REGIONAL TRAFFIC MITIGATION FEE PROGRAM

NEXUS REPORT

APRIL 2025

PREPARED FOR:

AMADOR COUNTY TRANSPORTATION COMMISSION

DKS

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INTRODUCTION AND BACKGROUND

This report documents the update of the Regional Traffic Mitigation Fee Program (RTMF) administered by the Amador County Transportation Commission (ACTC). This fee program was originally established by ACTC, Amador County, and the cities of Jackson, Sutter Creek and Ione in 2003. The cities of Plymouth and Amador City became signatories to an amended Memorandum of Understanding in October 2006. Since establishment of the RTMF, all agencies have collected fees as building permits for new development are issued and deposited the fees into a restricted account dedicated to funding transportation improvements identified in Amador County's Regional Transportation Plan (RTP).

The ACTC has administered the RTMF program on behalf of the cities and County since its adoption and has issued the required Annual Report summarizing RTMF revenues, expenditures, and obligations. The nexus findings that document a reasonable relationship between new development and the RTMF were most recently updated in 2015.

To date, seven transportation improvement projects have been constructed and funded wholly or in part by the RTMF. These include:

1. SR 88/104 (Martell - County)
2. Mission Boulevard (City of Jackson)
3. Court Street/SR 88 (City of Jackson)
4. SR 49/Main Street (City of Jackson)
5. Sutter-Ione Road (City of Sutter Creek)
6. SR 104/Prospect Drive-Bowers Drive (Sutter Creek)
7. SR 49/Main Street Roundabout (City of Plymouth)

The RTMF program has obligated funds towards the following projects currently in the planning or project development phase:

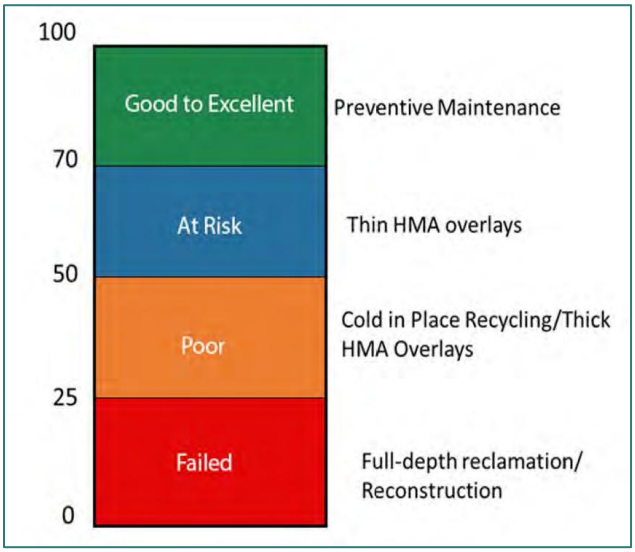
8. Sutter Street Extension/SR 49-88 (City of Jackson)
9. Wicklow Way Extension
10. SR 88/Pine Grove Improvements

While planning will continue to move the remaining projects forward, a substantial fund balance not earmarked for any specific improvement project has accumulated. At the same time, a backlog of roadway reconstruction needs for regional (city and county) roadways has emerged. Amador County's locally maintained regional roadways have an average Pavement Condition Index (PCI) rating of 50[1], which is on the threshold between "Poor" (PCI 25-50) and "At Risk" (PCI 50-70). See **Figure 1** for a summary of the PCI rating system. With an average rating of 50, many of the regional

[1] Rural Counties Task Force Regional Transportation Planning Agencies. *California Statewide Local Streets and Roads Needs Assessment* (April 2023) (see www.SaveCaliforniaStreets.org).

roads have PCIs below 50, reflecting "Poor" or "Failed" (PCI 0-25) conditions requiring substantial reconstruction. This analysis excludes state highways because they are not a local responsibility.

FIGURE 1: PCI THRESHOLDS & TREATMENTS ASSIGNED FOR ASPHALT PAVEMENTS



Source: California Statewide Local Streets and Roads Needs Assessment.

Given the current condition of Amador County regional roadways, the ACTC needs to prioritize maintenance of existing roadways while also expanding the system when needed to accommodate new development. The purpose of this update of the RTMF is to establish a reasonable relationship between increased transportation demand associated with new development and the need to invest in both maintenance and expansion of the current regional roadway system. The "regional roadway system" as used in this report excludes state highways.

TRANSPORTATION DEMAND FROM NEW DEVELOPMENT

This section establishes the need for the RTMF based on projected growth and the related increased demand on the regional roadway system.

Historically, Amador County has experienced growth in VMT and peak hour intersection approach volumes since 2000. For example, VMT on roadways other than the state highway system has increased more than 20% from 2000 to 2022 according to data from the Highway Performance and Monitoring System (HPMS). Increased vehicle trips from new development leads to increased roadway maintenance needs, a well-documented impact found in the peer-reviewed research literature.[2]

[2] See, for example, Lavrenz, Stephen M., "Estimating the marginal cost of pavement damage by highway users on the basis of practical schedules for pavement maintenance, rehabilitation and reconstruction", Structure and Infrastructure Engineering, 2014.

EXISTING LAND USE AND EXPECTED GROWTH

The proposed fee program is based on the demand for regional roadway infrastructure associated with new development. This section documents the additional transportation demand from new development in terms of "adjusted daily trips", a measure of transportation demand across both residential and nonresidential land use categories that is based on key travel characteristics. **Table 1** summarizes the existing and forecasted growth by type of land use. Existing land use has been quantified using data from the California Department of Finance.

TABLE 1: EXISTING AND FORECASTED DEVELOPMENT

LAND USE	EXISTING (2024)	GROWTH (2024-2044)	TOTAL 2044
POPULATION	39,611	6,583	46,194
RESIDENTIAL (DWELLING UNITS) [a]			
SINGLE FAMILY	16,417	2,728	19,145
MULTI-FAMILY	2,755	458	3,213
TOTAL	19,172	3,186	22,358
EMPLOYMENT [b]			
RETAIL/COMMERCIAL	6,053	1,006	7,059
ALL OTHER NONRESIDENTIAL	6,757	1,123	7,880
TOTAL	12,810	2,129	14,939
NONRESIDENTIAL (1,000 BUILDING SQUARE FEET) [c]			
RETAIL/COMMERCIAL	3,027	503	3,530
OTHER NONRESIDENTIAL	3,379	562	3,940
TOTAL	6,405	1,065	7,470

Note: Population estimate for 2044 from California Department of Finance. Dwelling units and employment assumed to grow at same rate as population (0.8 percent annually).

[a] Single family include detached and attached dwelling units. Multi-family includes accessory dwelling units greater than 750 square feet that would be subject to the RTMF, and mobile homes.

[b] Retail / Commercial includes NAICS sectors 44-45, 52-53, 62, 71-72, and 81. All Other includes remaining sectors. Employment data for 2000 and 2024 estimated based on average annual growth rate for 2002-2022 (only available) data.

[c] Nonresidential square feet based on an average of 500 square feet per employee.

Sources: State of California, Department of Finance, Table E-8 Historical Population and Housing Estimates (2024 population and dwelling unit estimates); State of California, Department of Finance, Table P-2A Total Estimated and Projected Population for California and Counties: July 1, 2020 to 2070, September 2024 (population projections); U.S. Census Bureau, OnTheMap (2024 employment).

Although Amador County's most recent Regional Transportation Plan documents only modest growth through 2035, more recent estimates from the DOF support continued residential development through 2070. Population is projected to growth at about 0.8 percent annually to 46,194 through the 20-year planning horizon of this study.

ADJUSTED DAILY TRIP RATES

A method is required to estimate relative levels of transportation demand across different land use categories using a measurement unit. In development fee nexus studies this common unit is typically called a Dwelling Unit Equivalents (DUEs). One DUE is the equivalent to the transportation demand generated by one single family residential unit. Once the fee per DUE is calculated, DUE rates enable the scaling of fees based on relative transportation demand across land use categories to generate the fee schedule. For the purposes of this nexus study, to be consistent with the current RTMF program, DUE rates are called "adjusted daily trip" rates. Adjusted daily trip rates reflect average daily trip ends by land use category measures of transportation demand beyond simply the trip rate, e.g. trip length and percent new trips, as explained below.

The adjusted daily trip rates are based on average daily trip rates from the 11th Edition of the Trip Generation Manual, published by the Institute of Transportation Engineers (ITE). Base trip rates are adjusted for percent new trips because some trips are only intermediate stops between an origin and destination and therefore do not represent additional transportation demand. Base trip rates are also adjusted for average trip length to further reflect actual demand on the regional roadway system. This latter adjustment also integrates more recent state policy priorities that focus on vehicle miles travelled as a measure of development impacts. The adjusted trip rate for the "All Other Nonresidential" land use category is based on the median of the base trip rates and adjustment factors for the office and industrial land use categories.

The details of these calculations are shown in **Table 2**.

TRANSPORTATION DEMAND FROM NEW DEVELOPMENT

The adjusted daily trip rates from Table 2 are applied to the quantities of land use growth shown in Table 1 to arrive at growth in adjusted daily trips as shown in **Table 3**. The growth reflects the relative demand from new development on the regional roadway system by land use category.

TABLE 2: ADJUSTED DAILY TRIP RATES

LAND USE	ITE LAND USE (CODE)	AVG. WEEK-DAY TRIP RATE	ADJUSTMENT FACTORS			ADJUSTED DAILY TRIP RATE
			PERCENT NEW TRIPS [a]	TRIP LENGTH [b]	COM-BINED FACTOR	
RESIDENTIAL						
SINGLE FAMILY (PER DWELLING UNIT)	Single Family Homes (210)	9.43	100%	100%	100%	9.43
MULTI-FAMILY (PER DWELLING UNIT)	Multifamily Mid-rise (221)	6.74	100%	100%	100%	6.74
RETAIL / COMMERCIAL						
RETAIL (PER 1,000 SQUARE FEET)	Shopping Center (820)	37.01	78%	46%	36%	13.15
OTHER NONRESIDENTIAL						
OFFICE (PER 1,000 SQUARE FEET)	General Office (710)	10.84	96%	111%	107%	11.59
INDUSTRIAL (PER 1,000 SQUARE FEET)	General Light Industrial (110)	4.87	98%	114%	112%	5.44
ALL OTHER NONRESIDENTIAL (MEDIAN)		7.86	97%	113%	109%	8.59

Note: Trip rate, trip length, and percent new trip factors are commonly used in transportation planning studies. These factors provide a relative measures of transportation demand to allocate improvement costs across land use categories. These factors are reasonable for use in calculating a regional traffic mitigation fee though absolute values for Amador County may differ.

[a] Includes diverted trips

[b] Average trip length compared to a single family trip length.

Sources: Institute for Transportation Engineers (ITE), Trip Generation, 11th Edition; San Diego Association of Governments (SANDAG), Brief Guide of Vehicular Trip Generation Rates, April 2002.

TABLE 3: TRANSPORTATION DEMAND (ADJUSTED DAILY TRIPS)

LAND USE	EXISTING (2024)	GROWTH (2024-2040)	TOTAL (2040)
RESIDENTIAL			
SINGLE FAMILY	154,812	25,725	180,537
MULTI-FAMILY	18,569	3,087	21,656
SUBTOTAL	173,381	28,812	202,193
NONRESIDENTIAL			
RETAIL/COMMERCIAL	39,798	6,614	46,413
OTHER NONRESIDENTIAL	29,021	4,823	33,845
SUBTOTAL	68,820	11,438	80,258
TOTAL	242,201	40,250	282,450
SHARE	*86%*	*14%*	*100%*

Sources: Table 1 and ***Error! Reference source not found.****.*

EXISTING LEVEL OF INVESTMENT & FACILITY STANDARD

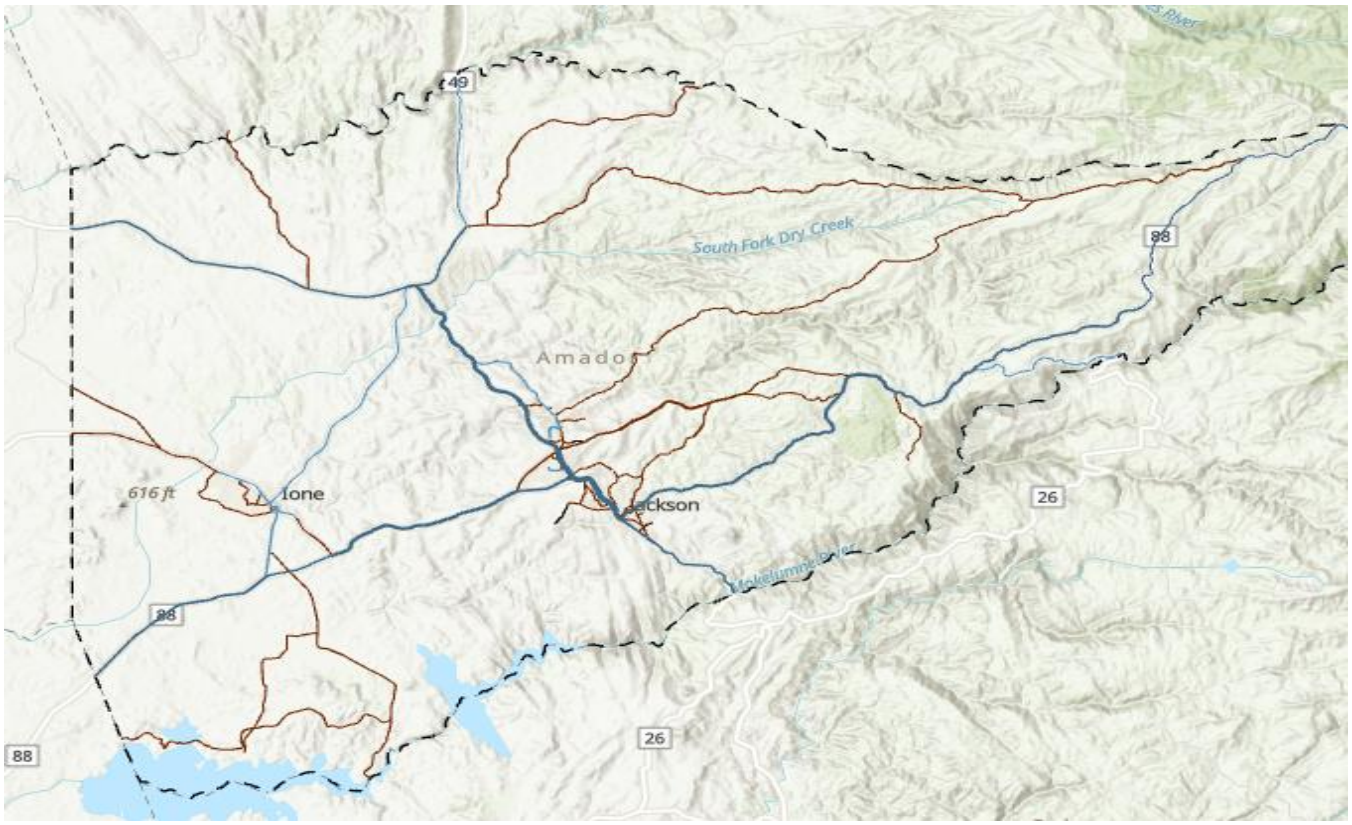
This section presents the existing facility standard for the regional roadway system in Amador County based on the existing level of investment in that infrastructure per existing adjusted daily trips. This approach is like the "system development charge" often used for utility connection fees while defining "capacity" as the existing level of demand on the regional roadway system. This approach ensures that new development contributes to the cost of the regional roadway system at the same level as existing development, per adjusted trip. This approach used to calculate development fees for many other types of public facilities (parks, libraries, etc.).

The existing facility standard is one method for calculating the maximum justifiable RTMF. A second method, based on a long-range capital improvement plan for roadway projects, is presented in the next section. Whichever method results in the lower fee is the maximum justifiable RTMF.

COUNTY AND LOCAL ROADWAY SYSTEM INVENTORY

The regional roadway system consists of the locally maintained arterials, collectors, and rural highways shown in **Figure 2**. State highways are excluded because they are not locally maintained. Based on the data reported in the 2022 Federal Highway Performance Monitoring System (HPMS), there are a total of 615.9 centerline miles or 1231.8 lane miles of roadway in Amador County that are not state highways (all roadways have two lanes).

FIGURE 2: RTMF REGIONAL ROADWAY SYSTEM



EXISTING LEVEL OF INVESTMENT & FACILITY STANADARD

To calculate the existing facility standard, a replacement cost has been calculated for the regional roadway system based on the Replacement Cost Less Depreciation (RCLD) method. This approach represents the existing level of investment in the (city and county) regional roadway system. Replacement cost reflects today's cost for replacing the system based on recent project costs in Amador County for roadway rehabilitation. Rehabilitation costs reflect the substantial replacement of roadways that are in very poor condition. Costs do not include right-of-way acquisition.

This replacement cost estimate is then depreciated to reflect the current value of the system based on existing conditions using the Pavement Condition Index discussed previously. As discussed previously, the average PCI rating for roadways in Amador County is 50 on a scale of 1 to 100 (see Figure 1). Therefore, the estimated replacement value for the regional roadway system has been depreciated by a factor of 50 percent (50 divided by 100). This approach is conservative for this fee nexus study because the cost of new construction for the same roadways in Amador County depreciated by the same amount is likely substantially more than this estimate.[3]

[3] U.S. Department of Transportation, "Status of the Nation's Highways, Bridges, and Transit: Conditions and Performance", Appendix A, Highway Investment Analysis Methodology, Table A-7, Oct. 8, 2021.

Because the existing facility standard is based on a depreciated value, the RTMF may fund roadway capital projects that replace or rehabilitate existing roadway segments. This use of RTMF revenue is a fair allocation of future roadway capital costs to new development because the fee is contributing to maintaining the regional roadway system at no higher level than existing development experiences today (the existing facility standard).

Table 4 shows the estimated cost of the existing regional roadway system per lane mile based on the RCLD method using recent Amador County projects costs for roadway reconstruction projects.

TABLE 4: TRANSPORTATION INFRASTRUCTURE UNIT COSTS (2024 $)
COSTS PER CENTERLINE MILE FOR RECONSTRUCTION

RECENT AMADOR COUNTY ROADWAY RECONSTRUCTION PROJECTS		COST ESTIMATE	COST/MILE [a]
BUENA VISTA RD	Co. Line to Camanche Pkwy N	$1,181,581	$552,141
SHAKE RIDGE RD	Ponderosa Way to Cad Clara Wy	$839,254	$552,141
SHAKE RIDGE RD	Cad Clara to Fiddletown Rd	$690,176	$552,141
BUENA VISTA RD	SR 88 to SR 124	$640,483	$504,317
FIDDLETOWN RD	PM 6.2 to Hale Rd	$848,835	$731,754
FIDDLETOWN RD	Hale Rd to Brockman Mill Rd	$2,283,073	$731,754
	Total / Weighted Average Cost per Lane Mile	$6,483,402	$634,181
	Depreciation Factor [b]		50%
	Depreciated Cost per Lane Mile		$317,091

[a] Roadway reconstruction cost per centerline mile for a two-lane rural roadway.

[b] Based on a current Amador County Pavement Condition Index (PCI) of 50 out of a maximum value of 100.

Sources: Amador County Transportation Commission; Rural Counties Task Force Regional Transportation Planning Agencies. California Statewide Local Streets and Roads Needs Assessment (April 2023).

The existing facilities standard represents the existing level of investment in the regional roadway system per adjusted daily trip and is shown in **Table 5**. The Amador County regional roadway system includes 538 centerline miles, representing a depreciated replacement cost of $171 million. Based on existing travel demand, the existing facility standard is $704 per adjusted daily trip.

TABLE 5: EXISTING LEVEL OF INVESTMENT & FACILITY STANDARD
AMADOR COUNTY REGIONAL ROADWAY SYSTEM (CITY AND COUNTY)

	QUANTITY	UNITS
CITY AND COUNTY ROADWAYS [a]	538	centerline miles
DEPRECIATED COST [b]	$317,091	per centerline mile
TOTAL DEPRECIATED SYSTEM VALUE	$170,594,958	2024 dollars
EXISTING TRANSPORTATION DEMAND	242,201	adjusted trips
EXISTING LEVEL OF INVESTMENT / FACILITY STANDARD	$704	per adjusted daily trip

Note: All dollars in 2024 dollars.

[a] Arterials and collectors owned by Amador County local jurisdictions. Excludes state highways and local streets.

Sources: Highway Performance Monitoring System 2024; Tables 3 and 4.

TRANSPORTATION CAPITAL IMPROVEMENT PLAN

Another method for calculating the maximum justified RTMF is to examine the ACTC's long-range capital improvement plan (CIP) for roadway projects. The Regional Transportation Plan (RTP) includes a long-range (20-year) CIP of "Tier I" projects are financially constrained to reasonable anticipated revenue sources including the RTMF. All the Tier I projects in the RTP are for roadway maintenance projects such as:

- Minor pavement repairs, culverts, mill and overlay
- Asphalt concrete overlay
- Pavement rehabilitation, signing and striping
- Reconstruction

See the Appendix fort a detailed list of RTP Tier I projects.

Table 6 summarizes $21 million long-range CIP funding need for the RTMF. This total RTMF funding need is based on:

- RTMF funding obligated to carryover projects from the current RTMF program that are in the planning and development phase, *plus*
- Cost of Tier I RTP projects net of all other non-RTMF revenue sources including state and federal programs such as the Regional Surface Transportation Program and the Local Transportation Fund, *minus*
- Existing RTMF fund balance.

TABLE 6: TRANSPORTATION IMPROVEMENT PROJECTS & COSTS

CATEGORY	UNFUNDED CAPITAL COSTS ($2024) [a]
CARRYOVER RTMF PROJECTS	
SUTTER STREET EXTENSION, JACKSON	$1,000,000
WICKLOW WAY EXTENSION	$129,202
SR88/PINE GROVE IMPROVEMENTS	$284,500
SUBTOTAL CARRYOVER RTMF PROJECTS	$1,413,702
NEW PROJECTS (TIER 1 PROJECTS FROM 2024 RTP)	$24,434,063
TOTAL UNFUNDED PROJECT COSTS	$25,847,765
CURRENT RTMF FUND BALANCE [b]	$4,474,260
RTMF FUNDING NEED	$21,373,505

[a] Total costs net of all non-RTMF revenue sources.

[b] Fund balance as of September 2024.

Sources: Amador County Transportation Commission, Regional Traffic Mitigation Fee Program, September 16, 2024; Regional Transportation Plan, August 2024.

The funding need shown in Table 6 per adjusted daily trip from new development is $531 as shown in **Table 7.** The cost per adjusted daily trip based on the funding need is less than the cost based on the existing facility standard (Table 5). Consequently, the maximum justified RTMF is $531 per adjusted daily trip.

TABLE 7: TRANSPORTATION IMPROVEMENT COST PER ADJUSTED DAILY TRIP

RTMF FUNDING NEED	$21,373,505
ADJUSTED DAILY TRIP GROWTH (2024-2044)	40,250
COST PER ADJUSTED DAILY TRIP	$531

Source: Tables 3 and 6.

The maximum justified RTMF by land use category based on the cost per adjusted daily trip in Table 7 is shown in **Table 8**.

TABLE 8: MAXIMUM JUSTIFIED REGIONAL TRAFFIC MITIGATION FEE

LAND USE	MAXIMUM COST PER ADJUSTED DAILY TRIP	ADJUSTED DAILY TRIP RATE [a]	MAXIMUM JUSTIFIED FEE [b]	
SINGLE FAMILY	$531	9.43	$5,007	per dwelling unit
			$2.56	per sq. ft.
MULTI-FAMILY	$531	6.74	$3,579	per dwelling unit
			$3.79	per sq. ft.
RETAIL/COMMERCIAL	$531	13.15	$6.98	per sq. ft.
OTHER NONRESIDENTIAL	$531	8.59	$4.56	per sq. ft.

[a] Per dwelling unit for residential and per 1,000 sq. ft. for nonresidential land uses.
[a] Fee per sq. ft. based on 1,957 sq. ft. for single family and 945 sq. ft. for multi-family including accessory dwelling units.
Sources: American Housing Survey; Tables 2 and 7.

EXISTING FEE SCHEDULE

The ACTC may adopt any RTMF below the maximum justified fee shown in Table 8. The ACTC does not have to adopt the same fee per adjusted daily trip across land use categories as long as the fee for any one land use category is below the maximum justified cost.

The existing RTMF fee schedule meets these criteria because it is based on a fee per adjusted daily trip that is below the maximum justified across all land use categories, as shown in **Table 9**. The existing fee schedule would generate an estimated $14 million in revenue, about $7 million less than the maximum justified fee shown in Table 8.

TABLE 9: EXISTING RTMF SCHEDULE & ESTIMATED REVENUE

LAND USE	FEE PER ADJUSTED DAILY TRIP [a]	ADJUSTED DAILY TRIP RATE	FEE		GROWTH		ESTIMATED REVENUE
SINGLE FAMILY	$411	9.43	$3,878 $1.98	per unit per sq. ft.	2,728	dwelling units	$10,579,184
MULTI-FAMILY	$408	6.74	$2,753 $2.91	per unit per sq. ft.	458	dwelling units	$1,260,874
RETAIL/COM-MERCIAL [b]	$165	13.15	$2.17	per sq. ft.	503	1,000 sq. ft.	$1,091,510
OTHER NONRESIDENTIAL [c]	$301	8.59	$2.58	per sq. ft.	562	1,000 sq. ft.	$1,448,670
TOTAL REVENUE							$14,380,238

[a] Fee per unit/sq. ft. based on current RTMF fee schedule. Fees per trip are currently $388, $167, and $304 for residential, retail/commercial, and other nonresidential, respectively. Table shows slightly different amounts because adjusted trip rates have been updated to current ITE rates.

[b] Fee per unit based on medium volume retail fee.

[c] Fee per unit based on the median fee for office ($3,344) and light industrial ($1,824).

Sources: 2025 RTMF Fee Schedule; American Housing Survey; Tables 1 and 2.

SUMMARY OF FINDINGS

California local agencies may adopt impact fees under authority granted by the Mitigation Fee Act (the Act), contained in Sections 66000 to 66025 of the California Government Code. This nexus study provides the documentation necessary to support the following findings required by the Act for adopting or increasing a development fee[4]:

PURPOSE OF FEE

The purpose of the RTMF is to fund roadway improvements that address impacts resulting from new development within Amador County.

[4] California Government Code, section 66001(a) and 66001(b).

USE OF FEE REVENUE

Fee revenue may be used for any roadway improvements on the regional roadway system within Amador County, including maintenance of existing roadways.

RELATIONSHIP BETWEEN USE OF FEE AND TYPE OF DEVELOPMENT

The regional roadway system includes locally maintained arterials, collectors, and rural highways shown in **Figure 2**. State highways are excluded because they are not locally maintained. The regional roadway system includes major roadways that provide connectivity between communities and activity centers within and between cities and unincorporated areas within the County, and to communities outside the County. The regional roadway system excludes local roads that primarily provide circulation within a specific community. Because of the countywide connectivity provided by the regional roadway system, all new development within the County benefits from improvements to any part of this roadway system.

The fee is only imposed on new development that generates additional vehicle trips. Thus, there is a reasonable relationship between the use of fee revenue for regional roadway improvements and the type of new development on which the fee is imposed.

RELATIONSHIP BETWEEN NEED FOR ROADWAY IMPROVEMENTS AND TYPE OF DEVELOPMENT

All new development will generate additional vehicle trips on the regional roadway system. Increased vehicle trips lead to increased regional roadway maintenance needs, and potentially the need to expand roadway capacity. The fee is only imposed on new development that generates additional vehicle trips. Thus, there is a reasonable relationship between the need for regional roadway improvements and the type of new development on which the fee is imposed.

RELATIONSHIP BETWEEN THE AMOUNT OF THE FEE AND THE PORTION OF THE COST OF ROADWAY IMPROVEMENTS ATTRIBUTABLE TO DEVELOPMENT

The amount of the fee is based on the existing standard for regional roadways within the County. The existing standard reflects the current depreciated condition of those roadways. The fee is based on the number of vehicle trips generated by a development project, adjusted for factors that reflect impact on the roadway system. Thus, the fee paid by a development project is proportional to the benefit received by the project from the use of fee revenues for regional roadway improvements.

APPENDIX: RTMF PROJECT LIST

Projects	Sum of Unfunded Cost	Sum of Growth Fair Share Allocated to TIF (10%)
Carryover projects	**$ 1,413,702**	**$ 1,413,702**
SR88/Pine Grove Improvements	$ 1,000,000	$ 1,000,000
Sutter Street Extension, Jackson	$ 129,202	$ 129,202
Wicklow Way Extension	$ 284,500	$ 284,500
New Projects	**$ 24,434,063**	**$ 2,443,406**
Argonaut Lane	$ 174,375	$ 17,438
Buena Vista Road (from Camanche Parkway North to Stony Creek Road)	$ -	$ -
Buena Vista Road (from SR 88 to SR 124)	$ 640,000	$ 64,000
Buena Vista Road (from Stony Creek Road to Waters Ranch)	$ 935,000	$ 93,500
Camanche Parkway North (from Coal Mine Road to Buena Vista Road)	$ -	$ -
Camanche Parkway North (from Curran Road to Coal Mine Road)	$ -	$ -
Camanche Parkway North (from Lakeview Drive (west) to Curran Road)	$ 671,042	$ 67,104
Fiddletown Road (from Brockman Mill Road to Ponderosa Drive)	$ 709,000	$ 70,900
Fiddletown Road (from Hale Road to Brockman Mill Road)	$ 2,300,000	$ 230,000
Fiddletown Road (from PM 3.0 to Quartz Mountain Road North)	$ 1,034,000	$ 103,400
Fiddletown Road (from Quartz Mountain Road North to PM 6.2)	$ 726,000	$ 72,600
Gopher Flat Road- Main Street to city limits	$ 2,500,000	$ 250,000
Jackson Gate Road	$ 522,500	$ 52,250
Main Street Paving	$ -	$ -
Main Street/Hanford Street-field to north city limits	$ -	$ -
Michigan Bar Road (from County Line to Carbondale Road)	$ 847,083	$ 84,708
New York Ranch Road Corridor: (from City Limits to PM 1.5)	$ 825,000	$ 82,500
Old Highway 49 (from Amador City City Limits (W) to HWY 49)	$ 330,000	$ 33,000
Old Highway 49 (from Sutter Creek City Limits to Amador City City Limits	$ 478,542	$ 47,854
Old SR 49/Main St.-SR 49 to Church St.	$ -	$ -
Ridge Road (from Climax Road to Ridge View Drive)	$ 638,000	$ 63,800
Ridge Road (from Ridge Frontage Road (West) to Running Gold Road)	$ 605,000	$ 60,500
Ridge Road (from Ridge View Drive to Ridge Frontage Road (West))	$ 792,000	$ 79,200
Ridge Road (from Running Gold Road to City Limits)	$ -	$ -
Ridge Road (from SR 88 to Climax Road)	$ 2,156,000	$ 215,600
Shake Ridge Road (from Bottimore Court to Ponderosa Way)	$ 924,000	$ 92,400
Shake Ridge Road (from Buckeye Drive to Bottimore Court)	$ 566,000	$ 56,600
Shake Ridge Road (from City Limits to Pine Gulch Road)	$ -	$ -
Shake Ridge Road (from Fernridge Road to Wondering Hill Drive)	$ -	$ -
Shake Ridge Road (from Fiddletown Road to Wagon Wheel Drive)	$ -	$ -
Shake Ridge Road (from Oneto Road (east) to Quartz Mountain Road Ea	$ 748,000	$ 74,800
Shake Ridge Road (from Pine Gulch Road to Oneto Road (east))	$ 924,000	$ 92,400
Shake Ridge Road (from Ponderosa Annex to Buckeye Drive)	$ -	$ -
Shake Ridge Road (from Quartz Mountain Road East to Stage Drive)	$ -	$ -
Shake Ridge Road (from Stage Drive to Ponderosa Annex)	$ 1,028,000	$ 102,800
Shake Ridge Road (from Wagon Wheel Drive to Fernridge Road)	$ 995,521	$ 99,552
Shake Ridge Road (from Wondering Hill Drive to SR 88)	$ -	$ -
Shenandoah Road (from Ostrum Road to PM 8.0)	$ 775,521	$ 77,552
Shenandoah Road (from PM 8.0 to El Dorado County Line)	$ -	$ -
Shenandoah Road (from Steiner Road (W) to Ostrum Road)	$ 1,176,979	$ 117,698
Shenandoah Road (Plymouth City Limits to PM 0.75)	$ 412,500	$ 41,250
Grand Total	**$ 25,847,765**	**$ 3,857,108**

ID	Location	Project Name, Location	Description	Status	Carryover	Cost Estimate ($2024)	Estimated Funding from Other Source	Supplemental Funding Sour	Unfunded C	Notes
43	Jackson	Sutter Street Extension, Jackson	Road Extension	Ongoing (Planning)	☑	$ 129,202			$ 129,202	
44	County	Wicklow Way Extension	Road Extension	Ongoing (Planning)	☑	$ 284,500			$ 284,500	
45		Western Ione Roadway Improvement System (WIRIS)	Multiple projects, including new roadway construction, upgrades, and bypasses.	Ongoing (Planning)	☑	$ 238,284			$ 238,284	
46	County	SR88/Pine Grove Improvements	Multiple improvements including realignment, road widening, adding sidewalks, crossings, signals	Ongoing (PS&E/ROW)	☑	$ 1,000,000		$ 826,000	$ 174,000	
1	County-22	Ridge Road (from Running Gold Road to City Limits)	Minor pavement repairs, culverts, mill and overlay			$ 742,000	$ 742,000	RIP	$ -	
2	Sutter Creek *	Old SR 49/Main St.-SR 49 to Church St.	Asphalt concrete overlay			$ 3,000,000	$ 3,000,000	RSTP	$ -	
3	County-22	Ridge Road (from Ridge View Drive to Ridge Frontage Road (West))	Minor pavement repairs, culverts, mill and overlay			$ 792,000			$ 792,000	
4	County-30	Argonaut Lane	Minor pavement repairs, culverts, mill and overlay			$ 174,375			$ 174,375	
5	County-22	Ridge Road (from Ridge Frontage Road (West) to Running Gold Road)	Minor pavement repairs, culverts, mill and overlay			$ 605,000			$ 605,000	
6	County-22	Ridge Road (from Climax Road to Ridge View Drive)	Minor pavement repairs, culverts, mill and overlay			$ 638,000			$ 638,000	
7	Sutter Creek	Main Street/Hanford Street-field to north city limits	Asphalt concrete overlay			$ 2,500,000	$ 2,500,000	RSTP	$ -	
8	County-80	Buena Vista Road (from Stony Creek Road to Waters Ranch)	Minor pavement repairs, culverts, mill and overlay			$ 935,000			$ 935,000	
9	Amador City *	Main Street Paving	pavement rehab., signing, and striping			$ 1,077,000	$ 1,077,000	RSTP	$ -	
10	County-22	Ridge Road (from SR 88 to Climax Road)	Reconstruction			$ 2,156,000			$ 2,156,000	
12	County-52	Fiddletown Road (from Hale Road to Brockman Mill Road)	Reconstruction			$ 2,300,000			$ 2,300,000	
13	County-9	Shake Ridge Road (from Buckeye Drive to Bottimore Court)	Minor pavement repairs, culverts, mill and overlay			$ 566,000			$ 566,000	Calculate weighted average PCI for projects thtat would be funded.
14	County-55	Shenandoah Road (Plymouth City Limits to PM 0.75)	Minor pavement repairs, culverts, mill and overlay			$ 412,500			$ 412,500	
15	County-258	Camanche Parkway North (from Lakeview Drive (west) to Curran Road)	Minor pavement repairs, culverts, mill and overlay			$ 671,042			$ 671,042	
16	County-20	Jackson Gate Road	Minor pavement repairs, culverts, mill and overlay			$ 522,500			$ 522,500	
17	County-48 *	Old Highway 49 (from Sutter Creek City Limits to Amador City City Limits (E))	Minor pavement repairs, culverts, mill and overlay			$ 478,542			$ 478,542	
18	County-48 *	Old Highway 49 (from Amador City City Limits (W) to HWY 49)	Minor pavement repairs, culverts, mill and overlay			$ 330,000			$ 330,000	
19	County-9	Shake Ridge Road (from Oneto Road (east) to Quartz Mountain Road East)	Minor pavement repairs, culverts, mill and overlay			$ 748,000			$ 748,000	
20	County-9	Shake Ridge Road (from Quartz Mountain Road East to Stage Drive)	Minor pavement repairs, culverts, mill and overlay			$ 682,000	$ 682,000	RTSP	$ -	
21	County-9	Shake Ridge Road (from Ponderosa Annex to Buckeye Drive)	Minor pavement repairs, culverts, mill and overlay			$ 825,000	$ 825,000	RTSP	$ -	
22	County-9	Shake Ridge Road (from Fernridge Road to Wondering Hill Drive)	Minor pavement repairs, culverts, mill and overlay			$ 676,563	$ 676,563	RTSP	$ -	
23	County-9	Shake Ridge Road (from Wondering Hill Drive to SR 88)	Minor pavement repairs, culverts, mill and overlay			$ 753,542	$ 753,542	RTSP	$ -	
24	County-258	Camanche Parkway North (from Curran Road to Coal Mine Road)	Minor pavement repairs, culverts, mill and overlay			$ 1,017,500	$ 1,017,500	LTF	$ -	
25	County-55	Shenandoah Road (from PM 8.0 to El Dorado County Line)	Minor pavement repairs, culverts, mill and overlay			$ 594,063	$ 594,063	LTF	$ -	
26	County-9	Shake Ridge Road (from City Limits to Pine Gulch Road)	Minor pavement repairs, culverts, mill and overlay			$ 401,000	$ 401,000	LTF	$ -	
27	County-9	Shake Ridge Road (from Fiddletown Road to Wagon Wheel Drive)	Minor pavement repairs, culverts, mill and overlay			$ 775,521	$ 775,521	LTF	$ -	
28	County-80	Buena Vista Road (from Camanche Parkway North to Stony Creek Road)	Minor pavement repairs, culverts, mill and overlay			$ 638,000	$ 638,000	LTF	$ -	
29	County-258	Camanche Parkway North (from Coal Mine Road to Buena Vista Road)	Minor pavement repairs, culverts, mill and overlay			$ 1,512,500	$ 1,512,500	LTF	$ -	
30	County-55	Shenandoah Road (from Ostrum Road to PM 8.0)	Minor pavement repairs, culverts, mill and overlay			$ 775,521			$ 775,521	
31	County-80	Buena Vista Road (from SR 88 to SR 124)	Minor pavement repairs, culverts, mill and overlay			$ 640,000			$ 640,000	
32	County-52	Fiddletown Road (from PM 3.0 to Quartz Mountain Road North)	Minor pavement repairs, culverts, mill and overlay			$ 1,034,000			$ 1,034,000	
33	County-52	Fiddletown Road (from Brockman Mill Road to Ponderosa Drive)	Minor pavement repairs, culverts, mill and overlay			$ 709,000			$ 709,000	
34	County-9	Shake Ridge Road (from Pine Gulch Road to Oneto Road (east))	Minor pavement repairs, culverts, mill and overlay			$ 924,000			$ 924,000	
35	County-9	Shake Ridge Road (from Stage Drive to Ponderosa Annex)	Minor pavement repairs, culverts, mill and overlay			$ 1,028,000			$ 1,028,000	
36	County-9	Shake Ridge Road (from Bottimore Court to Ponderosa Way)	Minor pavement repairs, culverts, mill and overlay			$ 924,000			$ 924,000	
37	County-9	Shake Ridge Road (from Wagon Wheel Drive to Fernridge Road)	Minor pavement repairs, culverts, mill and overlay			$ 995,521			$ 995,521	
38	County-1	New York Ranch Road Corridor: (from City Limits to PM 1.5)	Minor pavement repairs, culverts, mill and overlay			$ 825,000			$ 825,000	
39	County-55	Shenandoah Road (from Steiner Road (W) to Ostrum Road)	Minor pavement repairs, culverts, mill and overlay			$ 1,176,979			$ 1,176,979	
40	County-74	Michigan Bar Road (from County Line to Carbondale Road)	Minor pavement repairs, culverts, mill and overlay			$ 847,083			$ 847,083	
41	Sutter Creek	Gopher Flat Road- Main Street to city limits	Asphalt concrete overlay			$ 2,500,000			$ 2,500,000	
42	County-52	Fiddletown Road (from Quartz Mountain Road North to PM 6.2)	Minor pavement repairs, culverts, mill and overlay			$ 726,000			$ 726,000	
		Sources: Amador County Transportation Commission. *Regional Transportation Plan,* August 2024 and *FY 22/23 Regional Traffic Mitigation Fee Annual Report,* January 2024.				$ 41,280,738	$ 15,194,689		$ 25,260,049	
						$ 5,779,303			61%	