

**Draft**  
**City-Wide Traffic Signal Mitigation Impact Fee**  
**Nexus Analysis for Proposed Fee Update**

**June 2022**

**Prepared By:**  
**City of Fresno, Public Works Department**  
**Traffic Operations & Planning Division**

**Jill Gormley, TE, City Traffic Engineer**  
**Harman Dhaliwal, PE, Supervising Professional Engineer**

## **PROPOSED ADJUSTMENT TO THE CITYWIDE TRAFFIC SIGNAL MITIGATION IMPACT (TSMI) FEE PROGRAM**

### **SUMMARY**

The City of Fresno's Traffic Signal Mitigation Impact (TSMI) fees are charged to all new development throughout the City, to mitigate traffic impacts through the funding of traffic signal improvements that serve new development. The capital improvement program associated with the TSMI fee includes facilities in the existing core of the City as well as in the new growth areas, in order to accommodate the traffic demands from new development throughout the City. The list of projects included in the capital improvement program is included in Appendix A. The proposed annual adjustment to the TSMI Fee Program consists of several components:

- Review of new traffic signals that will be required
- Review of locations where protected left turn phasing will be needed
- Review of locations where additional vehicle lanes will be needed to maintain level of service standards
- Review of the estimated cost of the remaining improvements needed at each location
- Updating the fund balance in the TSMI fund
- Assigning the percentage from 25%, 50% or 75% to 100% for traffic signals to be constructed on the sphere boundary that are required as a result of planned growth within the sphere
- Eliminating any North Growth Area (i.e. the area north of Copper River Ranch up to the Friant/Willow intersection) and Southeast Development Area (SEDA) capital facilities and average daily trips (ADT) from the fee calculations
- Updating the current amount for which developers are eligible for reimbursement from future fee revenue
- Updating the estimated number of ADT from new development projections
- Updating the program based on new grants or public funds that have been designated for the traffic signal capital improvement program, thus lessening the need for new development to fund those improvements by that same amount

In summary, the average increase amongst all fees is proposed to be approximately 44%. The City continued to utilize the application of pass-by reductions to applicable land uses. The proposed fees are summarized on Table 1 below.

## TABLE 1 - Traffic Signal Mitigation Impact Fees

Use	Variable Unit	Fee/Unit
Single-Family Residential	SFDU	\$762
Multi-Family Residential	MFDU	\$591
Assisted Living <sup>1</sup>	Occupied Beds	\$334
Lodging <sup>2</sup>	Occupied Rooms	\$987
Health/Fitness Club <sup>3</sup>	KSF	\$2,662
Industrial <sup>4</sup>	KSF	\$400
Warehouse	KSF	\$140
<b>Institutional</b>		
Elementary School <sup>5</sup>	Students	\$153
Middle/JR High School <sup>5</sup>	Students	\$172
High School <sup>5</sup>	Students	\$164
Private School (K-12)	Students	\$200
Community College	Students	\$93
University	Students	\$126
Place of Worship	Seats	\$51
Day Care Center/Preschool	Students	\$330
Library	KSF	\$5,817
Hospital	Beds	\$1,802
Clinic	KSF	\$3,081
Medical/Dental Office	KSF	\$2,809
Office <sup>6</sup>	KSF	\$786
<b>Commercial</b>		
Discount Store <sup>7</sup>	KSF	\$2,906
General Retail <sup>8</sup>	KSF	\$3,048
Supermarket	KSF	\$5,517
Discount Club	KSF	\$2,126
Home Improvement Store <sup>9</sup>	KSF	\$1,439
Pharmacy <sup>10</sup>	KSF	\$4,494
Restaurant <sup>11</sup>	KSF	\$5,162
Fast-Food Restaurant	KSF	\$19,019
Convenience Market w/Gas Station	Fueling Positions	\$7,295
Convenience Market (no pumps)	KSF	\$7,295
Bank <sup>12</sup>	Drive-In Lanes	\$7,050
Tire Store	Service Bays	\$2,466
Automobile Care Center	Service Bays	\$1,008
Car Wash	Stalls	\$8,719

## Other

Uses not included above shall be based upon a trip generation analysis, to be approved by the  
City Traffic Engineer per ADT \$80.73

*SFDU = single family dwelling unit      MFDU = multi-family dwelling unit      KSF = 1,000 square feet*

*<sup>1</sup> = includes nursing home & assisted living uses*

*<sup>2</sup> = includes hotel, all-suite hotel, business hotel & motel*

*<sup>3</sup> = includes racquet/tennis club, health/fitness club & athletic club*

*<sup>4</sup> = includes light, heavy & industrial park*

*<sup>5</sup> = public, private or charter schools*

*<sup>6</sup> = includes general office, office park, business park & R&D center*

*<sup>7</sup> = includes super store*

*<sup>8</sup> = includes specialty retail and shopping centers over 150,000 sf*

*<sup>9</sup> = includes building materials/lumber store & hardware/paint store*

*<sup>10</sup> = with or without drive-through*

*<sup>11</sup> = includes high-turnover and quality*

*<sup>12</sup> = if no drive-in lanes, use sf as variable*

## **REVIEW AND UPDATE OF NEW TRAFFIC SIGNALS THAT WILL BE REQUIRED, PROTECTED LEFT TURN PHASING REQUIREMENTS AND ADDITIONAL VEHICLE LANES REQUIRED TO SERVE NEW DEVELOPMENT**

The newly enacted AB 602 added California Government Code Section 66016.5 that requires “Large jurisdictions” (as defined in Section 66016.5) shall adopt a capital improvement plan as part of the nexus study.”

Appendix A includes the capital improvement plan that is being adopted by the City with this nexus study. This TSMI Fee Program CIP includes traffic signal improvements that are also identified in the overall City CIP. This section, as well as the information in Appendix A, describes the approximate location, size, and estimated cost of all facilities or improvements to be funded with the Traffic Signal Fees. The timing of fee-funded traffic signal improvement construction depends on City priorities, availability of other local, regional, state, and federal funding sources, the timing developer advance-funding, and increases in traffic volumes to levels warranting traffic signal installation. Further, there are times when the City constructs only a portion of a particular traffic signal improvement, which makes it difficult to accurately estimate the timing of each improvement. Finally, the City includes many of the fee-funded traffic signal improvements in its overall City CIP, which is updated periodically by the City. Therefore, the approximate timing of each fee-funded traffic signal improvement is not included in this report.

The list of new traffic signals that will be required to serve new development has been reviewed and the following modifications are recommended:

- Riverside at Spruce - future development in this area will warrant a signal.
- Elm intersections at California, Reverend Chester Riggins, and Grove – future intensification along this corridor is expected to necessitate traffic signals at these intersections.
- Tenth at Ventura – future intensification along the corridor as called for in the 2035 GP is expected to necessitate a traffic signal at this location.
- Maple intersections at Central and American - development along Maple as called for in the 2035 GP is expected to necessitate traffic signals at these locations.
- Peach at Florence – future development in this area will warrant a signal.
- Belmont at Fowler - the balance of the work required at this intersection was inadvertently not included in previous updates.
- Audubon at Del Mar – future development in the area will warrant a signal.

The following intersections are recommended for removal from the capital improvement program to be implemented by the TSMI fee program. These intersections were previously included as planned improvements but have been determined to be unnecessary for implementation of the 2035 General Plan:

- SR-99 Southbound Off-Ramp at North – the signal is being funded by Caltrans
- SR-99 Northbound Off-Ramp at Herndon – the signal is being installed by High Speed Rail

## **UPDATING OF THE ESTIMATED COST OF THE REMAINING IMPROVEMENTS NEEDED AT EACH LOCATION**

The updated analysis of remaining cost at each location has been completed. Recent costs from the City of Fresno Public Works Department canvas of bids for construction projects and recent costs from developer reimbursement requests have been utilized to best estimate the cost to complete each project in the capital improvement program, using current 2022 dollars for the cost estimates. Projects that have been completed and projects with committed non-impact fee funding sources have been removed from the list of needed improvements remaining. The updated analysis is included as Appendix A. The total remaining capital need is estimated at \$210,703,012.

## **UPDATING THE FUND BALANCE IN THE TSMI FUND**

As of April 30, 2022, the cash balance in the TSMI fund available for capital projects and developer reimbursements was \$3,434,163. This amount of funding reduces the amount that needs to be funded by new development.

## **UPDATING THE CURRENT AMOUNT FOR WHICH DEVELOPERS ARE ELIGIBLE FOR REIMBURSEMENT FROM FUTURE FEE PAYMENTS**

The total amount of eligible reimbursements as of April 30, 2022 was \$0.

## **UPDATING FUTURE TRAFFIC PROJECTIONS FROM NEW DEVELOPMENT**

The projected future ADT that will require these traffic signal infrastructure improvements is currently estimated to be 2,487,616.

## **UPDATING THE PROGRAM BASED ON NEW GRANTS OR PUBLIC FUNDS THAT HAVE BEEN DESIGNATED FOR THE TRAFFIC SIGNAL CAPITAL IMPROVEMENT PROGRAM**

The City of Fresno has continued its effort to secure Federal and State grants for infrastructure improvements including traffic signals. Currently a total of \$9,874,816 of non-impact fee funding has been obtained and/or earmarked for specific traffic signal capital improvement projects. This lessens the need for new development to provide funding for the necessary traffic signal improvements. Therefore the total capital need attributable to new development, to be funded by traffic signal mitigation impact fee

dollars, is \$210,703,012, less \$9,874,816 in non-impact grant funds, or a total of \$200,828,196.

## **UPDATING THE AVERAGE DAILY TRIPS AND TRIP GENERATION RATES**

After reviewing the 2016 Nexus Study and evaluating the amount of fees collected under the original fee, the City determined that the TSMI Fee Program should be updated. This 2022 TSMI Fee Program Nexus Study Update serves as the basis for updating the existing TSMI Fee Program to reflect the updated development projections and the updated Traffic Signal CIP. This report details the calculation of the new fees and provides the legal justification for updating the fees.

The projected total traffic from future development is 2,487,616 new ADT which in turn create the need for the improvements. Trip Generation rates used in the fee calculations were updated to reflect the changes reflected in the Institute of Transportation Engineers (ITE) Trip Generation Manual 10<sup>th</sup> Edition. The resulting analysis is a calculated fee of \$80.73 per ADT, a 44% increase over the current fee of \$56. To provide a convenient and understandable fee table for developers and businesses in the City of Fresno, Table 1 includes the calculated fee for nearly all uses, which also recognizes the effect of pass-by reductions in accordance with industry practices and studies from the Institute of Transportation Engineers (ITE). The fee per ADT shall only be applicable to special uses not listed on Table 1 and as determined by the City Traffic Engineer; otherwise Table 1 fees shall apply.

Government Code Section 66016.5 require the nexus study to identify the existing and proposed level of service for each public facility. An explanation of why the new level of service is appropriate is also required under Section 66016.5. For traffic signals, the level of service (LOS) is defined by the amount of delay experienced at an intersection. The General Plan defines Traffic Impact Zones (TIZ) which designate the acceptable peak hour LOS for each TIZ. Appendix B includes Figure MT-4 from the General Plan and details each TIZ. The traffic signal improvements included in the TSMI fund will mitigate the impact of future development on intersection operations to acceptable levels. Acceptable LOS per TIZ are as follows:

- TIZ I – LOS F is acceptable
- TIZ II – LOS E is acceptable
- TIZ III – LOS D is acceptable
- TIZ IV – LOS E is acceptable

**APPENDIX A**  
**Traffic Signal**  
**Capital Improvement Program**



Traffic Signal Capital Improvements

LOCATION		Signal Type	Percent Missing	Percent Fresno TSMI Fees	Single Left	Dual Left	Traffic Signal Cost	Non-Impact Fee City/Grant Funding Committed	Total Cost Covered by 2022 update to Traffic Signal Mitigation Impact Fee Program	Total Cost Fee Cost 2016	Total Cost Proposed Fee Cost 2010 (Never Implemented)	Total Cost Fee Cost 10/21/08	Total Cost Fee Cost 3/27/07	Total Cost Fee Cost 1/31/06	Total Cost Fee Cost 11/2004	Notes
North/South Street	East/West Street															
Garfield	Herndon	6φ W/ITS	0%	0%			\$0	\$0	\$0	\$0	\$230,300	\$132,500	\$130,000	\$120,000	\$130,000	Removed with the 2016 update
	Sierra		0%	0%			\$0	\$0	\$0	\$0	\$0	\$147,500	\$145,000	\$120,000	\$130,000	Removed with the 2016 update
	Bullard	6φ W/ITS	0%	0%			\$0	\$0	\$0	\$255,900	\$147,500	\$145,000	\$120,000	\$130,000	Removed with the 2016 update	
	Barstow	6φ W/ITS	0%	0%			\$0	\$0	\$0	\$255,900	\$147,500	\$145,000	\$120,000	\$130,000	Removed with the 2016 update	
	Shaw	8φ W/ITS	100%	50%			\$633,000	\$0	\$633,000	\$404,000	\$285,000	\$157,500	\$155,000	\$152,500	\$162,500	
	Gettysburg		0%	0%			\$0	\$0	\$0	\$0	\$255,900	\$147,500	\$145,000	\$120,000	\$130,000	Removed with the 2016 update
	Ashlan	6φ W/ITS	0%	0%			\$0	\$0	\$0	\$0	\$285,000	\$157,500	\$155,000	\$152,500	\$162,500	Removed with the 2016 update
	Dakota	6φ W/ITS	0%	0%			\$0	\$0	\$0	\$0	\$255,900	\$147,500	\$145,000	\$120,000	\$130,000	Removed with the 2016 update
	Shields	8φ W/ITS	100%	25%			\$633,000	\$0	\$633,000	\$404,000	\$285,000	\$77,750	\$77,500	\$76,250	\$81,250	
	Golden State	Herndon		0%	0%			\$0	\$0	\$0	\$0	\$0	\$315,000	\$984,750	\$364,750	\$420,000
	Jug Handle #1	6φ W/ITS	100%	0%			\$678,000	\$678,000	\$0	\$0	\$0	\$315,000	\$984,750	\$364,750	\$420,000	Shown on the list but funded through Measure C.
	Jug Handle #2	6φ W/ITS	100%	0%			\$678,000	\$678,000	\$0	\$0	\$0	\$315,000	\$984,750	\$364,750	\$420,000	Shown on the list but funded through Measure C.
	Carnegie		0%	0%			\$0	\$0	\$0	\$0	\$350,000	\$350,000	\$0	\$0	\$0	Removed with 2016 update - HSR will construct a grade separated structure.
	Ashlan/G.State		0%	0%			\$0	\$0	\$0	\$0	\$230,300	\$265,000	\$260,000	\$0	\$0	Removed with 2016 update - Caltrans to construct traffic signal with 99 Relo project
Parkway Grantland	Herndon	6φ W/ITS	100%	100%			\$500,000	\$0	\$500,000	\$500,000	\$650,000	\$265,000	\$260,000	\$240,000	\$0	
	Parkway/SR99 On-Ramp	6φ W/ITS	10%	100%			\$67,800	\$0	\$67,800	\$33,600	\$450,000	\$450,000	\$260,000	\$240,000	\$260,000	
	Bullard	8φ W/ITS	10%	100%			\$63,300	\$0	\$63,300	\$363,600	\$225,900	\$265,000	\$290,000	\$240,000	\$260,000	
	Barstow	8φ W/ITS	100%	100%			\$633,000	\$0	\$633,000	\$404,000	\$255,900	\$295,000	\$290,000	\$240,000	\$260,000	
	Shaw	8φ W/ITS	10%	100%			\$63,300	\$0	\$63,300	\$394,000	\$285,000	\$315,000	\$310,000	\$305,000	\$325,000	
	Ashlan	8φ W/ITS	95%	100%			\$601,350	\$0	\$601,350	\$350,550	\$270,000	\$300,000	\$310,000	\$305,000	\$325,000	
	Dakota	8φ W/ITS	100%	100%			\$633,000	\$0	\$633,000	\$369,000	\$255,900	\$295,000	\$290,000	\$240,000	\$260,000	
	Shields	8φ W/ITS	100%	100%			\$633,000	\$0	\$633,000	\$369,000	\$285,000	\$236,250	\$232,500	\$228,750	\$243,750	
	Clinton	6φ W/ITS	100%	100%			\$678,000	\$0	\$678,000	\$336,000	\$255,900	\$147,500	\$145,000	\$120,000	\$130,000	
	McKinley	8φ W/ITS	100%	100%			\$633,000	\$0	\$633,000	\$404,000	\$285,000	\$157,500	\$155,000	\$152,500	\$162,500	
	Olive	6φ W/ITS	100%	100%			\$678,000	\$0	\$678,000	\$372,000	\$255,900	\$147,500	\$145,000	\$120,000	\$130,000	
	Belmont	6φ W/ITS	100%	100%			\$678,000	\$0	\$678,000	\$372,000	\$255,900	\$73,750	\$72,500	\$60,000	\$65,000	
Veterans Blvd	EB Herndon	6φ W/ITS	100%	100%			\$678,000	\$268,000	\$410,000	\$336,000	\$250,000	\$250,000	\$310,000	\$305,000	\$325,000	
	Hayes	6φ W/ITS	95%	100%			\$644,100	\$234,100	\$410,000	\$336,000	\$285,000	\$315,000	\$310,000	\$240,000	\$260,000	Veterans North extension to install
	Riverside-Bullard	8φ W/ITS	20%	100%			\$126,600	\$0	\$126,600	\$36,900	\$330,000	\$330,000	\$330,000	\$0	\$0	Funded by Measure C
	Bryan-Barstow North	8φ W/ITS	3%	100%			\$18,990	\$0	\$18,990	\$332,100	\$285,000	\$315,000	\$310,000	\$305,000	\$325,000	Interchange project to install
	Name Needed (FKA Keats)	8φ W/ITS	100%	100%			\$633,000	\$0	\$633,000	\$369,000	\$230,300	\$330,000	\$330,000	\$0	\$0	
	Shaw	8φ W/ITS	40%	100%			\$253,200	\$93,200	\$160,000	\$369,000	\$285,000	\$315,000	\$310,000	\$305,000	\$325,000	Veterans South extension to install
	Gettysburg	8φ W/ITS	100%	100%			\$633,000	\$0	\$633,000	\$369,000	\$285,000	\$315,000	\$310,000	\$305,000	\$325,000	
	Loop/Indianapolis	6φ W/ITS	100%	100%			\$678,000	\$0	\$678,000	\$336,000	\$255,900	\$295,000	\$290,000	\$240,000	\$260,000	
Riverside	Spruce	6φ W/ITS	100%	100%			\$678,000	\$0	\$678,000	\$0	\$255,900	\$295,000	\$290,000	\$240,000	\$260,000	Added with 2022 update
	Herndon	8φ W/ITS	5%	100%			\$31,650	\$0	\$31,650	\$184,500	\$150,000	\$150,000	\$310,000	\$305,000	\$325,000	
Bullard	Carnegie		0%	0%			\$0	\$0	\$0	\$0	\$255,900	\$295,000	\$290,000	\$240,000	\$260,000	Removed with the 2016 update
Bryan	Shaw	6φ W/ITS	30%	100%			\$203,400	\$0	\$203,400	\$336,000	\$255,900	\$295,000	\$290,000	\$240,000	\$260,000	
	Gettysburg	8φ W/ITS	95%	100%			\$601,350	\$0	\$601,350	\$383,800	\$255,900	\$295,000	\$290,000	\$240,000	\$260,000	
	Ashlan	8φ W/ITS	95%	100%			\$601,350	\$0	\$601,350	\$383,800	\$270,000	\$300,000	\$310,000	\$305,000	\$325,000	
	Dakota	8φ W/ITS	100%	100%			\$633,000	\$0	\$633,000	\$404,000	\$255,900	\$295,000	\$290,000	\$240,000	\$260,000	
	Shields	8φ W/ITS	100%	100%			\$633,000	\$0	\$633,000	\$404,000	\$255,900	\$295,000	\$290,000	\$240,000	\$260,000	
	Clinton	6φ W/ITS	100%	100%			\$678,000	\$0	\$678,000	\$336,000	\$255,900	\$295,000	\$290,000	\$240,000	\$260,000	
	McKinley	8φ W/ITS	100%	100%			\$633,000	\$0	\$633,000	\$404,000	\$285,000	\$315,000	\$310,000	\$305,000	\$325,000	
	Olive	8φ W/ITS	100%	100%			\$633,000	\$0	\$633,000	\$404,000	\$255,900	\$295,000	\$290,000	\$240,000	\$260,000	
	Belmont	6φ W/ITS	100%	100%			\$678,000	\$0	\$678,000	\$372,000	\$255,900	\$147,500	\$145,000	\$120,000	\$130,000	
Hayes	Spruce	8φ W/ITS	80%	100%			\$506,400	\$0	\$506,400	\$323,200	\$255,900	\$295,000	\$290,000	\$240,000	\$260,000	
	Herndon	8φ W/ITS	20%	100%			\$126,600	\$0	\$126,600	\$73,800	\$25,000	\$25,000	\$0	\$0	\$0	
	Shaw (formally Shaw s. leg)	6φ W/ITS	100%	100%			\$678,000	\$0	\$678,000	\$336,000	\$285,000	\$315,000	\$310,000	\$305,000	\$325,000	
	Gettysburg	8φ W/ITS	90%	100%			\$569,700	\$0	\$569,700	\$363,600	\$255,900	\$295,000	\$290,000	\$240,000	\$260,000	
	Ashlan	8φ W/ITS	100%	100%			\$633,000	\$0	\$633,000	\$404,000	\$285,000	\$315,000	\$310,000	\$305,000	\$325,000	
	Dakota	8φ W/ITS	95%	100%			\$601,350	\$0	\$601,350	\$383,800	\$255,900	\$295,000	\$290,000	\$240,000	\$260,000	
	Shields	8φ W/ITS	100%	100%			\$633,000	\$0	\$633,000	\$404,000	\$255,900	\$295,000	\$290,000	\$240,000	\$260,000	
	Clinton	8φ W/ITS	100%	100%			\$633,000	\$0	\$633,000	\$404,000	\$255,900	\$295,000	\$290,000	\$240,000	\$260,000	
	McKinley	8φ W/ITS	100%	100%			\$633,000	\$0	\$633,000	\$404,000	\$255,900	\$295,000	\$290,000	\$240,000	\$260,000	
	Olive	8φ W/ITS	100%	100%			\$633,000	\$0	\$633,000	\$404,000	\$255,900	\$295,000	\$290,000	\$240,000	\$260,000	
	Belmont	6φ W/ITS	100%	100%			\$678,000	\$0	\$678,000	\$372,000	\$255,900	\$147,500	\$145,000	\$130,000	\$130,000	
	Vista (formally Shaw n. leg)	6φ W/ITS	100%	100%			\$678,000	\$0	\$678,000	\$336,000	\$0	\$0	\$0	\$0	\$0	Added with the 2016 update
Polk	Herndon	8φ W/ITS	0%	100%			\$0	\$0	\$0	\$36,900	\$90,000	\$90,000	\$310,000	\$325,000	\$325,000	removed with 2022 update
	Palo Alto	8φ W/ITS	0%	100%			\$0	\$0	\$0	\$0	\$0	\$250,000	\$290,000	\$240,000	\$260,000	
	Sierra	8φ W/ITS	80%	100%			\$506,400	\$0	\$506,400	\$363,600	\$255,900	\$295,000	\$290,000	\$240,000	\$260,000	
	Bullard	6φ W/ITS	90%	100%			\$610,200	\$0	\$610,200	\$334,800	\$255,900	\$295,000	\$290,000	\$240,000	\$260,000	
	Shaw	8φ W/ITS	80%	100%			\$506,400	\$0	\$506,400	\$295,200	\$100,000	\$350,000	\$290,000	\$240,000	\$260,000	
	Gettysburg	8φ W/ITS	90%	100%			\$569,700	\$569,700	\$0	\$363,600	\$255,900	\$295,000	\$290,000	\$240,000	\$260,000	SB1 funded
	Ashlan	8φ W/ITS	100%	100%			\$633,000	\$0	\$633,000	\$404,000	\$285,000	\$315,000	\$310,000	\$325,000	\$325,000	
	Dakota	8φ W/ITS	85%	100%			\$538,050	\$0	\$538,050	\$363,600	\$255,900	\$295,000	\$290,000	\$240,000	\$260,000	3 poles installed

LOCATION		Signal Type	Percent Missing	Percent Fresno TSMI Fees	Single Left	Dual Left	Traffic Signal Cost	Non-Impact Fee City/Grant Funding Committed	Total Cost Covered by 2022 update to Traffic Signal Mitigation Impact Fee Program	Total Cost Fee Cost 2016	Total Cost Proposed Fee Cost 2010 (Never Implemented)	Total Cost Fee Cost 10/21/08	Total Cost Fee Cost 3/27/07	Total Cost Fee Cost 1/31/06	Total Cost Fee Cost 11/2004	Notes
North/South Street	East/West Street															
	Shields	8φ W/ITS	100%	100%			\$633,000	\$0	\$633,000	\$404,000	\$285,000	\$315,000	\$310,000	\$325,000	\$325,000	
	Clinton	8φ W/ITS	95%	100%			\$601,350	\$0	\$601,350	\$383,800	\$255,900	\$295,000	\$290,000	\$240,000	\$260,000	
	McKinley	8φ W/ITS	95%	100%			\$601,350	\$0	\$601,350	\$383,800	\$255,900	\$295,000	\$290,000	\$240,000	\$260,000	
	Olive	8φ W/ITS	90%	100%			\$569,700	\$0	\$569,700	\$404,000	\$255,900	\$295,000	\$290,000	\$240,000	\$260,000	
	Belmont	8φ W/ITS	100%	100%			\$633,000	\$0	\$633,000	\$404,000	\$255,900	\$147,500	\$145,000	\$120,000	\$130,000	
<b>Dante</b>	Bullard	8φ W/ITS	80%	100%			\$506,400	\$0	\$506,400	\$323,200	\$255,900	\$295,000	\$290,000	\$260,000	\$0	
<b>Gates</b>	San Jose	8φ W/ITS	0%	100%			\$0	\$0	\$0	\$404,000	\$0	\$0	\$0	\$0	\$0	\$0 Added with 2016 update - consideration of the BRT Corridor
<b>Cecelia</b>	Bullard		0%	0%			\$0	\$0	\$0	\$0	\$230,300	\$265,000	\$260,000	\$240,000	\$260,000	\$260,000 Project completed, Removed with 2021 update
	Escalon		0%	0%			\$0	\$0	\$0	\$0	\$255,900	\$295,000	\$290,000	\$240,000	\$260,000	Removed with 2016 update
<b>Cornelia</b>	Gettysburg	6φ W/ITS	100%	100%			\$678,000	\$0	\$678,000	\$372,000	\$255,900	\$295,000	\$290,000	\$240,000	\$260,000	
	Ashlan	8φ W/ITS	15%	100%			\$94,950	\$0	\$94,950	\$20,200	\$150,000	\$150,000	\$150,000	\$305,000	\$325,000	Percent missing updated with 2021 update.
	Dakota	8φ W/ITS	5%	100%			\$31,650	\$0	\$31,650	\$363,600	\$255,900	\$295,000	\$290,000	\$240,000	\$260,000	
	Shields	8φ W/ITS	95%	100%			\$601,350	\$0	\$601,350	\$383,800	\$255,900	\$295,000	\$290,000	\$240,000	\$260,000	
	Clinton	8φ W/ITS	95%	100%			\$601,350	\$0	\$601,350	\$350,550	\$255,900	\$295,000	\$290,000	\$240,000	\$260,000	
	McKinley	8φ W/ITS	100%	100%			\$633,000	\$0	\$633,000	\$404,000	\$255,900	\$295,000	\$290,000	\$240,000	\$260,000	
	Olive	8φ W/ITS	100%	100%			\$633,000	\$0	\$633,000	\$404,000	\$285,000	\$315,000	\$310,000	\$305,000	\$325,000	
	Belmont	8φ W/ITS	100%	100%			\$633,000	\$0	\$633,000	\$404,000	\$255,900	\$147,500	\$145,000	\$120,000	\$130,000	
<b>Milburn</b>	Alluvial	6φ W/ITS	0%	0%			\$0	\$0	\$0	\$0	\$290,000	\$290,000	\$290,000	\$0	\$0	Removed with 2016 update
	Spruce	8φ W/ITS	90%	100%			\$569,700	\$0	\$569,700	\$363,600	\$290,000	\$290,000	\$290,000	\$0	\$0	
	Palo Alto	6φ W/ITS	100%	100%			\$678,000	\$0	\$678,000	\$372,000	\$230,300	\$265,000	\$260,000	\$240,000	\$0	
<b>Blythe</b>	Herndon		0%	0%			\$0	\$0	\$0	\$0	\$15,000	\$15,000	\$310,000	\$305,000	\$325,000	Removed with 2016 update
	Palo Alto		0%	0%			\$0	\$0	\$0	\$0	\$255,900	\$295,000	\$290,000	\$245,000	\$260,000	Removed with 2016 update.
	Gates	6φ W/ITS	100%	100%			\$678,000	\$678,000	\$0	\$372,000	\$255,900	\$295,000	\$290,000	\$245,000	\$260,000	SB1 funds
	Ashlan		0%	100%			\$0	\$0	\$0	\$0	\$25,000	\$25,000	\$290,000	\$245,000	\$260,000	
	Dakota	8φ W/ITS	100%	100%			\$633,000	\$0	\$633,000	\$404,000	\$255,900	\$295,000	\$290,000	\$245,000	\$260,000	
	Shields	8φ W/ITS	100%	100%			\$633,000	\$0	\$633,000	\$404,000	\$400,000	\$400,000	\$400,000	\$305,000	\$325,000	
	Clinton		0%	100%			\$0	\$0	\$0	\$0	\$255,900	\$295,000	\$290,000	\$240,000	\$260,000	
	McKinley	8φ W/ITS	100%	100%			\$633,000	\$560,395	\$72,605	\$404,000	\$255,900	\$295,000	\$290,000	\$240,000	\$260,000	Grant funding
	Olive	8φ W/ITS	100%	100%			\$633,000	\$0	\$633,000	\$404,000	\$285,000	\$315,000	\$310,000	\$305,000	\$325,000	
	Belmont	8φ W/ITS	100%	100%			\$633,000	\$0	\$633,000	\$404,000	\$255,900	\$221,250	\$217,500	\$180,000	\$195,000	
	Nielsen	8φ W/ITS	100%	100%			\$633,000	\$0	\$633,000	\$404,000	\$255,900	\$147,500	\$145,000	\$120,000	\$130,000	
<b>Marty</b>	Whitesbridge	8φ W/ITS	100%	100%			\$633,000	\$0	\$633,000	\$404,000	\$255,900	\$73,750	\$72,500	\$60,000	\$65,000	
	San Jose	6φ W/ITS	100%	100%			\$678,000	\$0	\$678,000	\$372,000	\$255,900	\$295,000	\$290,000	\$240,000	\$260,000	
	Weber	6φ W/ITS	100%	100%			\$678,000	\$0	\$678,000	\$372,000	\$230,300	\$295,000	\$290,000	\$240,000	\$260,000	Added with 2016 update
<b>Brawley</b>	Hemdon	8φ W/ITS	0%	100%			\$0	\$0	\$0	\$80,800	\$285,000	\$315,000	\$310,000	\$305,000	\$325,000	
	Palo Alto	8φ W/ITS	95%	100%			\$601,350	\$0	\$601,350	\$383,800	\$255,900	\$295,000	\$290,000	\$240,000	\$260,000	
	Barstow		0%	100%			\$0	\$0	\$0	\$86,200	\$230,300	\$0	\$0	\$0	\$0	Project complete
	Parkway		0%	0%			\$0	\$0	\$0	\$0	\$255,900	\$295,000	\$290,000	\$240,000	\$260,000	Removed with 2016 update due to SR 99 Relocation and realignment
	Dakota	8φ W/ITS	100%	100%			\$633,000	\$0	\$633,000	\$404,000	\$255,900	\$295,000	\$290,000	\$240,000	\$260,000	HSR to Install
	Shields	8φ W/ITS	10%	100%			\$63,300	\$63,300	\$0	\$65,000	\$255,900	\$295,000	\$290,000	\$240,000	\$0	
	Clinton		100%	100%			\$0	\$0	\$0	\$0	\$35,000	\$35,000	\$180,000	\$240,000	\$260,000	Removed with 2016 update
	McKinley	8φ W/ITS	100%	100%			\$633,000	\$0	\$633,000	\$404,000	\$255,900	\$295,000	\$290,000	\$240,000	\$260,000	
	Olive	8φ W/ITS	100%	100%			\$633,000	\$0	\$633,000	\$404,000	\$285,000	\$315,000	\$310,000	\$305,000	\$325,000	
	Belmont	8φ W/ITS	100%	100%			\$633,000	\$0	\$633,000	\$404,000	\$255,900	\$295,000	\$290,000	\$240,000	\$260,000	
	Nielsen	8φ W/ITS	100%	100%			\$633,000	\$0	\$633,000	\$404,000	\$255,900	\$295,000	\$290,000	\$240,000	\$260,000	
	Whitesbridge	8φ W/ITS	50%	100%			\$316,500	\$0	\$316,500	\$202,000	\$255,900	\$221,250	\$217,500	\$180,000	\$195,000	
	Keamey	8φ W/ITS	0%	0%			\$0	\$0	\$0	\$0	\$255,900	\$147,500	\$145,000	\$120,000	\$130,000	Removed with 2016 update.
	Madison	8φ W/ITS	100%	100%			\$633,000	\$0	\$633,000	\$404,000	\$255,900	\$147,500	\$145,000	\$120,000	\$130,000	
	California	8φ W/ITS	100%	100%			\$633,000	\$0	\$633,000	\$404,000	\$255,900	\$73,750	\$72,500	\$60,000	\$65,000	
<b>Figarden</b>	Sierra	6φ W/ITS	100%	100%			\$678,000	\$0	\$678,000	\$372,000	\$230,300	\$265,000	\$260,000	\$240,000	\$0	
	Gates		0%	100%			\$0	\$0	\$0	\$0	\$100,000	\$250,000	\$310,000	\$240,000	\$0	Removed with 2016 update
<b>Valentine</b>	Hemdon		0%	100%			\$0	\$0	\$0	\$0	\$255,900	\$295,000	\$290,000	\$240,000	\$260,000	Project completed
	San Jose	8φ W/ITS	95%	100%			\$601,350	\$0	\$601,350	\$383,800	\$255,900	\$295,000	\$290,000	\$240,000	\$260,000	
	Weber	6φ W/ITS	100%	100%			\$678,000	\$0	\$678,000	\$372,000	\$230,300	\$265,000	\$260,000	\$240,000	\$260,000	
	Parkway		0%	100%			\$0	\$0	\$0	\$0	\$255,900	\$295,000	\$290,000	\$240,000	\$260,000	Removed with 2016 update due to SR 99 Relocation
	Shields	8φ W/ITS	100%	100%			\$633,000	\$0	\$633,000	\$404,000	\$255,900	\$295,000	\$290,000	\$240,000	\$260,000	
	Clinton	8φ W/ITS	100%	11%			\$1,120,421	\$997,621	\$122,800	\$178,000	\$255,900	\$295,000	\$290,000	\$240,000	\$260,000	Included only the LM; partially funded by CMAQ, 2022 bid amount
	McKinley	8φ W/ITS	100%	100%			\$633,000	\$0	\$633,000	\$404,000	\$285,000	\$315,000	\$310,000	\$305,000	\$325,000	
	Olive	8φ W/ITS	100%	100%			\$633,000	\$0	\$633,000	\$404,000	\$285,000	\$315,000	\$310,000	\$305,000	\$325,000	
	Belmont	8φ W/ITS	100%	100%			\$633,000	\$0	\$633,000	\$404,000	\$255,900	\$295,000	\$290,000	\$240,000	\$260,000	
	Nielsen	8φ W/ITS	100%	100%			\$633,000	\$0	\$633,000	\$404,000	\$255,900	\$295,000	\$290,000	\$240,000	\$260,000	
	Whitesbridge	8φ W/ITS	100%	0%			\$633,000	\$0	\$633,000	\$404,000	\$255,900	\$295,000	\$290,000	\$240,000	\$260,000	
	Keamey	8φ W/ITS	0%	0%			\$0	\$0	\$0	\$0	\$255,900	\$295,000	\$290,000	\$240,000	\$260,000	Removed with 2016 update
	Madison	8φ W/ITS	100%	100%			\$633,000	\$0	\$633,000	\$404,000	\$255,900	\$295,000	\$290,000	\$240,000	\$260,000	
	California	8φ W/ITS	100%	100%			\$633,000	\$0	\$633,000	\$404,000	\$255,900	\$147,500	\$145,000	\$120,000	\$130,000	
<b>Marks</b>	Sierra	8φ W/ITS	100%	100%			\$633,000	\$0	\$633,000	\$404,000	\$255,900	\$295,000	\$290,000	\$240,000	\$350,000	
	Dakota		0%	100%			\$0	\$0	\$0	\$0	\$230,000	\$295,000	\$0	\$0	\$0	Removed with 2016 update
	Shields		0%	100%			\$0	\$0	\$0	\$0	\$255,900	\$295,000	\$290,000	\$240,000	\$260,000	Removed with 2016 update due to SR 99 Relocation
	Weber	6φ W/ITS	20%	100%			\$135,600	\$0	\$135,600	\$74,400	\$200,000	\$200,000	\$200,000	\$150,000	\$350,000	Not at the ultimate
	Princeton		0%	0%			\$0	\$0	\$0	\$0	\$255,900	\$295,000	\$290,000	\$240,000	\$260,000	Removed with 2016 update.
	McKinley	8φ W/ITS	20%	100%			\$126,600	\$0	\$126,600	\$73,800	\$35,900	\$34,000	\$290,000	\$257,500	\$325,000	

LOCATION		Signal Type	Percent Missing	Percent Fresno TSMI Fees	Single Left	Dual Left	Traffic Signal Cost	Non-Impact Fee City/Grant Funding Committed	Total Cost Covered by 2022 update to Traffic Signal Mitigation Impact Fee Program	Total Cost Fee Cost 2016	Total Cost Proposed Fee Cost 2010 (Never Implemented)	Total Cost Fee Cost 10/21/08	Total Cost Fee Cost 3/27/07	Total Cost Fee Cost 1/31/06	Total Cost Fee Cost 11/2004	Notes
North/South Street	East/West Street															
	Olive	8φ W/ITS	100%	100%			\$633,000	\$0	\$633,000	\$369,000	\$285,000	\$315,000	\$310,000	\$305,000	\$325,000	
	Belmont	8φ W/ITS	80%	100%			\$506,400	\$0	\$506,400	\$295,200	\$270,000	\$270,000	\$290,000	\$240,000	\$260,000	
	Nielsen	8φ W/ITS	0%	100%			\$0	\$0	\$0	\$155,200	\$250,000	\$250,000	\$290,000	\$240,000	\$260,000	Project complete
	Whitesbridge	8φ W/ITS	25%	100%			\$158,250	\$0	\$158,250	\$36,900	\$20,000	\$20,000	\$290,000	\$305,000	\$325,000	Update for SWC
	Kearney/Madison	8φ W/ITS	100%	100%			\$633,000	\$0	\$633,000	\$369,000	\$600,000	\$600,000	\$600,000	\$240,000	\$260,000	
	California	8φ W/ITS	90%	100%			\$569,700	\$0	\$569,700	\$332,100	\$255,900	\$221,250	\$217,500	\$180,000	\$195,000	
	Church	6φ W/ITS	100%	100%			\$678,000	\$0	\$678,000	\$336,000	\$255,900	\$147,500	\$145,000	\$120,000	\$130,000	
	Jensen	8φ W/ITS	100%	100%			\$633,000	\$0	\$633,000	\$369,000	\$285,000	\$157,500	\$155,000	\$152,500	\$162,500	
	Annadale	8φ W/ITS	100%	100%			\$633,000	\$0	\$633,000	\$369,000	\$255,900	\$147,500	\$145,000	\$120,000	\$130,000	
	North	8φ W/ITS	100%	100%			\$633,000	\$0	\$633,000	\$369,000	\$255,900	\$73,750	\$72,500	\$60,000	\$65,000	
<b>Weber</b>	Shields	6φ W/ITS	0%	100%			\$0	\$0	\$0	\$168,000	\$255,900	\$295,000	\$290,000	\$305,000	\$350,000	Project complete
<b>Vassar</b>	Clinton		0%	0%			\$0	\$0	\$0	\$0	\$230,300	\$265,000	\$260,000	\$260,000	\$350,000	Removed with 2016 update due to SR 99 Relocation
<b>Hughes</b>	Weber	6φ W/ITS	33%	100%			\$223,740	\$0	\$223,740	\$122,760	\$51,390	\$51,390	\$260,000	\$240,000	\$0	Additional cost for future Weber widening
	McKinley	8φ W/ITS	10%	100%			\$63,300	\$0	\$63,300	\$36,900	\$35,900	\$34,000	\$290,000	\$240,000	\$0	
	Olive	8φ W/ITS	100%	100%			\$633,000	\$0	\$633,000	\$404,000	\$255,900	\$295,000	\$290,000	\$0	\$260,000	
	Nielsen	8φ W/ITS	100%	100%			\$633,000	\$0	\$633,000	\$404,000	\$255,900	\$295,000	\$290,000	\$240,000	\$260,000	
	Whitesbridge	8φ W/ITS	100%	100%			\$633,000	\$0	\$633,000	\$404,000	\$241,022	\$280,122	\$275,122	\$240,000	\$260,000	
	Keamey	8φ W/ITS	100%	100%			\$633,000	\$0	\$633,000	\$404,000	\$255,900	\$295,000	\$290,000	\$240,000	\$260,000	
	California	8φ W/ITS	100%	100%			\$633,000	\$0	\$633,000	\$404,000	\$255,900	\$295,000	\$290,000	\$240,000	\$260,000	
	Church	8φ W/ITS	100%	100%			\$633,000	\$0	\$633,000	\$404,000	\$255,900	\$295,000	\$290,000	\$240,000	\$260,000	
	Jensen	8φ W/ITS	100%	100%			\$633,000	\$0	\$633,000	\$404,000	\$255,900	\$295,000	\$290,000	\$240,000	\$260,000	
	Annadale		0%	0%			\$0	\$0	\$0	\$0	\$255,900	\$295,000	\$290,000	\$240,000	\$325,000	
	North	8φ W/ITS	100%	100%			\$633,000	\$0	\$633,000	\$404,000	\$255,900	\$147,500	\$145,000	\$120,000	\$130,000	Removed with 2016 update.
<b>West</b>	Whitesbridge	8φ W/ITS	5%	100%			\$31,650	\$0	\$31,650	\$20,200	\$75,000	\$75,000	\$75,000	\$240,000	\$260,000	
	Kearney	8φ W/ITS	100%	100%			\$633,000	\$0	\$633,000	\$404,000	\$255,900	\$295,000	\$290,000	\$240,000	\$260,000	
	California	8φ W/ITS	95%	100%			\$601,350	\$0	\$601,350	\$383,800	\$255,900	\$295,000	\$290,000	\$240,000	\$260,000	
	Church	8φ W/ITS	100%	100%			\$633,000	\$0	\$633,000	\$404,000	\$255,900	\$295,000	\$290,000	\$240,000	\$260,000	
	Jensen	8φ W/ITS	100%	100%			\$633,000	\$0	\$633,000	\$404,000	\$285,000	\$315,000	\$310,000	\$305,000	\$325,000	
	Annadale	6φ W/ITS	100%	100%			\$678,000	\$0	\$678,000	\$372,000	\$255,900	\$295,000	\$290,000	\$240,000	\$260,000	
	North	8φ W/ITS	100%	100%			\$633,000	\$0	\$633,000	\$404,000	\$255,900	\$147,500	\$145,000	\$120,000	\$162,500	
<b>Tielman</b>	Nielsen	8φ W/ITS	100%	100%			\$633,000	\$0	\$633,000	\$404,000	\$255,900	\$295,000	\$0	\$0	\$0	
	Whitesbridge	6φ W/ITS	100%	100%			\$678,000	\$0	\$678,000	\$372,000	\$230,300	\$265,000	\$0	\$0	\$0	
<b>Fruit</b>	Church	8φ W/ITS	100%	100%			\$633,000	\$0	\$633,000	\$404,000	\$255,900	\$295,000	\$290,000	\$240,000	\$260,000	
	Jensen	8φ W/ITS	100%	100%			\$633,000	\$0	\$633,000	\$404,000	\$255,900	\$295,000	\$290,000	\$240,000	\$260,000	
	Annadale	8φ W/ITS	100%	100%			\$633,000	\$0	\$633,000	\$404,000	\$255,900	\$295,000	\$290,000	\$240,000	\$260,000	
	North	8φ W/ITS	100%	100%			\$633,000	\$0	\$633,000	\$404,000	\$255,900	\$147,500	\$145,000	\$120,000	\$130,000	
	California	8φ W/ITS	100%	100%			\$633,000	\$0	\$633,000	\$404,000	\$255,900	\$295,000	\$290,000	\$240,000	\$260,000	
<b>Thorne</b>	Clinton	8φ W/ITS	0%	0%			\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	Projet complete
<b>Walnut/Fresno/Plumas</b>	California	8φ W/ITS	0%	100%			\$0	\$0	\$0	\$363,600	\$285,000	\$315,000	\$310,000	\$240,000	\$260,000	Project complete
	Church	8φ W/ITS	100%	100%			\$633,000	\$0	\$633,000	\$404,000	\$0	\$0	\$0	\$0	\$0	Added with the 2016 update
<b>Walnut</b>	Church	8φ W/ITS	100%	100%			\$633,000	\$0	\$633,000	\$404,000	\$255,900	\$295,000	\$290,000	\$240,000	\$260,000	
	Jensen	8φ W/ITS	100%	100%			\$633,000	\$0	\$633,000	\$404,000	\$285,000	\$315,000	\$310,000	\$305,000	\$325,000	
	Annadale	8φ W/ITS	100%	100%			\$633,000	\$0	\$633,000	\$404,000	\$255,900	\$295,000	\$290,000	\$240,000	\$260,000	
	North	8φ W/ITS	100%	100%			\$633,000	\$0	\$633,000	\$404,000	\$255,900	\$147,500	\$145,000	\$120,000	\$130,000	
<b>Palm</b>	Nees		0%	0%			\$0	\$0	\$0	\$0	\$0	\$0	\$310,000	\$240,000	\$260,000	Work complete
	Weldon		0%	0%			\$0	\$0	\$0	\$0	\$0	\$0	\$250,000	\$240,000	\$350,000	
<b>Echo</b>	McKinley		0%	0%			\$0	\$0	\$0	\$0	\$0	\$0	\$35,000	\$30,000	\$0	
<b>Ingram</b>	Alluvial		0%	0%			\$0	\$0	\$0	\$0	\$0	\$360,000	\$325,000	\$240,000	\$260,000	
	Locust	8φ W/ITS	0%	100%			\$0	\$0	\$0	\$404,000	\$255,900	\$295,000	\$290,000	\$225,000	\$0	Completed with 2022 update
<b>Fig/ML King</b>	Church	8φ W/ITS	25%	100%			\$158,250	\$0	\$158,250	\$101,000	\$255,900	\$295,000	\$290,000	\$240,000	\$260,000	Not complete
	Annadale	8φ W/ITS	100%	100%			\$633,000	\$0	\$633,000	\$404,000	\$255,900	\$295,000	\$290,000	\$240,000	\$260,000	
	North	8φ W/ITS	100%	100%			\$633,000	\$0	\$633,000	\$404,000	\$255,900	\$295,000	\$290,000	\$240,000	\$260,000	
	Central	8φ W/ITS	100%	100%			\$633,000	\$0	\$633,000	\$404,000	\$255,900	\$73,750	\$72,500	\$60,000	\$65,000	
<b>Mariposa</b>	Belmont		0%	0%			\$0	\$0	\$0	\$0	\$0	\$40,000	\$260,000	\$240,000	\$0	Removed with 2016 update
<b>Blackstone</b>	Escalon	8φ W/ITS	100%	100%			\$633,000	\$0	\$633,000	\$404,000	\$0	\$0	\$0	\$0	\$0	Added with the 2016 update - consideration of the BRT Corridor
	Holland	6φ W/ITS	100%	100%			\$678,000	\$0	\$678,000	\$372,000	\$0	\$0	\$0	\$0	\$0	
	Floradora	6φ W/ITS	100%	100%			\$678,000	\$0	\$678,000	\$372,000	\$0	\$0	\$0	\$0	\$0	
	Webster	6φ W/ITS	100%	100%			\$678,000	\$678,000	\$0	\$372,000	\$0	\$0	\$0	\$0	\$0	Grant funding
<b>Elm</b>	California	8φ W/ITS	100%	100%			\$633,000	\$0	\$633,000	\$0	\$0	\$0	\$0	\$0	\$0	Zone Cap Removal, Added with 2022 Update
	Rev. Chester Riggins	8φ W/ITS	100%	100%			\$633,000	\$0	\$633,000	\$0	\$0	\$0	\$0	\$0	\$0	Added with 2022 Update - Zone Cap Removal
	Grove	8φ W/ITS	100%	100%			\$633,000	\$0	\$633,000	\$0	\$0	\$0	\$0	\$0	\$0	Added with 2022 Update - Zone Cap Removal
	Annadale		100%	100%			\$0	\$0	\$0	\$0	\$180,395	\$180,395	\$0	\$0	\$0	Removed with 2016 update
	Muscat	6φ W/ITS	100%	100%			\$678,000	\$0	\$678,000	\$372,000	\$0	\$295,000	\$290,000	\$240,000	\$260,000	Added. 2035 GP shows two intersecting major streets
	Central	8φ W/ITS	100%	100%			\$633,000	\$0	\$633,000	\$404,000	\$0	\$0	\$0	\$0	\$0	Added with the 2016 update - 2035 GP shows two intersecting major streets
<b>Fresno</b>	McKenzie	8φ W/ITS	100%	100%			\$633,000	\$0	\$633,000	\$404,000	\$0	\$0	\$0	\$0	\$0	
<b>Cherry</b>	North	8φ W/ITS	10%	100%			\$63,300	\$0	\$63,300	\$404,000	\$20,000	\$20,000	\$35,000	\$35,000	\$325,000	
	Annadale		0%	0%			\$0	\$0	\$0	\$40,400	\$0	\$295,000	\$290,000	\$240,000	\$260,000	Removed with 2016 update.
	Central	8φ W/ITS	100%	100%			\$633,000	\$0	\$633,000	\$404,000	\$255,900	\$147,500	\$145,000	\$120,000	\$130,000	
<b>First</b>	Locust	8φ W/ITS	100%	100%			\$633,000	\$0	\$633,000	\$404,000	\$255,900	\$295,000	\$290,000	\$240,000	\$260,000	
	Hazelwood	8φ W/ITS	100%	100%			\$633,000	\$0	\$633,000	\$404,000	\$0	\$0	\$0	\$0	\$0	Added with the 2016 update - Relocated from LT phasing

LOCATION		Signal Type	Percent Missing	Percent Fresno TSMI Fees	Single Left	Dual Left	Traffic Signal Cost	Non-Impact Fee City/Grant Funding Committed	Total Cost Covered by 2022 update to Traffic Signal Mitigation Impact Fee Program	Total Cost Fee Cost 2016	Total Cost Proposed Fee Cost 2010 (Never Implemented)	Total Cost Fee Cost 10/21/08	Total Cost Fee Cost 3/27/07	Total Cost Fee Cost 1/31/06	Total Cost Fee Cost 11/2004	Notes
North/South Street	East/West Street															
Audubon	Del Mar	8φ W/ITS	100%	100%			\$633,000	\$316,500	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0 Added with 2022 Update - 50% SJ River Conservancy grant
	Cole		0%	0%			\$0	\$0	\$0	\$0	\$255,900	\$295,000	\$290,000	\$240,000	\$0	Project completed
	Nees (e/o Palm)	6φ W/ITS	100%	100%			\$678,000	\$0	\$678,000	\$372,000	\$255,900	\$295,000	\$0	\$260,000	\$0	Project completed. Reimbursement Pending
Friant	Copper		0%	0%			\$0	\$0	\$0	\$0	\$25,000	\$50,000	\$100,000	\$305,000	\$325,000	Removed with 2016 update - New Growth Area
	Copper River Ranch		0%	0%			\$0	\$0	\$0	\$0	\$17,500	\$295,000	\$290,000	\$240,000	\$260,000	Removed with 2016 update - New Growth Area
East	North		100%	100%			\$0	\$0	\$0	\$0	\$20,000	\$20,000	\$35,000	\$30,000	\$260,000	Removed with 2016 update
	Central	8φ W/ITS	100%	100%			\$633,000	\$0	\$633,000	\$404,000	\$255,900	\$147,500	\$145,000	\$120,000	\$130,000	
Millbrook	Copper	6φ W/ITS	95%	100%			\$644,100	\$0	\$644,100	\$319,200	\$250,000	\$250,000	\$250,000	\$240,000	\$260,000	
	Olympic	6φ W/ITS	95%	100%			\$644,100	\$0	\$644,100	\$353,400	\$250,000	\$250,000	\$250,000	\$240,000	\$260,000	
	Shepherd		0%	100%			\$0	\$0	\$0	\$0	\$30,300	\$265,000	\$260,000	\$240,000	\$260,000	Removed with 2016 update - New Growth Area
Orange	Spruce		0%	100%			\$0	\$0	\$0	\$0	\$255,900	\$295,000	\$290,000	\$0	\$0	Removed with 2016 update - New Growth Area
	Barstow (n. leg)		0%	100%			\$0	\$0	\$0	\$0	\$0	\$0	\$290,000	\$270,000	\$350,000	Capital Installed (Complete)
	California	8φ W/ITS	100%	100%			\$633,000	\$0	\$633,000	\$404,000	\$275,900	\$295,000	\$290,000	\$240,000		
Pulman	North		100%	100%			\$0	\$0	\$0	\$0	\$20,000	\$20,000	\$35,000	\$35,000	\$325,000	Removed with 2016 update
	Central	8φ W/ITS	0%	100%			\$0	\$0	\$0	\$404,000	\$255,900	\$221,250	\$217,500	\$180,000	\$195,000	Developer installed. No reimbursement needed
	Malaga	8φ W/ITS	0%	0%			\$0	\$0	\$0	\$0	\$255,900	\$147,500	\$145,000	\$120,000	\$130,000	Removed with 2016 update
	American	8φ W/ITS	100%	100%			\$633,000	\$0	\$633,000	\$404,000	\$255,900	\$73,750	\$72,500	\$60,000	\$65,000	
Granville	Jensen	8φ W/ITS	100%	100%			\$633,000	\$0	\$633,000	\$404,000	\$255,900	\$500,000	\$500,000	\$500,000	\$500,000	
	Perrin		0%	100%			\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$230,000	\$260,000	
Eighth	Ventura	8φ W/ITS	100%	100%			\$633,000	\$0	\$633,000	\$404,000	\$0	\$0	\$0	\$25,000	\$0	Added with 2016 update
Ninth	Clinton		0%	100%			\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$25,000	\$0	
Tenth	Barstow	6φ W/ITS	100%	0%			\$0	\$0	\$0	\$372,000	\$230,300	\$265,000	\$260,000	\$240,000	\$0	Removed with 2022 update
	Ventura	8φ W/ITS	100%	100%			\$633,000	\$0	\$633,000	\$0	\$0	\$0	\$0	\$0	\$0	Added with 2022 Update - Zone Cap Removal, Fresno Unified,
Champlain	Hickory Hill	8φ W/ITS	0%	100%			\$0	\$0	\$0	\$363,600	\$255,900	\$295,000	\$290,000	\$240,000	\$0	
	Liberty Hill		0%	0%			\$0	\$0	\$0	\$0	\$255,900	\$295,000	\$0	\$0	\$0	Removed with 2016 update
Cedar	Copper	8φ W/ITS	0%	100%			\$0	\$0	\$0	\$40,400	\$255,900	\$295,000	\$290,000	\$240,000	\$260,000	
	Olympic	8φ W/ITS	90%	100%			\$569,700	\$0	\$569,700	\$363,600	\$255,900	\$295,000	\$290,000	\$240,000	\$260,000	
	Woodward	8φ W/ITS	0%	10%			\$0	\$0	\$0	\$40,400	\$255,900	\$295,000	\$290,000	\$0	\$0	Capital Installed (Complete)
Maple	California	6φ W/ITS	100%	100%			\$678,000	\$0	\$678,000	\$372,000	\$295,900	\$0	\$0	\$0	\$0	Added with the 2016 update
	North	8φ W/ITS	25%	100%			\$158,250	\$0	\$158,250	\$101,000	\$77,800	\$90,000	\$90,000	\$69,200	\$260,000	
	Central	8φ W/ITS	100%	100%			\$633,000	\$0	\$633,000	\$404,000	\$255,900	\$295,000	\$290,000	\$240,000	\$260,000	
	Malaga	8φ W/ITS	0%	0%			\$0	\$0	\$0	\$0	\$255,900	\$295,000	\$290,000	\$240,000	\$260,000	Removed with 2016 update
	American	8φ W/ITS	100%	100%			\$633,000	\$0	\$633,000	\$404,000	\$255,900	\$147,500	\$145,000	\$152,500	\$162,500	
	Copper	8φ W/ITS	0%	0%			\$0	\$0	\$0	\$0	\$35,000	\$315,000	\$310,000	\$305,000	\$325,000	Removed with 2016 update
	International	8φ W/ITS	100%	0%			\$256,000	\$0	\$256,000	\$256,000	\$255,900	\$295,000	\$290,000	\$240,000	\$260,000	Developer has not filed for reimbursement
	Behymer	8φ W/ITS	15%	100%			\$94,950	\$0	\$94,950	\$60,600	\$35,900	\$240,000	\$240,000	\$240,000	\$260,000	
	Perrin		0%	0%			\$0	\$0	\$0	\$0	\$46,000	\$295,000	\$290,000	\$240,000	\$260,000	Removed with 2016 update
	Shepherd	8φ W/ITS	10%	100%			\$63,300	\$0	\$63,300	\$40,400	\$65,000	\$295,000	\$290,000	\$240,000	\$260,000	
Sierra Vista	Teague	8φ W/ITS	5%	100%			\$31,650	\$0	\$31,650	\$20,200	\$35,900	\$295,000	\$290,000	\$240,000	\$325,000	
	Nees	8φ W/ITS	5%	100%			\$31,650	\$0	\$31,650	\$101,000	\$50,000	\$50,000	\$290,000	\$240,000	\$260,000	Missing Advance loop
	California		0%	0%			\$0	\$0	\$0	\$0	\$295,000	\$290,000	\$240,000	\$260,000	Removed with 2016 update	
	Jensen	8φ W/ITS	30%	100%			\$189,900	\$0	\$189,900	\$40,400	\$255,900	\$295,000	\$290,000	\$305,000	\$325,000	Missing Left turn phasing. Increase pending reimbursement
	North	6φ W/ITS	100%	100%			\$678,000	\$0	\$678,000	\$372,000	\$230,300	\$221,250	\$217,500	\$180,000	\$195,000	
	Central	8φ W/ITS	100%	25%			\$633,000	\$0	\$633,000	\$0	\$255,900	\$147,500	\$145,000	\$120,000	\$130,000	Add in due to development and HSR
	Malaga		0%	0%			\$0	\$0	\$0	\$0	\$255,900	\$221,250	\$217,500	\$180,000	\$195,000	Removed with 2016 update
	American	8φ W/ITS	100%	25%			\$633,000	\$0	\$633,000	\$0	\$255,900	\$73,750	\$72,500	\$60,000	\$65,000	Add in due to development and HSR
	Clinton		0%	0%			\$0	\$0	\$0	\$0	\$40,000	\$0	\$0	\$120,000	\$0	Removed with 2016 update
	Kings Canyon Road	6φ W/ITS	100%	100%			\$678,000	\$0	\$678,000	\$372,000	\$0	\$40,000	\$0	\$120,000	\$0	Added with 2016 update
Sommerville	Perrin		0%	100%			\$0	\$0	\$0	\$0	\$255,900	\$295,000	\$290,000	\$240,000	\$260,000	Removed with 2016 update
	Plymouth	8φ W/ITS	90%	100%			\$569,700	\$0	\$569,700	\$363,600	\$230,300	\$295,000	\$290,000	\$240,000	\$260,000	
Chestnut	Chestnut	6φ W/ITS	90%	100%			\$610,200	\$0	\$610,200	\$334,800	\$230,300	\$250,000	\$250,000	\$240,000	\$260,000	
	Copper	8φ W/ITS	5%	100%			\$31,650	\$0	\$31,650	\$404,000	\$255,900	\$295,000	\$290,000	\$240,000	\$260,000	
	International	8φ W/ITS	5%	100%			\$31,650	\$0	\$31,650	\$20,200	\$255,900	\$295,000	\$290,000	\$240,000	\$260,000	
Winery	Behymer	8φ W/ITS	90%	100%			\$569,700	\$0	\$569,700	\$363,600	\$255,900	\$295,000	\$290,000	\$240,000	\$260,000	
	Shepherd		0%	100%			\$0	\$0	\$0	\$0	\$255,900	\$295,000	\$290,000	\$240,000	\$260,000	Removed with 2016 update
	Teague		0%	100%			\$0	\$0	\$0	\$0	\$255,900	\$295,000	\$290,000	\$240,000	\$325,000	Removed with 2016 update
	Nees	8φ W/ITS	5%	100%			\$31,650	\$0	\$31,650	\$20,200	-\$900	\$295,000	\$290,000	\$240,000	\$260,000	
	Alluvial	8φ W/ITS	50%	100%			\$316,500	\$0	\$316,500	\$202,000	\$50,000	\$295,000	\$290,000	\$240,000	\$260,000	
	Herndon		0%	100%			\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$40,000	\$325,000	
	Sierra	8φ W/ITS	45%	100%			\$284,850	\$0	\$284,850	\$20,200	\$0	\$0	\$0	\$0	\$0	Added with the 2016 update
	Ashlan		0%	100%			\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$220,000	\$260,000	
	McKinley	6φ W/ITS	100%	100%			\$678,000	\$0	\$678,000	\$372,000	\$230,300	\$265,000	\$0	\$0	\$0	
	Lane	6φ W/ITS	0%	0%			\$0	\$0	\$0	\$0	\$0	\$0	\$290,000	\$240,000	\$350,000	Removed with 2022 update
Willow	Friant		0%	0%			\$0	\$0	\$0	\$0	\$0	\$132,500	\$130,000	\$152,500	\$260,000	Removed with 2016 update.
	Alicante	6φ W/ITS	100%	100%			\$678,000	\$0	\$678,000	\$372,000	\$230,300	\$132,500	\$130,000	\$120,000	\$130,000	T-intersection serves only Fresno side; increased to 100% share
Willow	Copper	8φ W/ITS	100%	50%			\$316,500	\$0	\$316,500	\$202,000	\$142,500	\$157,500	\$155,000	\$152,500	\$162,500	
	International		0%	50%			\$0	\$0	\$0	\$0	\$0	\$157,500	\$155,000	\$152,500	\$162,500	Removed with 2016 update.
	Behymer		0%	50%			\$0	\$0	\$0	\$0	\$142,500	\$157,500	\$155,000	\$152,500	\$162,500	Removed with 2016 update.
	Perrin		0%	50%			\$0	\$0	\$0	\$0	\$142,500	\$157,500	\$155,000	\$152,500	\$162,500	Removed with 2016 update.
	Shepherd	8φ W/ITS	10%	50%			\$31,650	\$0	\$31,650	\$20,200	\$125,000	\$125,000	\$125,000	\$120,435	\$162,500	
	Nees		0%	100%			\$0	\$0	\$0	\$0	\$0	\$55,000	\$150,000	\$152,500	\$162,500	Removed with 2016 update.

LOCATION		Signal Type	Percent Missing	Percent Fresno TSMI Fees	Single Left	Dual Left	Traffic Signal Cost	Non-Impact Fee City/Grant Funding Committed	Total Cost Covered by 2022 update to Traffic Signal Mitigation Impact Fee Program	Total Cost Fee Cost 2016	Total Cost Proposed Fee Cost 2010 (Never Implemented)	Total Cost Fee Cost 10/21/08	Total Cost Fee Cost 3/27/07	Total Cost Fee Cost 1/31/06	Total Cost Fee Cost 11/2004	Notes	
North/South Street	East/West Street																
	Alluvial	8φ W/ITS	10%	100%			\$63,300	\$0	\$63,300	\$20,200	\$15,000	\$25,000	\$25,000	\$25,000	\$162,500	Updated for remaining work on Ellis.	
	Spruce	8φ W/ITS	100%	50%			\$633,000	\$0	\$316,500	\$202,000	\$142,500	\$145,000	\$145,000	\$152,500	\$162,500		
<b>Willow</b>	Butler	6φ W/ITS	0%	0%			\$0	\$0	\$0	\$102,000	\$230,300	\$265,000	\$260,000	\$240,000	\$260,000	funded by CMAQ grant - complete	
	Church	8φ W/ITS	95%	100%			\$601,350	\$0	\$601,350	\$383,800	\$255,900	\$295,000	\$290,000	\$240,000	\$260,000		
	Jensen	8φ W/ITS	30%	100%			\$189,900	\$0	\$189,900	\$40,400	\$255,900	\$295,000	\$290,000	\$240,000	\$240,000	Updated percentage for missing work	
	Annadale		0%	0%			\$0	\$0	\$0	\$0	\$0	\$295,000	\$290,000	\$240,000	\$260,000	Removed with 2016 update - no collector street planned at Annadale	
	North	8φ W/ITS	100%	100%			\$633,000	\$0	\$633,000	\$404,000	\$255,900	\$147,500	\$145,000	\$120,000	\$130,000		
<b>Peach</b>	Kings Canyon Road		0%	100%			\$0	\$0	\$0	\$0	\$150,000	\$150,000	\$0	\$0	\$0	\$0 Removed with 2016 update.	
	Butler		0%	100%			\$0	\$0	\$0	\$0	\$255,900	\$295,000	\$290,000	\$240,000	\$350,000	Removed with 2016 update.	
	Lane		0%	100%			\$0	\$0	\$0	\$0	\$75,000	\$75,000	\$0	\$0	\$0	Removed with 2016 update.	
	Florence	8φ W/ITS	100%	100%			\$633,000	\$0	\$633,000	\$0	\$0	\$0	\$0	\$0	\$0	Updated to be included for 2022 Update	
	Church	8φ W/ITS	10%	100%			\$63,300	\$0	\$63,300	\$40,400	\$255,900	\$295,000	\$290,000	\$240,000	\$260,000		
	Jensen	8φ W/ITS	33%	100%			\$208,890	\$0	\$208,890	\$133,320	\$75,000	\$75,000	\$75,000	\$300,000	\$260,000		
	North	8φ W/ITS	100%	100%			\$633,000	\$0	\$633,000	\$404,000	\$255,900	\$147,500	\$145,000	\$120,000	\$130,000		
<b>Minnewawa</b>	Belmont	8φ W/ITS	100%	100%			\$633,000	\$0	\$633,000	\$404,000	\$255,900	\$0	\$0	\$0	\$0	\$0 Added with the 2016 update	
	Tulare	8φ W/ITS	100%	100%			\$633,000	\$0	\$633,000	\$404,000	\$255,900	\$0	\$0	\$0	\$0	\$0 Added with the 2016 update	
	Jensen	6φ W/ITS	100%	100%			\$678,000	\$0	\$678,000	\$372,000	\$255,900	\$295,000	\$290,000	\$240,000	\$260,000		
	Church (East/South leg)	6φ W/ITS	100%	100%			\$678,000	\$0	\$678,000	\$372,000	\$255,900	\$230,300	\$265,000	\$260,000	\$240,000	\$260,000	
	Church (West/North leg)		0%	0%			\$0	\$0	\$0	\$0	\$0	\$265,000	\$260,000	\$0	\$0	\$0 Removed with 2016 update - no future signal required	
	Annadale		0%	0%			\$0	\$0	\$0	\$0	\$0	\$295,000	\$290,000	\$240,000	\$260,000	Removed with 2016 update -no collector street planned at Annadale	
	North	8φ W/ITS	100%	100%			\$633,000	\$0	\$633,000	\$404,000	\$255,900	\$147,500	\$145,000	\$120,000	\$130,000		
<b>Clovis</b>	Lamona	6φ W/ITS	100%	100%			\$678,000	\$0	\$678,000	\$372,000	\$230,300	\$265,000	\$260,000	\$240,000	\$260,000		
	Fancher Creek Dr	6φ W/ITS	100%	100%			\$678,000	\$0	\$678,000	\$372,000	\$255,900	\$295,000	\$0	\$0	\$0	\$0	
	California	8φ W/ITS	5%	100%			\$31,650	\$0	\$31,650	\$20,200	\$10,000	\$10,000	\$290,000	\$240,000	\$260,000		
	Church		0%	100%			\$0	\$0	\$0	\$0	\$60,000	\$60,000	\$0	\$0	\$0		
	Annadale		0%	0%			\$0	\$0	\$0	\$0	\$0	\$295,000	\$290,000	\$240,000	\$260,000	Removed with 2016 update - SEDA	
	North		0%	0%			\$0	\$0	\$0	\$0	\$0	\$147,500	\$145,000	\$120,000	\$130,000	Removed with 2016 update - SEDA	
<b>Sunnyside</b>	Clinton	8φ W/ITS	100%	100%			\$633,000	\$0	\$633,000	\$404,000	\$255,900	\$295,000	\$290,000	\$240,000	\$260,000		
	Shields		0%	0%			\$0	\$0	\$0	\$0	\$255,900	\$295,000	\$290,000	\$240,000	\$260,000	Removed with 2016 update.	
	Belmont	8φ W/ITS	0%	0%			\$0	\$0	\$0	\$0	\$255,900	\$295,000	\$290,000	\$240,000	\$325,000	Removed with 2016 update.	
	California	6φ W/ITS	95%	100%			\$644,100	\$0	\$644,100	\$353,400	\$255,900	\$295,000	\$290,000	\$240,000	\$260,000		
	Church	8φ W/ITS	95%	100%			\$601,350	\$0	\$601,350	\$383,800	\$247,051	\$286,151	\$290,000	\$240,000	\$260,000		
	Jensen	8φ W/ITS	25%	100%			\$158,250	\$0	\$158,250	\$92,250	\$50,000	\$290,000	\$240,000	\$240,000	\$325,000		
	Annadale		0%	0%			\$0	\$0	\$0	\$0	\$0	\$295,000	\$290,000	\$0	\$260,000	Removed with 2016 update - SEDA	
	North		0%	0%			\$0	\$0	\$0	\$0	\$0	\$147,500	\$145,000	\$120,000	\$130,000	Removed with 2016 update - SEDA	
<b>Fowler</b>	Dakota	8φ W/ITS	100%	100%			\$633,000	\$0	\$633,000	\$404,000	\$255,900	\$295,000	\$290,000	\$240,000	\$260,000		
	Shields	8φ W/ITS	0%	100%			\$0	\$0	\$0	\$101,000	\$255,900	\$295,000	\$290,000	\$240,000	\$260,000		
	Clinton	8φ W/ITS	100%	100%			\$633,000	\$0	\$633,000	\$404,000	\$255,900	\$295,000	\$290,000	\$240,000	\$260,000		
	McKinley	8φ W/ITS	100%	100%			\$633,000	\$0	\$633,000	\$404,000	\$285,000	\$315,000	\$310,000	\$305,000	\$325,000		
	Olive	8φ W/ITS	50%	100%			\$316,500	\$0	\$316,500	\$404,000	\$255,900	\$295,000	\$290,000	\$240,000	\$260,000	County to install with Grant. 50% is missing	
	Belmont	8φ W/ITS	10%	100%			\$63,300	\$0	\$63,300	\$0	\$150,000	\$250,000	\$500,000	\$240,000	\$260,000	Added with 2020 update - loops not at ultimate on east leg	
	Tulare	6φ W/ITS	15%	100%			\$101,700	\$0	\$101,700	\$55,800	\$255,900	\$295,000	\$290,000	\$240,000	\$0		
	Fancher Creek		0%	100%			\$0	\$0	\$0	\$0	\$255,900	\$295,000	\$290,000	\$240,000	\$350,000	Removed with 2016 update.	
	Kings Canyon Road		0%	100%			\$0	\$0	\$0	\$0	\$310,000	\$310,000	\$400,000	\$305,000	\$0	Removed with 2016 update.	
	Hamilton	6φ W/ITS	100%	100%			\$678,000	\$0	\$678,000	\$372,000	\$230,300	\$265,000	\$260,000	\$240,000	\$260,000		
	California	8φ W/ITS	100%	100%			\$633,000	\$0	\$633,000	\$404,000	\$255,900	\$295,000	\$290,000	\$240,000	\$260,000		
	Church	8φ W/ITS	95%	100%			\$601,350	\$0	\$601,350	\$383,800	\$252,661	\$291,761	\$290,000	\$240,000	\$260,000		
	Jensen	8φ W/ITS	35%	100%			\$221,550	\$0	\$221,550	\$369,000	\$285,000	\$315,000	\$310,000	\$305,000	\$325,000	NWC, SEC & SWC corners not at ultimate	
	Annadale		100%	100%			\$0	\$0	\$0	\$0	\$0	\$295,000	\$290,000	\$240,000	\$260,000	Removed with 2016 update - SEDA	
	North		100%	100%			\$0	\$0	\$0	\$0	\$0	\$147,500	\$145,000	\$120,000	\$130,000	Removed with 2016 update - SEDA	
<b>Armstrong</b>	Dakota	8φ W/ITS	10%	100%			\$63,300	\$0	\$63,300	\$383,800	\$255,900	\$295,000	\$290,000	\$240,000	\$260,000		
	Shields		0%	100%			\$0	\$0	\$0	\$0	\$255,900	\$295,000	\$290,000	\$240,000	\$260,000	Removed with 2016 update.	
	Clinton	8φ W/ITS	100%	100%			\$633,000	\$0	\$633,000	\$404,000	\$285,000	\$315,000	\$310,000	\$305,000	\$260,000		
	McKinley	8φ W/ITS	100%	100%			\$633,000	\$0	\$633,000	\$404,000	\$285,000	\$315,000	\$310,000	\$305,000	\$260,000		
	Olive	8φ W/ITS	100%	100%			\$633,000	\$0	\$633,000	\$404,000	\$255,900	\$295,000	\$290,000	\$240,000	\$260,000		
	Belmont	8φ W/ITS	90%	100%			\$569,700	\$0	\$569,700	\$363,600	\$255,900	\$295,000	\$290,000	\$240,000	\$260,000		
	Kings Canyon Road	8φ W/ITS	15%	100%			\$94,950	\$0	\$94,950	\$40,400	\$285,000	\$315,000	\$310,000	\$305,000	\$325,000	SWC missing	
	Hamilton	8φ W/ITS	80%	100%			\$506,400	\$0	\$506,400	\$323,200	\$255,900	\$295,000	\$290,000	\$240,000	\$260,000		
	California	8φ W/ITS	100%	100%			\$633,000	\$0	\$633,000	\$404,000	\$255,900	\$295,000	\$290,000	\$240,000	\$260,000		
	Church	8φ W/ITS	100%	100%			\$633,000	\$0	\$633,000	\$404,000	\$255,900	\$295,000	\$290,000	\$240,000	\$260,000		
	Jensen	8φ W/ITS	100%	100%			\$633,000	\$0	\$633,000	\$404,000	\$285,000	\$315,000	\$310,000	\$305,000	\$325,000		
	Annadale		100%	100%			\$0	\$0	\$0	\$0	\$0	\$295,000	\$290,000	\$240,000	\$260,000	Removed with 2016 update - SEDA	
	North		100%	100%			\$0	\$0	\$0	\$0	\$0	\$147,500	\$145,000	\$120,000	\$130,000	Removed with 2016 update - SEDA	
<b>Temperance</b>	Dakota	8φ W/ITS	90%	100%			\$569,700	\$0	\$569,700	\$332,100	\$230,300	\$265,000	\$260,000	\$240,000	\$260,000		
	Shields	8φ W/ITS	25%	100%			\$158,250	\$0	\$158,250	\$92,250	\$285,000	\$315,000	\$310,000	\$305,000	\$325,000		
	Clinton	8φ W/ITS	70%	100%			\$443,100	\$0	\$443,100	\$258,300	\$285,000	\$315,000	\$310,000	\$305,000	\$325,000	Constructed but not yet on reimbursement list. % reflects tract fee credits.	
	McKinley	8φ W/ITS	100%	100%			\$633,000	\$0	\$633,000	\$369,000	\$285,000	\$315,000	\$310,000	\$305,000	\$325,000		
	Olive	8φ W/ITS	100%	100%			\$633,000	\$0	\$633,000	\$369,000	\$285,000	\$315,000	\$310,000	\$305,000	\$325,000		
	Belmont	8φ W/ITS	100%	100%			\$633,000	\$0	\$633,000	\$369,000	\$285,000	\$315,000	\$310,000	\$305,000	\$325,000		
	Tulare	6φ W/ITS	100%	100%			\$678,000	\$0	\$678,000	\$336,000	\$285,000	\$315,000	\$310,000	\$305,000	\$325,000		
	Kings Canyon Road	8φ W/ITS	35%	100%			\$221,550	\$0	\$221,550	\$168,000	\$0	\$65,000	\$310,000	\$305,000	\$325,000		

LOCATION		Signal Type	Percent Missing	Percent Fresno TSMI Fees	Single Left	Dual Left	Traffic Signal Cost	Non-Impact Fee City/Grant Funding Committed	Total Cost Covered by 2022 update to Traffic Signal Mitigation Impact Fee Program	Total Cost Fee Cost 2016	Total Cost Proposed Fee Cost 2010 (Never Implemented)	Total Cost Fee Cost 10/21/08	Total Cost Fee Cost 3/27/07	Total Cost Fee Cost 1/31/06	Total Cost Fee Cost 11/2004	Notes
	Butler	8φ W/ITS	95%	100%			\$601,350	\$0	\$601,350	\$319,200	\$255,900	\$295,000	\$290,000	\$240,000	\$325,000	
	Hamilton	8φ W/ITS	90%	100%			\$569,700	\$0	\$569,700	\$332,100	\$230,300	\$265,000	\$260,000	\$305,000	\$0	
	California	8φ W/ITS	100%	100%			\$633,000	\$0	\$633,000	\$369,000	\$285,000	\$315,000	\$310,000	\$305,000	\$325,000	
	Church	8φ W/ITS	100%	100%			\$633,000	\$0	\$633,000	\$369,000	\$285,000	\$315,000	\$310,000	\$305,000	\$325,000	
	Jensen	8φ W/ITS	100%	100%			\$633,000	\$0	\$633,000	\$369,000	\$285,000	\$315,000	\$310,000	\$305,000	\$325,000	
	Annadale		100%	0%			\$0	\$0	\$0	\$0	\$0	\$147,500	\$145,000	\$120,000	\$130,000	Removed with 2016 update - SEDA
	North		100%	0%			\$0	\$0	\$0	\$0	\$0	\$73,750	\$72,500	\$60,000	\$65,000	Removed with 2016 update - SEDA
<b>Locan</b>	Shields	8φ W/ITS	95%	100%			\$601,350	\$0	\$601,350	\$383,800	\$255,900	\$295,000	\$290,000	\$240,000	\$260,000	Constructed but not yet on reimbursement list. % reflects tract fee credits.
	McKinley	6φ W/ITS	100%	100%			\$678,000	\$0	\$678,000	\$404,000	\$285,000	\$315,000	\$310,000	\$305,000	\$325,000	
	Olive		100%	0%			\$0	\$0	\$0	\$0	\$0	\$295,000	\$290,000	\$240,000	\$260,000	Removed with 2016 update - SEDA
	Belmont		100%	0%			\$0	\$0	\$0	\$0	\$0	\$295,000	\$290,000	\$240,000	\$260,000	Removed with 2016 update - SEDA
	Tulare		100%	0%			\$0	\$0	\$0	\$0	\$0	\$295,000	\$290,000	\$240,000	\$260,000	Removed with 2016 update - SEDA
	Butler		100%	0%			\$0	\$0	\$0	\$0	\$0	\$295,000	\$290,000	\$305,000	\$325,000	Removed with 2016 update - SEDA
	California		100%	0%			\$0	\$0	\$0	\$0	\$0	\$295,000	\$290,000	\$240,000	\$260,000	Removed with 2016 update - SEDA
	Church		100%	0%			\$0	\$0	\$0	\$0	\$0	\$295,000	\$290,000	\$240,000	\$260,000	Removed with 2016 update - SEDA
	Jensen		100%	0%			\$0	\$0	\$0	\$0	\$0	\$147,500	\$145,000	\$120,000	\$130,000	Removed with 2016 update - SEDA
<b>DeWolf</b>	Shields		100%	0%			\$0	\$0	\$0	\$0	\$0	\$295,000	\$290,000	\$240,000	\$260,000	Removed with 2016 update - SEDA
	Clinton		100%	0%			\$0	\$0	\$0	\$0	\$0	\$295,000	\$290,000	\$240,000	\$260,000	Removed with 2016 update - SEDA
	McKinley		100%	0%			\$0	\$0	\$0	\$0	\$0	\$315,000	\$310,000	\$305,000	\$325,000	Removed with 2016 update - SEDA
	Olive		100%	0%			\$0	\$0	\$0	\$0	\$0	\$295,000	\$290,000	\$240,000	\$260,000	Removed with 2016 update - SEDA
	Belmont		100%	0%			\$0	\$0	\$0	\$0	\$0	\$295,000	\$290,000	\$240,000	\$260,000	Removed with 2016 update - SEDA
	Tulare		100%	0%			\$0	\$0	\$0	\$0	\$0	\$295,000	\$290,000	\$240,000	\$260,000	Removed with 2016 update - SEDA
	KC		0%	0%			\$0	\$0	\$0	\$0	\$0	\$315,000	\$310,000	\$305,000	\$325,000	Removed with 2016 update - SEDA
	Butler		0%	0%			\$0	\$0	\$0	\$0	\$0	\$295,000	\$290,000	\$240,000	\$260,000	Removed with 2016 update - SEDA
	California		0%	0%			\$0	\$0	\$0	\$0	\$0	\$295,000	\$290,000	\$240,000	\$260,000	Removed with 2016 update - SEDA
	Church		0%	0%			\$0	\$0	\$0	\$0	\$0	\$295,000	\$290,000	\$240,000	\$260,000	Removed with 2016 update - SEDA
	Jensen		0%	0%			\$0	\$0	\$0	\$0	\$0	\$147,500	\$145,000	\$120,000	\$130,000	Removed with 2016 update - SEDA
<b>Leonard</b>	Shields		0%	0%			\$0	\$0	\$0	\$0	\$0	\$295,000	\$290,000	\$240,000	\$260,000	Removed with 2016 update - SEDA
	Clinton		0%	0%			\$0	\$0	\$0	\$0	\$0	\$295,000	\$290,000	\$240,000	\$260,000	Removed with 2016 update - SEDA
	McKinley		0%	0%			\$0	\$0	\$0	\$0	\$0	\$315,000	\$310,000	\$305,000	\$325,000	Removed with 2016 update - SEDA
	Olive		0%	0%			\$0	\$0	\$0	\$0	\$0	\$295,000	\$290,000	\$240,000	\$260,000	Removed with 2016 update - SEDA
	Belmont		0%	0%			\$0	\$0	\$0	\$0	\$0	\$295,000	\$290,000	\$240,000	\$260,000	Removed with 2016 update - SEDA
	Tulare		0%	0%			\$0	\$0	\$0	\$0	\$0	\$315,000	\$310,000	\$305,000	\$325,000	Removed with 2016 update - SEDA
	KC		0%	0%			\$0	\$0	\$0	\$0	\$0	\$315,000	\$310,000	\$305,000	\$325,000	Removed with 2016 update - SEDA
	Butler		0%	0%			\$0	\$0	\$0	\$0	\$0	\$295,000	\$290,000	\$240,000	\$260,000	Removed with 2016 update - SEDA
	California		0%	0%			\$0	\$0	\$0	\$0	\$0	\$295,000	\$290,000	\$240,000	\$260,000	Removed with 2016 update - SEDA
	Church		0%	0%			\$0	\$0	\$0	\$0	\$0	\$295,000	\$290,000	\$240,000	\$260,000	Removed with 2016 update - SEDA
	Jensen		0%	0%			\$0	\$0	\$0	\$0	\$0	\$147,500	\$145,000	\$120,000	\$130,000	Removed with 2016 update - SEDA
<b>Highland</b>	Shields		0%	0%			\$0	\$0	\$0	\$0	\$0	\$295,000	\$290,000	\$240,000	\$260,000	Removed with 2016 update - SEDA
	Clinton		0%	0%			\$0	\$0	\$0	\$0	\$0	\$295,000	\$290,000	\$240,000	\$260,000	Removed with 2016 update - SEDA
	McKinley		0%	0%			\$0	\$0	\$0	\$0	\$0	\$221,250	\$217,500	\$180,000	\$195,000	Removed with 2016 update - SEDA
	Olive		0%	0%			\$0	\$0	\$0	\$0	\$0	\$147,500	\$145,000	\$120,000	\$130,000	Removed with 2016 update - SEDA
	Belmont		0%	0%			\$0	\$0	\$0	\$0	\$0	\$157,500	\$155,000	\$152,500	\$162,500	Removed with 2016 update - SEDA
	Tulare		0%	0%			\$0	\$0	\$0	\$0	\$0	\$147,500	\$145,000	\$120,000	\$130,000	Removed with 2016 update - SEDA
	KC		0%	0%			\$0	\$0	\$0	\$0	\$0	\$157,500	\$155,000	\$152,500	\$162,500	Removed with 2016 update - SEDA
	Butler		0%	0%			\$0	\$0	\$0	\$0	\$0	\$147,500	\$145,000	\$120,000	\$130,000	Removed with 2016 update - SEDA
	California		0%	0%			\$0	\$0	\$0	\$0	\$0	\$147,500	\$145,000	\$120,000	\$130,000	Removed with 2016 update - SEDA
	Church		0%	0%			\$0	\$0	\$0	\$0	\$0	\$147,500	\$145,000	\$120,000	\$130,000	Removed with 2016 update - SEDA
	Jensen		0%	0%			\$0	\$0	\$0	\$0	\$0	\$73,750	\$72,500	\$60,000	\$65,000	Removed with 2016 update - SEDA
<b>Thompson</b>	Shields		0%	0%			\$0	\$0	\$0	\$0	\$0	\$295,000	\$290,000	\$240,000	\$260,000	Removed with 2016 update - SEDA
	Clinton		0%	0%			\$0	\$0	\$0	\$0	\$0	\$295,000	\$290,000	\$240,000	\$260,000	Removed with 2016 update - SEDA
	McKinley		0%	0%			\$0	\$0	\$0	\$0	\$0	\$147,500	\$145,000	\$120,000	\$130,000	Removed with 2016 update - SEDA
<b>McCall</b>	Shields		0%	0%			\$0	\$0	\$0	\$0	\$0	\$295,000	\$290,000	\$240,000	\$260,000	Removed with 2016 update - SEDA
	Clinton		0%	0%			\$0	\$0	\$0	\$0	\$0	\$295,000	\$290,000	\$240,000	\$260,000	Removed with 2016 update - SEDA
	McKinley		0%	0%			\$0	\$0	\$0	\$0	\$0	\$147,500	\$145,000	\$120,000	\$130,000	Removed with 2016 update - SEDA

**TRAFFIC SIGNAL UPGRADES FOR ADDITIONAL TURN LANES TO MAINTAIN LOS**

<b>Weber</b>	Clinton		0%	0%		x	\$0	\$0	\$0	\$0	\$1,400,000	\$1,600,000	\$1,200,000	\$1,200,000	\$0	Included in HSR/Caltrans 99 project. No further work needed.
<b>Figarden</b>	Bullard	Single Direction	100%	100%		x	\$821,000	\$0	\$821,000	\$821,000	\$1,200,000	\$1,300,000	\$1,200,000	\$0	\$0	Traffic study indicates need for NB, EB dual lefts
<b>Palm</b>	Shaw	Dual Directions	100%	100%		x	\$1,910,000	\$0	\$1,910,000	\$1,910,000	\$2,200,000	\$2,400,000	\$1,300,000	\$975,000	\$975,000	TIS 11-011, confirmed 2015
<b>Ingram</b>	Nees	Single Direction	100%	100%		x	\$821,000	\$0	\$821,000	\$821,000	\$800,000	\$850,000	\$750,000	\$210,000	\$260,000	
<b>Blackstone</b>	Shields		0%	0%		x	\$0	\$0	\$0	\$0	\$1,750,000	\$2,000,000	\$1,600,000	\$1,600,000	\$1,300,000	Funded through RSTP
<b>Friant</b>	Shepherd	Single Direction	0%	100%		triple	\$0	\$0	\$0	\$270,930	\$150,000	\$250,000	\$200,000	\$200,000	\$0	Complete with 2022 update
<b>Fresno</b>	Bullard	Dual Directions	100%	100%		x	\$1,910,000	\$0	\$1,910,000	\$1,910,000	\$1,500,000	\$1,600,000	\$1,400,000	\$1,300,000	\$1,300,000	Revised estimate
	Shields		0%	0%			\$0	\$0	\$0	\$0	\$0	\$650,000	\$500,000	\$0	\$0	Removed with 2016 update
<b>First</b>	Nees	Dual Directions	0%	100%		x	\$0	\$0	\$0	\$1,910,000	\$1,000,000	\$1,100,000	\$900,000	\$900,000	\$0	Remove with 2022 Update

LOCATION		Signal Type	Percent Missing	Percent Fresno TSMI Fees	Single Left	Dual Left	Traffic Signal Cost	Non-Impact Fee City/Grant Funding Committed	Total Cost Covered by 2022 update to Traffic Signal Mitigation Impact Fee Program	Total Cost Fee Cost 2016	Total Cost Proposed Fee Cost 2010 (Never Implemented)	Total Cost Fee Cost 10/21/08	Total Cost Fee Cost 3/27/07	Total Cost Fee Cost 1/31/06	Total Cost Fee Cost 11/2004	Notes	
North/South Street	East/West Street																
Cedar	Bullard	Dual Directions	0%	100%		x	\$0	\$0	\$0	\$1,910,000	\$1,700,000	\$1,800,000	\$1,500,000	\$1,300,000	\$1,300,000	Remove with 2022 Update	
	Nees	Single Direction	50%	100%		x	\$410,500	\$0	\$410,500	\$410,500	\$20,000	\$20,000	\$500,000	\$0	\$0		
	Bullard	Single Direction	100%	100%		x	\$821,000	\$0	\$821,000	\$821,000	\$1,300,000	\$1,400,000	\$1,300,000	\$1,300,000	\$1,300,000		
Maple Chestnut	Jensen		100%	100%		x	\$0	\$0	\$0	\$0	\$500,000	\$500,000	\$500,000	\$500,000	\$500,000	Removed with 2016 update	
	McKinley		0%	0%		x	\$0	\$0	\$0	\$0	\$1,120,000	\$1,120,000	\$1,120,000	\$0	\$0	Removed with 2016 update	
Clovio	Dakota		0%	0%		x	\$0	\$0	\$0	\$0	\$0	\$800,000	\$800,000	\$0	\$0	Removed with 2016 update	
	Jensen	Dual Directions	100%	100%		x	\$1,910,000	\$0	\$1,910,000	\$1,910,000	\$1,400,000	\$1,400,000	\$0	\$0	\$0	2015 TIS identified need for dual lefts on all approaches	
Clovio	Shields/Airways	Dual Directions	100%	100%		x	\$1,910,000	\$0	\$1,910,000	\$1,910,000	\$1,800,000	\$1,800,000	\$1,400,000	\$1,100,000	\$0	\$0	TIS 14-019 indicates need for dual lefts NB and EB in 2035, confirmed 2015
	Olive	Single Direction	100%	100%		x	\$821,000	\$0	\$821,000	\$821,000	\$100,000	\$300,000	\$300,000	\$300,000	\$300,000		
	Belmont		0%	0%		x	\$0	\$0	\$0	\$0	\$30,000	\$300,000	\$300,000	\$300,000	\$0	Removed with 2016 update.	
	Tulare	Single Direction	100%	100%		x	\$821,000	\$0	\$821,000	\$821,000	\$150,000	\$300,000	\$300,000	\$300,000	\$0		
	Kings Canyon	Single Direction	50%	100%		x	\$410,500	\$0	\$410,500	\$410,500	\$250,000	\$250,000	\$500,000	\$300,000	\$0	Add WBR and NBL.	
	Jensen	Single Direction	100%	100%		x	\$821,000	\$0	\$821,000	\$821,000	\$1,275,000	\$1,400,000	\$1,080,000	\$1,080,000	\$0	Dual lefts EB & WB	

LEFT TURN PHASING

Golden State	McKinley		0%	0%			\$0	\$0	\$0	\$0	\$280,000	\$290,000	\$0	\$0	\$0	Removed with 2016 update - Intersection eliminated with HSR McKinley/UPRR grade separation.
Marty	Shaw		100%	100%			\$455,000	\$0	\$455,000	\$350,000	\$280,000	\$290,000	\$0	\$0	\$0	
Marks	Emerson		10%	100%			\$45,500	\$0	\$45,500	\$35,000	\$50,000	\$180,000	\$180,000	\$0	\$0	ARRA Stimulus funds; revised estimate to include west leg.
Hughes	Shields		100%	100%			\$455,000	\$455,000	\$0	\$350,000	\$280,000	\$290,000	\$290,000	\$240,000	\$250,000	Capital to Install - SB1
Forkner	Bullard		100%	100%			\$455,000	\$0	\$455,000	\$350,000	\$280,000	\$290,000	\$290,000	\$240,000	\$0	
West	Sierra		100%	50%			\$455,000	\$455,000	\$0	\$175,000	\$140,000	\$290,000	\$0	\$0	\$0	Corrected to show 50% County share, SB1 funds
West	Dakota		0%	0%			\$0	\$0	\$0	\$350,000	\$280,000	\$290,000	\$290,000	\$240,000	\$250,000	HSIP funded
Fruit	Shields		100%	100%			\$455,000	\$0	\$455,000	\$350,000	\$280,000	\$290,000	\$290,000	\$240,000	\$250,000	
Fruit	Clinton		100%	100%			\$455,000	\$0	\$455,000	\$350,000	\$280,000	\$290,000	\$290,000	\$240,000	\$250,000	
Fruit	McKinley		100%	100%			\$455,000	\$0	\$455,000	\$350,000	\$280,000	\$290,000	\$290,000	\$240,000	\$250,000	
MLK/Pottle	California		100%	100%			\$455,000	\$0	\$455,000	\$350,000	\$280,000	\$290,000	\$290,000	\$240,000	\$250,000	Moved from downtown list; adjusted estimate
MLK/Fig	Jensen		100%	100%			\$455,000	\$0	\$455,000	\$350,000	\$0	\$0	\$0	\$0	\$0	Added with the 2016 update - Move from Traffic Signal List above
C	Ventura		100%	100%			\$455,000	\$0	\$455,000	\$350,000	\$180,000	\$250,000	\$250,000	\$250,000	\$250,000	
Palm	Barstow		100%	100%			\$455,000	\$455,000	\$0	\$350,000	\$280,000	\$290,000	\$290,000	\$240,000	\$250,000	SB1 funded
Palm	Clinton		0%	0%			\$0	\$0	\$0	\$89,000	\$280,000	\$290,000	\$290,000	\$240,000	\$250,000	Capital Project Completed
Palm	Belmont		100%	100%			\$455,000	\$0	\$455,000	\$350,000	\$280,000	\$290,000	\$290,000	\$240,000	\$250,000	
Palm	McKinley		0%	0%			\$0	\$0	\$0	\$0	\$40,000	\$290,000	\$290,000	\$240,000	\$250,000	Removed with 2016 update - 100% funded by 22048 and 20101
Wishon	Olive		100%	100%			\$455,000	\$0	\$455,000	\$350,000	\$280,000	\$290,000	\$290,000	\$240,000	\$250,000	Removed with 2016 update.
Wishon	Clinton		0%	0%			\$0	\$0	\$0	\$0	\$280,000	\$290,000	\$290,000	\$240,000	\$250,000	Removed with 2016 update
Van Ness	Shields		0%	0%			\$0	\$0	\$0	\$0	\$280,000	\$290,000	\$290,000	\$240,000	\$250,000	Removed with 2016 update
Van Ness	Clinton		0%	0%			\$0	\$0	\$0	\$0	\$280,000	\$290,000	\$290,000	\$240,000	\$250,000	Removed with 2016 update
Tulare	U		0%	0%			\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	Capital Project to Install
Broadway	Belmont		100%	100%			\$455,000	\$0	\$455,000	\$350,000	\$280,000	\$290,000	\$290,000	\$240,000	\$250,000	
R	Tulare		0%	0%			\$0	\$0	\$0	\$174,000	\$280,000	\$290,000	\$290,000	\$240,000	\$250,000	Capital Project Completed
Maroa	Barstow		100%	75%			\$455,000	\$0	\$341,250	\$262,500	\$210,000	\$217,500	\$217,500	\$180,000	\$0	Added with 2016 update - LT phases - 75% City
Maroa	Clinton		100%	100%			\$455,000	\$0	\$455,000	\$350,000	\$280,000	\$290,000	\$290,000	\$220,000	\$250,000	
Blackstone	Sierra		100%	100%			\$455,000	\$0	\$455,000	\$350,000	\$280,000	\$290,000	\$290,000	\$240,000	\$0	
Blackstone	Gettysburg		75%	100%			\$341,250	\$0	\$341,250	\$262,500	\$177,495	\$177,495	\$225,000	\$240,000	\$0	
Fresno	Clinton		100%	100%			\$455,000	\$0	\$455,000	\$350,000	\$280,000	\$290,000	\$290,000	\$240,000	\$250,000	
Fresno	R		100%	100%			\$455,000	\$455,000	\$0	\$350,000	\$0	\$0	\$0	\$0	\$0	Added with the 2016 update - grant funded
First	Sierra		0%	0%			\$0	\$0	\$0	\$0	\$280,000	\$290,000	\$0	\$0	\$0	Removed with 2016 update
First	Huntington		0%	0%			\$0	\$0	\$0	\$0	\$280,000	\$290,000	\$290,000	\$240,000	\$250,000	Removed with 2016 update
Millbrook	Alluvial		100%	100%			\$455,000	\$0	\$455,000	\$350,000	\$280,000	\$290,000	\$290,000	\$220,000	\$0	
Millbrook	Dakota		100%	100%			\$455,000	\$0	\$455,000	\$350,000	\$280,000	\$290,000	\$290,000	\$240,000	\$250,000	
Millbrook	Olive		100%	100%			\$455,000	\$0	\$455,000	\$350,000	\$280,000	\$290,000	\$290,000	\$240,000	\$250,000	
Millbrook	Belmont		100%	100%			\$455,000	\$0	\$455,000	\$350,000	\$280,000	\$290,000	\$290,000	\$240,000	\$250,000	
Millbrook	Nees		100%	100%			\$455,000	\$0	\$455,000	\$350,000	\$0	\$0	\$0	\$0	\$0	Added with 2016 update
Saybrook / Foxhill	Perrin		0%	0%			\$0	\$0	\$0	\$0	\$20,000	\$20,000	\$100,000	\$0	\$0	Project complete
Cedar	Eleventh		0%	0%			\$0	\$0	\$0	\$350,000	\$280,000	\$290,000	\$290,000	\$0	\$0	Developer Project Installed. Reimbursed 10/2021
Cedar	Princeton		0%	0%			\$0	\$0	\$0	\$0	\$280,000	\$290,000	\$0	\$0	\$0	Removed with 2016 update
Cedar	Dayton		0%	0%			\$0	\$0	\$0	\$0	\$280,000	\$290,000	\$0	\$0	\$0	Removed with 2016 update
Cedar	Teague		100%	100%			\$455,000	\$0	\$455,000	\$350,000	\$0	\$0	\$0	\$0	\$0	Added with 2016 update
Maple	Gettysburg		100%	100%			\$455,000	\$0	\$455,000	\$350,000	\$280,000	\$290,000	\$0	\$0	\$0	
Maple	Tulare		100%	100%			\$455,000	\$0	\$455,000	\$350,000	\$280,000	\$290,000	\$290,000	\$240,000	\$250,000	
Maple	Butler		100%	100%			\$455,000	\$0	\$455,000	\$350,000	\$280,000	\$290,000	\$290,000	\$240,000	\$250,000	
Chestnut	Shields		0%	0%			\$0	\$0	\$0	\$40,000	\$140,000	\$0	\$0	\$0	\$0	Added with 2016 update - 50% County
Fort Washington	Champlain		0%	0%			\$0	\$0	\$0	\$80,000	\$0	\$0	\$0	\$0	\$0	Added with 2016 update

DOWNTOWN IMPROVEMENTS

LOCATION		Signal Type	Percent Missing	Percent Fresno TSMI Fees	Single Left	Dual Left	Traffic Signal Cost	Non-Impact Fee City/Grant Funding Committed	Total Cost Covered by 2022 update to Traffic Signal Mitigation Impact Fee Program	Total Cost Fee Cost 2016	Total Cost Proposed Fee Cost 2010 (Never Implemented)	Total Cost Fee Cost 10/21/08	Total Cost Fee Cost 3/27/07	Total Cost Fee Cost 1/31/06	Total Cost Fee Cost 11/2004	Notes
North/South Street	East/West Street															
H and Broadway			0%	0%			\$0	\$0	\$0	\$0	\$0	\$300,000	\$300,000	\$300,000	\$350,000	Removed with 2016 update
Van Ness and Ventura			20%	100%			\$91,000	\$0	\$91,000	\$70,000	\$100,000	\$1,025,000	\$1,025,000	\$1,025,000	\$1,025,000	Van Ness LTP and loops
Van Ness and Santa Clara			0%	0%			\$0	\$0	\$0	\$0	\$255,900	\$250,000	\$250,000	\$250,000	\$350,000	Removed with 2016 update - close proximity to future Caltrans ramp signal
M and Santa Clara			100%	100%			\$455,000	\$0	\$455,000	\$350,000	\$255,900	\$250,000	\$250,000	\$250,000	\$250,000	Revised estimate
P and Ventura			100%	100%			\$455,000	\$0	\$455,000	\$350,000	\$200,000	\$250,000	\$250,000	\$250,000	\$7,000,000	Left turn phasing and modification for P Street 2-way conversion.
Broadway & Divisadero			0%	0%			\$0	\$0	\$0	\$0	\$6,309	\$6,309	\$6,309	\$6,309	\$250,000	Project complete
Broadway & Fresno			0%	0%			\$0	\$0	\$0	\$0	\$6,309	\$6,309	\$6,309	\$6,309	\$250,000	No work remaining
Divisadero & Van Ness			0%	0%			\$0	\$0	\$0	\$0	\$150,000	\$250,000	\$250,000	\$250,000	\$250,000	Removed with 2016 update
E & Fresno			100%	100%			\$455,000	\$0	\$455,000	\$350,000	\$350,000	\$250,000	\$250,000	\$250,000	\$250,000	Added with 2016 update - Left turn phasing
E & Stanislaus			100%	100%			\$455,000	\$0	\$455,000	\$350,000	\$350,000	\$250,000	\$250,000	\$250,000	\$250,000	Left turn phasing
M & Stanislaus			100%	100%			\$455,000	\$0	\$455,000	\$350,000	\$6,309	\$6,309	\$6,309	\$7,000	\$0	Left turn phasing and modification for M Street 2-way conversion.
M & San Benito			100%	100%			\$455,000	\$0	\$455,000	\$350,000	\$255,900	\$300,000	\$300,000	\$0	\$0	
F & Kern			0%	0%			\$0	\$0	\$0	\$0	\$0	\$250,000	\$250,000	\$250,000	\$250,000	Removed with 2016 update
Fulton & Stanislaus			100%	0%			\$455,000	\$0	\$0	\$0	\$350,000	\$250,000	\$250,000	\$250,000	\$250,000	Removed with 2016 update
Fulton & Tulare			0%	0%			\$0	\$0	\$0	\$0	\$6,309	\$6,309	\$6,309	\$7,000	\$250,000	Removed with 2016 update.
Fulton & Ventura			100%	100%			\$455,000	\$0	\$455,000	\$350,000	\$0	\$0	\$0	\$0	\$0	Added with the 2016 update - New signal to serve future development
G & Merced			100%	100%			\$455,000	\$0	\$455,000	\$350,000	\$0	\$0	\$0	\$0	\$0	Added with the 2016 update - New signal to serve future development
G & Mariposa			100%	100%			\$455,000	\$0	\$455,000	\$350,000	\$0	\$0	\$0	\$0	\$0	Added with the 2016 update - New signal to serve future development
G & Kern			0%	0%			\$0	\$0	\$0	\$0	\$350,000	\$250,000	\$250,000	\$250,000	\$250,000	Removed with 2016 update
G & Inyo			100%	100%			\$455,000	\$0	\$455,000	\$350,000	\$0	\$0	\$0	\$0	\$0	Added with the 2016 update - New signal to serve future development
G & Mono			100%	100%			\$455,000	\$0	\$455,000	\$350,000	\$0	\$0	\$0	\$0	\$0	Added with the 2016 update - New signal to serve future development
H & Mono			100%	100%			\$455,000	\$0	\$455,000	\$350,000	\$0	\$0	\$0	\$0	\$0	Added with the 2016 update - New signal to serve future development
H & Stanislaus			100%	100%			\$455,000	\$0	\$455,000	\$350,000	\$0	\$0	\$0	\$0	\$0	Added with the 2016 update - New signal to serve future development
H & Calaveras			100%	100%			\$455,000	\$0	\$455,000	\$350,000	\$0	\$0	\$0	\$0	\$0	Added with the 2016 update - New signal to serve future development
H & Palm			0%	0%			\$0	\$0	\$0	\$0	\$250,000	\$250,000	\$250,000	\$250,000	\$250,000	Removed with 2016 update.
M & Tuolumne			100%	100%			\$455,000	\$0	\$455,000	\$200,000	\$6,309	\$6,309	\$6,309	\$7,000	\$250,000	Protected left turn phasing for future development
M & Ventura			100%	100%			\$455,000	\$0	\$455,000	\$200,000	\$0	\$0	\$0	\$0	\$0	Added with the 2016 update - Protected left turn phasing for future development
Fresno & Fulton			0%	0%			\$0	\$0	\$0	\$0	\$6,309	\$6,309	\$6,309	\$7,000	\$250,000	Removed with 2016 update.
N & Tulare			0%	0%			\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	Project complete

**CITY STREET - FREEWAY RAMP INTERSECTIONS TO BE SIGNALIZED OR MODIFIED FOR ADDITIONAL TURNING LANES**

NB99 Off-Ramp	Herndon		0%				\$0	\$0	\$0	\$229,293	\$764,310	\$764,310	\$764,310	\$0	\$0	Removed with 2022 update - to be complete by HSR
SB99, NB99 Off ramps	Shaw		59%				\$1,800,000	\$0	\$1,062,000	\$1,062,000	\$684,000	\$0	\$0	\$0	\$0	Added with the 2016 update - Add turning lanes to SB, NB off-ramp intersections. Bridge widening in FMSI Not inc. in previous updates.
SB99 Off-Ramp	Ashlan		50%				\$1,500,000	\$0	\$750,000	\$750,000	\$0	\$0	\$0	\$0	\$0	Added with the 2016 update - Widen for WB dual left turn lanes.
SB99 Off-Ramp	Shields		0%				\$0	\$0	\$0	\$0	\$1,300,000	\$300,000	\$300,000	\$0	\$0	Removed with 2016 update - Caltrans to remove access point.
NB99 Off-Ramp	McKinley		0%				\$0	\$0	\$0	\$0	\$749,719	\$299,719	\$299,719	\$0	\$0	Removed with 2016 update - to be completed by HSR (roundabout)
SB99 On-Ramp	McKinley		100%				\$0	\$0	\$0	\$0	\$299,719	\$299,719	\$299,719	\$0	\$0	Removed with 2016 update
SB99 Ramps	Olive		0%				\$0	\$0	\$0	\$0	\$50,000	\$50,000	\$289,436	\$0	\$0	Removed with 2016 update - project completed.
NB99 Ramps	Olive		0%				\$0	\$0	\$0	\$0	\$50,000	\$50,000	\$289,436	\$0	\$0	Removed with 2016 update - project completed.
SB99 Ramps	Belmont		0%				\$0	\$0	\$0	\$0	\$300,000	\$300,000	\$300,000	\$0	\$0	Removed with 2016 update - to be completed by HSR
NB99 Ramps	Belmont		0%				\$0	\$0	\$0	\$0	\$300,000	\$300,000	\$300,000	\$0	\$0	Removed with 2016 update - to be completed by HSR
SB99 Off-Ramp	Stanislaus		100%				\$450,000	\$0	\$450,000	\$450,000	\$300,000	\$300,000	\$300,000	\$0	\$0	
NB 99 Ramps	Ventura		0%				\$0	\$0	\$0	\$43,560	\$597,736	\$297,736	\$297,736	\$250,000	\$2,000,000	Revised estimate
SB99 Off-Ramp	North		0%				\$450,000	\$0	\$0	\$426,300	\$276,300	\$276,300	\$276,300	\$0	\$0	Removed with 2022 update
SB99 On-Ramp	Cedar/Parkway		100%				\$450,000	\$0	\$450,000	\$450,000	\$300,000	\$300,000	\$300,000	\$0	\$0	Revised estimate
SB41 On-Ramp	Tulare/U Street		100%				\$0	\$0	\$0	\$450,000	\$300,000	\$300,000	\$0	\$0	\$0	complete - updated with 2022, SB1 funds
SB41Off-Ramp	O Street		0%				\$0	\$0	\$0	\$0	\$115,000	\$115,000	\$115,000	\$309,690	\$2,700,000	Work was been completed
NB41 Off ramp	Van Ness		100%				\$850,000	\$0	\$850,000	\$850,000	\$850,000	\$850,000	\$850,000	\$750,000	\$1,200,000	
SB41 Off-Ramp	Van Ness		100%				\$450,000	\$0	\$450,000	\$450,000	\$450,000	\$300,000	\$300,000	\$0	\$0	Revised estimate
SB41 On Ramp	McKinley		13%				\$700,000	\$0	\$91,000	\$91,000	\$360,000	\$0	\$0	\$0	\$0	Added with the 2016 update - based upon interchange program study, 13% fair share to new growth.
NB41 Off ramp	Shaw		0%				\$0	\$0	\$0	\$216,453	\$144,000	\$0	\$0	\$0	\$0	Project complete
																Added with the 2016 update - Widen to 2 left, 2 right. Not included in previous updates. Updated estimates

**TRAFFIC SIGNAL SYNCHRONIZATION**

	Miles	Unit Price														
ITS Fiber Interconnect & conduit (miles)	27.03	\$960,000	100%				\$25,948,800	\$24,809,400	\$24,996,000	\$26,316,000	\$21,250,000	\$21,080,000	\$9,450,000			
ITS Fiber Interconnect & conduit (miles) Partially completed	2.41	\$670,000	100%				\$1,614,700	\$3,569,600	\$0	\$0	\$0	\$0	\$0			
Traffic System Monitoring Hubs	4	\$250,000	100%				\$1,000,000	\$700,000	\$0	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000			
ITS Fiber Interconnect funded Improvements		\$2,240,000	100%				\$2,240,000	\$0	\$0	\$0	\$1,000,000	\$0	\$0	\$0		



LOCATION		Signal Type	Percent Missing	Percent Fresno TSMI Fees	Single Left	Dual Left	Traffic Signal Cost	Non-Impact Fee City/Grant Funding Committed	Total Cost Covered by 2022 update to Traffic Signal Mitigation Impact Fee Program	Total Cost	Total Cost	Total Cost	Total Cost	Total Cost	Total Cost	Notes
North/South Street	East/West Street									Fee Cost 2016	Proposed Fee Cost 2010 (Never Implemented)	Fee Cost 10/21/08	Fee Cost 3/27/07	Fee Cost 1/31/06	Fee Cost 11/2004	

<b>Fund Balance<sup>1</sup></b>								3,434,163.00		-\$651,088	-\$1,778,675	-\$4,723,061				
<b>Pending Reimbursements<sup>1</sup></b>								0.00		\$2,566,230	\$272,344	\$562,135	\$835,110	\$835,110		

**PROGRAM ADMINISTRATION**

<b>2.00%</b>								\$3,937,808	\$3,040,648	\$1,681,912	\$1,976,293	\$1,725,149	\$2,100,000	\$2,100,000	Original calculation used \$100,000/year for 21 years	
								Capital Needs Paid by TSMI Fees	\$200,828,196	\$155,073,058	\$147,935,112	\$163,497,133	\$163,169,393	\$153,009,126	\$153,009,360	
								Remaining ADT from New Development	2,487,616	3,110,615	3,128,049	3,469,790	3,548,976	3,689,640	3,689,640	
								<sup>2</sup> includes CIP index increases	210,703,011.76							

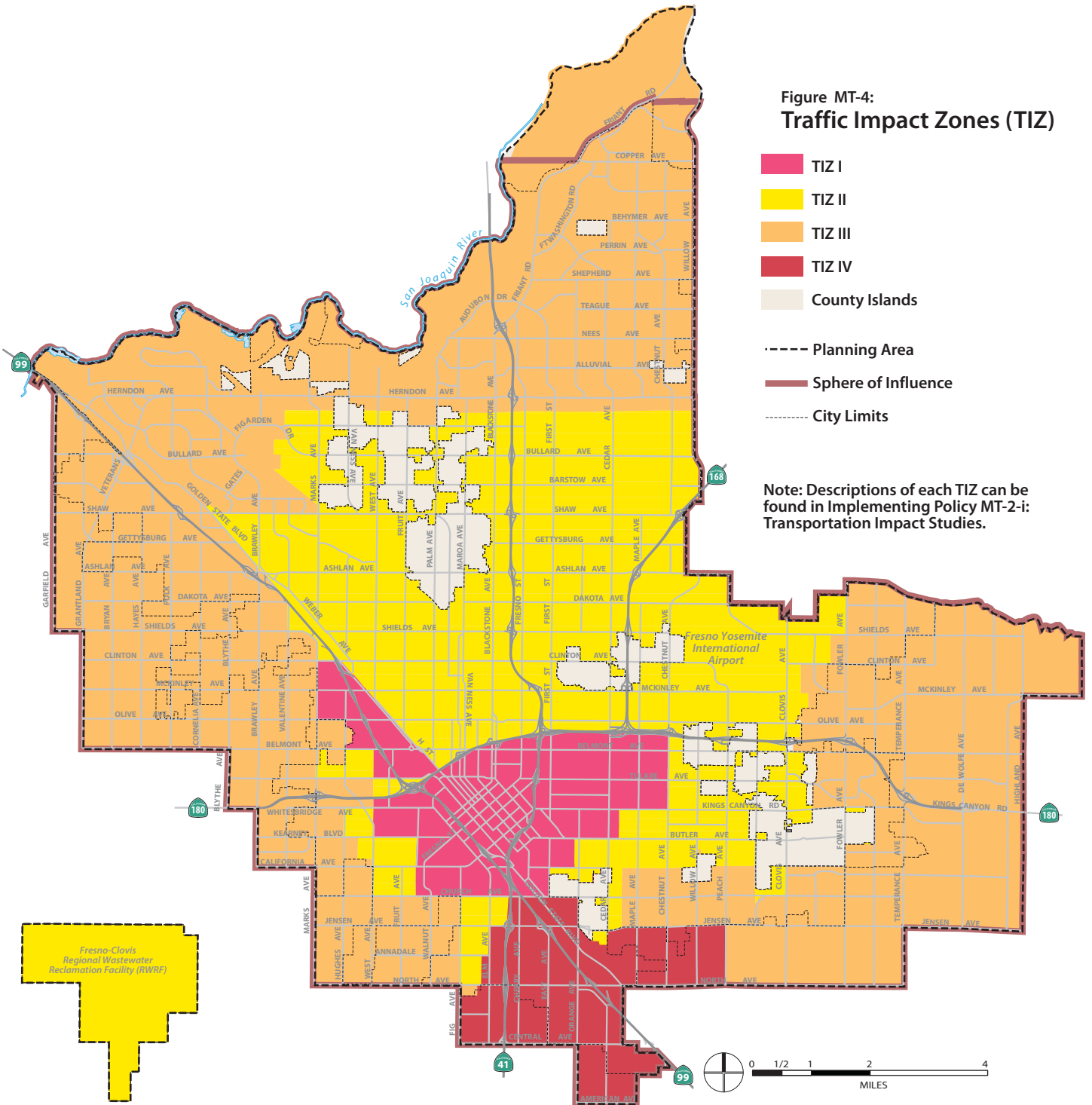
<sup>1</sup>Fund balance and pending reimbursements as of April 30, 2022 for the current update

<sup>2</sup>includes CIP index increases

	Year 2022	Year 2021 <sup>2</sup>	Year 2016	Year 2010	Oct 2008	March 2007	January 2006	2004	
<b>Proposed Fee/ADT</b>	<b>\$80.73</b>	\$56.00	\$49.85	\$47.29	\$45.98	\$41.47	\$41.47		\$0.00
<b>Percentage Increase from Previous</b>	<b>44.16%</b>	<b>12.34%</b>	<b>5.41%</b>	0.36%	2.48%	0.00%	0.00%		
<b>TOTAL NON-IMPACT FEE CITY/GRANT FUNDING COMMITTED</b>	<b>\$9,874,816</b>								

**APPENDIX B**  
**General Plan Figure MT-4**  
**Traffic Impact Zones**

Figure MT-4:  
Traffic Impact Zones (TIZ)



Note: Descriptions of each TIZ can be found in Implementing Policy MT-2-i: Transportation Impact Studies.

Source: City of Fresno DARM, 2014