS with construction planned in 2036-2040.
- SR 20/SR 99 Improvements – included with 100% funding for the widening of SR 20 from four to six lanes from SR 99 to west of Stabler Lane. The 2020 MTP/SCS shows an improvement consisting of the widening of SR 20 from four to six lanes from Walton Avenue to Rocca Way (east of SR 99), with construction planned in 2036-2040.
- SR 99 Widening (South of SR 20) – is fully excluded from the fee program and shown as a post-2040 project in the 2020 MTP/SCS.





- X Roadway Number of Lanes
(Excluding turn pockets or
center turn lanes)
- New Interchange
- Functional Classification
- Freeway
 - Highway
 - Major Arterial
 - Parkway
 - Minor Arterial
 - Collector
 - Local Street
 - New/Widened Road

Figure 1



TABLE 3: SUMMARY OF FUNDING ALLOCATED TO MAJOR ROADWAY IMPROVEMENT PROJECTS IN ROADWAY DEVELOPMENT IMPACT FEE PROGRAM

Type ¹	General Description
East-West Roadway Capacity Increase	Widening to four lanes: parts of Butte House Road, Bridge Street, Franklin Road, Lincoln Road, Lassen Boulevard, and Bogue Road. Westerly extension of Bridge Street.
North-South Roadway Capacity Increase	Widening to four lanes: parts of George Washington Boulevard, Walton Avenue, Harter Parkway, Tharp Road, and Garden Highway. Extension as two or four lanes of Western Parkway and Harter (Tuly) Parkway.
State Highway Improvements	New Interchange at State Route 99/Pease Road. Widening of State Route 20 from four to six lanes from State Route 20 to west of Stabler Lane.
<i>Notes:</i> ¹ This is a partial/summarized list. Improvements also planned on other streets (e.g., Pease Road, Township Road, etc.) to upgrade facility type, but are not necessarily considered capacity increases. See Appendix B for complete list of projects. <i>Source: Fehr & Peers, 2024.</i>	

COST ESTIMATES

For the purposes of the Roadway Development Impact Fee program, it is necessary to know the estimated cost of the roadway projects on the list. In 2024, cost estimates were developed for each project by MHM Engineers and Surveyors and include utility and construction costs, right-of-way costs, and engineering/administrative costs. As shown in Appendix B, the City's Roadway Development Impact Fee program would cover \$636,500,000 in improvement costs, the vast majority of which would be for City-maintained facilities. An additional \$147,067,196 in external funds is expected to be available to cover the remaining cost for improvements not covered by the fee program. The CIP improvements include new traffic signals at various city intersections, though roundabouts could also be constructed in lieu of signals at certain locations. The program also includes a new multimodal path along an abandoned rail line.





4. NEXUS ANALYSIS

EXISTING DEFICIENCIES

An important part of a nexus analysis is to establish whether the transportation facilities that will be addressed by the projects in the fee program are currently deficient. If there are existing deficiencies at any of those locations, then an adjustment should be made in the fee calculations to ensure new development pays its fair share and is not charged to correct an existing problem.

As part of the Yuba City travel demand model update, a comprehensive analysis of City intersections was performed. A total of 25 intersections throughout the City were analyzed during AM and PM peak hours based on traffic counts collected in 2019 while schools were in session (and prior to the onset of the COVID-19 Pandemic which altered travel behavior). The City of Yuba City uses Level of Service (LOS) as the primary roadway network performance measure, with a standard of LOS D or better at all intersections (excluding bridges over the Feather River or Caltrans facilities).

Table 4 shows existing operations at the 25 study intersections. As shown, all of the intersections currently operate at LOS D or better in both the AM and PM peak hours; this level of operation meets the City's standards, thus indicating these locations are not currently deficient.

Because there are no existing deficiencies, it is reasonable to carry forward all the cost of the future improvements into the next stage of the fee calculations.



TABLE 4: AM AND PM PEAK HOUR INTERSECTION OPERATIONS – EXISTING CONDITIONS

Intersection	Traffic Control	AM Peak Hour		PM Peak Hour	
		Average Delay (sec/veh) ¹	LOS	Average Delay (sec/veh) ¹	LOS
Live Oak Blvd & Queens Ave	Signalized	20.6	C	21	C
Harter Pkwy & Butte House Rd	Signalized	19.3	B	11	B
Stabler Lane & Butte House Rd	Signalized	24.2	C	25.8	C
Gray Ave & Butte House Rd	Signalized	14	B	19.9	B
Walton Ave & Bridge St	Signalized	22.2	C	24.8	C
Gray Ave & Bridge St	Signalized	23.8	C	23.7	C
Clark Ave & Bridge St	Signalized	30	C	29.7	C
Plumas St & Bridge St	Signalized	19.7	B	21.8	C
Shasta St & Bridge St	Signalized	18	B	22	C
Bridge Street & 5th St Bridge	Signalized	53	D	42.3	D
Sutter St & 5th St Bridge	SSSC ²	1.2 (17)	A(B)	0.9 (16)	A(C)
2nd St/Sutter St & Bridge Street	Signalized	44	D	47.8	D
George Washington Blvd & Franklin Rd	AWSC	14.2	B	15.2	C
Walton Ave & Franklin Rd	Signalized	34	C	33.8	C
Franklin Ave & Gray Ave	Signalized	11	B	14	B
Clark Ave & Franklin Ave	Signalized	24.4	C	27.8	C
Plumas Blvd & Franklin Ave (W)	AWSC	10.6	B	10.3	B
Garden Hwy & Franklin Ave	Signalized	14.6	B	15.8	B
Walton Ave & Richland Rd	SSSC ²	3.2(24.4)	A(C)	2.9 (23)	A(D)
George Washington Blvd & Lincoln Rd	AWSC	9.7	A	9.8	A
S Walton Ave & Lincoln Rd	Signalized	29.7	C	23.1	C
Garden Hwy & Lincoln Rd	Signalized	9.7	A	11.8	B
George Washington Blvd & Bogue Rd	AWSC	9.1	A	9.3	A
S Walton Ave & Bogue Rd	AWSC	11.5	B	11.6	B
Garden Hwy & Bogue Rd	Signalized	21.6	C	19.8	B

Notes:

¹ Based on analysis methods from the *Highway Capacity Manual, 6th Edition* (Transportation Research Board, 2016). Release of 7th Edition in 2022 did not alter calculation methods for intersection delay.

² For SSSC intersections, the worst-case movement (in parentheses) and entire intersection (not in parentheses) are shown. SSSC = Side-street stop control. AWSC = All-way stop-control.

Source: Fehr & Peers, 2024.





JUSTIFICATION FOR ROADWAY CAPACITY INCREASES

Table 5 compares existing and cumulative buildout daily traffic levels on a dozen street segments in Yuba City. Chosen segments consist of two-lane facilities counted in 2019 and planned to be widened to four lanes as part of the Roadway Development Impact Fee program.

TABLE 5: COMPARISON OF EXISTING AND CUMULATIVE BUILDOUT TRAFFIC CONDITIONS ON YUBA CITY ROADWAYS

Roadway Segment	Existing Conditions		Cumulative Buildout Conditions		
	ADT ¹	LOS ²	ADT ¹	LOS Without Widening ²	LOS With Widening ²
Butte House Road west of Harter Parkway	13,800	D	30,500	F	D
George Washington Blvd south of SR 20	8,500	D	15,500	E	A
Harter Parkway north of SR 20	9,700	A	21,600	F	B
Harter Parkway south of SR 20	5,500	A	29,700	F	D
Walton Avenue north of Lincoln Road	11,900	B	27,200	F	C
Garden Highway north of Lincoln	17,800	B	31,700	F	D
Franklin Road west of Walton Avenue	6,500	A	28,700	F	C
Franklin Road east of SR 99	13,700	C	27,600	F	C
Lincoln Road west of SR 99	10,800	D	24,500	F	B
Lincoln Road east of SR 99	13,000	C	25,400	F	C
Bogue Road west of SR 99	7,200	D	30,800	F	D
Bogue Road east of SR 99	10,100	D	32,200	F	D
Notes: ¹ ADT = Average Daily Traffic Volume (both directions). ² LOS based on two-lane rural roadway or two- or four-lane moderate access control arterial (having capacity of 9,000 daily vehicles per lane, and using v/c ratios of 0.8, 0.9, and 1.0 to represents LOS D, E, and F condition thresholds, respectively). Source: <i>Fehr & Peers, 2024</i> .					

Table 5 indicates that without the planned widenings, all but one of the twelve segments would degrade to LOS F under cumulative buildout conditions. With the planned widenings, they would each improve to LOS D or better. This result illustrates how the planned widenings are necessary to accommodate travel generated by planned land use growth.





FEE CALCULATIONS

The road fees would be charged to all types of new development throughout the City. To allocate the fees equitably among different development types, the fee amounts charged to each land use category should reflect the relative effects of each category on the transportation system. This entails the use of different fee rates for different land use types. **Table 6** shows the results of those calculations.

To calculate the fees, the product of each land use's PM peak hour trip rate and average trip length was calculated and compared against the single-family rate, which is, by definition, one Dwelling Unit Equivalent (DUE). Using this method, a DUE factor per unit of land use is established. The number of units of land use growth is then multiplied by the DUE factor to yield the number of DUEs for each land use category. The roadway fee per unit of land use is then calculated by dividing the total cost responsibility by total number of DUEs for each land use category.³

Residential Cost Transfer for Utility Undergrounding

The City has decided that the cost of utility construction/relocation improvements for undergrounding should be borne in a manner proportionate to the amount of street frontage of each land use type. According to MHM Engineers' spreadsheet, those costs amount to \$39.7 million. According to City calculations, residential uses are situated along 79% of the linear distance of all roadways included in the fee program. The remainder are spread among a variety of non-residential land uses including business/technology, commercial, office park, and public/semi-public.

Table 6 indicates that residential land uses represent 24,581 of the 39,680 total DUEs (63%). However, residential represents 79% of the frontage along which utility construction/relocation improvements would be constructed. Unlike general street widening for capacity purposes, uses abutting the roadway would more directly benefit from the utility improvements (versus parcels situated elsewhere). To account for this, a CIP cost transfer of \$6.4 million⁴ from non-residential uses to residential uses was determined to be necessary. That increase was then spread in proportion to the total number of DUEs in each land use category. The values shown in **Table 7** reflect this transfer.

³ Note that the calculations do not explicitly consider pass-by trips to retail uses. This is because the city's travel demand model applies trip rates (2.56 trips per ksf of retail) that already reflect reductions for pass-by trips. For example, the average weekday PM peak hour trip rate for a 160,000 square foot shopping center according to the ITE Trip Generation Manual is 3.75 trips per ksf. Rates used in the city's model are 34% below that, as the model is not able to account for pass-by travel.

⁴ Calculated as follows: Proportionate Allocation (\$39,700,000 * 78.8%) minus Current Allocation (\$39,700,000 * 62.6%) = \$6,420,738, split proportionally between single family and multi-family residential. Values do not match precisely due to rounding.





TABLE 6: ROADWAY DEVELOPMENT IMPACT FEE PROGRAM FEE BY LAND USE TYPE (UNADJUSTED)

Land Use Category	Unit	Land Use Growth	PM Peak Hour Trip Rate	Avg Trip Length	DUE Factor per Unit ¹	DUEs ²	Total Responsibility ³	Unadjusted Impact Fee per Unit ⁴
Single-Family Residential	DU	21,529	1.17	3.7	1.00	21,529	\$ 345,339,830	\$ 16,041
Multi-Family Residential	DU	6,933	0.61	3.4	0.48	3,322	\$ 53,280,118	\$ 7,685
Neighborhood Commercial	KSF	648	2.56	3.2	1.89	1,226	\$ 19,669,811	\$ 30,355
Community Commercial	KSF	2,120	2.56	3.1	1.83	3,886	\$ 62,340,854	\$ 29,406
Regional Commercial	KSF	1,118	2.56	4.3	2.54	2,843	\$ 45,602,164	\$ 40,789
Office	KSF	4,480	1.32	3.5	1.07	4,781	\$ 76,692,910	\$ 17,119
Light Industrial	KSF	3,503	0.45	3.8	0.40	1,384	\$ 22,195,834	\$ 6,336
Manufacture	KSF	1,193	0.66	3.9	0.59	709	\$ 11,378,479	\$ 9,538
Total						39,680	\$ 636,500,000	-
Notes: ¹ Calculated as the ratio of the product of PM peak hour trip rate and average trip length against the single-family rate (i.e., the Dwelling Unit Equivalent). Example: multi-family is $(0.61 \times 3.4) / (1.17 \times 3.7) = 0.48$ ² Product of DUE factor per unit and number of added units or KSF by land use type. ³ Responsibility by land use type is that land use's proportion of all DUEs divided by the total program cost. ⁴ In this context, 'unadjusted' refers to methodology not considering residential cost transfer for utility undergrounding. DU = dwelling units. KSF = thousand square feet Source: Fehr & Peers, 2024.								

TABLE 7: ROADWAY DEVELOPMENT IMPACT FEE PROGRAM FEE BY LAND USE TYPE (ADJUSTED)

Land Use Category	Unit	DUEs ¹	Unadjusted Impact Fee per Unit ¹	Transfer Amount ^{2t}	Adjusted Impact Fee per Unit ²
Single-Family Residential	DU	21,529	\$ 16,041	+ \$5,562,533	\$16,299
Multi-Family Residential	DU	3,322	\$ 7,685	+ \$858,205	\$7,807
Neighborhood Commercial	KSF	1,226	\$ 30,355	- \$530,918	\$29,535
Community Commercial	KSF	3,886	\$ 29,406	- \$1,682,673	\$28,612
Regional Commercial	KSF	2,843	\$ 40,789	- \$1,230,870	\$39,688
Office	KSF	4,781	\$ 17,119	- \$2,070,056	\$16,657
Light Industrial	KSF	1,384	\$ 6,336	- \$599,099	\$6,165





Manufacture	KSF	709	\$ 9,538	- \$307,122	\$9,280
Notes: ¹ Source: Table 6. ² This adjusted fee considers the residential cost transfer for utility undergrounding. Source: <i>Fehr & Peers, 2024.</i>					

The net effect of the shift is an increase of about \$250 per single-family dwelling unit and \$125 per multi-family dwelling unit. Conversely, office would experience a \$460 decrease per ksf, while commercial fees would be reduced between \$800 and \$1,100 per ksf depending on the type of commercial.

Table 8 compares the existing (2024) fees by land use type against the fees developed in this study. As shown, all fees would increase substantially under the premise that the fee program would fully fund all planned improvements.

TABLE 8: COMPARISON OF EXISTING AND PROPOSED ROADWAY DEVELOPMENT IMPACT FEE BY LAND USE TYPE

Land Use Category	Unit	Existing Impact Fee per Unit ¹	Proposed Impact Fee per Unit ²
Single-Family Residential	DU	\$6,654	\$16,299
Multi-Family Residential	DU	\$3,855	\$7,807
Neighborhood Commercial	KSF	\$5,592	\$29,535
Community Commercial	KSF	\$5,592	\$28,612
Regional Commercial	KSF	\$5,592	\$39,688
Office	KSF	\$4,025	\$16,657
Light Industrial	KSF	\$685	\$6,165
Manufacture	KSF	- ³	\$9,280
Notes: ¹ Based on current fee schedule dated January 1, 2024. ² Source: Table 7. DU = dwelling units. KSF = thousand square feet Source: <i>Fehr & Peers, 2024.</i>			



APPENDIX A:
JANUARY 2024 CITY OF YUBA CITY FEE SCHEDULE



APPENDIX B:
DETAILED INFORMATION AND COST ESTIMATES FOR ROADWAY
DEVELOPMENT IMPACT FEE PROGRAM





APPENDIX B:

Summary of Capital Improvement Program

Roadway CIP

City of Yuba City Traffic Impact Fee Update
Major Planned Roadway Improvements in Accordance with the October 2024 Traffic Study Update

												RIGHT OF WAY COST						UTILITY CONSTRUCTION COST				ROADWAY CONSTRUCTION COST					SOFT COSTS				TOTAL	TOTAL						
Segment Number	Roadway Name	Segment Limits	Roadway Designation	Project Scope	Typical Street Cross Section	Roadway Case	Utility Case	Segment Length (Feet)	% of Segment in Fee Program	% of Segment not in Fee Program	Segment Site Review Notes	Weighted Existing ROW (Feet)	New ROW (Feet)	Add'l Req'd ROW (Feet)	ROW Acquisition (\$F)	ROW s / s.F. (1.0 if dedicated)	Improvements to be Acquired (i.e. house, barn)	ROW Acquisition Service Costs (assume 100%)	SUBTOTAL Right of Way Acquisition Cost	Utility Cost per Linear Ft.	Scope of Work	SUBTOTAL UTILITY COST	Roadway Cost per Linear Ft.	Residential Road	Factored Roadway Cost	Signal Case	Number of Major Intersections (New Signalized Only)	Intersections Cost	SUBTOTAL Roadway Cost	Professional Services (15.0%)	Yuba City Admin. (7.0%)	Contingency (20.0%)	SUBTOTAL Design, Environment & Other Costs	Marketplace 2024 AS BUILT COST	Buildout 2024 AS BUILT COST			
EAST-WEST ROADWAYS																																						
1-1	Bogue Road	Township Road to Western Parkway	2-Lane Urban Edge	Widen Exist to 2-Lane Urban Edge - AG Half and Buffer Only	2-Lane Urban/Rural Edge - no parking - ROW 108'	16	21	2,385	100%	0%	Assume 100.0% of the cost is part of the Fee Program	449	108.0	63.1	150,490	\$4.50	\$0	\$88,000	\$746,000	\$400	Relocation 12 KV - 30 KV Poles	\$954,000	\$800	\$730	\$930	35	1.00	\$1,250,000	\$3,469,000	\$520,950	\$242,830	\$950,000	\$1,457,000	\$0	\$6,636,000			
1-2	Bogue Road	Western Parkway to South George Washington	2-Lane Urban Edge	Widen Exist to 2-Lane Urban Edge - AG Half and Buffer Only	2-Lane Urban/Rural Edge - no parking - ROW 108'	16	21	2,660	100%	0%	Assume 100.0% of the cost is part of the Fee Program	487	108.0	59.3	157,740	\$4.50	\$30,000	\$74,000	\$814,000	\$400	Relocation 12 KV - 30 KV Poles	\$1,064,000	\$900	\$730	\$930	30	1.00	\$1,750,000	\$4,234,000	\$633,600	\$255,680	\$944,000	\$1,775,000	\$0	\$7,877,000			
1-3	Bogue Road	South George Washington to Harter Parkway	4-Lane Urban Edge	Widen Exist to 4-Lane Urban Edge	4-Lane Urban/Rural Edge - no parking - ROW 112.5'	15B	21	2,150	100%	0%	Assume 100.0% of the cost is part of the Fee Program	667	112.5	45.8	98,470	\$4.50	\$30,000	\$48,000	\$522,000	\$400	Relocation 12 KV - 30 KV Poles	\$860,000	\$1,360	\$730	\$1,360	30	1.00	\$1,750,000	\$4,674,000	\$701,100	\$327,180	\$934,000	\$1,963,100	\$8,020,000	\$8,020,000			
1-4	Bogue Road	Harter Parkway to Holcomb Avenue	4-Lane Urban Edge	Widen Exist to 4-Lane Urban Edge	4-Lane Urban/Rural Edge - no parking - ROW 112.5'	15B	21	1,850	100%	0%	Assume 100.0% of the cost is part of the Fee Program	684	112.5	44.1	81,590	\$4.50	\$30,000	\$40,000	\$438,000	\$400	Relocation 12 KV - 30 KV Poles	\$740,000	\$1,360	\$730	\$1,360	0	0.00	\$0	\$2,516,000	\$377,450	\$176,120	\$503,200	\$1,056,800	\$4,751,000	\$4,751,000			
1-5	Bogue Road	Holcomb Avenue to Sanborn Road	4-Lane Major Arterial	Widen Existing 2-Lane Collector to 4-Lane Arterial Roadway	4-Lane Arterial - No Parking - ROW 121'	9	21	690	100%	0%	Assume 100.0% of the cost is part of the Fee Program	660	121.0	55.0	35,750	\$4.50	\$30,000	\$20,000	\$211,000	\$400	Relocation 12 KV - 30 KV Poles	\$360,000	\$1,400	\$730	\$1,400	30	1.00	\$1,750,000	\$2,699,000	\$454,650	\$188,930	\$539,800	\$1,133,600	\$4,304,000	\$4,304,000			
1-6	Bogue Road	Sanborn Road to South Walton Avenue	4-Lane Major Arterial	Widen Existing 2-Lane Collector to 4-Lane Arterial Roadway	4-Lane Arterial - No Parking - ROW 121'	9	21	3,325	70%	30%	Assume 70.0% of the cost is part of the Fee Program	714	121.0	49.6	115,440	\$4.50	\$30,000	\$55,000	\$423,500	\$400	Relocation 12 KV - 30 KV Poles	\$1,330,000	\$1,400	\$730	\$1,241	30	1.00	\$1,750,000	\$4,639,000	\$695,650	\$324,730	\$927,800	\$1,948,400	\$8,341,000	\$8,341,000			
1-7	Bogue Road	South Walton Avenue to Kells Ranch Parkway	4-Lane Major Arterial	Widen Existing 2-Lane Collector to 4-Lane Arterial Roadway	4-Lane Arterial - No Parking - ROW 121'	9	21	1,600	98%	2%	Assume 98.0% of the cost is part of the Fee Program	625	121.0	58.5	91,730	\$4.50	\$15,000	\$43,000	\$461,580	\$400	Relocation 12 KV - 30 KV Poles	\$640,000	\$1,400	\$730	\$1,445	30	1.00	\$1,750,000	\$4,617,000	\$602,550	\$281,190	\$803,400	\$1,687,300	\$6,806,000	\$6,806,000			
1-8	Bogue Road	Kells Ranch Parkway to SR-89	4-Lane Major Arterial	Widen Existing 2-Lane Collector to 4-Lane Arterial Roadway	4-Lane Arterial - No Parking - ROW 121'	9	21	900	98%	2%	Assume 98.0% of the cost is part of the Fee Program	625	121.0	58.5	91,600	\$4.50	\$15,000	\$25,000	\$267,540	\$400	Relocation 12 KV - 30 KV Poles	\$360,000	\$1,400	\$730	\$1,445	330	1.00	\$4,250,000	\$5,525,000	\$628,750	\$386,750	\$1,105,000	\$2,320,300	\$8,474,000	\$8,474,000			
1-9	Bogue Road	SR-89 to Railroad Avenue	4-Lane Major Arterial	Widen Existing 2-Lane Collector to 4-Lane Arterial Roadway	4-Lane Arterial - No Parking - ROW 121'	9	21	2,530	61%	39%	This segment is in various stages of completeness with about 61.0% needing work and included in the Fee Program	684	121.0	52.6	81,180	\$4.50	\$20,000	\$62,000	\$413,580	\$400	Relocation 12 KV - 30 KV Poles	\$1,012,000	\$1,400	\$730	\$1,175	30	2.00	\$1,750,000	\$5,314,000	\$797,100	\$371,980	\$1,002,000	\$2,231,300	\$8,972,000	\$8,972,000			
1-10	Bogue Road	Railroad Avenue to South Park Drive	4-Lane Major Arterial	Widen Existing 2-Lane Collector to 4-Lane Arterial Roadway	4-Lane Arterial - No Parking - ROW 121'	9	21	1,155	50%	50%	This segment is in various stages of completeness with about 50.0% needing work and included in the Fee Program	775	121.0	43.5	25,120	\$4.50	\$0	\$12,000	\$63,000	\$400	Relocation 12 KV - 30 KV Poles	\$462,000	\$1,400	\$730	\$1,095	0	0.00	\$0	\$633,000	\$84,950	\$44,310	\$126,000	\$265,300	\$1,424,000	\$1,424,000			
1-11	Bogue Road	South Park Drive to Garden Highway	4-Lane Major Arterial	No Work - Work Completed	No Work	0	0	1,595	0%	100%	Assume 0.0% of the cost is part of the Fee Program	775	775	0.0	0	\$4.50	\$0	\$0	\$0	\$0	No Improvements - Work Completed	\$0	\$0	\$730	\$0	0	0.00	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
2-1	Lincoln Road	Township Road to Western Parkway	2-Lane Major Arterial	Widen Existing 2-Lane Collector to 2-Lane Arterial Roadway	2-Lane Arterial - No Parking - ROW 104'	7A	21	2,310	100%	0%	Assume 100.0% of the cost is part of the Fee Program	676	104.0	38.4	84,800	\$4.50	\$40,000	\$93,000	\$912,000	\$400	Relocation 12 KV - 30 KV Poles	\$924,000	\$1,520	\$730	\$1,520	35	1.00	\$1,250,000	\$4,762,000	\$714,300	\$333,340	\$952,400	\$1,000,100	\$0	\$8,599,000			
2-2	Lincoln Road	Western Parkway to George Washington	2-Lane Major Arterial	Widen Existing 2-Lane Collector to 2-Lane Arterial Roadway	2-Lane Arterial - No Parking - ROW 104'	7A	21	2,725	100%	0%	Assume 100.0% of the cost is part of the Fee Program	678	104.0	38.2	98,650	\$4.50	\$275,000	\$72,000	\$793,000	\$400	Relocation 12 KV - 30 KV Poles	\$1,090,000	\$1,520	\$730	\$1,520	35	1.00	\$1,250,000	\$5,392,000	\$808,600	\$377,440	\$1,078,400	\$2,264,700	\$0	\$9,538,000			
2-3	Lincoln Road	George Washington to Harter Parkway	4-Lane Major Arterial	Widen Existing 2-Lane Collector to 4-Lane Arterial Roadway	4-Lane Arterial - No Parking - ROW 121'	9	21	1,680	100%	0%	Assume 100.0% of the cost is part of the Fee Program	680	121.0	53.0	89,040	\$4.50	\$40,000	\$98,000	\$937,000	\$400	Relocation 12 KV - 30 KV Poles	\$672,000	\$1,400	\$730	\$1,400	30	1.00	\$1,750,000	\$4,283,000	\$630,450	\$294,210	\$843,000	\$1,765,300	\$7,578,000	\$7,578,000			
2-4	Lincoln Road	Harter Parkway to Sanborn Road	4-Lane Major Arterial	Widen Existing 2-Lane Collector to 4-Lane Arterial Roadway	4-Lane Arterial - No Parking - ROW 121'	9	21	2,840	100%	0%	Assume 100.0% of the cost is part of the Fee Program	750	121.0	46.0	130,640	\$4.50	\$30,000	\$60,000	\$680,000	\$400	Relocation 12 KV - 30 KV Poles	\$1,136,000	\$1,400	\$730	\$1,400	30	1.00	\$1,750,000	\$5,897,000	\$884,550	\$412,750	\$1,178,400	\$2,476,800	\$10,190,000	\$10,190,000			
2-5	Lincoln Road	Sanborn Road to South Walton Avenue	4-Lane Major Arterial	Widen Existing 2-Lane Collector to 4-Lane Arterial Roadway	4-Lane Arterial - No Parking - ROW 121'	9	21	3,330	25%	75%	This segment is in various stages of completeness with about 25.0% needing work and included in the Fee Program	772	121.0	43.8	36,460	\$4.50	\$30,000	\$20,000	\$53,750	\$400	Relocation 12 KV - 30 KV Poles	\$1,332,000	\$1,400	\$730	\$913	0	0.00	\$0	\$760,000	\$114,000	\$53,250	\$152,000	\$319,300	\$2,465,000	\$2,465,000			
2-6	Lincoln Road	South Walton Avenue to SR-89	4-Lane Major Arterial	Widen Existing 2-Lane Collector to 4-Lane Arterial Roadway	4-Lane Arterial - No Parking - ROW 121'	9	21	2,480	43%	57%	This segment is in various stages of completeness with about 43.0% needing work and included in the Fee Program	738	121.0	47.2	90,330	\$4.50	\$60,000	\$73,000	\$344,000	\$400	Relocation 12 KV - 30 KV Poles	\$992,000	\$1,400	\$730	\$1,044	0	0.00	\$0	\$1,114,000	\$187,100	\$77,980	\$222,800	\$467,900	\$2,918,000	\$2,918,000			
2-7	Lincoln Road	SR-89 to Buena Road	4-Lane Major Arterial	Widen Existing 2-Lane Collector to 4-Lane Arterial Roadway	4-Lane Arterial - No Parking - ROW 121'	9	21	2,655	33%	67%	This segment is in various stages of completeness with about 33.0% needing work and included in the Fee Program	788	121.0	42.2	32,470	\$4.50	\$75,000	\$88,000	\$288,000	\$400	Relocation 12 KV - 30 KV Poles	\$1,026,000	\$1,400	\$730	\$949	31	0.00	\$860,000	\$713,000	\$109,650	\$51,170	\$146,200	\$930,100	\$2,353,000	\$2,353,000			
2-8	Lincoln Road	Buena Road to Garden Highway	4-Lane Major Arterial	Widen Existing 2-Lane Collector to 4-Lane Arterial Roadway	4-Lane Arterial - No Parking - ROW 121'	9	21	2,150	10%	90%	This segment is in various stages of completeness with about 10.0% needing work and included in the Fee Program	770	121.0	44.0	9,460	\$4.50	\$10,000	\$20,000	\$21,300	\$400	Relocation 12 KV - 30 KV Poles	\$860,000	\$1,400	\$730	\$903	0	1.00	\$0	\$173,000	\$25,950	\$12,110	\$34,000	\$72,700	\$1,127,000	\$1,127,000			
2-9	Lincoln Road	Garden Highway to Lanes Lane	No Work - Work Completed	No Work - Work Completed	No Work	0	0	3,200	0%	100%	Assume 0.0% of the cost is part of the Fee Program	1210	1210	00	0	\$4.50	\$0	\$0	\$0	\$0	No Improvements - Work Completed	\$0	\$0	\$730	\$0	0	0.00	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
3-1	Franklin Road	Township Road to Western Parkway	2-Lane Major Arterial	Widen Existing 2-Lane Collector to 2-Lane Arterial Roadway	2-Lane Arterial - No Parking - ROW 104'	7A	21	2,180	100%	0%	Assume 100.0% of the cost is part of the Fee Program	665	104.0	37.5	81,750	\$4.50	\$80,000	\$75,000	\$623,000	\$400	Relocation 12 KV - 30 KV Poles	\$672,000	\$1,520	\$730	\$1,520	35	1.00	\$1,250,000	\$4,564,000	\$884,600	\$319,480	\$912,600	\$1,916,300					

City of Yuba City Traffic Impact Fee Update
Major Planned Roadway Improvements in Accordance with the October 2024 Traffic Study Update

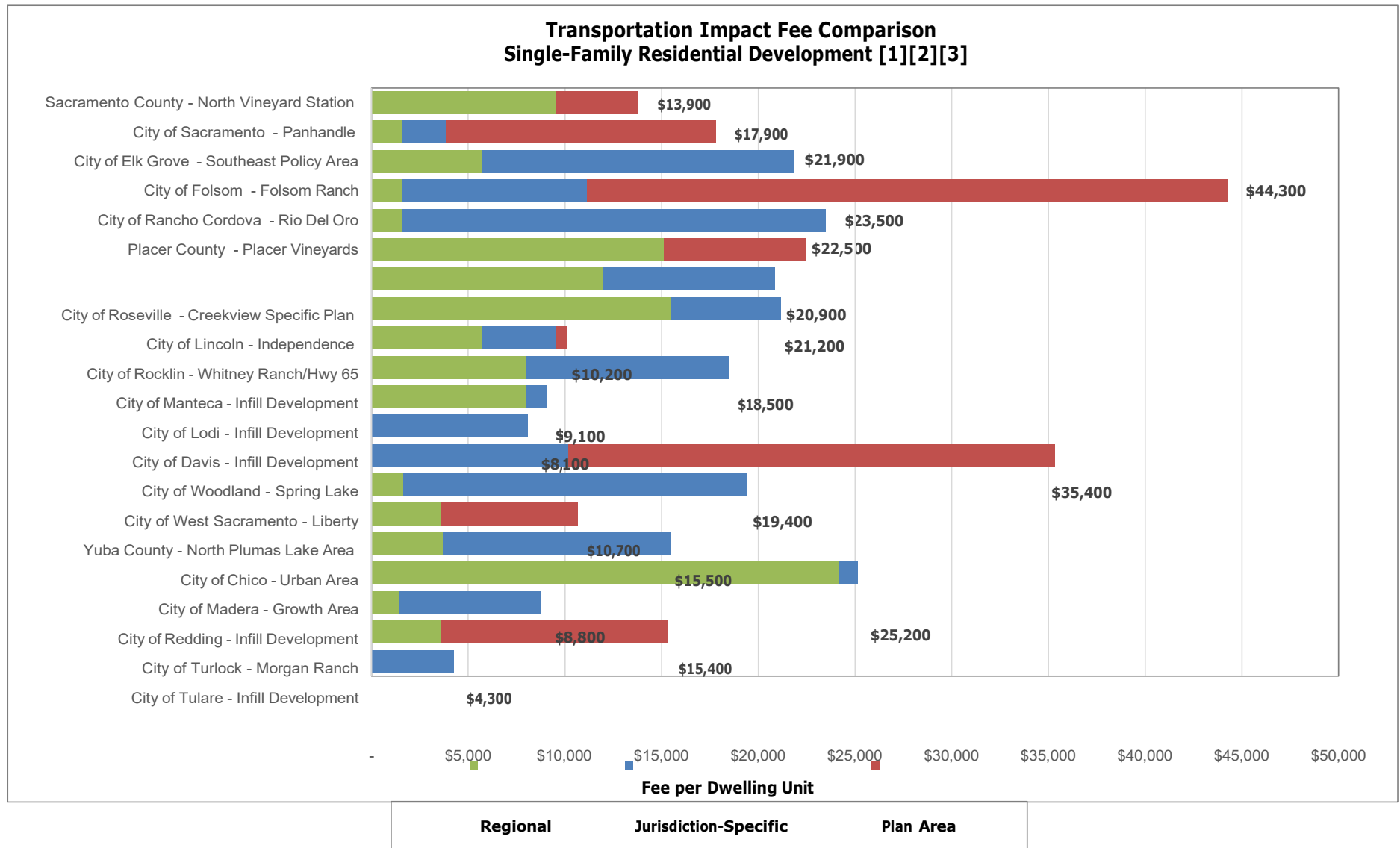
												RIGHT OF WAY COST								UTILITY CONSTRUCTION COST				ROADWAY CONSTRUCTION COST										SOFT COSTS					
Segment Number	Roadway Name	Segment Limits	Roadway Designation	Project Scope	Typical Street Cross Section	Roadway Case	Utility Case	Segment Length (Feet)	% of Segment in Fee Program	% of Segment not in Fee Program	Segment Site Review Notes	Weighted Existing ROW (Feet)	New ROW (Feet)	Add'l Req'd ROW (Feet)	ROW Acquisition (\$/Ft)	Improvements to be Acquired (i.e. house, barn)	ROW Acquisition Service Costs (assume 10%)	Right of Way Acquisition Cost	Utility Cost per Linear Ft	SUBTOTAL ROW Utility Cost	Linear Cost per Sectional Ft	Typical Cost of Residential Road	Factored Roadway Cost	Signal Case	Number of Major Intersections New Signalized Only	Intersections Cost	SUBTOTAL Roadway Cost	Professional Services (15.0%)	Yuba City Admin. (7.0%)	Contingency (20.0%)	SUBTOTAL Design, Environmental & Other Costs	TOTAL Marketplace 2024 AB 6800 COST	TOTAL Buildout 2024 AB 6800 COST						
178	Stalder Lane	Queens Avenue to Bradley Estates	2-Lane Collector	No Work - Work Completed	No Work	0	0	2,190	0%	100%	Assume 0.0% of the cost is part of the Fee Program	760	760	0.0	0	\$4.50	\$140,000	\$14,000	\$0	\$0	\$0	\$730	\$0	0	0.00	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0					
179	Stalder Lane	Bradley Estates to Janine Drive	2-Lane Collector	No Work - Work Completed	No Work	0	0	1,830	0%	100%	Assume 0.0% of the cost is part of the Fee Program	760	760	0.0	0	\$4.50	\$140,000	\$14,000	\$0	\$0	\$0	\$730	\$0	0	0.00	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0					
17-10	Stalder Lane	Janine Drive to Peace Road	2-Lane Parkway	No Work - Work Completed	No Work	0	0	2,990	0%	100%	Assume 0.0% of the cost is part of the Fee Program	760	760	0.0	0	\$4.50	\$140,000	\$14,000	\$0	\$0	\$0	\$730	\$0	0	0.00	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0					
18-1	Tharp Road	Butte House Road to SR-20	4-Lane Major Arterial	Widen Existing 2-Lane Collector to 4-Lane Arterial Roadway	4-Lane Arterial - No Parking - ROW 121'	9	21	2,835	40%	60%	This segment is in various stages of completeness with about 40.0% needing work and included in the Fee Program	630	121.0	580	65,770	\$4.50	\$80,000	\$38,000	\$165,000	\$400	\$134,000	\$1,460	\$730	\$1,022	0	0.00	\$0	\$1,159,000	\$173,850	\$81,130	\$231,800	\$466,800	\$2,940,000	\$2,940,000					
18-2	Tharp Road	SR-20 to Lassen Avenue	4-Lane Major Arterial	Pavement Detention for Existing 4-Lane Arterial Roadway	4-Lane Arterial - No Parking - ROW 121'	11B	0	1,310	100%	0%	Assume 100.0% of the cost is part of the Fee Program	760	121.0	450	58,950	\$4.50	\$80,000	\$35,000	\$381,000	\$0	\$0	\$160	\$730	\$160	0	0.00	\$0	\$210,000	\$31,500	\$14,700	\$42,000	\$88,200	\$680,000	\$680,000					
18-3	Tharp Road	Lassen Avenue to Bridge Street	4-Lane Major Arterial	Pavement Detention for Existing 4-Lane Arterial Roadway	4-Lane Arterial - No Parking - ROW 121'	11B	0	2,040	100%	0%	Assume 100.0% of the cost is part of the Fee Program	760	121.0	450	91,800	\$4.50	\$80,000	\$50,000	\$544,000	\$0	\$0	\$160	\$730	\$160	0	0.00	\$0	\$373,000	\$49,050	\$22,800	\$65,400	\$137,400	\$1,009,000	\$1,009,000					
18-4	Tharp Road	Bridge Street to Franklin Road	2-Lane Collector	New 2-Lane Collector Roadway - Parking	2-Lane Collector - Parking - ROW 86'	4	0	2,070	90%	50%	Assume 50.0% of the cost is part of the Fee Program	500	660	90	16,560	\$4.50	\$80,000	\$16,000	\$85,500	\$0	\$0	\$1,170	\$730	\$950	0	0.00	\$0	\$994,000	\$147,600	\$66,880	\$196,800	\$443,300	\$1,483,000	\$1,483,000					
19-1	Phillips Road	Bigque Road to Newkorn Ranch Way	4-Lane Major Arterial	Bigque Road to Newkorn Ranch Way	4-Lane Arterial - No Parking - ROW 121'	8	0	2,120	100%	0%	Assume 100.0% of the cost is part of the Fee Program	0.0	121.0	121.0	256,520	\$4.50	\$80,000	\$134,000	\$1,399,000	\$0	\$0	\$1,740	\$730	\$1,740	35	1.00	\$1,250,000	\$4,939,000	\$740,850	\$345,700	\$987,800	\$2,074,400	\$8,373,000	\$8,373,000					
19-2	Phillips Road	Newkorn Ranch Way to Stewart Road	2-Lane Collector	New 2-Lane Arterial Roadway	2-Lane Arterial - No Parking - ROW 104'	6B	0	1,995	100%	0%	Assume 100.0% of the cost is part of the Fee Program	0.0	104.0	104.0	207,480	\$4.50	\$80,000	\$102,000	\$1,116,000	\$0	\$0	\$1,380	\$730	\$1,380	0	0.00	\$0	\$2,754,000	\$413,150	\$192,780	\$550,800	\$1,156,700	\$5,027,000	\$5,027,000					
20-1	Harter Parkway	Bigque Road to Lincoln Road	2-Lane Parkway	New 2-Lane Parkway Roadway	2-Lane Parkway - No Parking - ROW 106'	6A	0	5,280	100%	0%	Assume 100.0% of the cost is part of the Fee Program	0.0	106.0	106.0	559,680	\$4.50	\$170,000	\$289,000	\$2,958,000	\$0	\$0	\$1,430	\$730	\$1,430	0	0.00	\$0	\$7,551,000	\$1,132,650	\$528,570	\$1,510,200	\$3,171,000	\$13,681,000	\$13,681,000					
20-2	Harter Parkway	Lincoln Road to Franklin Road	4-Lane Parkway	New 4-Lane Parkway	4-Lane Parkway - No Parking - ROW 138'	12	0	6,800	100%	0%	Assume 100.0% of the cost is part of the Fee Program	0.0	126.0	126.0	869,400	\$4.50	\$0	\$392,000	\$4,305,000	\$0	\$0	\$1,780	\$730	\$1,780	0	0.00	\$0	\$12,382,000	\$1,842,300	\$859,740	\$2,456,400	\$5,158,500	\$21,746,000	\$21,746,000					
20-3	Harter Parkway	Franklin Road to Bridge Street	4-Lane Parkway	New 4-Lane Parkway	4-Lane Parkway - No Parking - ROW 138'	12	0	1,840	100%	0%	Assume 100.0% of the cost is part of the Fee Program	0.0	126.0	126.0	231,840	\$4.50	\$0	\$105,000	\$1,149,000	\$0	\$0	\$1,780	\$730	\$1,780	0	0.00	\$0	\$3,276,000	\$491,400	\$229,320	\$655,200	\$1,376,000	\$5,861,000	\$5,861,000					
20-4	Harter Parkway	Bridge Street to Redhaven Avenue	4-Lane Parkway	New 4-Lane Parkway	4-Lane Parkway - No Parking - ROW 138'	12	0	1,600	100%	0%	Assume 100.0% of the cost is part of the Fee Program	0.0	126.0	126.0	201,600	\$4.50	\$0	\$91,000	\$999,000	\$0	\$0	\$1,780	\$730	\$1,780	0	0.00	\$0	\$2,848,000	\$427,200	\$199,360	\$599,800	\$1,196,200	\$5,044,000	\$5,044,000					
20-5	Harter Parkway	Redhaven Avenue to SR-20	4-Lane Parkway	No Work - Work Completed	No Work	0	0	1,760	0%	100%	Assume 0.0% of the cost is part of the Fee Program	0.0	0.0	0.0	0	\$4.50	\$0	\$0	\$0	\$0	\$0	\$0	\$730	\$0	0	0.00	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0					
20-6	Harter Parkway	SR-20 to Jefferson Boulevard	4-Lane Parkway	New 4-Lane Arterial Roadway	4-Lane Arterial - No Parking - ROW 121'	8	0	1,750	10%	90%	This segment is in various stages of completeness with about 10.0% needing work and included in the Fee Program	121.0	121.0	0.0	0	\$4.50	\$0	\$0	\$0	\$0	\$0	\$0	\$730	\$831	0	0.00	\$0	\$146,000	\$21,900	\$10,220	\$28,200	\$61,400	\$208,000	\$208,000					
20-7	Harter Parkway	Jefferson Blvd to Butte House Road	4-Lane Parkway	Widen Existing 2-Lane Residential to 4-Lane Arterial Roadway	4-Lane Arterial - No Parking - ROW 121'	11A	20A	1,820	80%	20%	This segment is in various stages of completeness with about 80.0% needing work and included in the Fee Program	109.0	121.0	120	17,470	\$4.50	\$0	\$8,000	\$69,600	\$0	\$0	\$1,540	\$730	\$1,375	0	0.00	\$0	\$2,007,000	\$301,050	\$140,490	\$401,400	\$843,000	\$2,920,000	\$2,920,000					
20-8	Tudy Parkway	Butte House Road to Queens Avenue	4-Lane Parkway	New 4-Lane Parkway	4-Lane Parkway - No Parking - ROW 138'	12	0	536	100%	0%	Assume 100.0% of the cost is part of the Fee Program	95.5	126.0	30.5	16,320	\$4.50	\$0	\$8,000	\$82,000	\$0	\$0	\$1,780	\$730	\$1,780	0	0.00	\$0	\$993,000	\$142,950	\$66,710	\$190,800	\$400,300	\$1,436,000	\$1,436,000					
20-9	Tudy Parkway	Queens Avenue to Bradley Estates	2-Lane Parkway	New 2-Lane Parkway Roadway	2-Lane Parkway - No Parking - ROW 108'	6A	0	1,925	100%	0%	Assume 100.0% of the cost is part of the Fee Program	300	106.0	760	146,300	\$4.50	\$80,000	\$74,000	\$813,000	\$0	\$0	\$1,430	\$730	\$1,430	0	0.00	\$0	\$2,753,000	\$412,650	\$192,710	\$559,800	\$1,156,300	\$4,733,000	\$4,733,000					
20-10	Tudy Parkway	Bradley Estates to Heidt Way	2-Lane Parkway	New 2-Lane Parkway Roadway	2-Lane Parkway - No Parking - ROW 108'	6A	0	1,150	90%	50%	This segment is in various stages of completeness with about 50.0% needing work and included in the Fee Program	98.7	106.0	7.3	4,200	\$4.50	\$0	\$2,000	\$10,500	\$0	\$0	\$1,430	\$730	\$1,080	0	0.00	\$0	\$621,000	\$93,150	\$43,470	\$124,200	\$260,800	\$893,000	\$893,000					
20-11	Tudy Parkway	Heidt Way to Lissane Drive	2-Lane Parkway	New 2-Lane Parkway Roadway	2-Lane Parkway - No Parking - ROW 108'	6A	0	1,030	100%	0%	This segment is in various stages of completeness with about 100.0% needing work and included in the Fee Program	0.0	106.0	106.0	109,180	\$4.50	\$0	\$50,000	\$542,000	\$0	\$0	\$1,430	\$730	\$1,430	0	0.00	\$0	\$1,437,000	\$220,950	\$103,110	\$294,000	\$618,700	\$0	\$2,631,000					
20-12	Tudy Parkway	Lissane Drive to Peace Road	2-Lane Parkway	New 2-Lane Parkway Roadway	2-Lane Parkway - No Parking - ROW 108'	6A	0	2,610	100%	0%	Assume 100.0% of the cost is part of the Fee Program	0.0	106.0	106.0	276,680	\$4.50	\$0	\$125,000	\$1,370,000	\$0	\$0	\$1,430	\$730	\$1,430	0	0.00	\$0	\$3,733,000	\$569,950	\$281,310	\$746,000	\$1,567,000	\$5,671,000	\$5,671,000					
21-1	El Margarita Road	Harter Parkway to Franklin Road	2-Lane Minor Arterial	New 2-Lane Arterial Roadway	2-Lane Arterial - No Parking - ROW 104'	6B	0	2,300	100%	0%	Assume 100.0% of the cost is part of the Fee Program	0.0	104.0	104.0	236,200	\$4.50	\$42,000	\$112,000	\$1,321,000	\$0	\$0	\$1,380	\$730	\$1,380	30	2.00	\$1,750,000	\$6,674,000	\$1,001,100	\$487,180	\$1,334,800	\$2,803,300	\$10,709,000	\$10,709,000					
21-2	El Margarita Road	Franklin Road to Imperial Way	2-Lane Minor Arterial	Widen Existing 2-Lane Collector to 2-Lane Parkway Roadway	2-Lane Parkway - No Parking - ROW 108'	7	21	1,145	100%	0%	Assume 100.0% of the cost is part of the Fee Program	540	106.0	520	59,540	\$4.50	\$80,000	\$35,000	\$383,000	\$400	\$458,000	\$1,490	\$730	\$1,490	0	0.00	\$0	\$1,707,000	\$258,050	\$119,490	\$341,400	\$717,000	\$0	\$3,265,000					
21-3	El Margarita Road	Imperial Way to Bridge Street	2-Lane Minor Arterial	Widen Existing 2-Lane Collector to 2-Lane Parkway Roadway	2-Lane Parkway - No Parking - ROW 108'	7	21	800	100%	0%	Assume 100.0% of the cost is part of the Fee Program	400	106.0	560	52,800	\$4.50	\$80,000	\$32,000	\$350,000	\$400	\$320,000	\$1,490	\$730	\$1,490	0	0.00	\$0	\$1,192,000	\$178,600	\$83,440	\$238,400	\$500,700	\$0	\$2,363,000					
21-4	El Margarita Road	Bridge Street to Spirit Drive	2-Lane Minor Arterial	Widen Existing 2-Lane Collector to 2-Lane Parkway Roadway	2-Lane Parkway - No Parking - ROW 108'	7	21	2,530	100%	0%	Assume 100.0% of the cost is part of the Fee Program	540	106.0	520	131,560	\$4.50	\$80,000	\$86,000	\$941,000	\$400	\$1,012,000	\$1,490	\$730	\$1,490	0	0.00	\$0	\$3,770,000	\$565,500	\$283,900	\$754,000	\$1,583,400	\$0	\$7,107,000					
21-5	El Margarita Road	Spirit Drive to SR-20	2-Lane Minor Arterial	Widen Existing 2-Lane Collector to 2-Lane Parkway Roadway	2-Lane Parkway - No Parking - ROW 108'	7	21	770	90%	50%	Assume 50.0% of the cost is part of the Fee Program																												

APPENDIX C:

Transportation Impact Fee Comparisons

Figure C-1	Single-Family Residential (2025\$)	C-1
Figure C-2	Commercial/Retail Development (2025\$)	C-2
Figure C-3	Office Development (2025\$).....	C-3
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Table C-1	Single-Family Residential (2025\$)	C-5
Table C-2	Commercial/Retail Development (2025\$)	C-6
Table C-3	Office Development (2025\$).....	C-7
Table C-4	Industrial Development (2025\$)	C-8

Figure C-1
City of Yuba City TIF Comparison
Single-Family Residential (2025\$)



Sources: Various Jurisdictions; EPS.

[1] All rates assumes a 2,400 Sq.Ft single family residential unit.

[2] Regional transportation fees are applicable county-wide.

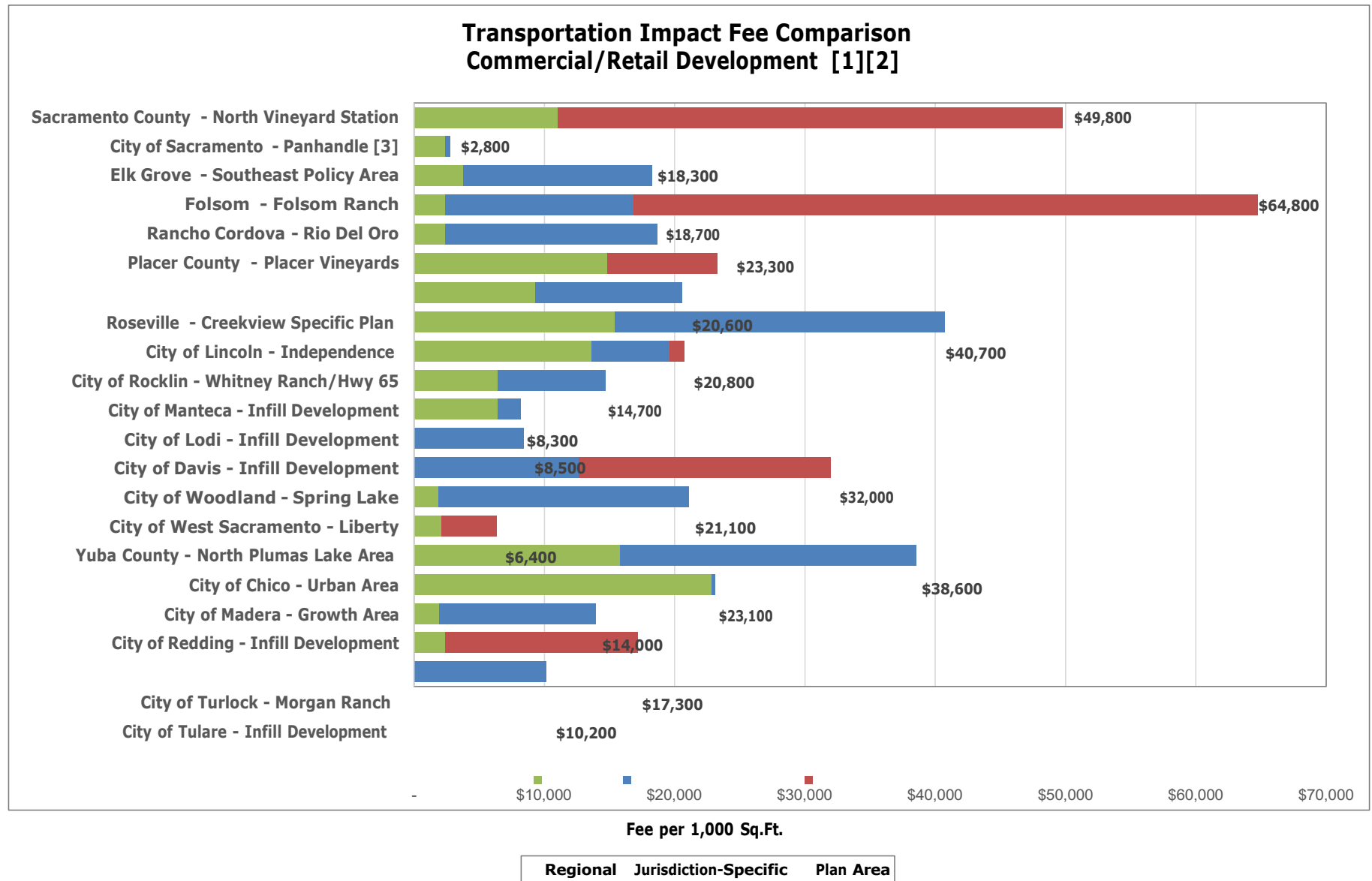
Prepared by EPS 1/5/2026

C-1

Z:\Shared\Projects\SAC\222000\222104 Yuba City Development Impact Fee Updates\Models\222104 TIF Comparison_Copy for Yuba City_5.6.25

Figure C-1 Fees are rounded up to the nearest hundred.
Figure C-1
City of Yuba City TIF Comparison
Single-Family Residential (2025\$)

Figure C-2
City of Yuba City TIF Comparison
Commercial/Retail Development (2025\$)

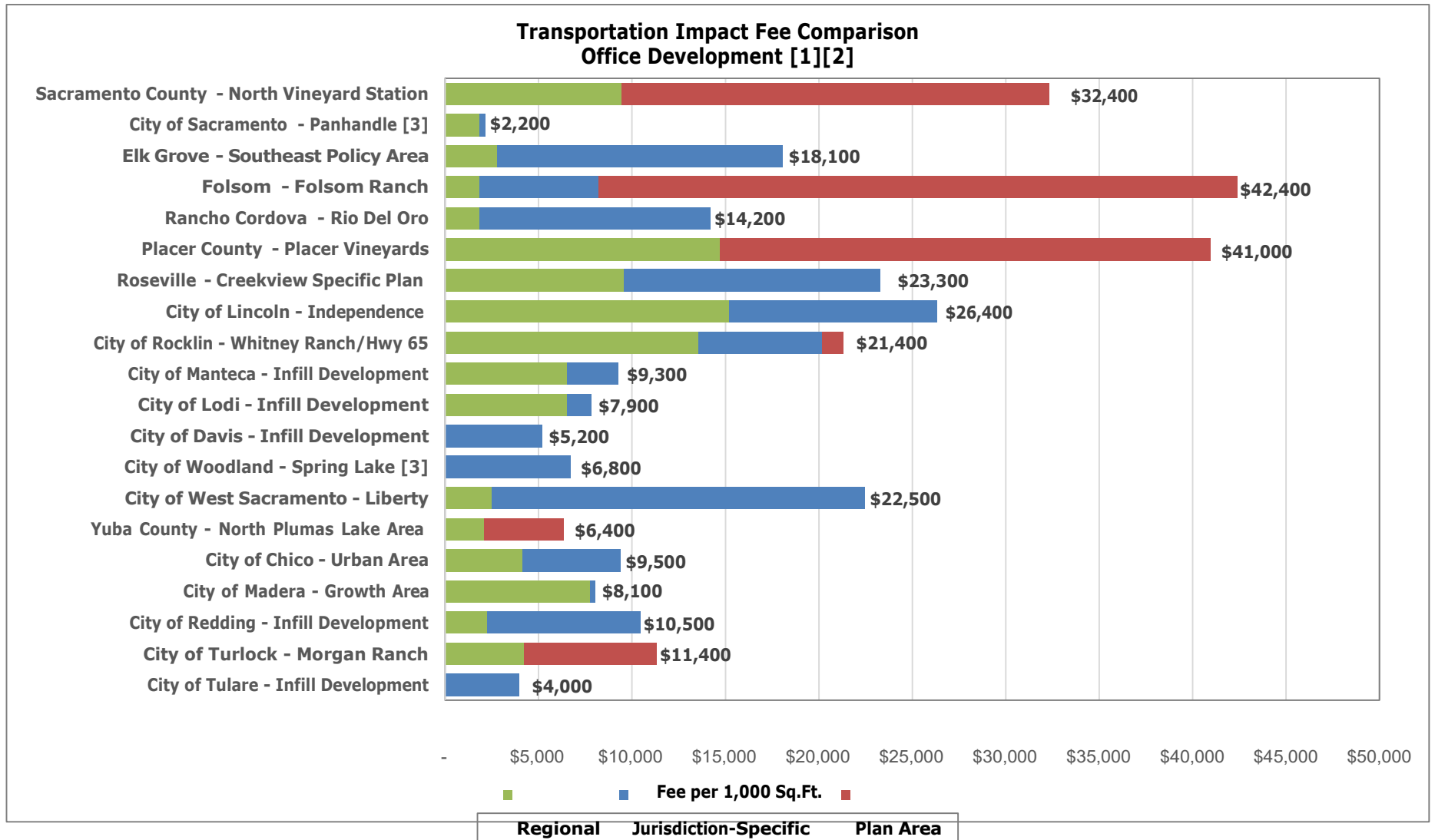


Sources: Various Jurisdictions; EPS.

[1] Regional transportation fees are applicable county-wide.
 Prepared by EPS 12/30/2025

Figure C-2 Fees are rounded up to the nearest hundred.
City of Yuba City Fee Comparison
Commercial/Retail Development (2025\$)

Figure C-3
City of Yuba City TIF Comparison
Office Development (2025\$)



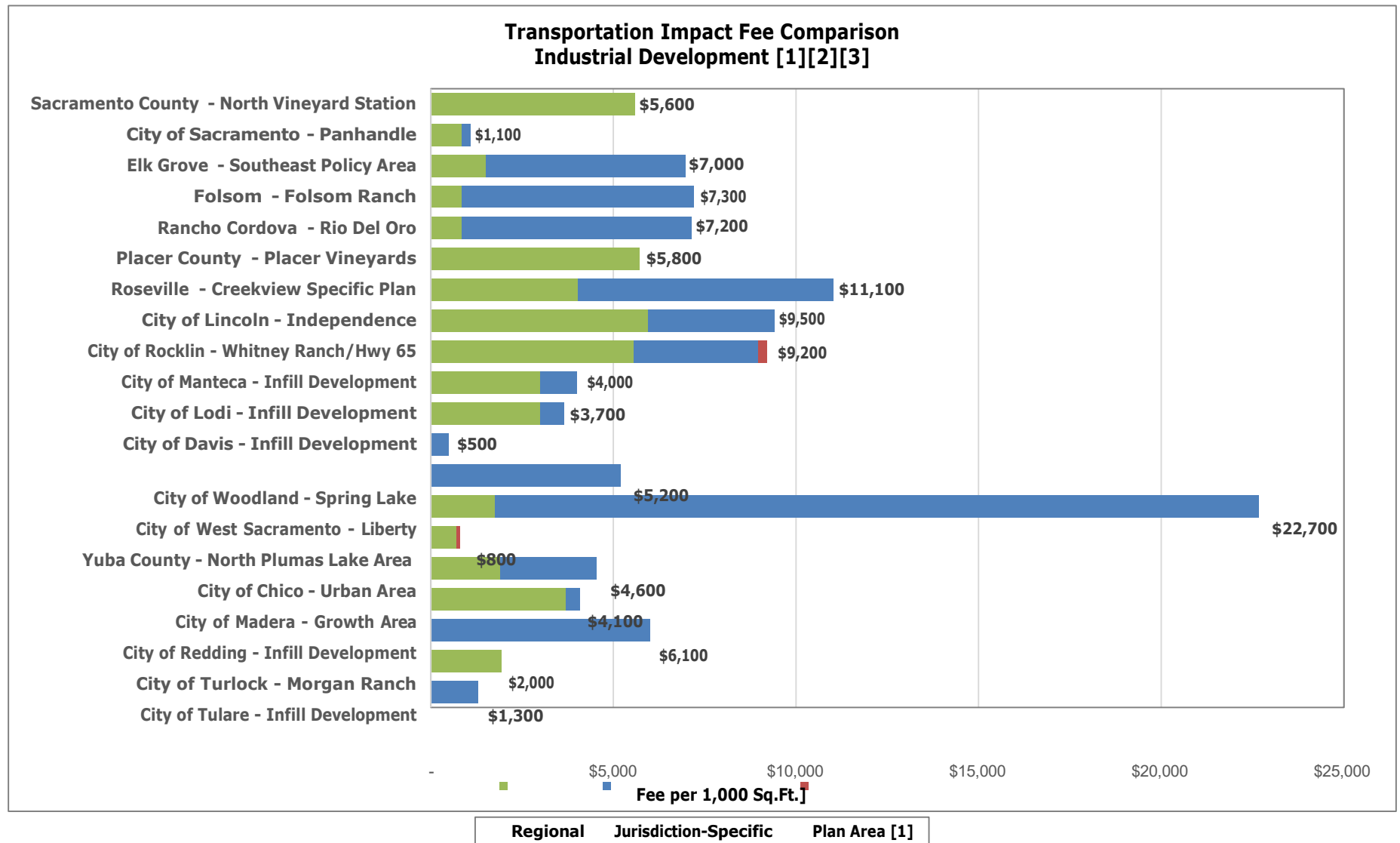
Sources: Various Jurisdictions; EPS.

[1] Regional transportation fees are applicable county-wide.

[2] Total fees are rounded up to the nearest hundred.

[3] Panhandle and Spring Lake do not have planned office development, so there are no plan area fees shown.

Figure C-4
City of Yuba City TIF Comparison
Industrial Development (2025\$)



Sources: Various Jurisdictions; EPS.

[1] Most projects do not have planned industrial development, so there are no industrial plan area fees shown for those projects.

[2] Regional transportation fees are applicable county-wide.

[3] Total fees are rounded up to the nearest hundred.

Prepared by EPS 12/30/2025

Table C-1
City of Yuba City TIF Comparison
Single-Family Residential (2025\$)

Single-Family

Jurisdiction [1]	Plan Area	Single-Family Fee per Dwelling Unit			
		Jurisdiction-Specific	Plan Area	Regional [2]	Total [3]
Sacramento County	North Vineyard Station	-	\$4,280	\$9,520	\$13,900
City of Sacramento	Panhandle	\$2,237	\$13,975	\$1,605	\$17,900
City of Elk Grove	Southeast Policy Area	\$16,087	-	\$5,722	\$21,900
City of Folsom	Folsom Ranch	\$9,551	\$33,105	\$1,605	\$44,300
City of Rancho Cordova	Rio Del Oro	\$21,879	-	\$1,605	\$23,500
Placer County	Placer Vineyards	-	\$7,299	\$15,113	\$22,500
City of Roseville	Creekview Specific Plan	\$8,852	-	\$11,992	\$20,900
City of Lincoln	Independence	\$5,671	-	\$15,477	\$21,200
City of Rocklin	Whitney Ranch/Hwy 65	\$3,774	\$622	\$5,737	\$10,200
City of Manteca	Infill Development	\$10,428	-	\$8,017	\$18,500
City of Lodi	Infill Development	\$1,048	-	\$8,017	\$9,100
City of Davis	Infill Development	\$8,093	-	-	\$8,100
City of Woodland	Spring Lake	\$10,173	\$25,140	-	\$35,400
City of West Sacramento	Liberty	\$17,735	-	\$1,638	\$19,400
Yuba County	North Plumas Lake Area	-	\$7,096	\$3,577	\$10,700
City of Chico	Urban Area	\$11,784	-	\$3,687	\$15,500
City of Madera	Growth Area	\$951	-	\$24,179	\$25,200
City of Redding	Infill Development	\$7,319	-	\$1,405	\$8,800
City of Turlock	Morgan Ranch	-	\$11,739	\$3,592	\$15,400
City of Tulare	Infill Development	\$4,279	-	-	\$4,300

Sources: Various Jurisdictions; EPS.

- [1] All rates assumes a 2,400 Sq.Ft single family residential unit.
[2] Regional transportation fees are applicable county-wide.
[3] Total fees are rounded up to the nearest hundred.

Table C-2
City of Yuba City TIF Comparison
Commercial/Retail Development (2025\$)

Commercial/Retail

Jurisdiction	Plan Area	Commercial Fee per 1,000 Bldg. Sq.Ft.			
		Jurisdiction-Specific	Plan Area	Regional [1]	Total [2]
Sacramento County	North Vineyard Station	-	\$38,740	\$11,038	\$49,800
City of Sacramento	Panhandle [3]	\$340	-	\$2,408	\$2,800
Elk Grove	Southeast Policy Area	\$14,481	-	\$3,809	\$18,300
Folsom	Folsom Ranch	\$14,440	\$47,882	\$2,408	\$64,800
Rancho Cordova	Rio Del Oro	\$16,250	-	\$2,408	\$18,700
Placer County	Placer Vineyards	-	\$8,426	\$14,857	\$23,300
Roseville	Creekview Specific Plan	\$11,259	-	\$9,300	\$20,600
City of Lincoln	Independence	\$25,292	-	\$15,394	\$40,700
City of Rocklin	Whitney Ranch/Hwy 65	\$6,038	\$1,131	\$13,591	\$20,800
City of Manteca	Infill Development	\$8,229	-	\$6,457	\$14,700
City of Lodi	Infill Development	\$1,767	-	\$6,457	\$8,300
City of Davis	Infill Development	\$8,448	-	-	\$8,500
City of Woodland	Spring Lake	\$12,632	\$19,350	-	\$32,000
City of West Sacramento	Liberty	\$19,215	-	\$1,867	\$21,100
Yuba County	North Plumas Lake Area	-	\$4,275	\$2,080	\$6,400
City of Chico	Urban Area	\$22,690	-	\$15,830	\$38,600
City of Madera	Growth Area	\$254	-	\$22,844	\$23,100
City of Redding	Infill Development	\$12,003	-	\$1,930	\$14,000
City of Turlock	Morgan Ranch	-	\$14,799	\$2,407	\$17,300
City of Tulare	Infill Development	\$10,170	-	-	\$10,200

Sources: Various Jurisdictions; EPS.

[1] Regional transportation fees are applicable county-wide.

[2] Total fees are rounded up to the nearest hundred.

[3] Panhandle does not have planned commercial development, so there are no plan area fees shown.

Table C-3
City of Yuba City TIF Comparison
Office Development (2025\$)

Office

Jurisdiction	Plan Area	Office Fee per 1,000 Bldg. Sq.Ft.			
		Jurisdiction-Specific	Plan Area	Regional [1]	Total [2]
Sacramento County	North Vineyard Station	\$0	\$22,870	\$9,443	\$32,400
City of Sacramento	Panhandle [3]	\$330	-	\$1,843	\$2,200
Elk Grove	Southeast Policy Area	\$15,260	-	\$2,791	\$18,100
Folsom	Folsom Ranch	\$6,360	\$34,189	\$1,843	\$42,400
Rancho Cordova	Rio Del Oro	\$12,350	-	\$1,843	\$14,200
Placer County	Placer Vineyards	-	\$26,245	\$14,715	\$41,000
Roseville	Creekview Specific Plan	\$13,711	-	\$9,578	\$23,300
City of Lincoln	Independence	\$11,115	-	\$15,188	\$26,400
City of Rocklin	Whitney Ranch/Hwy 65	\$6,604	\$1,131	\$13,572	\$21,400
City of Manteca	Infill Development	\$2,739	-	\$6,540	\$9,300
City of Lodi	Infill Development	\$1,284	-	\$6,540	\$7,900
City of Davis	Infill Development	\$5,192	-	-	\$5,200
City of Woodland	Spring Lake [3]	\$6,745	-	-	\$6,800
City of West Sacramento	Liberty	\$19,976	-	\$2,515	\$22,500
Yuba County	North Plumas Lake Area	-	\$4,275	\$2,080	\$6,400
City of Chico	Urban Area	\$5,270	-	\$4,140	\$9,500
City of Madera	Growth Area	\$254	-	\$7,762	\$8,100
City of Redding	Infill Development	\$8,197	-	\$2,281	\$10,500
City of Turlock	Morgan Ranch	-	\$7,090	\$4,237	\$11,400
City of Tulare	Infill Development	\$3,980	-	-	\$4,000

Sources: Various Jurisdictions; EPS.

[1] Regional transportation fees are applicable county-wide.

[2] Total fees are rounded up to the nearest hundred.

[3] Panhandle and Spring Lake do not have planned office development, so there are no plan area fees shown.

Table C-4
City of Yuba City TIF Comparison
Industrial Development (2025\$)

Industrial

Jurisdiction	Plan Area	Industrial Fee per 1,000 Bldg. Sq.Ft.			
		Jurisdiction-Specific	Plan Area [1]	Regional [2]	Total [3]
Sacramento County	North Vineyard Station	-	-	\$5,594	\$5,600
City of Sacramento	Panhandle	\$230	-	\$844	\$1,100
Elk Grove	Southeast Policy Area	\$5,472	-	\$1,503	\$7,000
Folsom	Folsom Ranch	\$6,360	-	\$844	\$7,300
Rancho Cordova	Rio Del Oro	\$6,280	-	\$844	\$7,200
Placer County	Placer Vineyards	-	-	\$5,712	\$5,800
Roseville	Creekview Specific Plan	\$6,984	-	\$4,029	\$11,100
City of Lincoln	Independence	\$3,459	-	\$5,949	\$9,500
City of Rocklin	Whitney Ranch/Hwy 65	\$3,396	\$242	\$5,556	\$9,200
City of Manteca	Infill Development	\$1,000	-	\$2,993	\$4,000
City of Lodi	Infill Development	\$653	-	\$2,993	\$3,700
City of Davis	Infill Development	\$480	-	-	\$500
City of Woodland	Spring Lake	\$5,197	-	-	\$5,200
City of West Sacramento	Liberty	\$20,909	-	\$1,753	\$22,700
Yuba County	North Plumas Lake Area	-	\$90	\$700	\$800
City of Chico	Urban Area	\$2,640	-	\$1,900	\$4,600
City of Madera	Growth Area	\$387	-	\$3,687	\$4,100
City of Redding	Infill Development	\$6,002	-	-	\$6,100
City of Turlock	Morgan Ranch	-	-	\$1,932	\$2,000
City of Tulare	Infill Development	\$1,290	-	-	\$1,300

Sources: Various Jurisdictions; EPS.

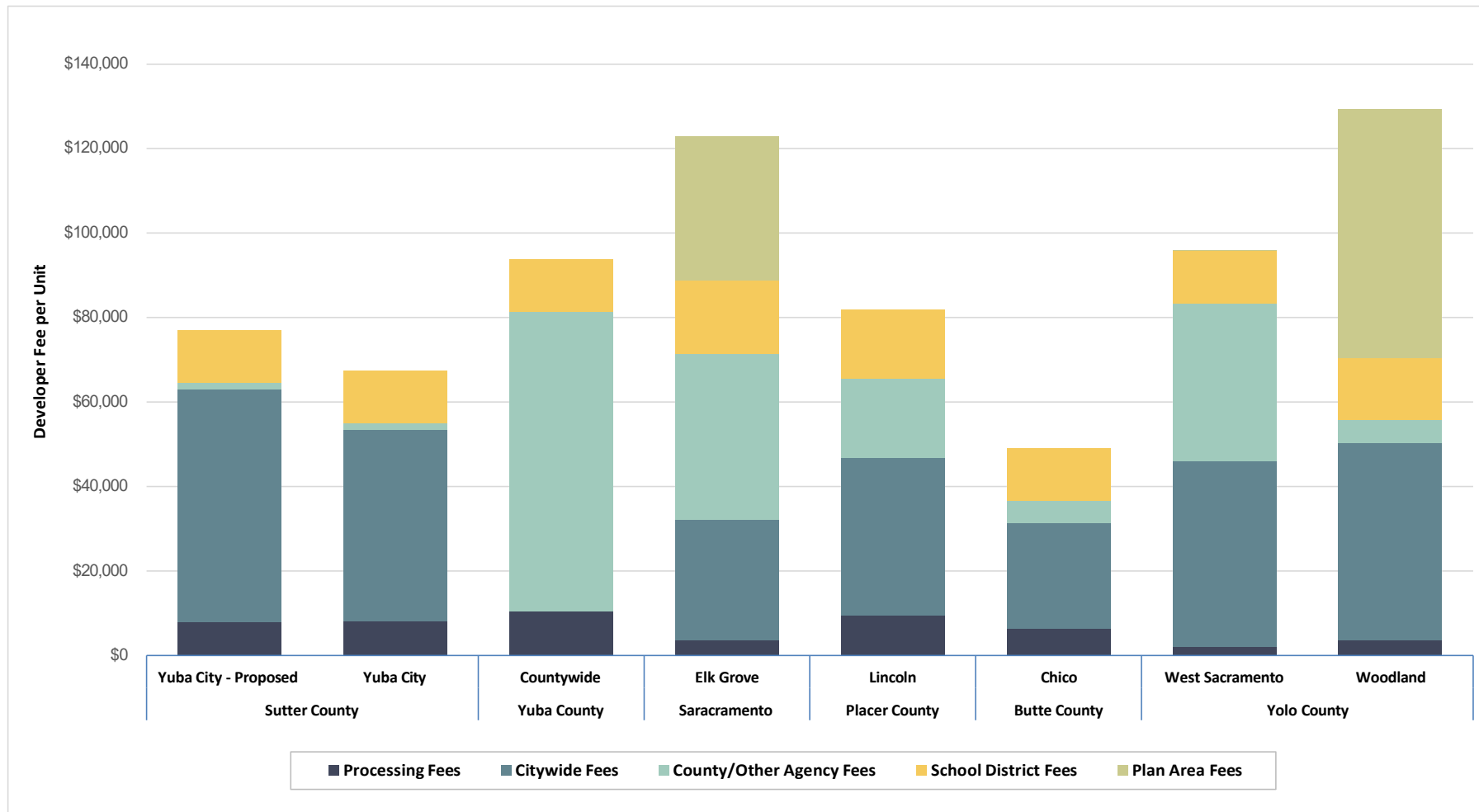
- [1] Most projects do not have planned industrial development, so there are no industrial plan are fees shown for those projects.
- [2] Regional transportation fees are applicable county-wide.
- [3] Total fees are rounded up to the nearest hundred.

APPENDIX D:

Development Impact Fee Comparisons

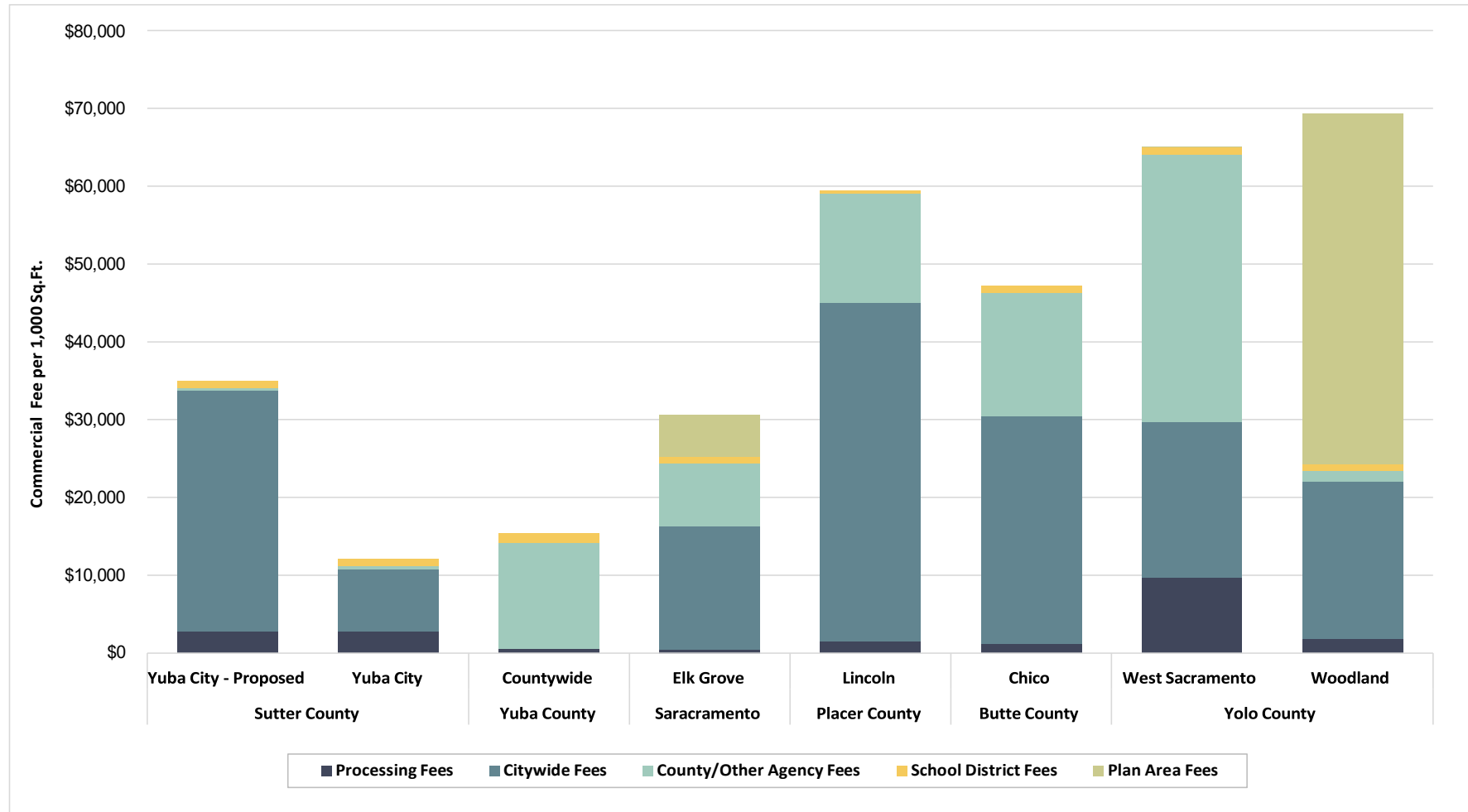
Figure D-1	Single-Family Residential (2025\$).....	D-1
Figure D-2	Commercial/Retail Development (2025\$)	D-2
Figure D-3	Office Development (2025\$).....	D-3
Table C-1	Single-Family Residential (2025\$)	D-4
Table C-2	Commercial/Retail Development (2025\$)	D-5
Table C-3	Office Development (2025\$).....	D-6
Table C-4	Industrial Development (2025\$)	D-8
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Table C-7	Industrial Development (2025\$)	D-14
Table C-8	Industrial Development (2025\$)	D-16
Table C-9	Industrial Development (2025\$)	D-18
Table C-10	Industrial Development (2025\$)	D-20
Table C-11	Industrial Development (2025\$)	D-22

Figure D-1
City of Yuba City DIF Comparison
Fee Comparison - Single-Family Development (2025\$)



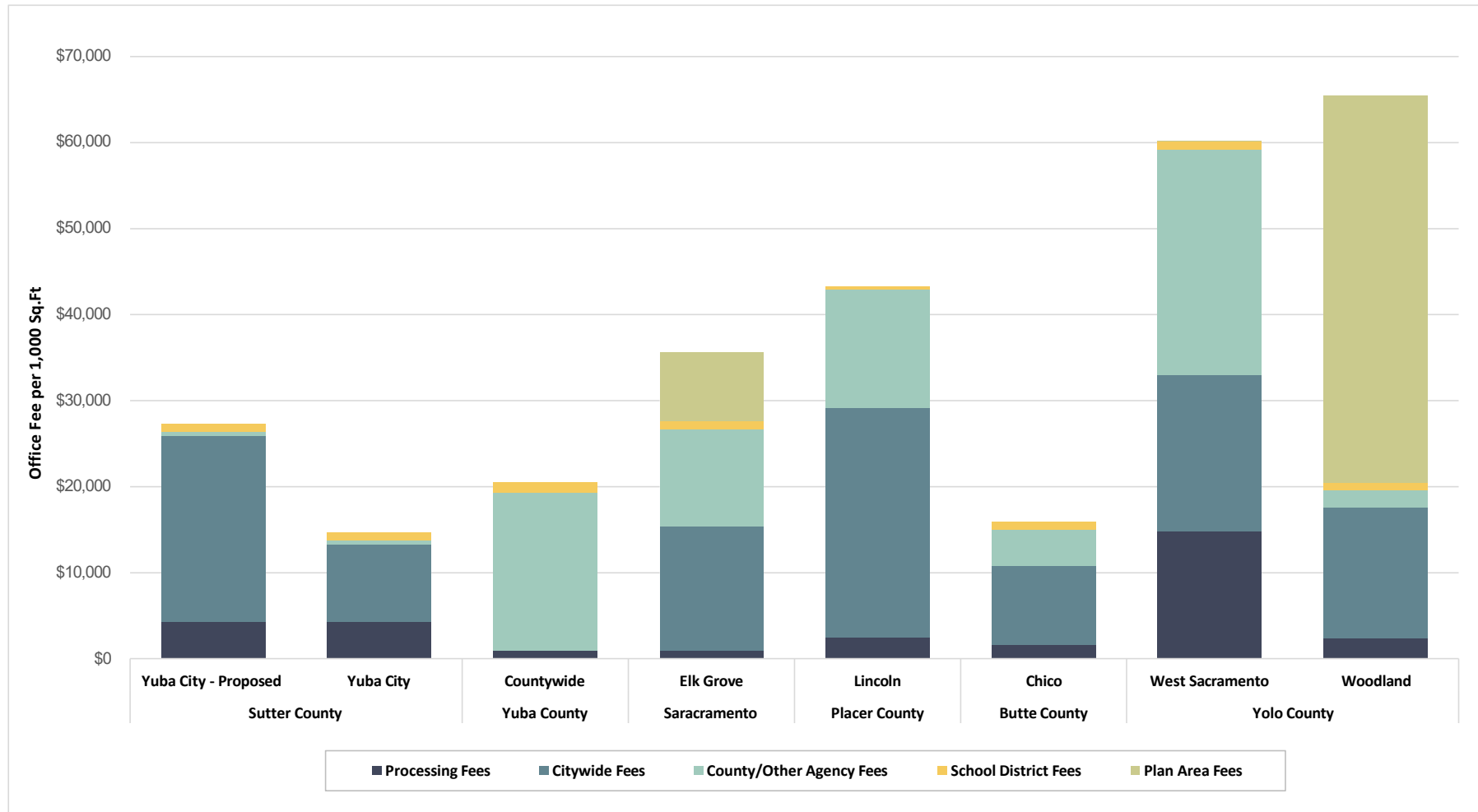
Source: City of Yuba; City of Sacramento; other public agencies; EPS

Figure D-2
City of Yuba City DIF Comparison
Fee Comparison - Retail Development (2025\$)



Source: City of Yuba; City of Sacramento; other public agencies; EPS

Figure D-3
City of Yuba City DIF Comparison
Fee Comparison - Office Development (2025\$)



Source: City of Yuba; City of Sacramento; other public agencies; EPS

Table D-1
City of Yuba City DIF Comparison
Fee Comparison - Single-Family Development (2025\$)

Item [1]	Sutter County		Yuba County	Saracramento	Placer County	Butte County	Yolo County	
	Yuba City - Proposed	Yuba City	Countywide	Elk Grove	Lincoln	Chico	West Sacramento	Woodland
Source	Table D-5	Table D-5	Table D-6	Table D-7	Table D-8	Table D-9	Table D-10	Table D-11
	Fee per Unit							
Processing Fees	\$8,000	\$8,000	\$10,500	\$3,700	\$9,500	\$6,400	\$2,100	\$3,600
Citywide Fees	\$55,000	\$45,500	\$0	\$28,500	\$37,200	\$24,900	\$43,900	\$46,700
County/Other Agency Fees	\$1,500	\$1,500	\$70,900	\$39,300	\$18,900	\$5,400	\$37,400	\$5,500
School District Fees	\$12,500	\$12,500	\$12,500	\$17,300	\$16,300	\$12,500	\$12,500	\$14,800
Plan Area Fees	-	-	-	\$34,000	-	\$0	\$100	\$58,800
Total Fees	\$77,000	\$67,500	\$93,900	\$122,800	\$81,900	\$49,200	\$96,000	\$129,400

Source: City of Yuba; City of Sacramento; other public agencies; EPS

[1] All rates are rounded to the nearest hundred.

Table D-2
City of Yuba City DIF Comparison
Fee Comparison - Retail Development (2025\$)

Item [1]	Sutter County		Yuba County	Saracramento	Placer County	Butte County	Yolo County	
	Yuba City - Proposed	Yuba City	Countywide	Elk Grove	Lincoln	Chico	West Sacramento	Woodland
Source	Table D-5	Table D-5	Table D-6	Table D-7	Table D-8	Table D-9	Table D-10	Table D-11
	Fee per 1K Bldg. Sq. Ft.							
Processing Fees	\$2,800	\$2,800	\$500	\$400	\$1,500	\$1,200	\$9,700	\$1,800
Citywide Fees	\$30,900	\$8,000	\$0	\$15,900	\$43,500	\$29,200	\$20,000	\$20,300
County/Other Agency Fees	\$400	\$400	\$13,700	\$8,100	\$14,000	\$15,900	\$34,400	\$1,300
School District Fees	\$900	\$900	\$1,200	\$900	\$400	\$900	\$900	\$900
Plan Area Fees	-	-	-	\$5,300	-	\$0	\$100	\$45,000
Total Fees	\$35,000	\$12,100	\$15,400	\$30,600	\$59,400	\$47,200	\$65,100	\$69,300

Source: City of Yuba; City of Sacramento; other public agencies; EPS

[1] All rates are rounded to the nearest hundred.

Table D-3
City of Yuba City DIF Comparison
Fee Comparison - Office Development (2025\$)

Item [1]	Sutter County		Yuba County	Saracramento	Placer County	Butte County	Yolo County	
	Yuba City - Proposed	Yuba City	Countywide	Elk Grove	Lincoln	Chico	West Sacramento	Woodland
Source	Table D-5	Table D-5	Table D-6	Table D-7	Table D-8	Table D-9	Table D-10	Table D-11
	Fee per 1K Bldg. Sq. Ft.							
Processing Fees	\$4,300	\$4,300	\$1,000	\$900	\$2,500	\$1,600	\$14,800	\$2,400
Citywide Fees	\$21,600	\$9,000	\$0	\$14,500	\$26,700	\$9,200	\$18,200	\$15,200
County/Other Agency Fees	\$500	\$500	\$18,300	\$11,300	\$13,700	\$4,200	\$26,200	\$2,000
School District Fees	\$900	\$900	\$1,200	\$900	\$400	\$900	\$900	\$900
Plan Area Fees	-	-	-	\$8,000	-	\$0	\$100	\$45,000
Total Fees	\$27,300	\$14,700	\$20,500	\$35,600	\$43,300	\$15,900	\$60,200	\$65,500

Source: City of Yuba; City of Sacramento; other public agencies; EPS

[1] All rates are rounded to the nearest hundred.

Table D-4
City of Yuba City DIF Comparison
Development Impact Fee Comparison
City of Yuba - Proposed

Item	Residential	Non-Residential	
	Single Family	Retail	Office
Assumptions			
Unit Size (Bldg. Sq. Ft.)	2,400	250,000	35,000
Garage Size (Bldg. Sq. Ft.)	450	-	-
Average Density (Dweling Units/Acre)/FAR	7.00	0.50	0.30
Acre per Unit	0.14	-	-
Building Valuation			
Construction Type	VB	IIB	IIB
Building Valuation Group	R-3	M	B
Valuation per Bldg. Sq. Ft. (Aug. 2025)	\$170.80	\$177.05	\$268.41
Valuation per Garage Sq. Ft. (Aug. 2025)	\$69.64	-	-
Building Valuation per Unit Bldg. Sq. Ft./Nonres. Permit	\$441,258	\$44,262,500	\$9,394,350
CITY/COUNTY/OTHER AGENCY FEES			
	per unit	per 1,000 sq. ft.	
Processing Fees			
Building Permit Service	\$3,971	\$1,239	\$1,879
Plan Check Fee	\$1,986	\$806	\$1,221
Fire Department Plan Review	\$477	\$491	\$744
California Building Standards Commission (CBSC) Fee	\$18	\$7	\$11
California Environmental Quality Act [1]	\$1,000	\$4	\$29
Strong Motion Instrumentation Fee (SMIP)	\$57	\$50	\$75
GIS/Technology Fee	\$419	\$168	\$255
Subtotal Processing Fees	\$7,928	\$2,765	\$4,214
City Development Impact Fees			
DIF - Parks and Recreation	\$4,610	-	-
DIF - Animal Control	\$73	-	-
DIF - Fire Protection	\$1,019	\$158	\$198
DIF - Library Services	\$683	-	-
DIF - Police Protection	\$895	\$139	\$175
DIF - Roads (Proposed) [2]	\$16,299	\$28,612	\$16,657
DIF - Civic Center	\$386	\$60	-
DIF - Corp. Yard	\$609	\$95	-
DIF - Adminstration	\$711	\$267	-
County General Government	\$1,158	\$186	\$265
Courts & Criminal Justice	\$1,098	\$176	\$251
Health & Social Service	\$1,340	\$215	\$307
Air Quality	\$15	\$60	\$60
West Yuba City Sewer Trunk Line [3][4]	\$2,133	\$17	\$122
Sewer Connection	\$7,044	\$57	\$408
Water Connection	\$9,331	\$299	\$2,133
Water Service Tie-In	\$5,499	\$57	\$405
Water Meter	\$745	\$10	\$74
Sutter Butte Basin Regional Levee Improvement	\$1,274	\$455	\$455
Subtotal City Development Impact Fees	\$54,922	\$30,864	\$21,510

Table D-4
City of Yuba City DIF Comparison
Development Impact Fee Comparison
City of Yuba - Proposed

Item	Residential	Non-Residential	
	Single Family	Retail	Office
Assumptions			
Unit Size (Bldg. Sq. Ft.)	2,400	250,000	35,000
Garage Size (Bldg. Sq. Ft.)	450	-	-
Average Density (Dweling Units/Acre)/FAR	7.00	0.50	0.30
Acre per Unit	0.14	-	-
Building Valuation			
Construction Type	VB	IIB	IIB
Building Valuation Group	R-3	M	B
Valuation per Bldg. Sq. Ft. (Aug. 2025)	\$170.80	\$177.05	\$268.41
Valuation per Garage Sq. Ft. (Aug. 2025)	\$69.64	-	-
Building Valuation per Unit Bldg. Sq. Ft./Nonres. Permit	\$441,258	\$44,262,500	\$9,394,350
CITY/COUNTY/OTHER AGENCY FEES			
	per unit	per 1,000 sq. ft.	
County/Other Agency Fees			
Drainage Fee - Gilsizer County Drainage District [5]	\$442	\$184	\$184
Sutter County Drainage Zone Fee - Zone 1	\$992	\$146	\$243
Subtotal Other County/Agency Fees	\$1,434	\$330	\$427
Yuba City Unified School District (YCUSD)	\$12,408	\$840	\$840
Plan Area Fees	-	-	-
TOTAL	\$76,692	\$34,798	\$26,990
Building Permit Fee Summary			
Processing Fees	\$7,928	\$2,765	\$4,214
Citywide Fees	\$54,922	\$30,864	\$21,510
County/Other Agency Fees	\$1,434	\$330	\$427
School District Fees	\$12,408	\$840	\$840
Plan Area Fees	-	-	-
Total	\$76,692	\$34,798	\$26,990

Source: Yuba City, Sutter County; YCUSD; EPS.

- [1] According to the City of Yuba City's FY 2025-26 Fee Schedule, minor development are developments which do not require mitigations or are generally not considered to have any potential significant impacts.
- [2] The proposed roadway development impact fee includes three different commercial types, each with a different rate. This analysis assumes the rate for a community commercial use.
- [3] The general boundaries of West Yuba City Sewer Trunk service area are Pease Road to the north, Bogue Road to the south, Township Road to the west and variable locaitons, west of State Route 99, to the east.
- [4] The West Yuba City Sewer Trunk Line special connection fee is charged in addition to other sewer fees (connection/extension/service). See Yuba City Muni. Code § 5 Section 6-5.508.
- [5] Rate shown applies to new impervious area within the Gilsizer Drainage District only. Rates vary by drainage district. As of FY 2025–26, the Sutter County Water Agency has 10 districts, two of which (Districts 1 and 11) are within the Gilsizer Drainage District and have their own fee rates.

Table D-5
City of Yuba City DIF Comparison
Development Impact Fee Comparison
City of Yuba

Item	Residential	Non-Residential	
	Single Family	Retail	Office
Assumptions			
Unit Size (Bldg. Sq. Ft.)	2,400	250,000	35,000
Garage Size (Bldg. Sq. Ft.)	450	-	-
Average Density (Dweling Units/Acre)/FAR	7.00	0.50	0.30
Acre per Unit	0.14	-	-
Building Valuation			
Construction Type	VB	IIB	IIB
Building Valuation Group	R-3	M	B
Valuation per Bldg. Sq. Ft. (Aug. 2025)	\$170.80	\$177.05	\$268.41
Valuation per Garage Sq. Ft. (Aug. 2025)	\$69.64	-	-
Building Valuation per Unit Bldg. Sq. Ft./Nonres. Permit	\$441,258	\$44,262,500	\$9,394,350
CITY/COUNTY/OTHER AGENCY FEES			
	<i>per unit</i>	<i>per 1,000 sq. ft.</i>	
Processing Fees			
Building Permit Service	\$3,971	\$1,239	\$1,879
Plan Check Fee	\$1,986	\$806	\$1,221
Fire Department Plan Review	\$477	\$491	\$744
California Building Standards Commission (CBSC) Fee	\$18	\$7	\$11
California Environmental Quality Act [1]	\$1,000	\$4	\$29
Strong Motion Instrumentation Fee (SMIP)	\$57	\$50	\$75
GIS/Technology Fee	\$419	\$168	\$255
Subtotal Processing Fees	\$7,928	\$2,765	\$4,214
City Development Impact Fees			
DIF - Parks and Recreation	\$4,610	-	-
DIF - Animal Control	\$73	-	-
DIF - Fire Protection	\$1,019	\$158	\$198
DIF - Library Services	\$683	-	-
DIF - Police Protection	\$895	\$139	\$175
DIF - Roads	\$6,806	\$5,720	\$4,117
DIF - Civic Center	\$386	\$60	-
DIF - Corp. Yard	\$609	\$95	-
DIF - Adminstration	\$711	\$267	-
County General Government	\$1,158	\$186	\$265
Courts & Criminal Justice	\$1,098	\$176	\$251
Health & Social Service	\$1,340	\$215	\$307
Air Quality	\$15	\$60	\$60
West Yuba City Sewer Trunk Line [2][3]	\$2,133	\$17	\$122
Sewer Connection	\$7,044	\$57	\$408
Water Connection	\$9,331	\$299	\$2,133
Water Service Tie-In	\$5,499	\$57	\$405
Water Meter	\$745	\$10	\$74
Sutter Butte Basin Regional Levee Improvement	\$1,274	\$455	\$455
Subtotal City Development Impact Fees	\$45,430	\$7,972	\$8,970

Table D-5
City of Yuba City DIF Comparison
Development Impact Fee Comparison
City of Yuba

Item	Residential	Non-Residential	
	Single Family	Retail	Office
Assumptions			
Unit Size (Bldg. Sq. Ft.)	2,400	250,000	35,000
Garage Size (Bldg. Sq. Ft.)	450	-	-
Average Density (Dweling Units/Acre)/FAR	7.00	0.50	0.30
Acre per Unit	0.14	-	-
Building Valuation			
Construction Type	VB	IIB	IIB
Building Valuation Group	R-3	M	B
Valuation per Bldg. Sq. Ft. (Aug. 2025)	\$170.80	\$177.05	\$268.41
Valuation per Garage Sq. Ft. (Aug. 2025)	\$69.64	-	-
Building Valuation per Unit Bldg. Sq. Ft./Nonres. Permit	\$441,258	\$44,262,500	\$9,394,350
CITY/COUNTY/OTHER AGENCY FEES			
	per unit	per 1,000 sq. ft.	
County/Other Agency Fees			
Drainage Fee - Gilsizer County Drainage District [4]	\$442	\$184	\$184
Sutter County Drainage Zone Fee - Zone 1	\$992	\$146	\$243
Subtotal Other County/Agency Fees	\$1,434	\$330	\$427
Yuba City Unified School District (YCUSD)	\$12,408	\$840	\$840
Plan Area Fees	-	-	-
TOTAL	\$67,199	\$11,906	\$14,450
Building Permit Fee Summary			
Processing Fees	\$7,928	\$2,765	\$4,214
Citywide Fees	\$45,430	\$7,972	\$8,970
County/Other Agency Fees	\$1,434	\$330	\$427
School District Fees	\$12,408	\$840	\$840
Plan Area Fees	-	-	-
Total	\$67,199	\$11,906	\$14,450

Source: Yuba City, Sutter County; YCUSD; EPS.

- [1] According to the City of Yuba City's FY 2025-26 Fee Schedule, minor development are developments which do not require mitigations or are generally not considered to have any potential significant impacts.
- [2] The general boundaries of West Yuba City Sewer Trunk service area are Pease Road to the north, Bogue Road to the south, Township Road to the west and variable localities, west of State Route 99, to the east.
- [3] The West Yuba City Sewer Trunk Line special connection fee is charged in addition to other sewer fees (connection/extension/service). See Yuba City Muni. Code § 5 Section 6-5.508.
- [4] Rate shown applies to new impervious area within the Gilsizer Drainage District only. Rates vary by drainage district. As of FY 2025–26, the Sutter County Water Agency has 10 districts, two of which (Districts 1 and 11) are within the Gilsizer Drainage District and have their own fee rates.

Table D-6
City of Yuba City DIF Comparison
Development Impact Fee Comparison
Yuba County - Plumas Lake Specific Plan (South)

Item	Residential	Non-Residential	
	Single Family	Retail	Office
Assumptions			
Unit Size (Bldg. Sq. Ft.)	2,400	250,000	35,000
Garage Size (Bldg. Sq. Ft.)	450	-	-
Average Density (Dweling Units/Acre)/FAR	7.00	0.50	0.30
Acre per Unit	0.14	-	-
Building Valuation			
Construction Type	VB	IIB	IIB
Building Valuation Group	R-3	M	B
Valuation per Bldg. Sq. Ft. (Aug. 2025)	\$170.80	\$177.05	\$268.41
Valuation per Garage Sq. Ft. (Aug. 2025)	\$69.64	-	-
Building Valuation per Unit Bldg. Sq. Ft./Nonres. Permit	\$441,258	\$44,262,500	\$9,394,350
CITY/COUNTY/OTHER AGENCY FEES			
	per unit	per 1,000 sq. ft.	
Processing Fees			
Building Permit Service Fees [1]	\$10,404	\$338	\$482
California Building Standards Commission (CBSC) Fee	\$18	\$7	\$11
Strong Motion Instrumentation Fee	\$57	\$50	\$75
Fire Plan Review Fee	-	\$4	\$26
Fire Safe Planning Fees	-	\$2	\$16
CDSA Processing	-	\$0	\$3
Planning - Environmental Review	-	\$11	\$79
Planning - Planned Development	-	\$22	\$159
Planning - Permit Review	-	\$7	\$53
CDSA Support & Tech Surcharge	-	\$3	\$23
Public Water System	-	\$6	\$41
Sewage Disposal	-	\$4	\$25
Public Works	-	\$1	\$5
Subtotal Processing Fees	\$10,480	\$455	\$998
County/Other Agency Fees per Unit			
PLSP/NASA Traffic Impact Fee	\$7,144	-	-
SYTIA Traffic Impact Fee	\$3,601	\$2,080	\$2,080
Linda Fire Protection District Fire Impact Fee	\$2,928	-	-
Olivehurst Public Utility District Fire Impact Fees	-	\$1,928	\$1,928
Yuba County Wide Development Impact Fee	\$12,096	\$577	\$823
Reclamation District 784 Drainage Impact Fee	\$4,304	\$3,144	\$5,240
Olivehurst Public Utility District Wide Water Capacity Fee	\$8,873	\$226	\$1,615
Olivehurst Public Utility District Wide WWTF Capacity Fee	\$6,820	\$682	\$682
PLSP Sewer Collection System Capacity Fee	\$3,352	\$924	\$1,539
Three Rivers Levee Fee [2]	\$13,024	\$3,571	\$3,571
PLSP Park Impact Fee	\$8,695	\$530	\$800
Subtotal County/Other Agency Fees per Unit	\$70,836	\$13,662	\$18,279

Table D-6
City of Yuba City DIF Comparison
Development Impact Fee Comparison
Yuba County - Plumas Lake Specific Plan (South)

Item	Residential	Non-Residential	
	Single Family	Retail	Office
Assumptions			
Unit Size (Bldg. Sq. Ft.)	2,400	250,000	35,000
Garage Size (Bldg. Sq. Ft.)	450	-	-
Average Density (Dweling Units/Acre)/FAR	7.00	0.50	0.30
Acre per Unit	0.14	-	-
Building Valuation			
Construction Type	VB	IIB	IIB
Building Valuation Group	R-3	M	B
Valuation per Bldg. Sq. Ft. (Aug. 2025)	\$170.80	\$177.05	\$268.41
Valuation per Garage Sq. Ft. (Aug. 2025)	\$69.64	-	-
Building Valuation per Unit Bldg. Sq. Ft./Nonres. Permit	\$441,258	\$44,262,500	\$9,394,350
CITY/COUNTY/OTHER AGENCY FEES			
	<i>per unit</i>	<i>per 1,000 sq. ft.</i>	
School District Fees			
Plumas Lake Elementary School District (PLESD),	\$7,440	\$840	\$840
Wheatland Union High School District (WUHSD) - South	\$4,968	\$340	\$340
Subtotal School District Fees	\$12,408	\$1,180	\$1,180
Plan Area Fees	-	-	-
TOTAL	\$93,724	\$15,297	\$20,457
Building Permit Fee Summary			
Processing Fees	\$10,480	\$455	\$998
Citywide Fees	-	-	-
County/Other Agency Fees	\$70,836	\$13,662	\$18,279
School District Fees	\$12,408	\$1,180	\$1,180
Plan Area Fees	-	-	-
Total	\$93,724	\$15,297	\$20,457

Source: Yuba County; PLESD, WUHSD, & MJUSD; EPS.

- [1] The single family building permit fee shown is the County's estimate of a southern PLSP production home with sprinklers
[2] According to the Three Rivers Levee Improvement Authority Levee Impact Fee Nexus Study, the fee will escalate annually by the percentage increase in the average of the San Francisco and 20-Cities CCI as published by ENR.

Table D-7
City of Yuba City DIF Comparison
Single Family Residential Development
City of Elk Grove - Southeast Policy Area (SEPA)

Item	Residential	Non-Residential	
	Single Family	Retail	Office
Assumptions			
Unit Size (Bldg. Sq. Ft.)	2,400	250,000	35,000
Garage Size (Bldg. Sq. Ft.)	450	-	-
Average Density (Dweling Units/Acre)/FAR	7.00	0.50	0.30
Acre per Unit	0.14	-	-
Building Valuation			
Construction Type	VB	IIB	IIB
Building Valuation Group	R-3	M	B
Valuation per Bldg. Sq. Ft. (Aug. 2025)	\$170.80	\$177.05	\$268.41
Valuation per Garage Sq. Ft. (Aug. 2025)	\$69.64	-	-
Building Valuation per Unit Bldg. Sq. Ft./Nonres. Permit	\$441,258	\$44,262,500	\$9,394,350
CITY/COUNTY/SPECIAL DISTRICT FEES			
	per unit	per 1,000 sq. ft.	
Processing Fees [1]			
Building Permit - Production Repeat [2]	\$1,233	\$93	\$275
Plan Review Fee - Production Repeat [2]	\$1,850	\$56	\$165
Master Plan Review	\$34	\$0	\$2
General Plan Update Fee	\$101	\$41	\$62
Technology Fee	\$177	\$71	\$107
Construction and Demolition Fee	\$177	\$71	\$107
Strong Motion Instrumentation Fee	\$57	\$50	\$75
California Building Standards Commission Fee	\$18	\$7	\$11
Subtotal Processing Fees	\$3,647	\$388	\$804
City Development Impact Fees			
Capital Facilities Fee [3]	\$5,614	\$1,630	\$2,040
Affordable Housing Fee	\$6,396	\$1,050	\$1,050
Cosumnes CSD Fire Fee - Zone 1	\$2,596	\$2,190	\$2,190
Cosumnes CSD Fire Sprinkler System Fee	\$721	\$9	\$65
Roadway Fee - Zone 1	\$13,113	\$10,970	\$9,120
Swainson's Hawk Mitigation Fee [4]	-	-	-
Subtotal City Development Impact Fees	\$28,440	\$15,849	\$14,465
County/Other Agency Fees per Unit			
SASD Sewer Collection Impact Fee (Expansion)	\$3,209	\$1,031	\$1,719
SASD Sewer Treatment Impact Fee (New Communities)	\$6,479	\$657	\$328
SASD IT Recovery Fee	\$100	\$0	\$3
Zone 40 Water Development Fee - Pre-Approval Portion [5]	\$3,229	-	-
Zone 40 Water Development Fee - Building Permit Portion	\$18,295	\$689	\$4,920
Sacramento County Transportation Mitigation Fee (Measure A)	\$1,631	\$2,447	\$1,873
I-5 Subregional Corridor Mitigation Fee - District 4 [6]	\$4,193	\$1,432	\$968
Active Transportation Fee	\$2,113	\$1,770	\$1,460
Subtotal County/Other Agency Fees per Unit	\$39,249	\$8,026	\$11,271

Table D-7
City of Yuba City DIF Comparison
Single Family Residential Development
City of Elk Grove - Southeast Policy Area (SEPA)

Item	Residential	Non-Residential	
	Single Family	Retail	Office
Assumptions			
Unit Size (Bldg. Sq. Ft.)	2,400	250,000	35,000
Garage Size (Bldg. Sq. Ft.)	450	-	-
Average Density (Dwelling Units/Acre)/FAR	7.00	0.50	0.30
Acre per Unit	0.14	-	-
Building Valuation			
Construction Type	VB	IIB	IIB
Building Valuation Group	R-3	M	B
Valuation per Bldg. Sq. Ft. (Aug. 2025)	\$170.80	\$177.05	\$268.41
Valuation per Garage Sq. Ft. (Aug. 2025)	\$69.64	-	-
Building Valuation per Unit Bldg. Sq. Ft./Nonres. Permit	\$441,258	\$44,262,500	\$9,394,350
	<i>per unit</i>	<i>per 1,000 sq. ft.</i>	
Elk Grove Unified School District (EGUSD)	\$17,208	\$840	\$840
Plan Area Fees per Unit			
Park Fee	\$13,097	\$102	\$170
Trail Fee	\$12,066	\$451	\$1,360
SEPA/LRSP Phase 3 Drainage Fee (Basin S6) [7]	\$4,668	\$2,513	\$4,189
Recycled Water Fee	\$4,101	\$2,190	\$2,190
Subtotal Plan Area Fees per Unit	\$33,931	\$5,256	\$7,909
TOTAL	\$122,476	\$30,359	\$35,289
Summary of Estimated Infrastructure Costs per Unit			
Processing Fees	\$3,647	\$388	\$804
Citywide Fees	\$28,440	\$15,849	\$14,465
County/Other Agency Fees	\$39,249	\$8,026	\$11,271
School District Fees	\$17,208	\$840	\$840
Plan Area Fees	\$33,931	\$5,256	\$7,909
Total Estimated Infrastructure Costs per Unit	\$122,476	\$30,359	\$35,289

Source: City of Elk Grove; EGUSD; Sacramento County; various agencies; EPS.

- [1] Processing fees exclude mechanical, electrical, plumbing and other similar review fees.
- [2] Major Category Permit Fee is \$2,230 plus \$62 for each additional 100 sq. ft. or fract No changes plus 10% for 2-story homes, plus \$350 + \$17.50 per 100 garage square feet over 401 total.
- [3] Includes facilities for City Administration, Police, Corp Yard, Animal Shelter, Library, and Transit.
- [4] Analysis assumes the Swainson's Hawk Mitigation Fee, required at improvement plan, has been satisfied. According to the City of Elk Grove, projects may have to pay an impact fee of \$12,925 per impacted habitat acreage.
- [5] SCWA caps the initial payment of 15% to a maximum of \$200,000 per subdivision.
- [6] According to the 2016 Nexus Study for the I-5 Subregional Corridor Mitigation Program, District 4 is the entire City of Elk Grove.
- [7] With the creation of the City's SEPA and LRSP P3 drainage fee program (the "Drainage Fee Program"), the County's Zone 11A fee program is no longer needed. Thus, in 2019, the City of Elk Grove detached SEPA from SCWA's Zone 11A program.

Table D-8
City of Yuba City DIF Comparison
Single Family Residential Development
City of Lincoln - Liberty

Item	Residential	Non-Residential	
	Single Family	Retail	Office
Assumptions			
Unit Size (Bldg. Sq. Ft.)	2,400	250,000	35,000
Garage Size (Bldg. Sq. Ft.)	450	-	-
Average Density (Dweling Units/Acre)/FAR	7.00	0.50	0.30
Acre per Unit	0.14	-	-
Building Valuation			
Construction Type	VB	IIB	IIB
Building Valuation Group	R-3	M	B
Valuation per Bldg. Sq. Ft. (Aug. 2025)	\$170.80	\$177.05	\$268.41
Valuation per Garage Sq. Ft. (Aug. 2025)	\$69.64	-	-
Building Valuation per Unit Bldg. Sq. Ft./Nonres. Permit	\$441,258	\$44,262,500	\$9,394,350
CITY/COUNTY/SPECIAL DISTRICT FEES			
	per unit	per 1,000 sq. ft.	
Processing Fees			
Building Permit Fee	\$4,042	\$639	\$1,038
Plan Check Fee - Production Units	\$758	\$120	\$195
Technology Fee	\$162	\$26	\$42
Fire Building Permit Fee	\$3,032	\$479	\$779
Energy Plan Check Fee	\$202	\$32	\$52
Residential Solar Fee	\$450	-	-
General Plan Maintenance Fee	\$349	\$140	\$212
Permit Issuance Fee	\$77	\$0	\$2
Building Occupancy Fee	\$169	\$1	\$5
Incremental Fee	\$88	\$2	\$14
California Building Standards Commission (CBSC) Fee	\$18	\$7	\$11
Strong Motion Instrumentation Fee	\$57	\$50	\$75
Subtotal Processing Fees	\$9,403	\$1,495	\$2,425
City Development Impact Fees [1]			
City Transportation Fee	\$6,642	\$29,624	\$13,019
City Wastewater Collection	\$4,319	\$2,332	\$2,332
City Wastewater Treatment	\$7,895	\$4,263	\$4,263
City Water Transmission	\$2,025	\$810	\$810
City Water Storage	\$1,050	\$420	\$420
City Drainage (South of Auburn Ravine)	\$1,057	\$518	\$518
City Fire	\$709	\$475	\$475
City Police	\$775	\$519	\$519
City Administrative	\$1,132	\$272	\$272
City Solid Waste	\$699	\$49	\$49
City Parks and Trails	\$5,902	\$1,416	\$1,416
City Park Recreational Facilities	\$776	\$186	\$186
City Water Connection Fee	\$3,075	\$98	\$703
Water Meter Fee	\$570	\$15	\$108
Park Tax [2]	\$261	\$2,459	\$1,566
Refuse Container Fee	\$85	-	-
Cemetery District Fee	\$206	-	-
Subtotal City Development Impact Fees	\$37,181	\$43,458	\$26,657

Table D-8
City of Yuba City DIF Comparison
Single Family Residential Development
City of Lincoln - Liberty

Item	Residential	Non-Residential	
	Single Family	Retail	Office
Assumptions			
Unit Size (Bldg. Sq. Ft.)	2,400	250,000	35,000
Garage Size (Bldg. Sq. Ft.)	450	-	-
Average Density (Dweling Units/Acre)/FAR	7.00	0.50	0.30
Acre per Unit	0.14	-	-
Building Valuation			
Construction Type	VB	IIB	IIB
Building Valuation Group	R-3	M	B
Valuation per Bldg. Sq. Ft. (Aug. 2025)	\$170.80	\$177.05	\$268.41
Valuation per Garage Sq. Ft. (Aug. 2025)	\$69.64	-	-
Building Valuation per Unit Bldg. Sq. Ft./Nonres. Permit	\$441,258	\$44,262,500	\$9,394,350
CITY/COUNTY/SPECIAL DISTRICT FEES			
	per unit	per 1,000 sq. ft.	
County/Other Agency Development Impact Fees			
SPRTA Fee - Lincoln	\$4,006	\$5,921	\$7,760
SPRTA Tier II Fee	\$8,678	\$6,958	\$4,591
PCWA Regulated Capacity & Transmission Charge	\$3,430	\$420	\$670
Placer County Capital Facilities Impact Fee	\$2,788	\$670	\$670
Subtotal County/Other Agency Development Impact Fees	\$18,903	\$13,969	\$13,691
Western Placer Unified School District (WPUSD)	\$16,224	\$340	\$340
Plan Area Fees	-	-	-
TOTAL	\$81,711	\$59,263	\$43,113
Summary of Estimated Infrastructure Costs			
Processing Fees	\$9,403	\$1,495	\$2,425
Citywide Fees	\$37,181	\$43,458	\$26,657
County/Other Agency Fees	\$18,903	\$13,969	\$13,691
School District Fees	\$16,224	\$340	\$340
Plan Area Fees	-	-	-
Total Estimated Infrastructure Costs	\$81,711	\$59,263	\$43,113

Source: City of Lincoln; Placer County Water Agency; Western Placer Unified School District; EPS.

[1] City development impact fees are zone area 1.

[2] Assume 0.006 employee per sq. ft. for office and 0.002 employee per Sq.ft. for retail.

Table D-9
City of Yuba City DIF Comparison
Development Impact Fee Comparison
City of Chico

Item	Residential	Non-Residential	
	Single Family	Retail	Office
Assumptions			
Unit Size (Bldg. Sq. Ft.)	2,400	250,000	35,000
Garage Size (Bldg. Sq. Ft.)	450	-	-
Average Density (Dweling Units/Acre)/FAR	7.00	0.50	0.30
Acre per Unit	0.14	-	-
Building Valuation			
Construction Type	VB	IIB	IIB
Building Valuation Group	R-3	M	B
Valuation per Bldg. Sq. Ft. (Aug. 2025)	\$170.80	\$177.05	\$268.41
Valuation per Garage Sq. Ft. (Aug. 2025)	\$69.64	-	-
Building Valuation per Unit Bldg. Sq. Ft./Nonres. Permit	\$441,258	\$44,262,500	\$9,394,350
CITY/COUNTY/OTHER AGENCY FEES			
	per unit	per 1,000 sq. ft.	
Processing Fees			
Plan Check and Inspection [1]	\$2,279	\$1,099	\$1,262
Fire Plan Check Processing Fee	\$100	\$1	\$4
Storm Water Pollution Plan (SWPPP) Review and Inspections	\$1,382	\$6	\$39
Erosion and Sediment Control Plan (ESCP) Review and Inspections	\$996	\$4	\$28
California Building Standards Commission (CBSC) Fee	\$18	\$7	\$11
Strong Motion Instrumentation Fee	\$57	\$50	\$75
Fire Sprinkler - Plan Review	\$693	\$8	\$57
Fire Department - Administrative Processing Fee	\$106	\$0	\$3
Fire Department - Basic Inspection Fee	\$186	\$1	\$5
Sewer Application Fee	\$245	\$1	\$7
Engineering Fees- Basic Fee	\$305	\$1	\$9
Subtotal Processing Fees	\$6,367	\$1,177	\$1,500
City Development Impact Fees			
Park Neighborhood Facility Improvement	\$1,752	-	-
Park Community Improvement	\$3,230	-	-
Park Linear/Greenways Acquisition	\$493	-	-
Park - Bidwell Park Land Acquisition	\$77	-	-
Street Facility Improvement	\$11,488	\$22,120	\$5,130
Street Maintenance Equipment	\$296	\$570	\$140
Bikeway Improvements	\$794	\$1,530	\$350
Adminstration Building	\$59	-	-
Fire Protection	\$458	\$850	\$760
Police	\$524	\$2,570	\$280
Storm Drain Facility - Mud-Sycamore Creek	\$1,448	\$745	\$1,241
Water Pollution Control Plant Capacity	\$1,926	\$335	\$558
Sewer Trunkline	\$2,300	\$400	\$667
Subtotal City Development Impact Fees	\$24,844	\$29,120	\$9,126

Table D-9
City of Yuba City DIF Comparison
Development Impact Fee Comparison
City of Chico

Item	Residential	Non-Residential	
	Single Family	Retail	Office
Assumptions			
Unit Size (Bldg. Sq. Ft.)	2,400	250,000	35,000
Garage Size (Bldg. Sq. Ft.)	450	-	-
Average Density (Dweling Units/Acre)/FAR	7.00	0.50	0.30
Acre per Unit	0.14	-	-
Building Valuation			
Construction Type	VB	IIB	IIB
Building Valuation Group	R-3	M	B
Valuation per Bldg. Sq. Ft. (Aug. 2025)	\$170.80	\$177.05	\$268.41
Valuation per Garage Sq. Ft. (Aug. 2025)	\$69.64	-	-
Building Valuation per Unit Bldg. Sq. Ft./Nonres. Permit	\$441,258	\$44,262,500	\$9,394,350
CITY/COUNTY/OTHER AGENCY FEES			
	<i>per unit</i>	<i>per 1,000 sq. ft.</i>	
County/Other Agency Fees			
Butte County FP - Criminal Justice [2]	\$300	-	-
Butte County FP - General Government Countywide [2]	\$580	-	-
Butte County FP - Health & Social Services [2]	\$110	-	-
Butte County FP - Library [2]	\$230	-	-
Butte County FP - Jail [2]	\$465	-	-
Butte County FP - CUA Street Improvement [2]	\$3,687	\$15,830	\$4,140
Subtotal Other County/Agency Fees	\$5,372	\$15,830	\$4,140
Chico Unified School District (CUSD)	\$12,408	\$840	\$840
Plan Area Fees	-	-	-
TOTAL	\$48,990	\$46,966	\$15,607
Building Permit Fee Summary			
Processing Fees	\$6,367	\$1,177	\$1,500
Citywide Fees	\$24,844	\$29,120	\$9,126
County/Other Agency Fees	\$5,372	\$15,830	\$4,140
School District Fees	\$12,408	\$840	\$840
Plan Area Fees	-	-	-
Total	\$48,990	\$46,966	\$15,607

Sources: City of Chico, Butte County, CUSD; EPS.

[1] Master plan or production homes may have building fees reduced by up to 50% when the building is the same size and configuration.

[2] Assume rates for Chico urban area.

Table D-10
City of Yuba City DIF Comparison
Single Family Residential Development
City of West Sacramento - Liberty Specific Plan

Item	Residential	Non-Residential	
	Single Family	Retail	Office
Assumptions			
Unit Size (Bldg. Sq. Ft.)	2,400	250,000	35,000
Garage Size (Bldg. Sq. Ft.)	450	-	-
Average Density (Dwelling Units/Acre)/FAR	7.00	0.50	0.30
Acre per Unit	0.14	-	-
Building Valuation			
Construction Type	VB	IIB	IIB
Building Valuation Group	R-3	M	B
Valuation per Bldg. Sq. Ft. (Aug. 2025)	\$170.80	\$177.05	\$268.41
Valuation per Garage Sq. Ft. (Aug. 2025)	\$69.64	-	-
Building Valuation per Unit Bldg. Sq. Ft./Nonres. Permit	\$441,258	\$44,262,500	\$9,394,350
CITY/COUNTY/SPECIAL DISTRICT FEES			
	per unit	per 1,000 sq. ft.	
Processing Fees [1]			
Building Permit Construction Fee	\$515	\$5,333	\$8,204
Plan Review Fee	\$335	\$3,466	\$5,332
Technology Fee	\$68	\$704	\$1,083
Planning Site Plan Approval	\$150	\$1	\$4
Encroachment Permit Application Fee	\$250	\$1	\$7
California Building Standards Commission (CBSC) Fee	\$0	\$7	\$11
Strong Motion Instrumentation Fee	\$0	\$50	\$75
Fire Prevention Plan Check and Inspection Permit Fees	\$95	\$50	\$53
Engineering Permit and Site Plan Review Fee	\$85	\$0	\$2
Water & Sewer Connection Permit Application Fee [1]	\$250	\$1	\$7
Engineering Application Fee	\$160	\$1	\$5
Engineering Inspection Fee	\$132	\$1	\$4
Subtotal Processing Fees	\$2,040	\$9,614	\$14,787
City Development Impact Fees			
Water Capacity Charge [2]	\$11,944	\$501	\$1,790
Drainage Fee (Zone NC-10)	\$5,534	\$11,944	\$5,863
Park Impact Fee - Neighborhood Facilities (Zone 1)	\$2,171	-	-
Park Impact Fee - Community Facilities (Zone 1)	\$11,131	\$1,450	\$2,040
Fire Sprinklers Protection	-	\$48	\$341
Fire Facilities (Zone 1)	\$1,577	\$956	\$1,591
Police Facilities (Zone 1)	\$1,548	\$938	\$1,562
Corporation Yard Facilities (Zone 1)	\$1,181	\$715	\$1,191
City Hall Facilities (Zone 1)	\$863	\$523	\$871
Childcare Impact Fee	\$810	\$607	\$810
In-Lieu Flood Protection Fee - Zone 3	\$1,265	\$2,250	\$2,100
Housing Trust Fund Program	\$5,809	-	-
Subtotal City Development Impact Fees	\$43,833	\$19,932	\$18,160

Table D-10
City of Yuba City DIF Comparison
Single Family Residential Development
City of West Sacramento - Liberty Specific Plan

Item	Residential	Non-Residential	
	Single Family	Retail	Office
Assumptions			
Unit Size (Bldg. Sq. Ft.)	2,400	250,000	35,000
Garage Size (Bldg. Sq. Ft.)	450	-	-
Average Density (Dwelling Units/Acre)/FAR	7.00	0.50	0.30
Acre per Unit	0.14	-	-
Building Valuation			
Construction Type	VB	IIB	IIB
Building Valuation Group	R-3	M	B
Valuation per Bldg. Sq. Ft. (Aug. 2025)	\$170.80	\$177.05	\$268.41
Valuation per Garage Sq. Ft. (Aug. 2025)	\$69.64	-	-
Building Valuation per Unit Bldg. Sq. Ft./Nonres. Permit	\$441,258	\$44,262,500	\$9,394,350
CITY/COUNTY/SPECIAL DISTRICT FEES			
	per unit	per 1,000 sq. ft.	
County/Other Agency Fees			
SASD Sewer Collection Impact Fee (Expansion)	\$3,209	\$1,031	\$1,719
SASD Sewer Treatment Impact Fee (New Communities)	\$6,479	\$657	\$328
Traffic Fee - Zone 1B (Southport District 1)	\$17,735	\$28,744	\$19,976
I-5 Subregional Corridor Mitigation In-Lieu Fee (District 2)	\$1,867	\$3,544	\$3,505
County Facilities and Services Authorization	\$3,613	-	-
Yolo County Facilities Fee	\$4,407	\$334	\$666
Yolo County Habitat Conservation Plan Fee [3]	-	-	-
Subtotal Other County/Agency Fees	\$37,310	\$34,310	\$26,194
Washington Unified School District (WUSD)	\$12,408	\$840	\$840
Southport Framework Plan Fee	\$81	\$26	\$43
TOTAL	\$95,672	\$64,722	\$60,025
Summary of Estimated Infrastructure Costs			
Processing Fees	\$2,040	\$9,614	\$14,787
Citywide Fees	\$43,833	\$19,932	\$18,160
County/Other Agency Fees	\$37,310	\$34,310	\$26,194
School District Fees	\$12,408	\$840	\$840
Plan Area Fees	\$81	\$26	\$43
Total Estimated Infrastructure Costs	\$95,672	\$64,722	\$60,025

Source: City of West Sacramento Book of Fees; Yolo County; Washington Unified School District; EPS.

[1] Assumes one application for both water and sewer connection per unit.

[2] Assume 2 2" meter for commercial and 1 2" meter for office.

[3] Analysis assumes the Yolo County Habitat Conservation Plan Fee, has been satisfied. Per the Yolo Habitat Conservancy, projects may be required to pay \$16,672 per acre of converted habitat lands. Additional charges may apply for wetlands.

Table D-11
City of Yuba City DIF Comparison
Single Family Residential Development
Spring Lake Specific Plan - City of Woodland

Item	Residential	Non-Residential	
	Single Family	Retail	Office
Assumptions			
Unit Size (Bldg. Sq. Ft.)	2,400	250,000	35,000
Garage Size (Bldg. Sq. Ft.)	450	-	-
Average Density (Dwelling Units/Acre)/FAR	7.00	0.50	0.30
Acre per Unit	0.14	-	-
Building Valuation			
Construction Type	VB	IIB	IIB
Building Valuation Group	R-3	M	B
Valuation per Bldg. Sq. Ft. (Aug. 2025)	\$170.80	\$177.05	\$268.41
Valuation per Garage Sq. Ft. (Aug. 2025)	\$69.64	-	-
Building Valuation per Unit Bldg. Sq. Ft./Nonres. Permit	\$441,258	\$44,262,500	\$9,394,350

CITY/COUNTY/OTHER AGENCY FEES

	<i>per unit</i>	<i>per 1,000 sq. ft.</i>	
Processing Fees			
Building Inspection and Plan Review Fee - Production Homes [1]	\$1,696	-	-
Building Inspection Fees	-	\$785	\$1,050
Building Plan Review	-	\$510	\$683
Building Permit Processing Charge/Application	\$8	\$0	\$2
Green Building Plan Review	\$138	\$1	\$1
Green Building Plan Inspection	\$276	\$1	\$1
Seismic/Strong Motion (SMIP)	\$57	\$50	\$75
California Building Standards Commission Fee	\$18	\$7	\$11
Electrical Permit Processing	\$58	\$0	\$0
Electrical Inspection	\$200	\$126	\$126
Plumbing Permit Processing	\$58	\$0	\$0
Plumbing Inspection	\$400	\$123	\$123
Mechanical Permit Processing	\$58	\$0	\$2
Mechanical Inspection	\$200	\$123	\$123
Solar Energy Permit Fees - SP Plan Review and Inspection	\$280	\$2	\$17
Energy Compliance Inspections	\$85	\$39	\$53
Fire Sprinklers Plan Check and Review	\$36	\$6	\$41
Subtotal Processing Fees	\$3,568	\$1,774	\$2,307
City Development Impact Fees			
Roads	\$10,264	\$12,746	\$6,806
Wastewater	\$7,789	\$3,179	\$1,907
General City	\$1,040	\$695	\$868
Fire	\$3,526	\$2,056	\$2,350
Police	\$852	\$567	\$708
Library	\$650	-	-
Water	\$6,683	\$171	\$1,222
Parks & Recreation	\$9,606	-	-
Administration	\$303	\$144	\$95
Agricultural Mitigation [2]	\$2,143	\$689	\$1,148
Fiscal Deficit Fee [3]	\$1,553	-	-
Fire Operations & Maintenance Fund (due at final map) [3]	\$798	-	-
Habitat Education (due at final map) [3]	\$58	-	-
Offsite Affordable Housing Fee (due at final map) [3]	\$1,139	-	-
Public Transit Fee (due at final map) [3]	\$252	-	-
Subtotal City Development Impact Fees	\$46,656	\$20,247	\$15,104

Table D-11
City of Yuba City DIF Comparison
Single Family Residential Development
Spring Lake Specific Plan - City of Woodland

Table D-11
City of Yuba City DIF Comparison
Single Family Residential Development
Spring Lake Specific Plan - City of Woodland

Item	Residential	Non-Residential	
	Single Family	Retail	Office
Assumptions			
Unit Size (Bldg. Sq. Ft.)	2,400	250,000	35,000
Garage Size (Bldg. Sq. Ft.)	450	-	-
Average Density (Dwelling Units/Acre)/FAR	7.00	0.50	0.30
Acre per Unit	0.14	-	-
Building Valuation			
Construction Type	VB	IIB	IIB
Building Valuation Group	R-3	M	B
Valuation per Bldg. Sq. Ft. (Aug. 2025)	\$170.80	\$177.05	\$268.41
Valuation per Garage Sq. Ft. (Aug. 2025)	\$69.64	-	-
Building Valuation per Unit Bldg. Sq. Ft./Nonres. Permit	\$441,258	\$44,262,500	\$9,394,350
County/Other Agency Fees			
County Facilities and Services Authorization (effective 9/13/16)	\$3,118	\$500	\$666
Yolo County HCP Fee (effective 3/27/23)	\$2,315	\$744	\$1,240
Subtotal Other County/Agency Fees	\$5,433	\$1,244	\$1,906
Woodland Joint Unified School District (WJUSD)	\$14,712	\$840	\$840
SLIF Plan Area Fees			
Roadway	\$25,366	\$20,000	\$20,000
Water	\$2,875	\$2,000	\$2,000
Sewer	\$3,705	\$3,000	\$3,000
Drainage	\$13,149	\$10,000	\$10,000
Fire Station	\$1,057	\$1,000	\$1,000
Parks	\$10,439	\$8,000	\$8,000
On-going Admin Costs	\$1,896	\$1,000	\$1,000
Public Transit Fee (due at final map)	\$252	-	-
Subtotal SLIF Plan Area Fees	\$58,739	\$45,000	\$45,000
TOTAL	\$129,108	\$69,104	\$65,157
Building Permit Fee Summary			
Processing Fees	\$3,568	\$1,774	\$2,307
Citywide Fees	\$46,656	\$20,247	\$15,104
County/Other Agency Fees	\$5,433	\$1,244	\$1,906
School District Fees	\$14,712	\$840	\$840
Plan Area Fees	\$58,739	\$45,000	\$45,000
Total	\$129,108	\$69,104	\$65,157

Source: City of Woodland; Yolo County; WJUSD; EPS

[1] Applies to ICC R-3 single family residential production homes only.

[2] Estimated amount. Different requirements for different development and mitigation land.

[3] Based on Spring Lake Specific Plan fees.

ATTACHMENT 3

COMPARISON OF EXISTING AND PROPOSED ROADWAY DEVELOPMENT IMPACT FEE BY LAND USE TYPE

Land Use Category	Existing Impact Fee ¹	Proposed Impact Fee Including Administration Fee ²			
		<1,500 SQFT	1,500 - 2,499 SQFT	2,500+ SQFT	Nonresidential per KSF
Single-Family Residential	\$6,940 per DU	\$14,990	\$16,625	\$18,284	
Multi-Family Residential	\$4,021 per DU	\$7,182	\$7,965	\$8,760	
Duplex	\$7,332 per DU	Categorize as Multi-Family Residential			
Single-Family Residential - Senior		\$3,843	\$4,263	\$4,688	
Multi-Family Residential - Senior		\$2,944	\$3,264	\$3,590	
Mobile Home	\$4,231 per DU	\$7,431	\$8,242	\$9,064	
Neighborhood Commercial	\$5,833 per KSF				\$30,126
Community Commercial	\$5,833 per KSF				\$29,184
Regional Commercial	\$5,833 per KSF				\$40,482
Office	\$4,198 per KSF				\$16,990
Light Industrial	\$715 per KSF				\$6,288
Manufacture					\$9,466
Notes: ¹ Based on current fee schedule dated January 1, 2026. DU = dwelling unit SQFT = square feet KSF = thousand square feet ² City Administration Fee is 2% Sources: Fehr & Peers, EPS, and City of Yuba City					

ATTACHMENT 4



February 20, 2026

Doug Libby, Director of Development Services
and Joshua Wolfe, Director of Public Works
1201 Civic Center Boulevard
Yuba City, California 95993

RE: Draft AB 1600 Development Impact Fee Study (Roads)- Public Review and Comment Period

Mr. Libby and Mr. Wolfe,

On behalf of the North State Building Industry Association (NSBIA), I am writing to express our serious concern regarding the magnitude and timing of the proposed increase to the City of Yuba City's Roadway Development Impact Fees as outlined in the recently released Roadway Facilities Nexus Study and related fee update materials.

NSBIA and our members fully recognize the need for critical transportation and roadway infrastructure to support planned growth and maintain acceptable levels of service. Reliable and well-planned transportation investments are essential to both residents and the long-term economic health of the city. We recognize the City's need to update its fee program, and we sincerely thank staff for proactively communicating with our organization about this process. However, the scale and immediacy of the proposed fee increases raise significant concerns. The proposed fees represent a substantial and abrupt jump from the existing fee schedule—more than doubling in almost all residential categories. Such a sudden increase would have an immediate and material impact on the ability of homebuilders to deliver new housing within the city.

Many active and near-term projects were entitled, financed, and underwritten based on the City's current fee structure. Applying the full proposed increase to those projects would introduce unforeseen costs that cannot easily be absorbed or mitigated. In practical terms, this creates a real risk that projects will be delayed, redesigned, or abandoned altogether, directly reducing near-term housing production and slowing economic activity. At a time when housing supply remains constrained, these impacts would be felt quickly and acutely.

NSBIA strongly believes these outcomes can be avoided while still addressing the City's long-term infrastructure needs. In the spirit of collaboration and maintaining a strong working relationship with the City of Yuba City, we respectfully propose two implementation strategies that would significantly mitigate the impacts to homebuilders while still bringing the city up to the fee levels this study calls for.

First, we would request “grandfathering in” current active projects. Those with approved entitlements as of the date of fee adoption should be allowed to proceed under the existing roadway fee schedule. This approach respects reasonable reliance interests and ensures that projects already in progress are not destabilized by sudden cost shifts.

Second, rather than implementing the full increase at once, we recommend a four-year phase-in period whereby one-quarter of the total fee increase is applied annually, in addition to an annual inflation adjustment. This measured approach allows the development community to adjust responsibly, enables accurate project underwriting, and still moves the City toward full funding of its roadway capital program.

Our hope is that you will adopt these strategies as a staff recommendation to the City Council in order to help ensure that fee implementation is structured in a way that does not unintentionally stall housing production or undermine feasibility. We value the City’s willingness to engage with stakeholders and would view this as an important component of a productive and constructive partnership.

Thank you again for the opportunity to provide input and for your continued communication with our organization. Please let me know if you would like to discuss this matter further. We look forward to working collaboratively with you and the City Council to arrive at a solution that supports both infrastructure delivery and the continued ability to build homes in Yuba City.

Sincerely,

A handwritten signature in black ink, appearing to read "Jeff Short". The signature is fluid and cursive, with a long, sweeping underline that extends to the left.

Jeff Short
Government & Public Affairs Director
North State Building Industry Association

CITY OF YUBA CITY

Future Agenda Items

- Councilmember Cole
- Councilmember Kirchner
- Councilmember Shaw
- Vice-Mayor Pasquale
- Mayor Boomgaarden

CITY OF YUBA CITY

Reports and Communications

The following reports and communication items are provided for the Council's information. No action can be taken on items under this section unless the Council agrees to include it on a subsequent agenda

City Manager's Report

CITY OF YUBA CITY

Reports and Communications

The following reports and communication items are provided for the Council's information. No action can be taken on items under this section unless the Council agrees to include it on a subsequent agenda

City Council Reports

- Councilmember Cole
- Councilmember Kirchner
- Councilmember Shaw
- Vice-Mayor Pasquale
- Mayor Boomgaarden

Adjournment