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## Public Review Draft Report

*The Economics of Land Use*



# 2016 Fresno Major Street Impact Fee Program Nexus Study Update

Prepared for:

City of Fresno

Prepared by:

Economic & Planning Systems, Inc.

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*Economic & Planning Systems, Inc.  
400 Capitol Mall, 28th Floor  
Sacramento, CA 95814  
916 649 8010 tel  
916 649 2070 fax*

*Oakland  
Sacramento  
Denver  
Los Angeles*

EPS #142063.1

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## 1. EXECUTIVE SUMMARY

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### Background

In March 2007, the City of Fresno (City) adopted the Fresno Major Street Impact Fee Program Nexus Study prepared by Economic & Planning Systems, Inc. (EPS) and established the Citywide Regional Street Impact Fee Program and the New Growth Area Major Street Impact Fee Program, collectively referred to as the Fresno Major Street Impact Fee Program (FMSI Fee Program). The FMSI Fee Program was implemented to provide a funding mechanism for transportation facilities required to serve future development through 2025. The FMSI Fee Program is a successor fee program that replaced the previous transportation facility components of the City's Urban Growth Management (UGM) fee program.

In December 2014, the City adopted a new General Plan that establishes growth projections through the General Plan Horizon year of 2035 as well as through buildout of the General Plan. The General Plan includes goals, objectives, and implementing policies for the transportation system. A General Plan traffic model was prepared that was consistent with the goals, objectives, and policies of the General Plan. In accordance with the identified transportation needs based on traffic volume growth forecasts generated by the traffic model, the City's Public Works Department subsequently provided an FMSI Fee Program Capital Improvement Program (Street CIP) that outlines the planned facilities and costs for FMSI Fee Program funded transportation improvements through General Plan buildout. In addition, EPS prepared updated development projections using the projections from the traffic model, as well as other detailed information provided by the City.

The City retained EPS to prepare this 2016 FMSI Fee Program Nexus Study Update (Nexus Study Update) to serve as the basis for updating the existing FMSI Fee Program to reflect the new General Plan, the updated development projections, and the updated Street CIP. This report details the calculation of the new fee and provides the legal justification for updating the fees.

### Purpose

The purpose of this Nexus Study Update is to update the FMSI Fee Program and establish the legally required nexus (or reasonable relationship) between projected new residential and nonresidential development in the City through General Plan buildout and the transportation facilities that will be required to serve that new development.

The nexus requirements for imposing development impact fees were established under Assembly Bill 1600 (AB 1600) legislation, as codified by the Mitigation Fee Act (California Government section 66000 et. seq.). This section of the Mitigation Fee Act sets forth the procedural requirements for establishing and collecting development impact fees. These procedures require that "a reasonable relationship, or nexus, must exist between a governmental exaction and the purpose of the condition."

Specifically, each local agency imposing a fee must perform the following tasks:

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

## FMSI Fee Program

The Street CIP details the roadway improvement projects needed to accommodate future development that will be funded through the FMSI Fee Program. For each street segment, the Street CIP includes the following improvements:

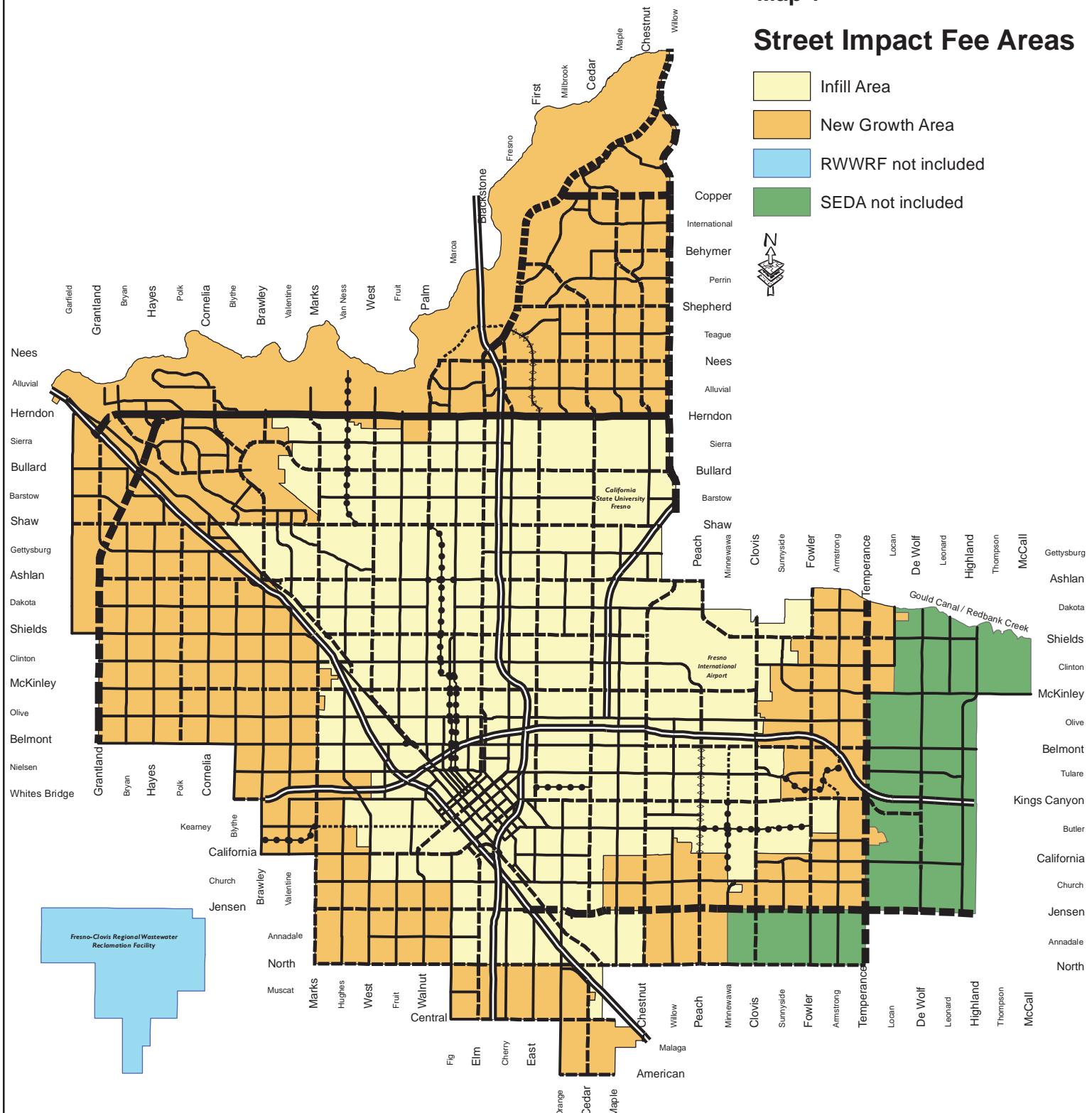
- Travel lanes
- Medians and median landscaping
- Parking lanes
- Bike lanes
- Curb and gutter
- Bus bays
- Irrigation pipes and canals
- Railroad crossings
- Soft costs (engineering, plan check, and inspection costs)

In addition to the street improvements, the Street CIP also includes associated right of way acquisition, ancillary costs (mobilization traffic control, dust control, and storm water pollution prevention), bridge widening, and other miscellaneous improvements. Asphalt concrete dikes, utilities, sidewalks, street lights, sound walls, and frontage landscaping are specifically excluded from the Street CIP. The FMSI Fee Program also will not fund construction of improvements required to cure existing street deficiencies, as measured by level of service standards (discussed in **Chapter 3**).

As mentioned earlier, the FMSI Fee Program includes two distinct fees. The FMSI Fee Program CIP identifies which fee will fund each improvement. For the purposes of determining the new development that is subject to each of the two fees, the Fresno Planning Area established in the General Plan is divided into Infill and New Growth areas (see **Map 1**).

## Map 1

## Street Impact Fee Areas



Each of the fees and the development areas that pay the fee are summarized below:

- **Citywide Regional Street Impact Fee (Citywide Fee)**  
All new residential, retail, office, and industrial development in both the Infill and New Growth areas is subject to this fee. This fee funds larger regional transportation improvements that are designed to accommodate traffic volumes resulting from development on a citywide basis.
- **New Growth Area Major Street Impact Fee (New Growth Fee)**  
Only development in the New Growth areas of the City is subject to this fee. This fee funds major streets that are located in the New Growth Area and primarily serve and benefit new development in the New Growth Area.

The matrix below summarizes each development area's payment of the two fees.

Development Area	FMSI Fee Program	
	Citywide Fee	New Growth Fee
Infill Area	✓	
New Growth Area	✓	✓

## Proposed Update to the FMSI Fee Program

The proposed updates to the Citywide Fees and the New Growth Fees (referred to collectively as Street Fees) are based on the allocation of the updated Street CIP costs to projected new residential, retail, office, and industrial development through General Plan buildout. This cost allocation serves as the basis for updating the Street Fees charged to new development. The fees to be collected for each residential and commercial land use are calculated based on each land use's relative use of street facilities.

The proposed Street Fees are based on the best available cost estimates and land use information at this time. If costs change significantly in either direction, or if other funding to construct the facilities becomes available, the fees may be adjusted accordingly. The City periodically will conduct a review of improvement costs and will make necessary adjustments to the FMSI Fee Program, including applying an appropriate inflation adjustment factor to the fees to reflect changes in project costs.

**Table 1** summarizes the proposed Street Fees by land use. The fees are collected per adjusted gross development acre. An adjusted gross acre is defined as the development acres net of the area to be dedicated for major streets. The fees include a two-percent administrative component for the City to administer the fee programs.

**Table 2** compares the existing and proposed Citywide Fees and New Growth Fees. It also compares the sum of these two fees that must be paid by development in the New Growth Area.

**Table 1**  
**Fresno Major Street Impact Fee Program Update**  
**Summary of Proposed Street Fees (2016 \$)**

Land Use	Street Fees (per gross acre, excluding area of major streets)						
	Citywide Fee			New Growth Fee			Total
	Base Fee	Admin.	Total	Base Fee	Admin.	Total	
Fee Administration Percentage		2%			2%		
Source:		Table 6			Table 7		
<b>Infill Area</b>							
<b>Residential</b>							
Residential Low - Medium	\$ 7,468	\$ 149	<b>\$ 7,617</b>	-	-	-	<b>\$ 7,617</b>
Residential Medium/High - High	\$ 14,500	\$ 290	<b>\$ 14,790</b>	-	-	-	<b>\$ 14,790</b>
<b>Nonresidential</b>							
Retail	\$ 13,205	\$ 264	<b>\$ 13,469</b>	-	-	-	<b>\$ 13,469</b>
Office	\$ 13,986	\$ 280	<b>\$ 14,266</b>	-	-	-	<b>\$ 14,266</b>
Light Industrial	\$ 3,976	\$ 80	<b>\$ 4,056</b>	-	-	-	<b>\$ 4,056</b>
Heavy Industrial	\$ 2,444	\$ 49	<b>\$ 2,493</b>	-	-	-	<b>\$ 2,493</b>
<b>New Growth Area</b>							
<b>Residential</b>							
Residential Low - Medium	\$ 7,468	\$ 149	<b>\$ 7,617</b>	\$ 20,556	\$ 411	<b>\$ 20,968</b>	<b>\$ 28,585</b>
Residential Medium/High - High	\$ 14,500	\$ 290	<b>\$ 14,790</b>	\$ 39,949	\$ 799	<b>\$ 40,748</b>	<b>\$ 55,538</b>
<b>Nonresidential</b>							
Retail	\$ 13,205	\$ 264	<b>\$ 13,469</b>	\$ 37,108	\$ 742	<b>\$ 37,850</b>	<b>\$ 51,319</b>
Office	\$ 13,986	\$ 280	<b>\$ 14,266</b>	\$ 35,123	\$ 702	<b>\$ 35,826</b>	<b>\$ 50,092</b>
Light Industrial	\$ 3,976	\$ 80	<b>\$ 4,056</b>	\$ 11,332	\$ 227	<b>\$ 11,559</b>	<b>\$ 15,615</b>
Heavy Industrial	\$ 2,444	\$ 49	<b>\$ 2,493</b>	\$ 6,877	\$ 138	<b>\$ 7,014</b>	<b>\$ 9,507</b>

Source: City of Fresno, Fresno COG, Fehr & Peers, and EPS.

**Table 2**  
**Fresno Major Street Impact Fee Program Update**  
**Comparison of Proposed Fees with Existing Fees**

Land Use	Street Fees Comparison [1] (per adjusted gross acre, excluding area of major streets)			
	Proposed Fee	Existing Fee	Difference	Percentage Difference
<b>Citywide Fee</b>				
<b>Residential</b>				
Residential Low - Medium	\$ 7,617	\$ 8,361	(\$ 744)	(9%)
Residential Medium/High - High	\$ 14,790	\$ 15,663	(\$ 873)	(6%)
<b>Nonresidential</b>				
Retail	\$ 13,469	\$ 20,233	(\$ 6,764)	(33%)
Office	\$ 14,266	\$ 15,422	(\$ 1,156)	(7%)
Light Industrial	\$ 4,056	\$ 3,633	\$ 423	12%
Heavy Industrial	\$ 2,493	\$ 2,541	(\$ 48)	(2%)
<b>New Growth Fee</b>				
<b>Residential</b>				
Residential Low - Medium	\$ 20,968	\$ 18,790	\$ 2,178	12%
Residential Medium/High - High	\$ 40,748	\$ 36,709	\$ 4,039	11%
<b>Nonresidential</b>				
Retail	\$ 37,850	\$ 50,120	(\$ 12,270)	(24%)
Office	\$ 35,826	\$ 34,827	\$ 999	3%
Light Industrial	\$ 11,559	\$ 8,204	\$ 3,355	41%
Heavy Industrial	\$ 7,014	\$ 5,739	\$ 1,275	22%
<b>Total New Growth Area Street Fees</b> (Sum of Citywide Fee and New Growth Fee)				
<b>Residential</b>				
Residential Low - Medium	\$ 28,585	\$ 27,151	\$ 1,434	5%
Residential Medium/High - High	\$ 55,538	\$ 52,372	\$ 3,166	6%
<b>Nonresidential</b>				
Retail	\$ 51,319	\$ 70,353	(\$ 19,034)	(27%)
Office	\$ 50,092	\$ 50,249	(\$ 157)	(0%)
Light Industrial	\$ 15,615	\$ 11,837	\$ 3,778	32%
Heavy Industrial	\$ 9,507	\$ 8,280	\$ 1,227	15%

fee comp

Source: City of Fresno, Fresno COG, Fehr & Peers, and EPS.

[1] Includes 2% administration component.

The proposed Citywide Fee represents a decrease for all land uses, with the exception of the light industrial use, for which there is a small increase. The changes in the Citywide Fees are due to the combination of a decrease in CIP costs for the Infill areas, changes in remaining development, changes in development densities, and changes in traffic allocation factors.

The proposed New Growth Fee as compared to the current New Growth Fee differs depending on the land use. The proposed New Growth Fees increase by a small amount for the residential uses, decrease for retail and office uses, and increase for industrial uses. The changes in the New Growth Fees are due to the combination of a decrease in CIP costs for the New Growth areas, changes in remaining development, changes in development densities, and changes in traffic allocation factors.

## Organization of Report

This report is divided into six chapters and four appendices:

- **Chapter 1** includes this Executive Summary.
- **Chapter 2** describes the projected development.
- **Chapter 3** describes the roadway facility capital needs to be funded by the FMSI Fee Program.
- **Chapter 4** details the cost allocation methodology and calculates the Citywide Fees and New Growth Fees.
- **Chapter 5** describes how the FMSI Fee Program will be implemented and updated.
- **Chapter 6** provides the nexus findings for the FMSI Fee Program.
- **Appendix A** details the projected new development included in the FMSI Fee Programs.
- **Appendix B** details the FMSI Fee Program CIP.
- **Appendix C** details the cost allocation methodology.
- **Appendix D** is the calculation of major street factor.

## 2. DEVELOPMENT AREAS AND FUTURE DEVELOPMENT

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### Introduction

Development projections are a significant variable used in this Nexus Study Update. As summarized in the previous chapter, there are two separate fees included in the FMSI Fee Program, each with a different development area subject to the fee. The Citywide Fee funds regional improvements needed to serve all projected development in the Fresno Planning Area, and the New Growth Fee funds improvements needed to serve projected development in the New Growth Areas only. For each fee, the base fees by land use are calculated by allocating the costs of the fee-funded street improvements to the benefiting new residential and nonresidential development through General Plan buildout.

This chapter summarizes the buildout development projections for each fee development area by land use. **Appendix A** details the methodology used to develop these projections.

### Development Areas

For the purposes of determining the new development that is subject to each of the two fees included in the FMSI Fee Program, the Fresno Planning Area established in the General Plan is divided into Infill and New Growth Areas (see **Map 1** in previous chapter). The Infill Area includes the downtown and surrounding areas of the City. The New Growth Area includes all areas of the Fresno Planning Area outside of the Infill Area. All new development in the Fresno Planning Area (i.e., development in both the Infill Area and New Growth Area) pays the Citywide Fee, while only new development in the New Growth Area pays the New Growth Fee, as summarized below:

Development Area	FMSI Fee Program	
	Citywide Fee	New Growth Fee
Infill Area	✓	
New Growth Area	✓	✓

### Development Projections

EPS developed separate growth projections through General Plan buildout for the Infill Area and the New Growth Area. **Table 3** summarizes the development projections. The calculation of the Citywide Fee uses the sum of the Infill Area and New Growth Area projections, while calculation of the New Growth Fee uses the New Growth Area projections. At the direction of the City, the Southeast Development Area was excluded from the development projections, as this area is no longer anticipated to develop by buildout of the current General Plan.

Table 3

## Fresno Major Street Impact Fee Program Update

## Summary of New Acres, Dwelling Units, and Building Square Feet through General Plan Buildout [1]

Item	Density			Gross Developable Acres [2]			Dwelling Units/ Building Square Feet [2]		
	Infill	New Growth	Total	Infill	New Growth	Total	Infill	New Growth	Total
	d/a	e/b	f/c	a	b	c	d	e	f
<b>Residential</b>									
<i>Formula</i>	d/a	e/b	f/c	a	b	c	d	e	f
	<i>Dwelling Units per Acre</i>			<i>Dwelling Units</i>			<i>Building Square Feet</i>		
Residential Low-Medium	5.6	4.9	4.9	537.2	7,807.9	<b>8,345.0</b>	2,984	37,971	<b>40,955</b>
Residential Med/High-High	22.6	23.8	23.4	652.7	1,523.2	<b>2,175.9</b>	14,743	36,238	<b>50,981</b>
<b>Total Residential</b>	<b>14.9</b>	<b>8.0</b>	<b>8.7</b>	<b>1,189.9</b>	<b>9,331.1</b>	<b>10,520.9</b>	<b>17,727</b>	<b>74,209</b>	<b>91,936</b>
<b>Commercial</b>									
<i>Formula</i>	d/a/ 43,560	e/b/ 43,560	f/c/ 43,560	a	b	c	d	e	f
	<i>FAR</i>			<i>Building Square Feet</i>			<i>Building Square Feet</i>		
Retail	0.28	0.29	0.29	478.5	1,159.8	<b>1,638.3</b>	5,940,431	14,681,903	<b>20,622,335</b>
Office	0.41	0.41	0.41	248.4	893.5	<b>1,141.8</b>	4,484,636	16,151,228	<b>20,635,864</b>
Light Industrial	0.33	0.32	0.32	262.9	1,365.6	<b>1,628.6</b>	3,739,538	18,971,544	<b>22,711,082</b>
Heavy Industrial	0.30	0.30	0.30	249.9	1,326.0	<b>1,575.9</b>	3,265,895	17,327,734	<b>20,593,629</b>
<b>Total Commercial</b>	<b>0.32</b>	<b>0.32</b>	<b>0.32</b>	<b>1,239.7</b>	<b>4,744.9</b>	<b>5,984.6</b>	<b>17,430,500</b>	<b>67,132,410</b>	<b>84,562,910</b>
<b>Total</b>				<b>2,429.6</b>	<b>14,076.0</b>	<b>16,505.5</b>			

Source: Fehr &amp; Peers, City of Fresno, and Elizabeth Moule &amp; Stefanos Polyzoides

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[1] Excludes SEDA.

[2] See Table A-1 for residential projections. See Table A-2 for commercial projections.

**Appendix A** details the methodology for estimating the development projections. EPS estimated the development projections to be consistent with the growth envisioned in the current General Plan and further detailed in the General Plan traffic model. To facilitate developing these projections, EPS used the data from a variety of sources as described below:

1. Fehr & Peers provided EPS with acres, dwelling units, nonresidential building square feet, and employee projections that were used in the City's General Plan traffic model. The dwelling unit, building square feet, and employee projections were developed using General Plan average densities for the different land uses. The growth in nonresidential building square feet through buildout was based on the amount of nonresidential growth that could occur in support of the residential population.
2. The City provided EPS with a "FCSP and DNCP Development Potential" memorandum (Elizabeth Moule & Stefanos Polyzoides, 04/28/2011) that detailed growth projections for the downtown area of the City.
3. The City provided average floor area ratios (FARs) for each of the nonresidential land use categories.
4. The City provided the percentage distribution of mixed use categories to specific land use categories.

EPS used this data to establish the projected acres, dwelling units, and building square feet by development area and fee land use category. Note that projections are not included for public uses (e.g., government facilities, schools, parks, and open space) since the City does not have the authority to impose fees on public uses for the construction of roadways.

In addition, the projections were adjusted to deduct projected development in the New Growth Area that will pay the Urban Growth Management (UGM) Major Street and Major Bridge Fees (see **Table A-1** in **Appendix A**). The UGM Major Street Fee Program and UGM Major Bridge Fee Program were earlier City development impact fee programs that were superseded by the FMSI Fee Program. Development with unexpired tentative or final subdivision maps that were filed and accepted prior to January 23, 2007 is eligible to pay the UGM Major Street and UGM Major Bridge Fees instead of the FMSI Fee Program fees. Thus, FMSI Fee Program funded costs should not be allocated to this development. Based on the City's experience, it is assumed that all of the development for which final maps have been created and eighty percent of the development for which tentative maps have been created will eventually develop and pay the UGM Major Street and Major Bridge Fees.

### 3. ROADWAY IMPROVEMENTS COSTS

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#### Introduction

This chapter provides a general description of the street improvements to be funded through the FMSI Fee Program. The City's Public Works Department provided the Street CIP, which details street improvements needed to serve new development through General Plan buildout. The projected new development was detailed in the previous chapter. The Street CIP details the street improvements and associated estimated costs separately for each of the four City quadrants (Northwest, Northeast, Southwest, and Southeast). For each quadrant, the Street CIP costs are divided into Regional Street Costs to be funded by the Citywide Fee and Growth Area Street Costs to be funded by the New Growth Fee. Regional Street improvements generally are larger improvements with citywide use and benefit. Growth Area Street improvements are major roadway improvements located in the New Growth Area and designed primarily to accommodate new development in the New Growth Area. These improvements typically facilitate trips either starting or ending in the New Growth Area. **Appendix B** includes the Street CIP as well as summary tables prepared by EPS for each quadrant.

#### Facility Standards

##### Overview

Traffic Level of Service (LOS) standards are often used to determine the roadway improvements needed to serve new development and to include in a development impact fee program's CIP. The City's current General Plan defines level of service as follows:

"a qualitative measure describing operational conditions within a traffic stream and the perception of motorists and/or passengers regarding these conditions. A level of service definition generally describes these conditions in terms of such factors as traffic volumes, speed and travel time, delays at traffic signals, freedom to maneuver, traffic interruptions, comfort, convenience, and safety."<sup>1</sup>

LOS standards range from A through F, with LOS A describing the best traffic conditions and LOS F the worst. LOS standards are used to determine the improvements needed to bring roadways up to an acceptable minimum level of service. If an existing roadway meets an acceptable LOS but will need to be improved to maintain this LOS after projected new development occurs, then the costs of the needed improvements can be included in a development impact fee program for new development. If, however, an existing roadway does not meet the acceptable LOS, then roadway improvements will be needed to cure existing LOS deficiencies, and the costs of these improvements cannot be funded by a development impact fee program since the Mitigation Fee Act precludes a fee program from requiring new development to pay for existing deficiencies. Only the portion of improvement costs needed to address new development's impact on the roadway may be included in the development impact fee program.

## Fresno Facility Standards

The Mobility and Transportation Element of the Fresno General Plan contains objectives and policies for the City's transportation system that both comply with the California Complete Streets Act for multi-modal transportation systems and align with the General Plan goals for the City's transportation system.

The Complete Streets Act requires General Plans adopted after January 30, 2011 to include a plan for a multimodal transportation system that emphasizes roadway design that encourages and accommodates all users of the transportation system, not just motorists. Examples of other transportation users are bicyclists, pedestrians, public transportation users, and persons with disabilities. As stated in the General Plan:

"Complete Streets create a sense of place and improve public safety due to their emphasis on comprehensively encouraging pedestrian activity."<sup>2</sup>

Some examples of features of Complete Streets include bike lanes, bus lanes and pullouts, wide shoulders, and median landscaping. To plan for a well-designed multimodal transportation system, the General Plan includes the following goal:

"Create and maintain a transportation system that is safe, efficient, provides access in an equitable manner, and optimizes travel by all modes."<sup>3</sup>

To address this goal, the General Plan includes a number of implementing policies, including policies about the LOS standards to apply on different roadways. In the past, the City gave priority to maintaining a certain LOS standard on all major streets to keep traffic congestion low. The current General Plan, however, places emphasis on the safe use of all forms of transportation and thus has adopted different LOS standards for different streets. General Plan Policy MT-1-k states that the City should, in general, strive for a peak hour LOS of D or better on streets and at intersections. Subsequent policies, however, define areas for which lower LOS standards are established. For example, streets in the downtown area may be allowed to operate at peak hour LOS F conditions, and bus rapid transit corridors and activity centers may be allowed to operate at LOS E or LOS F conditions. For reference, the General Plan defines LOS D as follows:

"**LOS D:** represents high-density and crowded but stable traffic flow condition. Users experience substantial restriction in speed and freedom to maneuver with drivers experiencing generally poor level of comfort and convenience."<sup>4</sup>

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<sup>1</sup> Fresno General Plan (December 18, 2014), Glossary & Acronyms, page G-19.

<sup>2</sup> Fresno General Plan (December 18, 2014), Mobility and Transportation Element, page 4-4

<sup>3</sup> Fresno General Plan (December 18, 2014), Mobility and Transportation Element, page 4-6

<sup>4</sup> Fresno General Plan (December 18, 2014), Glossary & Acronyms, page G-19

## Street CIP LOS Standards

The General Plan traffic model and the Street CIP identify road projects necessary to maintain the City's acceptable levels of service as new development occurs. The City incorporated an analysis of existing LOS deficiencies (existing deficiency analysis) into the Street CIP to identify the street costs to allocate to existing development and exclude from the FMSI Fee Program.

The use of facility standards is appropriate because the traffic facilities identified by the traffic model support the nexus between new development and the need for such facilities. Without these standards, the projects listed in this report may not be necessary.

## FMSI Fee Program Costs

**Table 4** describes the different categories of street improvements included in the Street CIP. For each street segment, the Street CIP includes the following improvements:

- travel lanes
- medians and median landscaping
- parking lanes
- bike lanes
- curb and gutter
- bus bays
- irrigation pipes and canals
- railroad crossings
- soft costs (engineering, plan check, and inspection costs)

In addition to the street improvements, the Street CIP also includes associated right of way acquisition, ancillary costs (mobilization traffic control, dust control, and storm water pollution prevention), bridge widening, and other miscellaneous improvements. Asphalt concrete dikes, utilities, sidewalks, street lights, sound walls, and frontage landscaping are specifically excluded from the Street CIP.

**Table 5** summarizes the total Regional Street Costs to be funded by the Citywide Fee and Growth Area Street Costs to be funded by the New Growth Fee. The net fee-funded costs are estimated as the Street CIP costs attributable to new development adjusted by reimbursements owed to developers, estimated UGM Street Fee revenue, and existing fee fund balances. These cost components and adjustments are discussed in the remainder of this section.

### CIP Costs Attributable to New Growth

As discussed above, the Street CIP details improvement costs by quadrant, divides the costs into Regional Street Costs and Growth Area Street Costs, and incorporates an existing deficiency analysis to estimate the costs attributable to new development to be funded through the FMSI Fee Program. The top section of **Table 5** summarizes the Street CIP costs attributable to new development.

**Table 4**  
**Fresno Major Street Impact Fee Program Update**  
**Components of Streets Fee Programs**

Type of Roadway Improvement	Improvement Category	Description
Expressway	Regional Street	26' median with landscaping 4-12' and 2-13' travel lanes 5' shoulders 8' right-of-way beyond edge of pavement
6-Lane Superarterial	Regional Street	26' median with landscaping 4-12' and 2-13' travel lanes 5' shoulders 8' right-of-way beyond edge of pavement
4-Lane Arterial	Regional Street / Growth Area Street	16' median with landscaping 2-12' and 2-13' travel lanes 5' shoulders 8' right-of-way beyond edge of pavement
3-Lane Arterial	Regional Street / Growth Area Street	12' two way left turn lane 2-13' travel lanes 5' shoulders 8' right-of-way beyond edge of pavement
5-Lane Collector	Growth Area Street	10' two way left turn lane 4-11' travel lanes 5' shoulder 8' right-of-way beyond edge of pavement
3-Lane Collector	Regional Street / Growth Area Street	12' two way left turn lane 2-11' travel lanes 5' shoulder 8' right-of-way beyond edge of pavement
Right-of-way	Regional Street / Growth Area Street	Assumes 80% of portion beyond 60' R/W dedicated by developers. Includes full amount of 60' R/W where not existing and where no previous entitlements exist.
Other Road Facilities	Regional Street / Growth Area Street	Bridge widening Grade separation Roundabouts
Soft costs	Regional Street / Growth Area Street	Engineering (6%) Plan Check (2%) Inspection (4.1%)
Ancillary Costs	Regional Street / Growth Area Street	15% for Mobilization, Traffic Control, Dust Control, SWPPP
Cost Contingency	Regional Street / Growth Area Street	20% contingency

Street Improvements Excluded from Street Fee Programs

Asphalt concrete dikes  
 Utility relocation/undergrounding  
 Sidewalks  
 Streetlights  
 Sound walls  
 Frontage Landscaping

Source: City of Fresno

components

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**Table 5**  
**Fresno Major Street Impact Fee Program Update**  
**Net Capital Costs Funded by Street Fees (2016 \$)**

Item	Regional Street Costs (Citywide Fee)	Growth Area Street Costs (New Growth Fee)	Total Street Costs
<b>CIP Costs [1]</b>			
Northwest Quadrant	\$ 52,834,626	\$ 128,946,258	<b>\$ 181,780,884</b>
Northeast Quadrant	\$ 3,176,271	\$ 13,171,073	<b>\$ 16,347,344</b>
Southwest Quadrant	\$ 18,064,831	\$ 76,043,663	<b>\$ 94,108,494</b>
Southeast Quadrant	\$ 51,669,911	\$ 66,196,134	<b>\$ 117,866,045</b>
<b>Subtotal</b>	<b>\$ 125,745,639</b>	<b>\$ 284,357,128</b>	<b>\$ 410,102,766</b>
<b>Eligible Reimbursements [2]</b>			
UGM Major Streets Fee	\$ 82,500	\$ 4,264,529	<b>\$ 4,347,030</b>
Citywide Fee	\$ 0	\$ 0	<b>\$ 0</b>
New Growth Fee	\$ 0	\$ 634,666	<b>\$ 634,666</b>
<b>Subtotal</b>	<b>\$ 82,500</b>	<b>\$ 4,899,196</b>	<b>\$ 4,981,696</b>
<b>Less Vested Maps Fee Revenue (excluding 2% administration) [3]</b>			
UGM Major Streets Revenue - Tentative Maps (80%)	\$ 0	(\$ 6,024,411)	<b>(\$ 6,024,411)</b>
UGM Major Bridges Revenue - Tentative Maps (80%)	\$ 0	(\$ 396,013)	<b>(\$ 396,013)</b>
UGM Major Streets Revenue - Final Maps (100%)	\$ 0	(\$ 113,760)	<b>(\$ 113,760)</b>
UGM Major Bridges Revenue - Final Maps (100%)	\$ 0	(\$ 8,980)	<b>(\$ 8,980)</b>
<b>Subtotal</b>	<b>\$ 0</b>	<b>(\$ 6,543,164)</b>	<b>(\$ 6,543,164)</b>
<b>Less Fee Fund Balances (excluding 2% administration) [2]</b>			
UGM Major Streets	\$ 0	(\$ 998,878)	<b>(\$ 998,878)</b>
UGM Major Bridges	\$ 0	(\$ 399,462)	<b>(\$ 399,462)</b>
Citywide Fee	(\$ 2,544,351)	\$ 0	<b>(\$ 2,544,351)</b>
New Growth Fee	\$ 0	(\$ 2,788,529)	<b>(\$ 2,788,529)</b>
<b>Subtotal</b>	<b>(\$ 2,544,351)</b>	<b>(\$ 4,186,869)</b>	<b>(\$ 6,731,220)</b>
<b>Net Capital Costs Funded by Street Fees</b>	<b>\$ 123,283,787</b>	<b>\$ 278,526,291</b>	<b>\$ 401,810,078</b>

*cost sum*

Source: City of Fresno

[1] See Appendix C for Street CIP (as of July 2015)

[2] Provided by City (as of October 6, 2016)

[3] Provided by City (as of July 9, 2016)

The existing deficiency analysis that the City used to allocate Street CIP costs between existing and new development (see **Appendix B**) uses peak hour trips as a measure of LOS. For each road segment, the Street CIP includes estimates of the existing peak hour trips, the acceptable maximum peak hour trips for the LOS standard set by the City (generally LOS D, as described above), and the projected peak hour trips at General Plan buildout. If the existing peak hour trips are less than the acceptable maximum peak hour trips, then all CIP costs for the road segment are allocated to new development, as there would be no need for the road segment if there was no future development anticipated. If the existing peak hour trips are greater than the maximum acceptable peak hour trips, then there are existing deficiencies, and the CIP costs are allocated to existing and future development in proportion to their percentage of total projected trips at buildout.

### **Developer Reimbursements**

In addition to the Street CIP costs attributable to new development, the FMSI Fee Program will also fund reimbursements owed to developers who constructed and advance-funded improvements included either in the UGM Major Street Fee Program before adoption of the FMSI Fee Program or in the current FMSI Fee Program. These future reimbursements are an additional fee funded cost. **Table 5** shows separate UGM Major Street Fee Program and FMSI Fee Program reimbursement amounts for the Citywide Fee and the New Growth Fee.

### **UGM Revenue**

Anticipated revenue from the UGM Major Street and Major Bridge Fees is used as an offset to the Growth Area Street Costs, as this revenue will be used to fund improvements included in the New Growth Fee Program. As described in the previous chapter, the UGM Major Street and Bridge Fee Programs were earlier City development impact fee programs that were superseded by the FMSI Fee Program. Vested development with unexpired tentative or final subdivision maps that were filed and accepted prior to January 23, 2007 is eligible to pay the UGM Major Street and Bridge Fees instead of the FMSI Fee Program fees. Based on the City's experience, it is assumed that all of the development for which final maps have been created and eighty percent of the development for which tentative maps have been created will eventually develop and pay the UGM Major Street and Bridge Fees. Thus, **Table 5** includes eighty percent of the estimated tentative map revenue and all of the estimated final map revenue as offsets to the Growth Area Street Costs. Note that the development projections exclude this vested development that will not participate in the FMSI Fee Program to avoid double-counting fee program revenues.

### **Fee Fund Balances**

Current fee fund balances from the UGM Major Street and Bridge Fee Programs, the New Growth Fee Program and the Citywide Fee Program are available to offset FMSI Fee funded costs. As shown in **Table 5**, the UGM Major Street Fee, UGM Major Bridge Fee, and New Growth Fee fund balances are used to offset the Growth Area Street Costs, while the Citywide Fee fund balance is used to offset the Regional Street Costs.

## 4. COST ALLOCATION

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### Introduction

The Citywide Fees and New Growth Fees are estimated by allocating the net Regional Street and Growth Area Street infrastructure costs (detailed in the previous chapter), respectively, to the various land uses based on each land use's relative impact on street facilities. For each Street Fee (i.e., Citywide Fee and New Growth Fee), the general process outlined below is used to allocate costs:

- Daily vehicle miles traveled (VMT) per acre factors are used to estimate each land use's relative impact on street facilities and to allocate capital costs to each land use.
- For each land use, a cost per acre is calculated as the total allocated cost divided by the projected new acres.
- For each land use, the cost per acre is equivalent to the base fee. In addition, the City charges an administration fee to administer the fee program.

This methodology provides an appropriate estimate of the relative impact each land use has on the street system. The resulting fees were summarized in **Table 1** in **Chapter 1** of this Nexus Study Update.

### Regional Street and New Growth Street Cost Allocations

#### Methodology

**Table 6** details the allocation of Regional Street Costs to projected development citywide and the resulting estimated costs per acre by land use. Likewise, **Table 7** details the allocation of Growth Area Street Costs to projected development in the New Growth Area and the resulting estimated costs per acre by land use.

As summarized in the introduction of this chapter, VMT factors are used to estimate each land use's relative impact on the street system. Regional Street Costs and Growth Area Street Costs are allocated to the various land uses based on this relative impact.

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**Table 6**  
**Fresno Major Street Impact Fee Program Update**  
**Regional Streets Cost Allocation for Citywide Fee (2016 \$)**

**Citywide Fee**  
**- Regional Street Costs -**

Land Use	Land Use Contingency	Projected Acres		Cost Allocation Basis [1]			Road Cost Allocation	
		Gross Acres	Adj. Gross Acres (Citywide)	Daily VMT/ Gross Acre	Total Daily VMT	Distribution of VMT	Assigned Cost	Per Adj. Gross Acre
Table Formula	A	Table 3 B	C = A x B x 96.6%	Table C-1 D	E = C x D	F = E / Total E	G = Total Cost x F	H = F / C
<b>Major Streets Factor</b>			<b>96.6%</b>					
<b>Residential</b>								
Residential Low - Medium	90%	8,345.0	7,255.2	373	2,707,681	43.9%	\$54,182,327	\$7,468
Residential Medium/High - High	90%	2,175.9	1,891.7	725	1,370,789	22.2%	\$27,430,319	\$14,500
<b>Total Residential</b>		<b>10,520.9</b>	<b>9,146.9</b>		<b>4,078,470</b>	<b>66.2%</b>	<b>\$81,612,646</b>	
<b>Nonresidential</b>								
Retail	90%	1,638.3	1,424.4	660	939,936	15.3%	\$18,808,677	\$13,205
Office	90%	1,141.8	992.7	699	693,823	11.3%	\$13,883,817	\$13,986
Light Industrial	90%	1,628.6	1,415.9	199	281,352	4.6%	\$5,630,021	\$3,976
Heavy Industrial	90%	1,575.9	1,370.1	122	167,343	2.7%	\$3,348,626	\$2,444
<b>Total Nonresidential</b>		<b>5,984.6</b>	<b>5,203.0</b>		<b>2,082,453</b>	<b>33.8%</b>	<b>\$41,671,141</b>	
<b>Total</b>		<b>16,505.5</b>	<b>14,349.9</b>		<b>6,160,923</b>	<b>100.0%</b>	<b>\$123,283,787</b>	

alloc city

Source: City of Fresno, Fehr & Peers, Fresno COG, and EPS.

[1] Major street factor used to estimate gross acres of development, net of right of way needed to construct the major and regional streets.

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**Table 7**  
**Fresno Major Street Impact Fee Program Update**  
**New Growth Streets Cost Allocation for New Growth Fee (2016 \$)**

**New Growth Fee**  
**- Growth Area Street Costs -**

Land Use	Land Use Contingency	Projected Acres		Cost Allocation Basis [1]			Road Cost Allocation	
		Gross Acres	Adj. Gross Acres (New Growth Area)	Daily VMT/ Gross Acre	Total Daily VMT	Distribution of VMT	Assigned Cost	Per Adj. Gross Acre
Table Formula	A	Table 3 B	C = A x B x 96.6%	Table C-1 D	E = C x D	F = E / Total E	G = Total Cost x F	H = F / C
<b>Major Streets Factor [1]</b>			<b>96.6%</b>					
<b>New Growth Residential</b>								
Residential Low - Medium	90%	7,807.9	6,788.2	392	2,663,822	50.1%	\$139,540,546	\$20,556
Residential Medium/High - High	90%	1,523.2	1,324.3	763	1,009,912	19.0%	\$52,902,816	\$39,949
<b>Total Residential</b>		<b>9,331.1</b>	<b>8,112.4</b>		<b>3,673,734</b>	<b>69.1%</b>	<b>\$192,443,363</b>	
<b>New Growth Nonresidential</b>								
Retail	90%	1,159.8	1,008.3	708	714,303	13.4%	\$37,417,746	\$37,108
Office	90%	893.5	776.8	671	520,831	9.8%	\$27,283,016	\$35,123
Light Industrial	90%	1,365.6	1,187.3	216	256,851	4.8%	\$13,454,774	\$11,332
Heavy Industrial	90%	1,326.0	1,152.8	131	151,333	2.8%	\$7,927,391	\$6,877
<b>Total Nonresidential</b>		<b>4,744.9</b>	<b>4,125.2</b>		<b>1,643,319</b>	<b>30.9%</b>	<b>\$86,082,928</b>	
<b>Total</b>		<b>14,076.0</b>	<b>12,237.6</b>		<b>5,317,053</b>	<b>100.0%</b>	<b>\$278,526,291</b>	

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Source: City of Fresno, Fehr & Peers, Fresno COG, and EPS.

[1] Major street factor used to estimate gross acres of development, net of right of way needed to construct the major and regional streets.

Although the development areas and costs differ for the two cost allocations, the specific steps in allocating the costs are the same, as outlined below:

1. Estimate the projected amount of new development.

The Citywide and New Growth Area projected new acres are detailed in **Chapter 2** and are adjusted by the following factors for the purposes of the cost allocation.

- **Land use contingency factor (90%):** This factor accounts for the probability that the entire projected development may not occur.
- **Major streets factor (96.6 %):** This factor was developed by the City as an estimate of the percentage of gross acres that could develop after accounting for right of way needed to construct streets. **Appendix D** includes the diagrams that the City developed to estimate the major streets factor.
- In total, the projected acres are adjusted by 86.94% (90% \* 96.6%).

2. Estimate the net cost of improvements needed to serve the new development.

The net Regional Street Costs and Growth Area Street Costs to be allocated to new development Citywide and in the New Growth Area, respectively, are detailed in **Chapter 3**. These costs are estimated as the Street CIP costs attributable to new development adjusted by reimbursements owed to developers, estimated UGM Street Fee revenue, and existing fee fund balances.

3. Estimate average daily VMT per acre by land use.

The VMT factors are used as estimates of each land use's relative demand for street improvements. The components of the VMT factors are summarized in the following section. The methodology used to develop the VMT factors differs somewhat for residential and nonresidential land uses and is detailed in **Appendix C**. The data used to develop the VMT factors was obtained from the 2010 Fresno Council of Governments (COG) Travel Demand Model, the City's General Plan Traffic Model (that used data from the Fresno COGTravel Demand Model), the National Cooperative Highway Research Program (NCHRP) Report 365,<sup>5</sup> and the detailed development projections prepared for this report.

4. For each land use, multiply the daily VMT per acre by the number of adjusted gross acres to estimate total daily VMT generated by new development.

5. Allocate costs to each land use in proportion to the land use's percentage of total daily VMT across all land uses.

6. For each land use, divide the total allocated cost by the adjusted gross acres from **Step 1**. The resulting costs per acre are equivalent to the base fees by land use.

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<sup>5</sup> Data from the NCHRP Report 365 was used to adjust trip rates for certain nonresidential categories. These adjustments were made to be consistent with adjustments from the 2007 Major Street Impact Fee Program Nexus Study. The adjustments were made in the 2007 Nexus Study following discussions with Fehr & Peers and the Fresno Council of Government staff indicated that the County Travel Demand model overestimated daily trips generated by these nonresidential categories.

### Average Daily VMT per-Acre Factors

The methodology in this 2016 Nexus Study Update uses average daily VMT per acre as an estimate of each land use's comparative impact on the street system. For each land use, the VMT per acre factor is estimated as the average number of daily trips generated by an acre of the land use multiplied by the average length of each trip. The City's engineering consultant, Fehr & Peers, and the City's Public Works Department believe that VMT provides a reasonable estimate of facility usage since it accounts for number of trips, trip length, vehicle occupancy, and trip purpose.

Separate VMT per acre factors were established for each of the Street Fees since the two fees have different development areas. **Appendix C** provides the detailed calculations of the VMT factors.

### Administration

In addition to charging base Citywide and New Growth Fees to new development, the City also charges a fee to administer each fee program. The administration fee charged for each land use is 2 percent of the base fee.

## 5. IMPLEMENTATION

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### Introduction

The proposed Street Fees (i.e., Citywide Fees and New Growth Fees) included in the FMSI Fee are based on the best roadway improvement cost estimates, administrative cost estimates, and land use information available at this time. If costs change significantly, if the type or amount of new development changes, if other assumptions significantly change, or if other funding becomes available (as a result of legislative action on state and local government finance, for example), the FMSI Fee Program should be updated accordingly.

After the Street Fee updates presented in this report are established, the City should conduct periodic reviews of roadway improvement costs and other assumptions used as the basis of this nexus study. Based on these reviews, the City may make necessary adjustments to the FMSI Fee Program.

The cost estimates presented in this report are in constant 2016 dollars. When the City does not adjust the Street Fees by reviewing facility costs or other assumptions, the City may adjust the costs and Street Fees for inflation each year as outlined in this chapter.

### Implementing Ordinances/Resolutions

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

### Street Fees Administration

The Citywide Fees and New Growth Fees will be collected from new development within each fee's applicable area of benefit at the time of the building permit issuance; however, use of these funds may need to wait until a sufficient fund balance can be accrued. Per Government Code Section 66000, the City of Fresno is required to deposit, invest, account for, and expend the fees in a prescribed manner.

### Exemptions from the Street Fees

The Street Fees may be reduced under certain circumstances. Any reduction in fees will be based on the City's independent analysis and review of the subject property. The City Council may waive any and all portions of the Street Fees if it can be determined that a proposed project will not impact any facility for which the Street Fees are collected. Exemption criteria will be established by the City at the time of enactment of the fee ordinance(s) and/or resolution(s). Examples of the types of development that may be fully or partially exempted from the Street

Fees include additions to residential and nonresidential structures, construction of housing for low- or very-low occupants, replacement of damaged or destroyed structures, public facilities, and agricultural storage facilities.

## Potential Street Fees Required

Below are examples of instances in which the Street Fees may be required for land uses that could be potentially classified as exempt from the fees.

1. Any project listed as exempt but which nonetheless, in the opinion of the City Council, increases the demand upon City facilities funded by the Street Fees. The City Council may pro rate the amount of the fees based on the project's anticipated impact upon the subject facility or facilities.
2. Illegal facilities and buildings, constructed before the adoption of the Street Fees, which consequently obtain a building permit to legitimize the facility or building, may be subject to the applicable Street Fees.
3. Shell buildings:
  - a. The full Street Fees can be made payable at the time the building permit for the shell building is obtained.
  - b. The incremental difference between the intended and actual use of any shell building may be collected on any building permit for tenant improvements.
4. Accessory residential structures that are converted to a separate residential dwelling unit may be subject to the Street Fees as long as the primary residence remains on the property.
5. Temporary buildings that are authorized for more than thirty (30) days in any calendar year may be subject to the Street Fees when converted to permanent use.

## Internal Loaning of Funds

Inter-fund loans may be used from time to time to facilitate the construction of FMSI Fee Program facilities. Any such loan shall be made in accordance with applicable law, as interpreted by the City Attorney, and all funds shall be placed in accounts segregated by groupings of the eligible roadway improvement projects. The additional following requirements are placed on inter-fund loans:

1. Funds may be transferred between accounts to expedite the construction of critical projects/facilities.
2. A mechanism to repay accounts shall be established.

## Reimbursements and Credits

### Reimbursement to Developers

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

Developers who fund construction of eligible roadway improvements in the FMSI Fee Program will be eligible for reimbursements against the Street Fees. Fee credits and reimbursements will be available for the eligible construction cost of the facility as determined by the City. Once fee credits have been determined, they will be used at the time the Street Fees would be due.

Reimbursements will be provided under the following conditions:

- Developer-installed improvements shall be considered for reimbursement. Only funds collected from the Street Fees shall be used to reimburse a developer who installed eligible roadway facility improvements identified in this report.
- The value of any developer-installed improvement for fee credit or reimbursement purposes shall be based on the actual cost of eligible facilities in the Street CIP as determined by the City.
- The FMSI Fee Program recognizes and includes the cost of remaining UGM reimbursements payable to private developers.

### Reimbursement to Developers for UGM Projects

The FMSI Fee Program and associated Street CIP include outstanding developer reimbursements carried over from the UGM program. These reimbursements currently exist in the UGM and are accounted as FMSI Fee Program costs.

The fundamental assumption is that future new growth is reliant upon, and has an impact on, (and receives a tangential benefit from) the center-section construction that was previously built (over built) for access to the outreaching new developments. If these center-section improvements had not been previously constructed, they would have been eligible for inclusion in the FMSI Fee Program. In effect, previous development has "over-built" the street improvements because the carrying capacity of constructed roadway is significantly in excess of the individual developments' impact on that specific road segment that they constructed. Therefore, they are eligible for reimbursement for that "over-build."

The FMSI Fee Program provides the mechanism for the City to reimburse developers who have constructed eligible roadway infrastructure under terms of the UGM before the adoption of the original FMSI Fee Program. Also, any cash balances that remain in the UGM will be available to fund any eligible roadway improvement in the City.

## **Credit for Replacement of Existing Buildings**

Portions of the City are already developed. New development that replaces existing development is eligible for Street Fee credits to the extent that the facilities to be funded by the new development are already provided to the existing development. For example, a four-unit apartment complex that is replaced by an eight-unit apartment complex could receive up to a 50-percent credit in the Fee ( $4/8 = 50$  percent). The responsible City official will determine the amount of the Street Fee credits at the time a site plan is submitted to the City.

## **Credit and Reimbursement Implementation Process**

Once all criteria are met, credits may be taken against Street Fees when payable at building permit issuance. To obtain Street Fee credits, the public facility project must meet all criteria, and developers must apply to the responsible City official before payment of fees on the first unit associated with final development approval. The City maintains the flexibility to allocate Street Fee credits in a manner it chooses. Fee credits granted shall be on a per-acre basis for all development projects.

Street Fee reimbursements will be due to developers who have advance-funded a facility (or facilities). Developers would first obtain Street Fee credits, up to their fair share requirement for a facility and then await reimbursement from fee revenue collections from other fee payers.

The use of accumulated fee revenues shall be used in the following priority order:

1. Critical projects as defined by the City.
2. Repayment of remaining UGM reimbursements to private developers.
3. Repayment of reimbursements to private developers for the construction of Street CIP projects.
4. Repayment of inter-fund loans.

To obtain reimbursements, developers must enter into a reimbursement agreement with the City. Reimbursements will be paid only after the City accepts public facility improvements. It is important to note that reimbursements are an obligation of the FMSI Fee Program and not an obligation of the City General Fund or other operating funds.

## **FMSI Fee Program Update**

The FMSI Fee Program is subject to annual inflation adjustments, periodic updates, and a 5-year review requirement. The purpose of each update is described in this section.

### **Annual Inflation Adjustment**

The proposed Street Fees may be adjusted by the City annually to account for the inflation of construction, right-of-way acquisition, and environmental or design costs.

It is recommended that the Street Fees be adjusted on July 1 of each year beginning on July 1, 2018. The adjustment will be based on the percentage change in the 20-City Construction Cost Index (CCI) as reported in the Engineering News Record (ENR) for the 12-month period ending in May of the year of the adjustment.

### **Periodic Street Fees Update**

The proposed Street Fees are subject to periodic update based on changes in developable land, cost estimates, or outside funding sources. The City will periodically review the costs and fees to determine if any updates to the fees are warranted. During the periodic reviews, the City will analyze these items:

- Changes to the required facilities in this 2016 Nexus Study;
- Changes in the cost to update and/or administer the Street Fees;
- Changes in costs greater than inflation;
- Changes in assumed land uses; and
- Changes in other funding sources.

Any changes to the Street Fees based on the periodic update will be presented to the City Council for approval before an increase or decrease in the fees.

The City Council also may specify during a periodic update which improvements should receive funding from the FMSI Fee Program before other improvements. Based on roadway level of service evaluations, the location of approved new development that will add significant housing or jobs, or other considerations, the City has the ability to spend the Street Fee revenues on any of the projects identified in the Updated FMSI Fee Program regardless of project location and the location of collected fees.

### **Five-Year Review**

Street Fees will be collected from new development in the City at building permit issuance; use of these funds, however, may need to wait until a sufficient fund balance can be accrued. Per Government Code Section 66006, the City is required to deposit, invest, account for, and expend the fees in a prescribed manner. For each Street Fee, in the fifth fiscal year following the first deposit into the Street Fee fund and every 5 years thereafter, the City is required to make all of the following findings with respect to that portion of the fund remaining unexpended:

- Identify the purpose for which the fee is to be put;
- Demonstrate a reasonable relationship between the fee and the purpose for which it is charged;
- Identify all sources and amounts of funding anticipated to complete financing in incomplete plan area improvements; and
- Designate the approximate dates on which the funding referred to in the above paragraph is expected to be deposited in the appropriate fund.

The City must refund the unexpended or uncommitted revenue portion of the Street Fees for which a need could not be demonstrated in the above findings, unless the administrative costs exceed the amount of the refund.

## 6. AB 1600 NEXUS FINDINGS

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### Authority

This report has been prepared to establish the Street Fees in the FMSI Fee Program in accordance with the procedural guidelines established in AB 1600, which is codified in California Government Section 66000 et. seq. This code section sets forth the procedural requirements for establishing and collecting development impact fees. The procedures require that a "reasonable relationship or nexus must exist between a governmental exaction and the purpose of the condition."<sup>6</sup> Specifically, each local agency imposing a fee must:

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

### Summary of Nexus Findings

The development impact fees to be collected for each land use are calculated based on the proportionate share of the total facility use that each land use represents. With this approach, the following findings are made concerning the City's FMSI Fee Program.

#### Purpose of Fee

The purpose of the FMSI Fee Program is to provide a funding mechanism to help the City maintain adequate levels of service on its major street system. The FMSI Fee Program funds the construction of new streets and the widening or improving of existing streets. The streets included in the program are expressways, super arterials, arterials, and collector roads as identified in the City's Street CIP.

#### Use of Fees

The FMSI Fee Program includes two distinct Street Fees that will be used to fund different street improvements needed to serve new development. The street improvements funded by each fee are detailed in the City's Street CIP and summarized below.

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<sup>6</sup> *Public Needs & Private Dollars*; William Abbott, Marian E. Moe, and Marilee Hanson, page 109.

- **Citywide Fee—Funds Regional Street Costs**

This fee is used to fund larger regional transportation improvements with citywide use and benefit.

- **New Growth Fee—Funds New Growth Street Costs**

This fee is used to fund major roadway improvements located in the New Growth Area and designed primarily to accommodate new development in the New Growth Area. These improvements typically facilitate trips either starting or ending in the New Growth Area.

### **Relationship between Use of Fees and Type of Development**

New residential and nonresidential development in the City will result in increased roadway trips on the major streets. The Street Fees will be used to complete major street improvements needed to ensure that the greater traffic volume on the City's street caused by new development does not result in unacceptable service levels or increased public safety hazards.

### **Relationship between Need for Facility and Type of Project**

Each new residential and nonresidential development project in the City will add to the incremental need for roadway capacity, and each new project will benefit from the new roadway capacity. As projected new development occurs, the major street improvements funded by the Street Fees will be needed to ensure that acceptable levels of service and traffic flows are maintained on the City's street system.

### **Relationship between Amount of Fees and Cost of or Portion of Facility Attributed to Development on which Fee is Imposed**

For each of the two Street Fees, the City's Street CIP identifies the transportation improvements necessary to serve new development and estimates the costs of these improvements. The total costs to be funded by new development in the City are allocated to the benefiting land uses using VMT per acre factors to measure each land use's relative impact on the street system. The VMT factors account for average number of daily trips generated and average trip length. For each land use, the base Citywide and New Growth Fees are equal to the allocated costs per acre of development.



## APPENDICES:

Appendix A: Development Projections

Appendix B: Fresno Major Street  
Infrastructure Fee Program  
Capital Improvement Program

Appendix C: Cost Allocation Factors

Appendix D: Calculation of Major Street Factor  
(provided by City of Fresno Department of  
Public Works)



## APPENDIX A:

### Development Projections

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## DEVELOPMENT PROJECTIONS METHODOLOGY

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### Overview

For the purposes of this report, EPS established development projections for the Infill Area and the New Growth Area. These development projections were established for each of the current fee land use categories. To facilitate developing these projections, EPS obtained the following data:

1. Fehr & Peers provided EPS with acres, dwelling units, nonresidential building square feet, and employee projections that were used in the City's General Plan traffic model.
2. The City provided EPS with a "FCSP and DNCP Development Potential" memorandum (Elizabeth Moule & Stefanos Polyzoides, 04/28/2011) that detailed growth projections for the downtown area of the City. This memorandum, hereafter, will be referred to as the Downtown Development memorandum.
3. The City provided floor area ratios (FARs) for each of the nonresidential land use categories.
4. The City provided the percentage distribution of mixed use categories to the various component categories.

EPS used this data to establish development projections for use in this report.

### Development Projections Methodology

**Table 3 in Chapter 2** of this report summarizes the projected acres, dwelling units, and nonresidential building square feet by land use for the Major Streets Fee Infill and New Growth areas. **Table A-1** through **Table A-6** provide the backup data for these projections.

**Table A-1** shows the residential acres and dwelling unit projections by land use category and sums them for the two residential fee categories: Residential Low-Medium and Residential Medium/High-High. For all land uses except for the downtown land uses, the dwelling units are obtained from the traffic model data provided by Fehr & Peers. The dwelling units are divided by the dwelling-units-per-acre factors provided by the City to estimate the gross acres. The downtown projections are detailed in **Table A-4** through **Table A-6**.

**Table A-2** shows the nonresidential building square feet, acres, and employee projections and sums them for the four nonresidential fee categories: Retail, Office, Light Industrial, and Industrial. For all land uses except for the downtown land uses, the building square feet are obtained from the traffic model data provided by Fehr & Peers. The FARs provided by the City are applied to the building square feet to estimate the gross acres. The employees are estimated using square feet per employee factors from the traffic model data. The downtown projections are detailed in **Table A-4** through **Table A-6**.

**Table A-3** provides backup for the building square feet projections by fee category in **Table A-2**. It shows the original building square feet projections from the traffic model and from the Downtown Development memorandum and the distribution of these projections into the Retail, Office, Light Industrial, and Heavy Industrial fee categories. The projections for the non-mixed use categories are simply assigned to one category. For example, all community commercial square feet are assigned to the Retail category, and all office square feet are assigned to the Office category. For the mixed use categories, however, the percentage distribution factors provided by the City are applied to the building square feet to divide them among the appropriate categories. For example, the Business Park building square feet are split among Retail, Office, and Light Industrial categories.

**Table A-4** summarizes the Downtown Development memorandum projections. It shows the Downtown projected acres for each Downtown district and distributes those acres to the residential and nonresidential fee categories using the percentage distribution factors from the Downtown Development memorandum. The Downtown acres projections by district are detailed in **Table A-5**.

**Table A-4** also shows the projected dwelling units, commercial square feet, and employees by fee category. These projections are from the Downtown Development memorandum. This memorandum provided minimum, medium, and maximum development projections. EPS used the minimum level projections. Also, in assigning the dwelling units to the residential fee categories, EPS assumed that the Neighborhoods district dwelling units were medium density and that all other Downtown dwelling units were high density.

**Table A-5** details the data from the Downtown Development memorandum. This memorandum provided data for minimum, medium, and maximum development alternatives. **Table A-5** shows the projections for each of these development alternatives. The average FARs and building square feet are obtained directly from the memorandum. The acres are estimated by applying the FARs to the building square feet.

**Table A-6** includes backup data for the Central Business District and Chinatown District percentage distribution factors shown in **Table A-4**.

Table A-1

## Fresno Major Street Impact Fee Program Update

## Residential Acres and Dwelling Units Growth Projections (2012-Buildout)

Land Use	Units per Acre	Gross Developable Acres [1]			Dwelling Units [2]		
		Infill Area	New Growth Area	Total	Infill Area	New Growth Area	Total
<b>Residential (Low-Medium)</b>							
Low Density	1.5	172.7	2,452.0	<b>2,624.7</b>	259	3,678	<b>3,937</b>
Medium Low Density	4.0	73.8	2,115.5	<b>2,189.3</b>	295	8,462	<b>8,757</b>
Medium Density	6.5	181.8	5,036.5	<b>5,218.3</b>	1,182	32,737	<b>33,919</b>
Downtown [3]	11.5	108.9	-	<b>108.9</b>	1,248	-	<b>1,248</b>
Less UGM Tentative Maps (80%)	3.8	0.0	(1,720.3)	<b>(1,720.3)</b>	0	(6,527)	<b>(6,527)</b>
Less UGM Final Maps	5.0	0.0	(75.8)	<b>(75.8)</b>	0	(379)	<b>(379)</b>
<b>Subtotal</b>		<b>537.2</b>	<b>7,807.9</b>	<b>8,345.0</b>	<b>2,984</b>	<b>37,971</b>	<b>40,955</b>
<b>Residential (Med/High-High)</b>							
Medium High Density	14.0	94.4	488.5	<b>582.9</b>	1,321	6,839	<b>8,160</b>
High Density	20.0	26.6	292.9	<b>319.5</b>	531	5,858	<b>6,389</b>
Urban Neighborhood	34.0	3.0	555.5	<b>558.5</b>	103	18,886	<b>18,989</b>
Corridor Center Mixed Use	20.0	359.4	112.4	<b>471.7</b>	7,187	2,247	<b>9,434</b>
Neighborhood Mixed Use	14.0	30.1	5.4	<b>35.5</b>	422	75	<b>497</b>
Regional Mixed Use	34.0	73.0	68.6	<b>141.6</b>	2,481	2,333	<b>4,814</b>
Downtown [3]	40.7	66.3	-	<b>66.3</b>	2,698	-	<b>2,698</b>
<b>Subtotal</b>		<b>652.7</b>	<b>1,523.2</b>	<b>2,175.9</b>	<b>14,743</b>	<b>36,238</b>	<b>50,981</b>
<b>Total Residential</b>		<b>1,189.9</b>	<b>9,331.1</b>	<b>10,520.9</b>	<b>17,727</b>	<b>74,209</b>	<b>91,936</b>

Source: Fehr & Peers, City of Fresno, and Elizabeth Moule & Stefanos Polyzoides

[1] Acres estimated as dwelling units divided by units per acre.

[2] For all land uses except Downtown, projections are from the General Plan Traffic Model. SEDA excluded.

[3] See Table A-5 for Downtown acres and dwelling unit estimates.

Table A-2  
**Fresno Major Street Impact Fee Program Update**  
**Commercial Growth Projections through Buildout [1]**

Land Use	FAR [2]	Building Square Feet [3]			Gross Acres			Employees			
		Infill Area	New Growth Area	Total	Infill Area	New Growth Area	Total	Square Feet per Emp.	Infill Employees	New Employees	Total Employees
<i>Formula</i>	<i>a</i>	<i>b</i>	<i>c</i>		<i>b/a/43,560</i>	<i>c/a/43,560</i>					
<b>Retail</b>											
Community Commercial	0.30	438,114	6,737,065	<b>7,175,179</b>	33.5	515.5	<b>549.1</b>	500	876	13,474	<b>14,350</b>
General Commercial	0.35	357,106	1,337,318	<b>1,694,424</b>	23.4	87.7	<b>111.1</b>	600	595	2,229	<b>2,824</b>
Highway and Auto Commercial	0.25	150,298	1,598,329	<b>1,748,627</b>	13.8	146.8	<b>160.6</b>	700	215	2,283	<b>2,498</b>
Main Street Commercial	0.50	119,606	0	<b>119,606</b>	5.5	0.0	<b>5.5</b>	425	281	0	<b>281</b>
Recreation Commercial	0.20	149,590	64,281	<b>213,871</b>	17.2	7.4	<b>24.5</b>	400	374	161	<b>535</b>
Regional Commercial	0.25	985,162	1,149,479	<b>2,134,641</b>	90.5	105.6	<b>196.0</b>	400	2,463	2,874	<b>5,337</b>
Corridor Center Mixed Use	0.25	1,320,880	851,077	<b>2,171,956</b>	121.3	78.2	<b>199.4</b>	425	3,108	2,003	<b>5,110</b>
Neighborhood Mixed Use	0.25	118,693	3,184	<b>121,877</b>	10.9	0.3	<b>11.2</b>	425	279	7	<b>287</b>
Regional Mixed Use	0.25	1,464,700	1,440,746	<b>2,905,446</b>	134.5	132.3	<b>266.8</b>	425	3,446	3,390	<b>6,836</b>
Business Park	0.40	71,841	1,045,989	<b>1,117,830</b>	4.1	60.0	<b>64.2</b>	925	78	1,131	<b>1,208</b>
Regional Business Park	0.40	17,585	454,436	<b>472,021</b>	1.0	26.1	<b>27.1</b>	925	19	491	<b>510</b>
Downtown [4]	0.75	746,857	-	<b>746,857</b>	22.8	-	<b>22.8</b>	400	1,867	0	<b>1,867</b>
<b>Subtotal Retail</b>		<b>5,940,431</b>	<b>14,681,903</b>	<b>20,622,335</b>	<b>478.5</b>	<b>1,159.8</b>	<b>1,638.3</b>		<b>13,602</b>	<b>28,043</b>	<b>41,645</b>
<b>Office</b>											
Office	0.50	653,433	6,090,986	<b>6,744,419</b>	30.0	279.7	<b>309.7</b>	400	1,634	15,227	<b>16,861</b>
Corridor Center Mixed Use	0.25	1,320,880	851,077	<b>2,171,956</b>	121.3	78.2	<b>199.4</b>	425	3,108	2,003	<b>5,110</b>
Neighborhood Mixed Use	0.25	29,673	796	<b>30,469</b>	2.7	0.1	<b>2.8</b>	425	70	2	<b>72</b>
Regional Mixed Use	0.25	209,243	205,821	<b>415,064</b>	19.2	18.9	<b>38.1</b>	425	492	484	<b>977</b>
Business Park	0.40	431,045	6,275,934	<b>6,706,979</b>	24.7	360.2	<b>384.9</b>	925	466	6,785	<b>7,251</b>
Regional Business Park	0.40	105,511	2,726,615	<b>2,832,125</b>	6.1	156.5	<b>162.5</b>	925	114	2,948	<b>3,062</b>
Downtown [4]	0.90	1,734,852	-	<b>1,734,852</b>	44.3	-	<b>44.3</b>	275	6,309	0	<b>6,309</b>
<b>Subtotal Office</b>		<b>4,484,636</b>	<b>16,151,228</b>	<b>20,635,864</b>	<b>248.4</b>	<b>893.5</b>	<b>1,141.8</b>		<b>12,192</b>	<b>27,449</b>	<b>39,641</b>
<b>Light Industrial</b>											
Light Industrial	0.30	2,422,812	14,470,270	<b>16,893,082</b>	185.4	1,107.3	<b>1,292.7</b>	950	2,550	15,232	<b>17,782</b>
Business Park	0.40	215,522	3,137,967	<b>3,353,489</b>	12.4	180.1	<b>192.5</b>	925	233	3,392	<b>3,625</b>
Regional Business Park	0.40	52,755	1,363,307	<b>1,416,063</b>	3.0	78.2	<b>81.3</b>	925	57	1,474	<b>1,531</b>
Downtown [4]	0.39	1,048,448	-	<b>1,048,448</b>	62.1	-	<b>62.1</b>	800	1,311	0	<b>1,311</b>
<b>Subtotal Light Industrial</b>		<b>3,739,538</b>	<b>18,971,544</b>	<b>22,711,082</b>	<b>262.9</b>	<b>1,365.6</b>	<b>1,628.6</b>		<b>4,151</b>	<b>20,098</b>	<b>24,249</b>
<b>Heavy Industrial</b>											
	<b>0.30</b>	<b>3,265,895</b>	<b>17,327,734</b>	<b>20,593,629</b>	<b>249.9</b>	<b>1,326.0</b>	<b>1,575.9</b>	<b>1,100</b>	<b>2,969</b>	<b>15,752</b>	<b>18,721</b>
<b>Total</b>		<b>17,430,500</b>	<b>67,132,410</b>	<b>84,562,910</b>	<b>1,239.7</b>	<b>4,744.9</b>	<b>5,984.6</b>		<b>32,914</b>	<b>91,342</b>	<b>124,256</b>

acres

Source: Fehr & Peers, City of Fresno, and Elizabeth Moule & Stefanos Polyzoides

[1] Excludes Southeast Development Area.

[2] All FARs except for downtown FARs obtained from City of Fresno; Downtown FARs calculated from building square feet and acres.

[3] See Table A-3.

[4] See Table A-4.

**Table A-3**  
**Fresno Major Street Impact Fee Program Update**  
**Commercial Building Square Feet Growth Projections (2012-Buildout)**

Land Use	Percentage Distribution [1]					Infill Area Square Feet					New Growth Area Square Feet				
	Total	Retail	Office	Light Industrial	Heavy Industrial	Total [2]	Retail	Office	Light Industrial	Heavy Industrial	Total [2]	Retail	Office	Light Industrial	Heavy Industrial
<i>Formula</i>		<i>a</i>	<i>b</i>	<i>c</i>	<i>d</i>	<i>e</i>	<i>a*e</i>	<i>b*e</i>	<i>c*e</i>	<i>d*e</i>	<i>f</i>	<i>a*f</i>	<i>b*f</i>	<i>c*f</i>	<i>d*f</i>
Community Commercial	100%	100%	-	-	-	438,114	438,114	-	-	-	6,737,065	6,737,065	-	-	-
General Commercial	100%	100%	-	-	-	357,106	357,106	-	-	-	1,337,318	1,337,318	-	-	-
Highway and Auto Commercial	100%	100%	-	-	-	150,298	150,298	-	-	-	1,598,329	1,598,329	-	-	-
Main Street Commercial	100%	100%	-	-	-	119,606	119,606	-	-	-	0	-	-	-	-
Recreation Commercial	100%	100%	-	-	-	149,590	149,590	-	-	-	64,281	64,281	-	-	-
Regional Commercial	100%	100%	-	-	-	985,162	985,162	-	-	-	1,149,479	1,149,479	-	-	-
Corridor Center Mixed Use	100%	50%	50%	-	-	2,641,759	1,320,880	1,320,880	-	-	1,702,153	851,077	851,077	-	-
Neighborhood Mixed Use	100%	80%	20%	-	-	148,366	118,693	29,673	-	-	3,980	3,184	796	-	-
Regional Mixed Use	100%	88%	13%	-	-	1,673,943	1,464,700	209,243	-	-	1,646,567	1,440,746	205,821	-	-
Business Park	100%	10%	60%	30%	-	718,408	71,841	431,045	215,522	-	10,459,890	1,045,989	6,275,934	3,137,967	-
Regional Business Park	100%	10%	60%	30%	-	175,851	17,585	105,511	52,755	-	4,544,358	454,436	2,726,615	1,363,307	-
Office	100%	-	100%	-	-	653,433	-	653,433	-	-	6,090,986	-	6,090,986	-	-
Light Industrial	100%	-	-	100%	-	2,422,812	-	-	2,422,812	-	14,470,270	-	-	14,470,270	-
Heavy Industrial	100%	-	-	-	100%	3,265,895	-	-	-	3,265,895	17,327,734	-	-	-	17,327,734
Downtown - Retail [3]	100%	100%	-	-	-	746,857	746,857	-	-	-	0	-	-	-	-
Downtown - Office [3]	100%	-	100%	-	-	1,734,852	-	1,734,852	-	-	0	-	-	-	-
Downtown - Industrial [3]	100%	-	-	100%	-	1,048,448	-	-	1,048,448	-	0	-	-	-	-
<b>Total</b>						<b>17,430,500</b>	<b>5,940,431</b>	<b>4,484,636</b>	<b>3,739,538</b>	<b>3,265,895</b>	<b>67,132,410</b>	<b>14,681,903</b>	<b>16,151,228</b>	<b>18,971,544</b>	<b>17,327,734</b>

Source: Fehr & Peers, City of Fresno, and Elizabeth Moule & Stefanos Polyzoides

sqft

[1] Obtained from City of Fresno.

[2] For all land uses except Downtown, building square feet projections are from the General Plan Traffic Model. SEDA excluded.

[3] See Table A-4.

**Table A-4**  
**Fresno Major Street Impact Fee Program Update**  
**Estimated Downtown Gross Acres of New Development at Buildout by Land Use**

Item	Total Gross Acres [1]	Acres Percentage Distribution by Fee Land Use [2]					Infill Remaining Acres by Fee Land Use (Vacant)					Total
		Resid. Medium [3]	Resid. High [3]	Office	Retail	Industrial	Resid. Medium	Resid. High	Office	Retail	Industrial	
Formula		d	e	f	g	h	a*d	a*e	a*f	a*g	a*h	
<b>Downtown</b>												
Central Business District [4]	<b>45.0</b>	0%	65%	32%	8%	(5%)	-	29.2	14.3	3.6	(2.1)	45.0
Chinatown District [4]	<b>16.8</b>	0%	60%	22%	7%	10%	-	10.1	3.8	1.2	1.7	16.8
Corridor General	<b>24.8</b>	0%	10%	55%	35%	0%	-	2.5	13.6	8.7	-	24.8
Cultural Arts/South Stadium District	<b>23.4</b>	0%	60%	20%	20%	0%	-	14.0	4.7	4.7	-	23.4
Neighborhood Center	<b>13.3</b>	0%	43%	29%	29%	0%	-	5.7	3.8	3.8	-	13.3
Neighborhoods District	<b>108.9</b>	100%	0%	0%	0%	0%	108.9	-	-	-	-	108.9
Special District General	<b>69.4</b>	0%	5%	5%	0%	90%	-	3.5	3.5	-	62.5	69.4
Town Center	<b>2.9</b>	0%	45%	25%	30%	0%	-	1.3	0.7	0.9	-	2.9
<b>Subtotal</b>	<b>304.5</b>						<b>108.9</b>	<b>66.3</b>	<b>44.3</b>	<b>22.8</b>	<b>62.1</b>	<b>304.5</b>
<b>Downtown Dwelling Units [5]</b>	<b>3,946</b>						1,248	2,698				<b>3,946</b>
<b>Downtown Commercial Bldg. Sq. Ft. [5]</b>	<b>3,530,157</b>								1,734,852	746,857	1,048,448	<b>3,530,157</b>
<b>Downtown Square Feet per Employee [5]</b>									275	400	800	
<b>Downtown Employees</b>									6,309	1,867	1,311	<b>9,486</b>

Source: Elizabeth Moule & Stefanos Polyzoides and EPS

dt ac

[1] See Table A-5 - assumes minimum development level from 'FCSP and DNCP Development Potential' memorandum (Elizabeth Moule & Stefanos Polyzoides, 4/28/11).

[2] Percentage distribution from "FCSP and DNCP Development Potential" memorandum.

[3] Residential acres for Neighborhoods districts assumed to be medium density; all other residential acres assumed to be high density.

[4] See Table A-6 for percentage distribution backup.

[5] Dwelling units, building square feet, and square feet per employee from "FCSP and DNCP Development Potential" memorandum.

Minimum development level assumed. Dwelling units from Neighborhoods districts assumed to be medium density; all other dwelling units assumed to be high density.

**Table A-5**  
**Fresno Major Street Impact Fee Program Update**  
**Estimated Downtown New Development at Buildout for Alternative Development Levels [1]**

Downtown District	Average FAR			DNCP Building Square Feet			FCSP Building Square Feet			Total Building Square Feet			Acres		
	Min.	Med.	Max.	Min.	Med.	Max.	Min.	Med.	Max.	Min.	Med.	Max.	Min.	Med.	Max.
Formula	<i>a</i>	<i>b</i>	<i>c</i>							<i>d</i>	<i>e</i>	<i>f</i>	<i>d/a</i> /43,560	<i>e/b</i> /43,560	<i>f/c</i> /43,560
<b>Central Business District</b>															
CBD 1	1.86	3.98	6.09				1,635,586	3,986,515	6,337,443	1,635,586	3,986,515	6,337,443	20.2	23.0	23.9
CBD 2	1.23	1.84	2.45	68,431	102,570	136,709	1,261,939	2,166,843	3,139,117	1,330,370	2,269,413	3,275,826	24.8	28.3	30.7
<b>Total CBD</b>	<b>1.51</b>	<b>2.80</b>	<b>4.04</b>	<b>68,431</b>	<b>102,570</b>	<b>136,709</b>	<b>2,897,525</b>	<b>6,153,358</b>	<b>9,476,560</b>	<b>2,965,956</b>	<b>6,255,928</b>	<b>9,613,269</b>	<b>45.0</b>	<b>51.3</b>	<b>54.6</b>
<b>Chinatown District</b>															
Chinatown District	0.94	1.22	1.50	-	-	-	486,293	648,165	810,036	486,293	648,165	810,036	11.9	12.2	12.4
Chinatown Industrial	0.46	1.11	1.76	-	-	-	97,754	220,497	406,432	97,754	220,497	406,432	4.9	4.6	5.3
<b>Total Chinatown</b>	<b>0.80</b>	<b>1.19</b>	<b>1.58</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>584,047</b>	<b>868,662</b>	<b>1,216,468</b>	<b>584,047</b>	<b>868,662</b>	<b>1,216,468</b>	<b>16.8</b>	<b>16.8</b>	<b>17.7</b>
<b>Corridor General</b>															
	0.65	1.11	1.56	701,983	1,198,736	1,695,488	-	-	-	701,983	1,198,736	1,695,488	24.8	24.8	25.0
<b>Cultural Arts District/South Stadium</b>															
	0.78	1.42	2.06	47,628	86,662	125,695	746,042	1,528,294	2,331,065	793,670	1,614,956	2,456,760	23.4	26.1	27.4
<b>Neighborhood Center</b>															
	0.64	1.19	1.73	370,661	690,006	1,009,350	-	-	-	370,661	690,006	1,009,350	13.3	13.3	13.4
<b>Neighborhoods District</b>															
Neighborhood General	0.30	0.55	0.80	757,980	1,397,742	2,037,504	45,158	126,559	207,959	803,138	1,524,301	2,245,463	61.5	63.6	64.4
Neighborhood General Preservation	0.22	0.36	0.50	-	-	-	24,872	35,424	45,975	24,872	35,424	45,975	2.6	2.3	2.1
Neighborhood General Revitalization	0.30	0.55	0.80	279,046	514,571	750,095	-	-	-	279,046	514,571	750,095	21.4	21.5	21.5
Neighborhood Edge	0.31	0.43	0.54	317,193	437,595	557,996	-	-	-	317,193	437,595	557,996	23.5	23.4	23.7
<b>Total Neighborhoods</b>	<b>0.30</b>	<b>0.52</b>	<b>0.74</b>	<b>1,354,219</b>	<b>2,349,907</b>	<b>3,345,595</b>	<b>70,030</b>	<b>161,982</b>	<b>253,934</b>	<b>1,424,249</b>	<b>2,511,889</b>	<b>3,599,529</b>	<b>108.9</b>	<b>110.7</b>	<b>111.8</b>
<b>Special District General</b>															
	0.43	0.75	1.07	1,300,508	2,276,638	3,252,768	(236)	19,534	39,303	1,300,272	2,296,172	3,292,071	69.4	70.3	70.6
<b>Town Center</b>															
	0.97	1.88	2.79	124,323	241,602	358,880	-	-	-	124,323	241,602	358,880	2.9	3.0	3.0
<b>Total</b>				<b>3,967,753</b>	<b>6,946,119</b>	<b>9,924,485</b>	<b>4,297,408</b>	<b>8,731,829</b>	<b>13,317,330</b>	<b>8,265,161</b>	<b>15,677,948</b>	<b>23,241,815</b>	<b>304.5</b>	<b>316.2</b>	<b>323.4</b>

dt dev

Source: Elizabeth Moule &amp; Stefanos Polyzoides

[1] All FARs and building square feet values from 'FCSP and DNCP Development Potential' memorandum (Elizabeth Moule &amp; Stefanos Polyzoides, 4/28/11).

Existing vacant space excluded.

# DRAFT

**Table A-6**

**Fresno Major Street Impact Fee Program Update**

**Estimated Percentage Distribution of New Development at Buildout - Chinatown and Central Business District**

Area	Square Feet [1]				
	Residential	Office	Retail	Industrial	Total
<b>Chinatown District</b>					
Chinatown District	352,741	105,906	44,505	(16,859)	<b>486,293</b>
Chinatown Industrial District	(3)	25,401	(3,848)	76,204	<b>97,754</b>
<b>Total</b>	<b>352,738</b>	<b>131,307</b>	<b>40,657</b>	<b>59,345</b>	<b>584,047</b>
<i>Percentage of Total</i>	60%	22%	7%	10%	<b>100%</b>
<b>Central Business District</b>					
Downtown Neighborhoods Community Plan - CBD 2	44,480	17,108	6,843	-	<b>68,431</b>
Fulton Corridor Specific Plan - CBD 1	828,234	583,065	224,287	-	<b>1,635,586</b>
Fulton Corridor Specific Plan - CBD 2	1,049,066	339,835	8,493	(135,455)	<b>1,261,939</b>
<b>Total</b>	<b>1,921,780</b>	<b>940,008</b>	<b>239,623</b>	<b>(135,455)</b>	<b>2,965,956</b>
<i>Percentage of Total</i>	65%	32%	8%	(5%)	<b>100%</b>

cc

Source: Elizabeth Moule & Stefanos Polyzoides

[1] Values from "FCSP and DNCP Development Potential" memorandum (Elizabeth Moule & Stefanos Polyzoides, 4/28/11). Assumes minimum level of development.



## APPENDIX B:

### Fresno Major Street Infrastructure Fee Program Capital Improvement Program

Table B-1	FMSI Fee Program CIP by Area.....	B-1
Table B-2	FMSI Fee Program CIP—Northwest Quadrant (2 pages).....	B-2
Table B-3	FMSI Fee Program CIP—Northeast Quadrant (2 pages) .....	B-4
Table B-4	FMSI Fee Program CIP—Southwest Quadrant (2 pages) .....	B-6
Table B-5	FMSI Fee Program CIP—Southeast Quadrant (2 pages) .....	B-8

# DRAFT

**Table B-1**  
**Fresno Major Street Impact Fee Program Update**  
**FMSI Fee Program CIP by Area (2016 \$)**

Area	Growth Area Streets Cost	Regional Streets Cost	Total Street Cost
Northwest Quadrant	\$128,946,258	\$52,834,626	<b>\$181,780,884</b>
Northeast Quadrant	\$13,171,073	\$3,176,271	<b>\$16,347,344</b>
Southwest Quadrant	\$76,043,663	\$18,064,831	<b>\$94,108,494</b>
Southeast Quadrant	\$66,196,134	\$51,669,911	<b>\$117,866,045</b>
<b>Total Capital Costs</b>	<b>\$284,357,128</b>	<b>\$125,745,639</b>	<b>\$410,102,766</b>

area

Source: City of Fresno

Table B-2

**Fresno Major Street Impact Fee Program Update**  
**FMSI Fee Program CIP - Northwest Quadrant (2016 \$)**

Item	Type	From	To	Total Cost		Impact Fee Contribution	Impact Fee Cost		Total Cost					
				Growth Area Streets	Regional Streets		Growth Area Streets (New Growth Fee)	Regional Streets (Citywide Fee)						
<b>Street Improvements</b>														
<b>Collector</b>														
River Vista	3-Lane Collector	Santa Fe	Alluvial	\$ 0	\$ 0	100%	\$ 0	\$ 0	\$ 0					
Alluvial	3-Lane Collector	Santa Fe	Milburn	\$ 0	\$ 0	100%	\$ 0	\$ 0	\$ 0					
Spruce	5-Lane Collector	Riverside	Polk	\$ 501,519	\$ 0	100%	\$ 501,519	\$ 0	\$ 501,519					
Spruce - Spaatz	5-Lane Collector	Milburn	Blythe	\$ 0	\$ 0	100%	\$ 0	\$ 0	\$ 0					
Herndon	3-Lane Collector	Garfield	Parkway	\$ 114,419	\$ 0	100%	\$ 114,419	\$ 0	\$ 114,419					
Palo Alto-Jeanne-Cecelia	5-Lane Collector	Polk	Escalon	\$ 56,215	\$ 0	100%	\$ 56,215	\$ 0	\$ 56,215					
Cecelia	5-Lane Collector	Bullard	Escalon	\$ 0	\$ 0	100%	\$ 0	\$ 0	\$ 0					
Sierra	5-Lane Collector	Riverside	Polk	\$ 285,646	\$ 0	100%	\$ 285,646	\$ 0	\$ 285,646					
Sierra	5-Lane Collector	Fig Garden	Valentine	\$ 0	\$ 0	100%	\$ 0	\$ 0	\$ 0					
Escalon	3-Lane Collector	Dante	Cecelia	\$ 0	\$ 0	100%	\$ 0	\$ 0	\$ 0					
Dante/San Jose	5-Lane Collector	Salinas	Polk	\$ 612,714	\$ 0	100%	\$ 612,714	\$ 0	\$ 612,714					
San Jose	3-Lane Collector	Gates	Feland	\$ 0	\$ 0	100%	\$ 0	\$ 0	\$ 0					
Bullard	3-Lane Collector	Garfield	Bryan	\$ 480,091	\$ 0	100%	\$ 480,091	\$ 0	\$ 480,091					
Bullard	5-Lane Collector	Figarden	Brunswick	\$ 0	\$ 0	100%	\$ 0	\$ 0	\$ 0					
Barstow	3-Lane/5-Lane Collector	Garfield	Parkway	\$ 868,982	\$ 0	100%	\$ 868,982	\$ 0	\$ 868,982					
Gettysburg	3-Lane Collector	Veterans	Cornelia	\$ 1,219,620	\$ 0	100%	\$ 1,219,620	\$ 0	\$ 1,219,620					
Dakota	3-Lane Collector	Grantland	Parkway	\$ 2,716,648	\$ 0	100%	\$ 2,716,648	\$ 0	\$ 2,716,648					
Shields	3-Lane Collector	Garfield	Polk	\$ 2,562,748	\$ 0	100%	\$ 2,562,748	\$ 0	\$ 2,562,748					
Clinton	3-Lane/5-Lane Collector	Grantland	Marks	\$ 3,911,046	\$ 0	100%	\$ 3,911,046	\$ 0	\$ 3,911,046					
Clinton	5-Lane Collector	Valentine	Marks	\$ 599,034	\$ 0	23%	\$ 135,016	\$ 0	\$ 135,016					
McKinley	3-Lane/4-Lane Collector	Grantland	Polk	\$ 0	\$ 2,745,699	100%	\$ 0	\$ 2,745,699	\$ 2,745,699					
Olive	3-Lane Collector	Grantland	Marks	\$ 4,168,530	\$ 0	100%	\$ 4,168,530	\$ 0	\$ 4,168,530					
Belmont	3-Lane/5-Lane Collector	Grantland	Marks	\$ 8,373,391	\$ 0	100%	\$ 8,373,391	\$ 0	\$ 8,373,391					
Garfield	3-Lane Collector	Shields	Herndon	\$ 5,788,386	\$ 0	100%	\$ 5,788,386	\$ 0	\$ 5,788,386					
Parkway	3-Lane Collector	Herndon	Herndon	\$ 619,780	\$ 0	100%	\$ 619,780	\$ 0	\$ 619,780					
Parkway	5-Lane Collector	Ashlan	Brawley	\$ 148,000	\$ 0	100%	\$ 148,000	\$ 0	\$ 148,000					
Bryan	3-Lane Collector	Belmont	Bullard	\$ 4,560,143	\$ 0	100%	\$ 4,560,143	\$ 0	\$ 4,560,143					
Riverside	5-Lane Collector	Herndon	Spruce	\$ 383,971	\$ 0	100%	\$ 383,971	\$ 0	\$ 383,971					
Hayes	3-Lane Collector	Belmont	Shaw	\$ 4,327,023	\$ 0	100%	\$ 4,327,023	\$ 0	\$ 4,327,023					
Hayes	3-Lane/5-Lane Collector	Veterans	Spruce	\$ 122,909	\$ 0	100%	\$ 122,909	\$ 0	\$ 122,909					
Barstow Exten/Hayes north of Shaw	5-Lane Collector	Veterans	Herndon	\$ 1,658,518	\$ 0	100%	\$ 1,658,518	\$ 0	\$ 1,658,518					
Polk	5-Lane Collector	Bullard	Herndon	\$ 80,292	\$ 0	100%	\$ 80,292	\$ 0	\$ 80,292					
Cornelia	3-Lane Collector	Belmont	Gettysburg	\$ 2,575,643	\$ 0	100%	\$ 2,575,643	\$ 0	\$ 2,575,643					
Blythe	3-Lane/5-Lane Collector	Nielsen	Gates	\$ 5,100,371	\$ 0	100%	\$ 5,100,371	\$ 0	\$ 5,100,371					
Brawley	3-Lane/5-Lane Collector	Nielsen	Parkway	\$ 6,285,950	\$ 0	100%	\$ 6,285,950	\$ 0	\$ 6,285,950					
Valentine	3-Lane Collector	Nielsen	Parkway	\$ 5,069,722	\$ 0	100%	\$ 5,069,722	\$ 0	\$ 5,069,722					
Valentine	3-Lane Collector	Shaw	San Jose	\$ 0	\$ 0	100%	\$ 0	\$ 0	\$ 0					
Marks	3-Lane Collector	Herndon	Alluvial	\$ 0	\$ 0	100%	\$ 0	\$ 0	\$ 0					
Golden State	5-Lane Collector	Ashlan	Santa Ana	\$ 263,039	\$ 0	1%	\$ 3,557	\$ 0	\$ 3,557					
Golden State	5-Lane Collector	Santa Ana	SR-99	\$ 1,550,511	\$ 0	100%	\$ 1,550,511	\$ 0	\$ 1,550,511					
<b>Subtotal Collector</b>				<b>\$ 65,004,859</b>	<b>\$ 2,745,699</b>		<b>\$ 64,281,359</b>	<b>\$ 2,745,699</b>	<b>\$ 67,027,058</b>					

Table B-2

**Fresno Major Street Impact Fee Program Update**  
**FMSI Fee Program CIP - Northwest Quadrant (2016 \$)**

Item	Type	From	To	Total Cost		Impact Fee Contribution	Impact Fee Cost		Total Cost
				Growth Area Streets	Regional Streets		Growth Area Streets (New Growth Fee)	Regional Streets (Citywide Fee)	
<b>Arterial</b>									
Figarden	4-Lane Arterial	Barstow	Bullard	\$ 0	\$ 0	100%	\$ 0	\$ 0	\$ 0
Bullard	4-Lane Arterial	Veterans	Figarden	\$ 1,152,685	\$ 0	100%	\$ 1,152,685	\$ 0	\$ 1,152,685
Shaw	3-Lane Arterial	Garfield	Grantland	\$ 755,498	\$ 0	100%	\$ 755,498	\$ 0	\$ 755,498
Shaw	4-Lane Arterial	Grantland	Bryan	\$ 733,876	\$ 558,989	56%	\$ 414,333	\$ 315,595	\$ 729,928
Shaw	4-Lane Arterial	Bryan	Hayes	\$ 0	\$ 1,375,011	100%	\$ 0	\$ 1,375,011	\$ 1,375,011
Shaw	4-Lane Arterial	Hayes	Polk	\$ 0	\$ 1,301,973	54%	\$ 0	\$ 702,499	\$ 702,499
Ashlan	4-Lane Arterial	Grantland	Golden State	\$ 3,452,460	\$ 0	100%	\$ 3,452,460	\$ 0	\$ 3,452,460
Shields	4-Lane Arterial	Polk	Parkway	\$ 4,153,985	\$ 0	100%	\$ 4,153,985	\$ 0	\$ 4,153,985
McKinley	4-Lane Arterial	Polk	1300ft E of Marks	\$ 0	\$ 5,480,163	100%	\$ 0	\$ 5,480,163	\$ 5,480,163
Parkway	4-Lane Arterial	Herndon	Grantland	\$ 275,495	\$ 0	100%	\$ 275,495	\$ 0	\$ 275,495
Grantland	4-Lane Arterial	Gettysburg	Parkway	\$ 3,284,456	\$ 0	100%	\$ 3,284,456	\$ 0	\$ 3,284,456
Riverside	4-Lane Arterial	Veterans	Herndon	\$ 386,805	\$ 0	100%	\$ 386,805	\$ 0	\$ 386,805
Polk	4-Lane Arterial	Belmont	Shaw	\$ 5,646,187	\$ 0	100%	\$ 5,646,187	\$ 0	\$ 5,646,187
Milburn	4-Lane Arterial	Santa Fe	Alluvial	\$ 0	\$ 0	100%	\$ 0	\$ 0	\$ 0
Santa Fe	4-Lane Arterial	Figarden	Palo Alto	\$ 1,451,181	\$ 0	100%	\$ 1,451,181	\$ 0	\$ 1,451,181
Brawley	4-Lane Arterial	Shaw	Beechwood	\$ 134,812	\$ 0	100%	\$ 134,812	\$ 0	\$ 134,812
Marks	4-Lane Arterial	Nielsen	San Jose	\$ 1,123,354	\$ 2,015,420	100%	\$ 1,123,354	\$ 2,015,420	\$ 3,138,774
<b>Subtotal Arterial</b>				<b>\$ 22,550,792</b>	<b>\$ 10,731,556</b>		<b>\$ 22,231,249</b>	<b>\$ 9,888,689</b>	<b>\$ 32,119,938</b>
<b>Other</b>									
Herndon	4-Lane Super Arterial	Parkway	Golden State	\$ 0	\$ 5,398	25%	\$ 0	\$ 1,365	\$ 1,365
Herndon	6-Lane Super Arterial	Golden State	Riverside	\$ 0	\$ 0	100%	\$ 0	\$ 0	\$ 0
Herndon	6-Lane Expressway	Riverside	West	\$ 0	\$ 1,858,124	100%	\$ 0	\$ 1,858,124	\$ 1,858,124
Herndon EB	3-Lane Expressway	Herndon	Veterans	\$ 0	\$ 134,785	100%	\$ 0	\$ 134,785	\$ 134,785
Grantland	4-Lane Super Arterial	Belmont	Gettysburg	\$ 3,012,839	\$ 6,782,816	100%	\$ 3,012,839	\$ 6,782,816	\$ 9,795,655
Veterans	6-Lane Super Arterial	Gettysburg	Herndon	\$ 0	\$ 8,987,527	100%	\$ 0	\$ 8,987,527	\$ 8,987,527
<b>Subtotal Other</b>				<b>\$ 3,012,839</b>	<b>\$ 17,768,649</b>		<b>\$ 3,012,839</b>	<b>\$ 17,764,616</b>	<b>\$ 20,777,455</b>
<b>Subtotal Street Improvements</b>				<b>\$ 90,568,490</b>	<b>\$ 31,245,904</b>		<b>\$ 89,525,447</b>	<b>\$ 30,399,004</b>	<b>\$ 119,924,452</b>
<b>Other Improvements</b>									
Mobilization, Traffic Control, Dust Control, SWPPP (15%)				\$ 13,585,273	\$ 4,686,886		\$ 13,428,817	\$ 4,559,851	\$ 17,988,668
Herndon/Upper Grade Separation				\$ 0	\$ 2,800,000		\$ 0	\$ 2,800,000	\$ 2,800,000
Shaw Ave Bridge Widening at SR-99 to 6 Lanes				\$ 0	\$ 4,750,000		\$ 0	\$ 4,750,000	\$ 4,750,000
60' R/W: San Jose Ave				\$ 258,264	\$ 0		\$ 258,264	\$ 0	\$ 258,264
60' R/W: Gettysburg Ave				\$ 723,140	\$ 0		\$ 723,140	\$ 0	\$ 723,140
60' R/W: Dakota Ave				\$ 895,317	\$ 0		\$ 895,317	\$ 0	\$ 895,317
60' R/W: Bryan Ave N/O Belmont				\$ 1,330,923	\$ 0		\$ 1,330,923	\$ 0	\$ 1,330,923
60' R/W: Valentine N/O Uprr S/O Franklin				\$ 103,306	\$ 0		\$ 103,306	\$ 0	\$ 103,306
Regional Trails @ Herndon: 1 mile @ \$500k Mile				\$ 0	\$ 500,000		\$ 0	\$ 500,000	\$ 500,000
Regional Trails outside of Herndon: 6 Miles @ \$170k/mile				\$ 0	\$ 1,020,000		\$ 0	\$ 1,020,000	\$ 1,020,000
New Growth trails: 7 miles @ \$170k/mile				\$ 1,190,000	\$ 0		\$ 1,190,000	\$ 0	\$ 1,190,000
<b>Subtotal</b>				<b>\$ 18,086,224</b>	<b>\$ 13,756,886</b>		<b>\$ 17,929,768</b>	<b>\$ 13,629,851</b>	<b>\$ 31,559,618</b>
<b>Cost Contingency (20%)</b>				<b>\$ 21,730,943</b>	<b>\$ 9,000,558</b>		<b>\$ 21,491,043</b>	<b>\$ 8,805,771</b>	<b>\$ 30,296,814</b>
<b>Total - Northwest Quadrant</b>				<b>\$ 130,385,657</b>	<b>\$ 54,003,348</b>		<b>\$ 128,946,258</b>	<b>\$ 52,834,626</b>	<b>\$ 181,780,884</b>

Source: City of Fresno

**Table B-3**  
**Fresno Major Street Impact Fee Program Update**  
**FMSI Fee Program CIP - Northeast Quadrant (2016 \$)**

Item	Type	From	To	Total Cost			Impact Fee Cost			Total Cost
				Growth Area Streets	Regional Streets	Impact Fee Contribution	Growth Area Streets (New Growth Fee)	Regional Streets (Citywide Fee)		
<b>Street Improvements</b>										
<b>Collector</b>										
International	5-Lane Collector	Cedar	Willow	\$ 36,650	\$ 0	100%	\$ 36,650	\$ 0	\$ 36,650	
Behymer	3-Lane Collector	Granville	Maple	\$ 0	\$ 0	100%	\$ 0	\$ 0	\$ 0	\$ 0
Perrin	5-Lane Collector	Shepherd	Willow	\$ 0	\$ 0	100%	\$ 0	\$ 0	\$ 0	\$ 0
Cole	3-Lane Collector	Audubon	Millbrook	\$ 0	\$ 0	100%	\$ 0	\$ 0	\$ 0	\$ 0
Teague	5-Lane Collector	Millbrook	Willow	\$ 55,578	\$ 0	100%	\$ 55,578	\$ 0	\$ 55,578	
Audubon	5-Lane Scenic Collector	Nees	Freeway 41	\$ 0	\$ 0	100%	\$ 0	\$ 0	\$ 0	\$ 0
Alluvial	3-Lane Collector	Palm	Willow	\$ 235,017	\$ 0	100%	\$ 235,017	\$ 0	\$ 235,017	
Locust	5-Lane Collector	Palm	Ingram	\$ 0	\$ 0	100%	\$ 0	\$ 0	\$ 0	\$ 0
Sierra	3-Lane Collector	Fruit	Palm	\$ 0	\$ 0	100%	\$ 0	\$ 0	\$ 0	\$ 0
Copper River Dr	3-Lane Collector	Friant	Maple	\$ 0	\$ 0	100%	\$ 0	\$ 0	\$ 0	\$ 0
Alicante	2-Lane Collector	E. Copper River Dr.	Willow	\$ 1,876,693	\$ 0	100%	\$ 1,876,693	\$ 0	\$ 1,876,693	
West	3-Lane Collector	Herndon	Alluvial	\$ 0	\$ 0	100%	\$ 0	\$ 0	\$ 0	\$ 0
Fruit	3-Lane Collector	Sierra	Herndon	\$ 0	\$ 0	100%	\$ 0	\$ 0	\$ 0	\$ 0
Ingram	5-Lane Collector	Herndon	Nees	\$ 0	\$ 0	100%	\$ 0	\$ 0	\$ 0	\$ 0
Fort Washington	3-4 Lane Collector	Friant	Millbrook	\$ 0	\$ 0	100%	\$ 0	\$ 0	\$ 0	\$ 0
Millbrook	3-Lane Collector	Herndon	Copper	\$ 41,075	\$ 0	100%	\$ 41,075	\$ 0	\$ 41,075	
Cedar	5-Lane Collector	Olympic	Copper River Ranch	\$ 0	\$ 0	100%	\$ 0	\$ 0	\$ 0	\$ 0
Maple	3-Lane/5-Lane Collector	Herndon	Plymouth	\$ 339,029	\$ 0	100%	\$ 339,029	\$ 0	\$ 339,029	
Chestnut	5-Lane Collector	Sommerville	Copper	\$ 740,458	\$ 0	100%	\$ 740,458	\$ 0	\$ 740,458	
<b>Subtotal Connector</b>				<b>\$ 3,324,501</b>	<b>\$ 0</b>		<b>\$ 3,324,501</b>	<b>\$ 0</b>	<b>\$ 3,324,501</b>	

**Table B-3**  
**Fresno Major Street Impact Fee Program Update**  
**FMSI Fee Program CIP - Northeast Quadrant (2016 \$)**

Item	Type	From	To	Total Cost			Impact Fee Cost			Total Cost
				Growth Area Streets	Regional Streets	Impact Fee Contribution	Growth Area Streets (New Growth Fee)	Regional Streets (Citywide Fee)		
<b>Arterial</b>										
Behymer	4-Lane Arterial	Maple	Willow	\$ 181,372	\$ 0	100%	\$ 181,372	\$ 0	\$ 181,372	
Champlain	4-Lane Arterial	Friant	Shepherd	\$ 0	\$ 0	100%	\$ 0	\$ 0	\$ 0	\$ 0
Shepherd	4-Lane Arterial	Friant	Willow	\$ 507,738	\$ 0	100%	\$ 507,738	\$ 0	\$ 507,738	
Audubon	4-Lane Scenic Arterial	Freeway 41	Nees	\$ 0	\$ 0	100%	\$ 0	\$ 0	\$ 0	
Nees	4-Lane Arterial	Palm	Willow	\$ 91,005	\$ 0	100%	\$ 91,005	\$ 0	\$ 91,005	
West	4-Lane Arterial	Palo Alto	Herndon	\$ 0	\$ 0	100%	\$ 0	\$ 0	\$ 0	
Palm	4-Lane Arterial	Sierra	Nees	\$ 0	\$ 0	100%	\$ 0	\$ 0	\$ 0	
Blackstone	6-Lane Arterial	Herndon	Freeway 41	\$ 0	\$ 0	100%	\$ 0	\$ 0	\$ 0	
Fresno	6-Lane Arterial	Herndon	Friant	\$ 0	\$ 0	100%	\$ 0	\$ 0	\$ 0	
First	4-Lane Arterial	Herndon	Nees	\$ 0	\$ 0	100%	\$ 0	\$ 0	\$ 0	
Cedar	4-Lane Arterial	Herndon	Shepherd	\$ 0	\$ 0	100%	\$ 0	\$ 0	\$ 0	
Maple	4-Lane Arterial	Behymer	Copper River Ranch	\$ 153,081	\$ 0	100%	\$ 153,081	\$ 0	\$ 153,081	
Chestnut	4-Lane Arterial	Herndon	Shepherd	\$ 373,596	\$ 0	100%	\$ 373,596	\$ 0	\$ 373,596	
Sommerville	4-Lane Arterial	Shepherd	Plymouth	\$ 108,238	\$ 0	100%	\$ 108,238	\$ 0	\$ 108,238	
Willow	3-Lane Arterial	Copper	Silaxo	\$ 1,901,828	\$ 0	100%	\$ 1,901,828	\$ 0	\$ 1,901,828	
<b>Subtotal Arterial</b>				<b>\$ 3,316,858</b>	<b>\$ 0</b>		<b>\$ 3,316,858</b>	<b>\$ 0</b>	<b>\$ 3,316,858</b>	
<b>Other</b>										
Copper	4-Lane Super Arterial	Friant	Willow	\$ 1,598,549	\$ 0	100%	\$ 1,598,549	\$ 0	\$ 1,598,549	
Herndon	6-Lane Expressway	West	Willow	\$ 0	\$ 0	100%	\$ 0	\$ 0	\$ 0	
Friant	6-Lane Super Arterial	Freeway 41	Audubon	\$ 0	\$ 0	100%	\$ 0	\$ 0	\$ 0	
Friant	Scenic Expressway	Audubon	Old Friant Road	\$ 0	\$ 443,035	100%	\$ 0	\$ 443,035	\$ 443,035	
Willow	6-Lane Super Arterial	Herndon	Copper	\$ 0	\$ 989,046	100%	\$ 0	\$ 989,046	\$ 989,046	
<b>Subtotal Other</b>				<b>\$ 0</b>	<b>\$ 1,432,080</b>		<b>\$ 0</b>	<b>\$ 1,432,080</b>	<b>\$ 1,432,080</b>	
<b>Subtotal Street Improvements</b>				<b>\$ 8,239,908</b>	<b>\$ 1,432,080</b>		<b>\$ 8,239,908</b>	<b>\$ 1,432,080</b>	<b>\$ 9,671,988</b>	
<b>Other Improvements</b>										
Mobilization, Traffic Control, Dust Control, SWPPP (15%)				\$ 1,235,986	\$ 214,812		\$ 1,235,986	\$ 214,812	\$ 1,450,798	
Regional Trails @ Herndon: 1 mile @ \$500k Mile				\$ 0	\$ 1,000,000		\$ 0	\$ 1,000,000	\$ 1,000,000	
Regional Trails outside of Herndon: 1.5 Miles @ \$170k/mile				\$ 1,500,000	\$ 0		\$ 1,500,000	\$ 0	\$ 1,500,000	
<b>Subtotal</b>				<b>\$ 2,735,986</b>	<b>\$ 1,214,812</b>		<b>\$ 2,735,986</b>	<b>\$ 1,214,812</b>	<b>\$ 3,950,798</b>	
<b>Cost Contingency (20%)</b>				<b>\$ 2,195,179</b>	<b>\$ 529,378</b>		<b>\$ 2,195,179</b>	<b>\$ 529,378</b>	<b>\$ 2,724,557</b>	
<b>Total - Northeast Quadrant</b>				<b>\$ 13,171,073</b>	<b>\$ 3,176,271</b>		<b>\$ 13,171,073</b>	<b>\$ 3,176,271</b>	<b>\$ 16,347,344</b>	

Source: City of Fresno

Table B-4

Fresno Major Street Impact Fee Program Update  
FMSI Fee Program CIP - Southwest Quadrant (2016 \$)

Item	Type	From	To	Total Cost		Impact Fee Contribution	Impact Fee Cost		Total Cost
				Growth Area Streets	Regional Streets		Growth Area Streets (New Growth Fee)	Regional Streets (Citywide Fee)	
<b>Street Improvements</b>									
<b>Collector</b>									
Nielsen	3-Lane Collector	Blythe	West	\$ 1,737,331	\$ 0	100%	\$ 1,737,331	\$ 0	\$ 1,737,331
Whitesbridge	3-Lane Collector	Valentine	West	\$ 1,529,426	\$ 0	100%	\$ 1,529,426	\$ 0	\$ 1,529,426
Madison	3-Lane Collector	Brawley	Marks	\$ 1,135,184	\$ 0	100%	\$ 1,135,184	\$ 0	\$ 1,135,184
Kearney	3-Lane Collector	Marks	Crystal	\$ 959,061	\$ 0	100%	\$ 959,061	\$ 0	\$ 959,061
California	3-Lane Collector	Brawley	West	\$ 2,156,211	\$ 0	100%	\$ 2,156,211	\$ 0	\$ 2,156,211
Church	3-Lane Collector	Marks	MLK/Fig	\$ 1,994,076	\$ 0	100%	\$ 1,994,076	\$ 0	\$ 1,994,076
Annadale	3-Lane Collector	West	MLK/Fig	\$ 1,917,931	\$ 0	100%	\$ 1,917,931	\$ 0	\$ 1,917,931
Central	3-Lane Collector	MLK/Fig	Elm	\$ 643,418	\$ 0	100%	\$ 643,418	\$ 0	\$ 643,418
Blythe	3-Lane Collector	Whites Bridge	Nielsen	\$ 646,252	\$ 0	100%	\$ 646,252	\$ 0	\$ 646,252
Brawley	3-Lane Collector	California	Nielsen	\$ 3,002,792	\$ 0	100%	\$ 3,002,792	\$ 0	\$ 3,002,792
Valentine	3-Lane Collector	California	Nielsen	\$ 1,705,128	\$ 0	100%	\$ 1,705,128	\$ 0	\$ 1,705,128
Hughes	3-Lane Collector	North	Nielsen	\$ 5,608,651	\$ 0	100%	\$ 5,608,651	\$ 0	\$ 5,608,651
West	3-Lane Collector	North	Hughes/Nielsen	\$ 2,514,996	\$ 0	100%	\$ 2,514,996	\$ 0	\$ 2,514,996
Fruit	3-Lane Collector	North	Church	\$ 1,707,051	\$ 0	100%	\$ 1,707,051	\$ 0	\$ 1,707,051
Walnut	3-Lane Collector	North	Church	\$ 2,484,286	\$ 0	100%	\$ 2,484,286	\$ 0	\$ 2,484,286
MLK/Fig	3-Lane Collector	Central	Church	\$ 2,292,794	\$ 0	100%	\$ 2,292,794	\$ 0	\$ 2,292,794
Cherry	3-Lane Collector	Central	North	\$ 1,236,369	\$ 0	100%	\$ 1,236,369	\$ 0	\$ 1,236,369
East	3-Lane Collector	Central	North	\$ 856,425	\$ 0	100%	\$ 856,425	\$ 0	\$ 856,425
Orange	3-Lane Collector	American	North	\$ 2,889,861	\$ 0	100%	\$ 2,889,861	\$ 0	\$ 2,889,861
<b>Subtotal Collector</b>				<b>\$ 37,017,242</b>	<b>\$ 0</b>		<b>\$ 37,017,242</b>	<b>\$ 0</b>	<b>\$ 37,017,242</b>

Table B-4

Fresno Major Street Impact Fee Program Update  
FMSI Fee Program CIP - Southwest Quadrant (2016 \$)

Item	Type	From	To	Total Cost			Impact Fee Cost			Total Cost
				Growth Area Streets	Regional Streets	Impact Fee Contribution	Growth Area Streets (New Growth Fee)	Regional Streets (Citywide Fee)		
<b>Arterial</b>										
Jensen	4-Lane Arterial	Marks	MLK/Fig	\$ 0	\$ 6,010,628	100%	\$ 0	\$ 6,010,628	\$ 6,010,628	\$ 6,010,628
North	3-Lane Arterial	Marks	SR99	\$ 6,595,964	\$ 0	100%	\$ 6,595,964	\$ 0	\$ 6,595,964	\$ 6,595,964
Central	3-Lane Arterial	Elm	Cedar	\$ 2,950,719	\$ 0	100%	\$ 2,950,719	\$ 0	\$ 2,950,719	\$ 2,950,719
American	3-Lane Arterial	Orange	Cedar	\$ 755,271	\$ 0	100%	\$ 755,271	\$ 0	\$ 755,271	\$ 755,271
Marks	3-Lane/4-Lane Arterial	North	Nielsen	\$ 0	\$ 6,340,699	100%	\$ 0	\$ 6,340,699	\$ 6,340,699	\$ 6,340,699
Elm	3-Lane Arterial	Central	North	\$ 1,391,367	\$ 0	100%	\$ 1,391,367	\$ 0	\$ 1,391,367	\$ 1,391,367
Cedar	3-Lane Arterial	American	North	\$ 4,152,632	\$ 0	100%	\$ 4,152,632	\$ 0	\$ 4,152,632	\$ 4,152,632
<b>Subtotal Arterial</b>				<b>\$ 15,845,953</b>	<b>\$ 12,351,327</b>		<b>\$ 15,845,953</b>	<b>\$ 12,351,327</b>	<b>\$ 28,197,279</b>	
<b>Subtotal Street Improvements</b>				<b>\$ 52,863,194</b>	<b>\$ 12,351,327</b>		<b>\$ 52,863,194</b>	<b>\$ 12,351,327</b>	<b>\$ 65,214,521</b>	
<b>Other Improvements</b>										
Mobilization, Traffic Control, Dust Control, SWPPP (15%)				\$ 7,929,479	\$ 1,852,699		\$ 7,929,479	\$ 1,852,699	\$ 9,782,178	
60' R/W: Hughes Ave: Church to North				\$ 913,223	\$ 0		\$ 913,223	\$ 0	\$ 913,223	
60' R/W: Nielson Ave: Blythe to Brawley				\$ 303,822	\$ 0		\$ 303,822	\$ 0	\$ 303,822	
Regional Trails outside of Herndon: 5 Miles @ \$170k/mile				\$ 0	\$ 850,000		\$ 0	\$ 850,000	\$ 850,000	
New Growth trails: 8 miles @ \$170k/mile				\$ 1,360,000	\$ 0		\$ 1,360,000	\$ 0	\$ 1,360,000	
<b>Subtotal</b>				<b>\$ 10,506,525</b>	<b>\$ 2,702,699</b>		<b>\$ 10,506,525</b>	<b>\$ 2,702,699</b>	<b>\$ 13,209,224</b>	
<b>Cost Contingency (20%)</b>				<b>\$ 12,673,944</b>	<b>\$ 3,010,805</b>		<b>\$ 12,673,944</b>	<b>\$ 3,010,805</b>	<b>\$ 15,684,749</b>	
<b>Total - Southwest Quadrant</b>				<b>\$ 76,043,663</b>	<b>\$ 18,064,831</b>		<b>\$ 76,043,663</b>	<b>\$ 18,064,831</b>	<b>\$ 94,108,494</b>	

Source: City of Fresno

Table B-5

Fresno Major Street Impact Fee Program Update  
FMSI Fee Program CIP - Southeast Quadrant (2016 \$)

Item	Type	From	To	Total Cost			Impact Fee Cost		
				Growth Area Streets	Regional Streets	Impact Fee Contribution	Growth Area Streets (New Growth Fee)	Regional Streets (Citywide Fee)	Total Cost
<b>Street Improvements</b>									
<b>Collector</b>									
Dakota	3-Lane/5-Lane Collector	Fowler	Temperance	\$ 1,486,679	\$ 0	100%	\$ 1,486,679	\$ 0	\$ 1,486,679
Clinton	3-Lane Collector	1100' W of Sunnyside	Locan	\$ 3,281,215	\$ 0	100%	\$ 3,281,215	\$ 0	\$ 3,281,215
McKinley	3-Lane Collector	Clovis	Locan	\$ 0	\$ 3,925,936	100%	\$ 0	\$ 3,925,936	\$ 3,925,936
Olive	5-Lane Collector	1280' W of Clovis	Temperance	\$ 3,044,395	\$ 0	100%	\$ 3,044,395	\$ 0	\$ 3,044,395
Tulare	3-Lane Collector	Fancher Creek	Fowler	\$ 23,469	\$ 0	100%	\$ 23,469	\$ 0	\$ 23,469
Hamilton	3-Lane Collector	Fowler	Temperance	\$ 196,594	\$ 0	100%	\$ 196,594	\$ 0	\$ 196,594
California	3-Lane Collector	600' E of Cedar	Maple	\$ 0	\$ 0	100%	\$ 0	\$ 0	\$ 0
Church	5-Lane Collector	1300' E of Cedar	Temperance	\$ 2,963,421	\$ 0	100%	\$ 2,963,421	\$ 0	\$ 2,963,421
Locan	3-Lane Collector	Clinton	3000' N of Shields	\$ 1,188,321	\$ 0	100%	\$ 1,188,321	\$ 0	\$ 1,188,321
Armstrong	3-Lane/5-Lane Collector	Jensen	2000' N of Dakota	\$ 7,006,173	\$ 0	100%	\$ 7,006,173	\$ 0	\$ 7,006,173
Sunnyside	5-Lane Collector	Jensen	California	\$ 91,699	\$ 0	100%	\$ 91,699	\$ 0	\$ 91,699
Minnewawa	3-Lane Collector	Jensen	Church	\$ 373,208	\$ 0	100%	\$ 373,208	\$ 0	\$ 373,208
Willow	3-Lane Collector	North	4200' N of Church	\$ 1,963,555	\$ 0	100%	\$ 1,963,555	\$ 0	\$ 1,963,555
Maple	5-Lane Collector	Jensen	California	\$ 10,795	\$ 0	100%	\$ 10,795	\$ 0	\$ 10,795
<b>Subtotal Collector</b>				<b>\$ 21,629,526</b>	<b>\$ 3,925,936</b>		<b>\$ 21,629,526</b>	<b>\$ 3,925,936</b>	<b>\$ 25,555,462</b>
<b>Arterial</b>									
Shields	4-Lane Arterial	1320' west of Fowler	Locan	\$ 537,754	\$ 0	100%	\$ 537,754	\$ 0	\$ 537,754
Belmont	4-lane Arterial	1970' West of Clovis	Temperance	\$ 2,453,274	\$ 0	0%	\$ 2,453,274	\$ 0	\$ 2,453,274
Kings Canyon	4-Lane Arterial	Sunnyside	Armstrong	\$ 0	\$ 81,605	100%	\$ 0	\$ 81,605	\$ 81,605
Kings Canyon	4-Lane Arterial	Armstrong	Temperance	\$ 0	\$ 575,481	36%	\$ 0	\$ 206,653	\$ 206,653
California	4-Lane Arterial	Clovis	Temperance	\$ 2,579,670	\$ 0	100%	\$ 2,579,670	\$ 0	\$ 2,579,670
North	4-lane Industrial Arterial	Chestnut	Minnewawa	\$ 3,375,419	\$ 0	100%	\$ 3,375,419	\$ 0	\$ 3,375,419
Central	3-Lane Industrial Arterial	Cedar	Maple	\$ 198,169	\$ 0	100%	\$ 198,169	\$ 0	\$ 198,169
American	3-Lane Industrial Arterial	Cedar	Maple	\$ 170,210	\$ 0	100%	\$ 170,210	\$ 0	\$ 170,210
Fowler	4-lane Arterial	Jensen	McKinley	\$ 6,755,891	\$ 0	100%	\$ 6,755,891	\$ 0	\$ 6,755,891
Fowler	4-Lane Arterial	McKinley	Clinton	\$ 1,341,368	\$ 0	23%	\$ 302,330	\$ 0	\$ 302,330
Fowler	4-Lane Arterial	Clinton	Shields	\$ 104,279	\$ 0	100%	\$ 104,279	\$ 0	\$ 104,279
Fowler	4-Lane Arterial	Shields	Dakota	\$ 529,808	\$ 0	36%	\$ 189,581	\$ 0	\$ 189,581
Fowler	4-Lane Arterial	Dakota	2000' N of Dakota	\$ 108,727	\$ 0	100%	\$ 108,727	\$ 0	\$ 108,727
Clovis	4-lane Arterial	Jensen	800ft N of California	\$ 92,093	\$ 0	100%	\$ 92,093	\$ 0	\$ 92,093
Peach	4-Lane Arterial	North	SJVR	\$ 4,293,740	\$ 0	100%	\$ 4,293,740	\$ 0	\$ 4,293,740
Chestnut	4-lane Arterial	North	California	\$ 365,103	\$ 0	100%	\$ 365,103	\$ 0	\$ 365,103
Cedar	3-Lane Industrial Arterial	American	Parkway	\$ 2,477,737	\$ 0	100%	\$ 2,477,737	\$ 0	\$ 2,477,737
<b>Subtotal Arterial</b>				<b>\$ 25,383,241</b>	<b>\$ 657,086</b>		<b>\$ 24,003,976</b>	<b>\$ 288,258</b>	<b>\$ 24,292,235</b>
<b>Other</b>									
Jensen	6-lane Super Arterial	1300' E of Cedar	Temperance	\$ 0	\$ 7,806,579	100%	\$ 0	\$ 7,806,579	\$ 7,806,579
Temperance	6-Lane Super Arterial	Jensen	1000' N of Dakota	\$ 0	\$ 24,769,736	100%	\$ 0	\$ 24,769,736	\$ 24,769,736
<b>Subtotal Other</b>				<b>\$ 0</b>	<b>\$ 32,576,315</b>		<b>\$ 0</b>	<b>\$ 32,576,315</b>	<b>\$ 32,576,315</b>
<b>Subtotal Street Improvements</b>				<b>\$ 47,012,767</b>	<b>\$ 37,159,337</b>		<b>\$ 45,633,502</b>	<b>\$ 36,790,510</b>	<b>\$ 82,424,012</b>

**Table B-5**  
**Fresno Major Street Impact Fee Program Update**  
**FMSI Fee Program CIP - Southeast Quadrant (2016 \$)**

Item	Type	From	To	Total Cost		Impact Fee Cost		Total Cost
				Growth Area Streets	Regional Streets	Impact Fee Contribution	Growth Area Streets (New Growth Fee)	Regional Streets (Citywide Fee)
<b>Other Improvements</b>								
Mobilization, Traffic Control, Dust Control, SWPPP (15%)				\$ 7,051,915	\$ 5,573,901	\$ 6,845,025	\$ 5,518,576	\$ 12,363,602
Roundabout at Clinton and Locan				\$ 130,000	\$ 0	\$ 130,000	\$ 0	\$ 130,000
Roundabout at Armstrong and Fowler				\$ 130,000	\$ 0	\$ 130,000	\$ 0	\$ 130,000
60' R/W: McKinley: Clovis to Temperance				\$ 0	\$ 749,174	\$ 0	\$ 749,174	\$ 749,174
60' R/W: Clinton-Sunnyside-Fowler Collector				\$ 621,901	\$ 0	\$ 621,901	\$ 0	\$ 621,901
60' R/W: California: Fowler to 25 Miles E/O Fowler				\$ 188,017	\$ 0	\$ 188,017	\$ 0	\$ 188,017
Regional Trails outside of Herndon: 9.5 miles @ \$170k Mile				\$ 1,615,000	\$ 0	\$ 1,615,000	\$ 0	\$ 1,615,000
<b>Subtotal</b>				<b>\$ 9,736,832</b>	<b>\$ 6,323,074</b>	<b>\$ 9,529,943</b>	<b>\$ 6,267,750</b>	<b>\$ 15,797,693</b>
<b>Cost Contingency (20%)</b>				<b>\$ 11,349,920</b>	<b>\$ 8,696,482</b>	<b>\$ 11,032,689</b>	<b>\$ 8,611,652</b>	<b>\$ 19,644,341</b>
<b>Total - Southeast Quadrant</b>				<b>\$ 68,099,519</b>	<b>\$ 52,178,893</b>	<b>\$ 66,196,134</b>	<b>\$ 51,669,911</b>	<b>\$ 117,866,045</b>

Source: City of Fresno

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**FMSI Fee Program CIP**  
(provided by City of Fresno Department of Public Works)



Last updated: Jul-15  
**MAJOR STREET FEE UPDATE**  
**QUADRANT:** Northwest

YEAR: 2015					CENTER SECTION PAVING			MEDIAN ISLAND			MEDIAN LANDSCAPING			OUTSIDE TRAVEL LANE(S)			RT TURN		BUS BAY		MISSING LANES										
STREET NAME	CLASSIFICATION	R/W WIDTH IN FEE PROGRAM (FT)	LIMIT (S. OR W.)	LIMIT (N. OR E.)	SIDE OF STREET	LF MISSING (6/01/15)	UNIT COST/LF	SUBTOTAL COST	LF MISSING MEDIAN ISLAND (6/01/15)	UNIT COST/LF	SUBTOTAL COST	PERCENT MISSING LANDSCAPING	COST PER HALF MILE	SUBTOTAL COST	LF REMAINING (6/01/15)	UNIT COST/LF	SUBTOTAL COST	MISSING RIGHT TURN	SUBTOTAL COST	MISSING BUS BAY	SUBTOTAL COST	LF FT OF MISSING LANE	UNIT COST/LF	SUBTOTAL							
River Vista	3-Lane Collector	72	Santa Fe	Carnegie	CENTER N S	0	\$200.17	\$0.00							0	\$17.99	\$0.00														
	3-Lane Collector	72	Carnegie	Polk	CENTER N S	0	\$200.17	\$0.00							0	\$17.99	\$0.00														
	3-Lane Collector	72	Polk	Alluvial	CENTER N S	0	\$200.17	\$0.00							0	\$17.99	\$0.00														
Alluvial	3-Lane Collector	72	Santa Fe	Carnegie	CENTER N S	0	\$200.17	\$0.00							0	\$17.99	\$0.00														
	3-Lane Collector	72	Carnegie	Polk	CENTER N S	0	\$200.17	\$0.00							0	\$17.99	\$0.00														
	3-Lane Collector	72	Polk	River Vista	CENTER N S	0	\$200.17	\$0.00							0	\$17.99	\$0.00														
	3-Lane Collector	72	River Vista	Milburn	CENTER N S	0	\$200.17	\$0.00							0	\$17.99	\$0.00														
Spruce	5-Lane Collector	92	Riverside	Hayes	CENTER N S	1300	\$200.17	\$260,215.24							1300	\$69.40	\$90,222.31	1	\$8,569.93	0	\$0.00										
	5-Lane Collector	92	Hayes	Polk	CENTER N S	0	\$200.17	\$0.00							1970	\$69.40	\$136,721.50	0	\$0.00	1	\$5,790.37										
Spruce - Spaatz	5-Lane Collector	92	Milburn	Blythe	CENTER N S	0	\$200.17	\$0.00							0	\$17.99	\$0.00	0	\$0.00	0	\$0.00										
	5-Lane Collector	92	Milburn	Blythe	CENTER N S	0	\$200.17	\$0.00							0	\$17.99	\$0.00	0	\$0.00	0	\$0.00										
Herndon	3-Lane Collector	72	Garfield	Parkway	CENTER N S	460	\$200.17	\$92,076.16							460	\$17.99	\$8,276.34	0	\$0.00	0	\$0.00										
	4-Lane Super Arterial	Var	Parkway	Golden State	CENTER N S	0	\$290.96	\$0.00							0	\$52.30	\$0.00	0	\$0.00	0	\$0.00										
	Missing C&G	6-Lane Super Arterial	134	Golden State	Riverside	CENTER N S	0	\$290.96	\$0.00						0	\$52.30	\$0.00	0%	\$171,178.12	\$0.00	0	\$0.00	0	\$0.00	0	\$0.00	0	\$0.00			
	6-Lane Expressway	134	Riverside	Hayes	CENTER N S	0	\$265.16	\$0.00	0						\$52.30	\$0.00	0%	\$171,178.12	\$0.00	0	\$0.00	0	\$0.00	0	\$0.00	0	\$0.00				
	Missing a 18' of AC in Center Section	6-Lane Expressway	134	Hayes	Polk	CENTER N S	0	\$265.16	\$0.00							2700	\$52.30	\$141,212.85	20%	\$171,178.12	\$34,235.62	0	\$0.00	0	\$0.00	0	\$0.00	0	\$0.00	0	\$0.00
	6-Lane Expressway	134	Polk	Milburn	CENTER N S	0	\$265.16	\$0.00	0						\$52.30	\$0.00	0%	\$171,178.12	\$0.00	0	\$0.00	0	\$0.00	0	\$0.00	0	\$0.00				
	6-Lane Expressway	134	Milburn	Blythe	CENTER N S	0	\$265.16	\$0.00	0						\$52.30	\$0.00	0%	\$171,178.12	\$0.00	0	\$0.00	0	\$0.00	0	\$0.00	0	\$0.00				
	6-Lane Expressway	134	Blythe	Brawley	CENTER N S	0	\$265.16	\$0.00	0						\$52.30	\$0.00	0%	\$171,178.12	\$0.00	0	\$0.00	0	\$0.00	0	\$0.00	0	\$0.00				
	6-Lane Expressway	120	Brawley	Valentine	CENTER N S	0	\$265.16	\$0.00	0						\$52.30	\$0.00	0%	\$171,178.12	\$0.00	0	\$0.00	0	\$0.00	0	\$0.00	0	\$0.00				
	6-Lane Expressway	120	Valentine	Marks	CENTER N S	0	\$265.16	\$0.00	0						\$52.30	\$0.00	0%	\$171,178.12	\$0.00	0	\$0.00	0	\$0.00	0	\$0.00	0	\$0.00				
Herndon EB	3-Lane Expressway	Var	Herndon	Veterans	CENTER N S	0	\$265.16	\$0.00							460	\$17.99	\$8,276.34	0	\$0.00	0	\$0.00										
	29 ft cub to cub														460	\$17.99	\$8,276.34	1	\$6,696.72	0	\$0.00										
Palo Alto-Jeanne	5-Lane Collector	92	Polk	Escalon	CENTER N S	0	\$200.17	\$0.00							0	\$69.40	\$0.00	0	\$0.00	0	\$0.00										
	Cecelia	5-Lane Collector	92	Bullard	Escalon	CENTER W E	0	\$200.17	\$0.00						810	\$69.40	\$56,215.44	0	\$0.00	0	\$0.00										
Cecelia	5-Lane Collector	92	Fig Garden	Valentine	CENTER N S	0	\$200.17	\$0.00																							

Last updated: Jul-15

## MAJOR STREET FEE UPDATE

**QUADRANT:** Northwest

## YEAR:

YEAR: 2015

Last updated: Jul-15

## MAJOR STREET FEE UPDATE

**QUADRANT:** Northwest

YEAR: 2015

YEAR: 2015

YEAR:	2015				CENTER SECTION PAVING			MEDIAN ISLAND			MEDIAN LANDSCAPING			OUTSIDE TRAVEL LANE(S)			RT TURN		BUS BAY		MISSING LANES							
	STREET NAME	CLASSIFICATION	R/W WIDTH IN FEE PROGRAM (FT)	LIMIT (S. OR W.)	LIMIT (N. OR E.)	SIDE OF STREET	LF MISSING (6/01/15)	UNIT COST/LF	SUBTOTAL COST	LF MISSING MEDIAN ISLAND (6/01/15)	UNIT COST/LF	SUBTOTAL COST	PERCENT MISSING LANDSCAPING	COST PER HALF MILE	SUBTOTAL	LF REMAINING (6/01/15)	UNIT COST/LF	SUBTOTAL COST	MISSING RIGHT TURN	SUBTOTAL COST	MISSING BUS BAY	SUBTOTAL COST	LF FT OF MISSING LANE	UNIT COST/LF	SUBTOTAL			
Escalon	3-Lane Collector	72	Dante	Cecelia	CENTER N S	0	\$200.17	\$0.00							0	\$17.99	\$0.00	0	\$0.00	0	\$0.00							
Dante/San Jose	5-Lane Collector	92	Salinas	Bullard	CENTER N S	1510	\$200.17	\$302,250.01							1510	\$69.40	\$104,796.68	0	\$0.00	0	\$0.00							
	5-Lane Collector	92	Bullard	Polk	CENTER W E	0	\$200.17	\$0.00							1510	\$69.40	\$104,796.68	0	\$0.00	0	\$0.00							
San Jose	3-Lane Collector	72	Gates	Brawley	CENTER N S	0	\$200.17	\$0.00							690	\$69.40	\$47,887.23	0	\$0.00	0	\$0.00							
	3-Lane Collector	72	Brawley	Valentine	CENTER N S	0	\$200.17	\$0.00							680	\$69.40	\$47,193.21	0	\$0.00	1	\$5,790.37							
	3-Lane Collector	72	Valentine	Feland	CENTER N S	0	\$200.17	\$0.00																				
Figarden	4-Lane Arterial	100	Barstow	Bullard	CENTER W E	0	\$238.82	\$0.00	0	\$52.30	\$0.00	0%	\$46,154.93	\$0.00	0	\$94.01	\$0.00	0	\$0.00									
	4-Lane Arterial	100	Bullard	Brunswick	CENTER N S	0	\$238.82	\$0.00	0	\$52.30	\$0.00	0%	\$46,154.93	\$0.00	0	\$94.01	\$0.00	0	\$0.00									
	4-Lane Arterial	100	Brunswick	Sierra	CENTER W E	0	\$238.82	\$0.00	0	\$52.30	\$0.00	0%	\$46,154.93	\$0.00	0	\$94.01	\$0.00	0	\$0.00									
	4-Lane Arterial	100	Sierra	Bullard	CENTER W E	0	\$238.82	\$0.00	0	\$52.30	\$0.00	0%	\$46,154.93	\$0.00	0	\$94.01	\$0.00	0	\$0.00									
Bullard	3-Lane Collector	72	Garfield	Grantland	CENTER N S	1308	\$200.17	\$261,816.57							2598	\$17.99	\$46,743.35	1	\$8,569.93	1	\$5,790.37							
	3-Lane Collector	92	Grantland	Bryan	CENTER N S	0	\$200.17	\$0.00							1308	\$17.99	\$23,533.60	0	\$0.00	1	\$5,790.37							
	4-Lane Arterial	100	Veterans	Carnegie	CENTER N S	2270	\$238.82	\$542,125.55	2270	\$52.30	\$118,723.40	75%	\$46,154.93	\$34,616.20	0	\$94.01	\$0.00	0	\$0.00	0	\$0.00	800	\$22.67	\$18,137.4				
	4-Lane Arterial	100	Carnegie	Polk	CENTER N S	0	\$238.82	\$0.00	0	\$52.30	\$0.00	0%	\$46,154.93	\$0.00	0	\$94.01	\$0.00	0	\$0.00	0	\$0.00							
	4-Lane Arterial	100	Polk	Dante	CENTER N S	0	\$238.82	\$0.00	0	\$52.30	\$0.00	0%	\$46,154.93	\$0.00	0	\$94.01	\$0.00	0	\$0.00	0	\$0.00							
	4-Lane Arterial	100	Dante	Cecelia	CENTER N S	0	\$238.82	\$0.00	0	\$52.30	\$0.00	0%	\$46,154.93	\$0.00	0	\$94.01	\$0.00	0	\$0.00	0	\$0.00							
	4-Lane Arterial	100	Cecelia	Figarden	CENTER N S	0	\$238.82	\$0.00	0	\$52.30	\$0.00	0%	\$46,154.93	\$0.00	0	\$94.01	\$0.00	0	\$0.00	0	\$0.00							
	5-Lane Collector	92	Figarden	Brunswick	CENTER N S	0	\$200.17	\$0.00							0	\$17.99	\$0.00	0	\$0.00	0	\$0.00							
															0	\$17.99	\$0.00	0	\$0.00	0	\$0.00							
Barstow	3-Lane Collector	72	Garfield	Grantland	CENTER N S	610	\$200.17	\$122,101.00							420	\$17.99	\$7,556.66	0	\$0.00	1	\$5,790.37							
	3-Lane Collector	72	Grantland	Veterans	Epstein No. 48	CENTER N S	2320	\$200.17	\$464,384.12							2170	\$17.99	\$39,042.75	1	\$8,569.93	1	\$5,790.37						
	5-Lane Collector	92	Veterans			CENTER N S	0	\$200.17	\$0.00						2370	\$17.99	\$42,641.16	1	\$8,569.93	1	\$5,790.37							
															924	\$69.40	\$64,127.24	0	\$0.00	0	\$0.00							
Shaw	3-Lane Arterial	72	Garfield	Grantland	CENTER N S	2590	\$227.77	\$589,924.90							2590	\$26.09	\$67,577.92	1	\$9,281.81	1	\$5,926.75							
	4-Lane Arterial	100	Grantland	Veterans	CENTER N S	1420	\$238.82	\$339,127.00	1420	\$52.30	\$74,267.50	100%	\$23,077.47	\$23,077.47	2590	\$26.09	\$67,577.92	1	\$9,281.81	1	\$5,926.75							
	4-Lane Arterial	100	Veterans	Bryan	CENTER N S	1055	\$238.82	\$251,957.03	1055	\$52.30	\$55,177.61	100%	\$23,077.47	\$23,077.47	1420	\$94.01	\$133,493.31	1	\$9,281.81	1	\$5,926.75							
	4-Lane Arterial	100	Bryan	Hayes	CENTER N S	2587	\$238.82	\$617,832.07	2587	\$52.30	\$135,302.83	100%	\$46,154.93	\$46,154.93	1420	\$94.01	\$133,493.31	1	\$9,281.81	1	\$5,926.75							
	4-Lane Arterial	100	Hayes	Polk	CENTER N S	2585	\$238.82	\$617,354.43	2585	\$52.30	\$135,198.23	100%	\$46,154.93	\$46,154.93	1055	\$94.01	\$99,179.89	1	\$9,281.81	1	\$5,926.75							
	4-Lane Arterial	100	Polk	Golden State	CENTER N S	0	\$253.45	\$0.00	0	\$52.30	\$0.00	0%	\$46,154.93	\$0.00	2587	\$94.01	\$243,202.24	1	\$9,281.81	1	\$5,926.75							
	HSR work														0	\$160.78	\$0.00	0	\$0.00	0	\$0.00							
	HSR work														0	\$160.78	\$0.00	0	\$0.00	0	\$0.00							

Last updated: Jul-15

**MAJOR STREET FEE UPDATE**

QUADRANT: Northwest

YEAR: 2015

STREET NAME	CLASSIFICATION	R/W WIDTH IN FEE PROGRAM (FT)	LIMIT (S. OR W.)	LIMIT (N. OR E.)	SIDE OF STREET	IRR PIPES DITCH PIPING/ UPGRADE /EA	IRR STRCTR CANAL CROSSINGS/EA	RR UPRGRDS RAILROAD CROSSING UPGRADES/EA	REGIONAL ENTER "R" FOR REGIONAL STREETS	Deficiency Analysis					TOTAL		GROWTH AREA TOTAL		REGIONAL TOTAL	
										2012 PM Peak Hour	Estimated 2015 Peak Hour Volumne	GP buildout PM Peak Hour	Deficiency Threshold	Impact Fee Contribution	TOTAL COST (GROWTH AREA STREETS)	TOTAL COST (REGIONAL STREETS)	TOTAL CENTER SECTION + MEDIAN	TOTAL COST FOR OUTSIDE TRAVEL LANE(S)	TOTAL COST FOR ALL IRRIGATION, CANAL, AND RR UPDATES	TOTAL CENTER SECTION + MEDIAN
Escalon	3-Lane Collector	72	Dante	Cecelia	CENTER N S										\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Dante/San Jose	5-Lane Collector	92	Salinas	Bullard	CENTER N S										\$302,250.01	\$0.00	\$302,250.01	\$0.00	\$0.00	\$0.00
	5-Lane Collector	92	Bullard	Polk	CENTER W E										\$104,796.68	\$0.00	\$104,796.68	\$0.00	\$0.00	\$0.00
San Jose	3-Lane Collector	72	Gates	Brawley	CENTER N S										\$104,796.68	\$0.00	\$104,796.68	\$0.00	\$0.00	\$0.00
	3-Lane Collector	72	Brawley	Valentine	CENTER N S										\$47,887.23	\$0.00	\$47,887.23	\$0.00	\$0.00	\$0.00
	3-Lane Collector	72	Valentine	Feland	CENTER N S										\$52,983.58	\$0.00	\$52,983.58	\$0.00	\$0.00	\$0.00
Figarden	4-Lane Arterial	100	Barstow	Bullard	CENTER W E										\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
	4-Lane Arterial	100	Bullard	Brunswick	CENTER N S										\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
	4-Lane Arterial	100	Brunswick	Sierra	CENTER W E										\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
	4-Lane Arterial	100	Sierra	Bullard	CENTER W E										\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Bullard	3-Lane Collector	72	Garfield	Grantland	CENTER N S										\$261,816.57	\$0.00	\$261,816.57	\$0.00	\$0.00	\$0.00
	3-Lane Collector	92	Grantland	Bryan	CENTER N S	\$54,188.00									\$61,103.65	\$0.00	\$61,103.65	\$0.00	\$0.00	\$0.00
	4-Lane Arterial	100	Veterans	Carnegie	CENTER N S										\$29,323.97	\$0.00	\$29,323.97	\$0.00	\$0.00	\$0.00
	4-Lane Arterial	100	Carnegie	Polk	CENTER N S										\$73,658.84	\$0.00	\$73,658.84	\$0.00	\$0.00	\$0.00
	4-Lane Arterial	100	Polk	Dante	CENTER N S										\$695,465.15	\$0.00	\$695,465.15	\$0.00	\$0.00	\$0.00
	4-Lane Arterial	100	Dante	Cecelia	CENTER N S										\$228,609.83	\$0.00	\$228,609.83	\$0.00	\$0.00	\$0.00
	4-Lane Arterial	100	Cecelia	Figarden	CENTER N S										\$228,609.83	\$0.00	\$228,609.83	\$0.00	\$0.00	\$0.00
	5-Lane Collector	92	Figarden	Brunswick	CENTER N S										\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Barstow	3-Lane Collector	72	Garfield	Grantland	CENTER N S										\$122,101.00	\$0.00	\$122,101.00	\$0.00	\$0.00	\$0.00
	3-Lane Collector	72	Grantland	Veterans	CENTER N S	\$42,408.00									\$13,347.03	\$0.00	\$13,347.03	\$0.00	\$0.00	\$0.00
	5-Lane Collector	92	Veterans	Parkway	CENTER N S										\$52,209.86	\$0.00	\$52,209.86	\$0.00	\$0.00	\$0.00
Shaw	3-Lane Arterial	72	Garfield	Grantland	CENTER N S										\$506,792.12	\$0.00	\$464,384.12	\$42,408.00	\$0.00	\$0.00
	4-Lane Arterial	100	Grantland	Eptein No. 48	CENTER N S										\$53,403.05	\$0.00	\$53,403.05	\$0.00	\$0.00	\$0.00
	4-Lane Arterial	100	Veterans	Parkway	CENTER N S										\$57,001.46	\$0.00	\$57,001.46	\$0.00	\$0.00	\$0.00
	4-Lane Arterial	100	Bryan	Hayes	CENTER N S	\$58,900.00									\$64,127.24	\$0.00	\$64,127.24	\$0.00	\$0.00	\$0.00
	4-Lane Arterial	100	Hayes	Polk	CENTER N S	\$58,900.00									\$101,349.17	\$0.00	\$101,349.17	\$0.00	\$0.00	\$0.00
	4-Lane Arterial	100	Polk	Golden State	CENTER N S										\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
	HSR work																			
	HSR work																			

Last updated: Jul-15

**MAJOR STREET FEE UPDATE**

QUADRANT: Northwest

YEAR: 2015

STREET NAME	CLASSIFICATION	R/W WIDTH IN FEE PROGRAM (FT)	LIMIT (S. OR W.)	LIMIT (N. OR E.)	SIDE OF STREET	CENTER SECTION PAVING			MEDIAN ISLAND			MEDIAN LANDSCAPING			OUTSIDE TRAVEL LANE(S)			RT TURN		BUS BAY		MISSING LANES			
						LF MISSING (6/01/15)	UNIT COST/LF	SUBTOTAL COST	LF MISSING MEDIAN ISLAND (6/01/15)	UNIT COST/LF	SUBTOTAL COST	PERCENT MISSING LANDSCAPING	COST PER HALF MILE	SUBTOTAL COST	LF REMAINING (6/01/15)	UNIT COST/LF	SUBTOTAL COST	MISSING RIGHT TURN	SUBTOTAL COST	MISSING BUS BAY	SUBTOTAL COST	LF FT OF MISSING LANE	UNIT COST/LF	SUBTOTAL	
	4-Lane Arterial	100	Golden State	Blythe	CENTER	0	\$253.45	\$0.00	0	\$52.30	\$0.00	0%	\$46,154.93	\$0.00	0	\$160.78	\$0.00	0	\$0.00	0	\$0.00				
	HSR work				N										0	\$160.78	\$0.00	0	\$0.00	0	\$0.00				
	HSR work				S										0	\$160.78	\$0.00	0	\$0.00	0	\$0.00				
	4-Lane Arterial	100	Blythe	Brawley	CENTER	0	\$253.45	\$0.00	0	\$52.30	\$0.00	0%	\$46,154.93	\$0.00	0	\$160.78	\$0.00	0	\$0.00	0	\$0.00				
					N										0	\$160.78	\$0.00	0	\$0.00	0	\$0.00				
					S										0	\$160.78	\$0.00	0	\$0.00	0	\$0.00				
	4-Lane Arterial	100	Brawley	Marty	CENTER	0	\$253.45	\$0.00	0	\$52.30	\$0.00	0%	\$46,154.93	\$0.00	0	\$160.78	\$0.00	0	\$0.00	0	\$0.00				
					N										0	\$160.78	\$0.00	0	\$0.00	0	\$0.00				
					S										0	\$160.78	\$0.00	0	\$0.00	0	\$0.00				
	4-Lane Arterial	100	Marty	Valentine	CENTER	0	\$253.45	\$0.00	0	\$52.30	\$0.00	0%	\$46,154.93	\$0.00	0	\$160.78	\$0.00	0	\$0.00	0	\$0.00				
					N										0	\$160.78	\$0.00	0	\$0.00	0	\$0.00				
					S										0	\$160.78	\$0.00	0	\$0.00	0	\$0.00				
	4-Lane Arterial	100	Valentine	Feland	CENTER	0	\$253.45	\$0.00	0	\$52.30	\$0.00	0%	\$46,154.93	\$0.00	0	\$160.78	\$0.00	0	\$0.00	0	\$0.00				
					N										0	\$160.78	\$0.00	0	\$0.00	0	\$0.00				
					S										0	\$160.78	\$0.00	0	\$0.00	0	\$0.00				
	4-Lane Arterial	100	Feland	Marks	CENTER	0	\$253.45	\$0.00	0	\$52.30	\$0.00	0%	\$46,154.93	\$0.00	0	\$160.78	\$0.00	0	\$0.00	0	\$0.00				
					N										0	\$160.78	\$0.00	0	\$0.00	0	\$0.00				
					S										0	\$160.78	\$0.00	0	\$0.00	0	\$0.00				
Gettysburg	3-Lane Collector	72	Veterans	Bryan	CENTER	900	\$200.17	\$180,149.01								2100	\$17.99	\$37,783.31	1	\$8,569.93	1	\$5,790.37			
					N										900	\$17.99	\$16,192.85	0	\$0.00	1	\$5,790.37				
					S																				
	3-Lane Collector	72	Bryan	Hayes	CENTER	2590	\$200.17	\$518,428.83								2590	\$17.99	\$46,599.41	1	\$8,569.93	1	\$5,790.37			
					N										2590	\$17.99	\$46,599.41	1	\$8,569.93	1	\$5,790.37				
					S										0	\$17.99	\$0.00	0	\$0.00	0	\$0.00				
	3-Lane Collector	72	Hayes	Carnegie	CENTER	0	\$200.17	\$0.00								0	\$17.99	\$0.00	0	\$0.00	0	\$0.00			
					N										0	\$17.99	\$0.00	0	\$0.00	0	\$0.00				
					S																				
	3-Lane Collector	72	Carnegie	Polk	CENTER	0	\$200.17	\$0.00								550	\$17.99	\$9,895.63	0	\$0.00	0	\$0.00			
					N										0	\$17.99	\$0.00	0	\$0.00	0	\$0.00				
					S																				
	3-Lane Collector	72	Polk	Barcus	CENTER	0	\$200.17	\$0.00								0	\$17.99	\$0.00	0	\$0.00	0	\$0.00			
					N										0	\$17.99	\$0.00	0	\$0.00	0	\$0.00				
					S																				
	3-Lane Collector	72	Barcus	Cornelia	CENTER	1257	\$200.17	\$251,608.12								1257	\$17.99	\$22,616.01	0	\$0.00	1	\$5,790.37			
					N										1257	\$17.99	\$22,616.01	0	\$0.00	0	\$0.00				
					S																				
Ashlan	4-Lane Arterial	100	Grantland	Bryan	CENTER	0	\$238.82	\$0.00	0	\$52.30	\$0.00	50%	\$46,154.93	\$23,077.47	0	\$94.01	\$0.00	0	\$0.00	0	\$0.00				
					N										2605	\$94.01	\$244,894.41	1	\$9,281.81	1	\$5,926.75				
					S																				
	4-Lane Arterial	100	Bryan	Hayes	CENTER	2138	\$238.82	\$510,601.07	2138	\$52.30	\$111,819.66	100%	\$46,154.93	\$46,154.93	2585	\$94.01	\$243,014.22	1	\$9,281.81	1	\$5,926.75				
					N										2585	\$94.01	\$243,014.22	1	\$9,281.81	1	\$5,926.75				
					S																				
	4-Lane Arterial	100	Hayes	Polk	CENTER	2582	\$238.82	\$616,637.97	2582	\$52.30	\$135,041														



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**MAJOR STREET FEE UPDATE**

QUADRANT: Northwest

YEAR: 2015

STREET NAME	CLASSIFICATION	R/W WIDTH IN FEE PROGRAM (FT)	LIMIT (S. OR W.)	LIMIT (N. OR E.)	SIDE OF STREET	CENTER SECTION PAVING			MEDIAN ISLAND			MEDIAN LANDSCAPING			OUTSIDE TRAVEL LANE(S)			RT TURN		BUS BAY		MISSING LANES			
						LF MISSING (6/01/15)	UNIT COST/LF	SUBTOTAL COST	LF MISSING MEDIAN ISLAND (6/01/15)	UNIT COST/LF	SUBTOTAL COST	PERCENT MISSING LANDSCAPING	COST PER HALF MILE	SUBTOTAL COST	LF REMAINING (6/01/15)	UNIT COST/LF	SUBTOTAL COST	MISSING RIGHT TURN	SUBTOTAL COST	MISSING BUS BAY	SUBTOTAL COST	LF FT OF MISSING LANE	UNIT COST/LF	SUBTOTAL	
3-Lane Collector	72	Grantland	Bryan	CENTER	2596	\$200.17	\$519,629.82								2596	\$17.99	\$46,707.36	1	\$9,281.81	1	\$5,926.75				
3-Lane Collector	72	Bryan	Hayes	CENTER	2586	\$200.17	\$517,628.16								2596	\$17.99	\$46,707.36	1	\$9,281.81	1	\$5,926.75				
3-Lane Collector	72	Hayes	Polk	CENTER	2574	\$200.17	\$515,226.18								2586	\$17.99	\$46,527.44	1	\$9,281.81	1	\$5,926.75				
3-Lane Collector	72	Polk	Cornelia	CENTER	1310	\$238.82	\$312,856.60	1310	\$52.30	\$68,514.38		50%	\$46,154.93	\$23,077.47	2586	\$17.99	\$46,311.54	1	\$9,281.81	1	\$5,926.75				
4-Lane Arterial	100	Polk	Cornelia	CENTER	2611	\$238.82	\$623,563.80	2611	\$52.30	\$136,558.06		100%	\$46,154.93	\$46,154.93	2599	\$94.01	\$240,569.98	1	\$9,281.81	1	\$5,926.75				
4-Lane Arterial	100	Cornelia	Blythe	CENTER	1249	\$238.82	\$298,288.47	1249	\$52.30	\$65,324.02		100%	\$46,154.93	\$46,154.93	1294	\$94.01	\$121,648.12	0	\$0.00	1	\$5,926.75				
4-Lane Arterial	100	Blythe	Brawley	CENTER	615	\$238.82	\$146,875.43	1283	\$52.30	\$67,102.25		50%	\$46,154.93	\$23,077.47	2611	\$94.01	\$245,458.46	1	\$9,281.81	1	\$5,926.75				
4-Lane Arterial	100	Brawley	Valentine	CENTER	1713	\$238.82	\$409,101.79	950	\$52.30	\$49,686.00		100%	\$46,154.93	\$46,154.93	2572	\$94.01	\$241,792.10	1	\$9,281.81	1	\$5,926.75				
4-Lane Arterial	100	Valentine	Parkway	CENTER										1850	\$94.01	\$173,917.33	1	\$9,281.81	1	\$5,926.75					
Clinton	3-Lane Collector	72	Grantland	Bryan	CENTER	2581	\$200.17	\$516,627.34						2572	\$94.01	\$241,792.10	1	\$9,281.81	1	\$5,926.75					
3-Lane Collector	72	Bryan	Hayes	CENTER	2591	\$200.17	\$518,628.99							2581	\$69.40	\$179,125.98	1	\$8,569.93	1	\$5,790.37					
3-Lane Collector	72	Hayes	Polk	CENTER	2568	\$200.17	\$514,025.18							2581	\$69.40	\$179,125.98	1	\$8,569.93	1	\$5,790.37					
5-Lane Collector	92	Polk	Cornelia	CENTER	1514	\$200.17	\$303,050.67							2591	\$69.40	\$179,820.00	1	\$8,569.93	1	\$5,790.37					
Missing a 12' lane														2591	\$69.40	\$179,820.00	1	\$8,569.93	1	\$5,790.37					
5-Lane Collector	92	Cornelia	Blythe	CENTER	0	\$200.17	\$0.00							2568	\$69.40	\$178,223.76	1	\$8,569.93	1	\$5,790.37					
5-Lane Collector	92	Blythe	Brawley	CENTER	0	\$200.17	\$0.00							2568	\$69.40	\$178,223.76	1	\$8,569.93	1	\$5,790.37					
5-Lane Collector	92	Brawley	Valentine	CENTER	963	\$200.17	\$192,759.44							1514	\$69.40	\$105,074.29	0	\$0.00	1	\$5,790.37					
5-Lane Collector	92	Valentine	Marks	CENTER	1686	\$200.17	\$337,479.15							2573	\$69.40	\$178,570.77	1	\$8,569.93	1	\$5,790.37	2,573	\$54.41	\$140,002.77		
Victoria Colony No. 43														0	\$69.40	\$0.00	0	\$0.00	0	\$0.00					
McKinley	3-Lane Collector	72	Grantland	Bryan	CENTER	2581	\$200.17	\$516,627.34						240	\$69.40	\$16,656.43	0	\$0.00	1	\$5,790.37					
3-Lane Collector	72	Bryan	Hayes	CENTER	2591	\$200.17	\$518,628.99							0	\$69.40	\$0.00	0	\$0.00	0	\$0.00					
4-Lane Collector	72	Hayes	Polk	CENTER	1607	\$238.82	\$383,786.68	1607	\$52.30	\$84,047.80		100%	\$46,154.93	\$46,154.93	2591	\$69.40	\$179,820.00	1	\$8,569.93	1	\$5,790.37				
4-Lane Arterial	100	Polk	Cornelia	CENTER	0	\$238.82	\$0.00	0	\$52.30	\$0.00		75%	\$46,154.93	\$34,616.20	1607	\$94.01	\$241,604.08	1	\$9,281.81	1	\$5,926.75				
4-Lane Arterial	100	Cornelia	Blythe	CENTER	630	\$238.82	\$150,457.75	630	\$52.30	\$32,949.67		75%	\$46,154.93	\$34,616.20	1586	\$94.01	\$149,098.86	1	\$9,281.81	1	\$5,926.75				
4-Lane Arterial	100	Blythe	Brawley	CENTER	2581	\$238.82	\$616,399.14	2581	\$52.30	\$134,989.02		100%	\$46,154.93	\$46,154.93	1301	\$94.01	\$122,306.19	0	\$0.00	1	\$5,926.75				
4-Lane Arterial	100	Brawley	Valentine	CENTER	2581	\$238.82	\$616,399.14	2581	\$52.30	\$134,989.02		100%	\$46,154.93	\$46,154.93	1654	\$94.01	\$155,491.50	1	\$9,281.81	1	\$5,926.75				
4-Lane Arterial	100	Valentine	Marks	CENTER	2622	\$238.82	\$626,190.84	2622	\$52.30	\$137,133.37		100%	\$46,154.93	\$46,154.93	1908	\$94.01	\$179,369.88	1	\$9,281.81	1	\$5,926.75				
4-Lane Arterial	100	Marks	1300ft E of Marks	CENTER	1263	\$238.82	\$301,631.97	1263	\$52.30	\$66,056.23		50%	\$46,154.93	\$23,077.47	1263	\$94.01	\$118,733.83	1	\$9,281.81	0	\$0.00				
Olive	3-Lane Collector	72	Grantland	Bryan	CENTER	2581	\$200.17	\$516,627.34						1981	\$94.01	\$186,232.56	1	\$9,281.81	1	\$5,926.75					
3-Lane Collector	72	Bryan	Hayes	CENTER	2591	\$200.17	\$518,628.99							1263	\$94.01	\$24,442.44	0	\$0.00	1	\$5,926.75					
														2581	\$17.99	\$46,437.48	1	\$8,569.93	1	\$5,790.37					
														2581	\$17.99	\$46,437.48	1	\$8,569.93	1	\$5,790.37					

Last updated: Jul-15  
**MAJOR STREET FEE UPDATE**  
**QUADRANT:** Northwest

YEAR: 2015						IRR PIPES	IRR STRCTR	RR UPRGRDS	REGIONAL	Deficiency Analysis					TOTAL		GROWTH AREA TOTAL		REGIONAL TOTAL			
STREET NAME	CLASSIFICATION	R/W WIDTH IN FEE PROGRAM (FT)	LIMIT (S. OR W.)	LIMIT (N. OR E.)	SIDE OF STREET	DITCH PIPING/ UPGRADE /EA	CANAL CROSSINGS/EA	RAILROAD CROSSING UPGRADES/EA	ENTER "R" FOR REGIONAL STREETS	2012 PM Peak Hour	Estimated 2015 Peak Hour Volumne	GP buildout PM Peak Hour	Deficiency Threshold	Impact Fee Contribution	TOTAL COST (GROWTH AREA STREETS)	TOTAL COST (REGIONAL STREETS)	TOTAL CENTER SECTION + MEDIAN	TOTAL COST FOR OUTSIDE TRAVEL LANE(S)	TOTAL COST FOR ALL IRRIGATION, CANAL, AND RR UPDATES	TOTAL CENTER SECTION + MEDIAN	TOTAL COST FOR OUTSIDE TRAVEL LANE	TOTAL COST FOR ALL IRRIGATION, CANAL, AND RR UPDATES
3-Lane Collector	72	Grantland	Bryan	CENTER	N S				N/A	100%				\$519,629.82	\$0.00	\$519,629.82	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	
	72	Bryan	Hayes	CENTER											\$61,915.92	\$0.00	\$61,915.92	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
	72	Hayes	Polk	CENTER											\$517,628.16	\$0.00	\$517,628.16	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
	72	Polk	Cornelia	CENTER											\$61,736.00	\$0.00	\$61,736.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
	100	Cornelia	Blythe	CENTER											\$404,448.45	\$0.00	\$255,778.54	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
	100	Blythe	Brawley	CENTER											\$127,574.88	\$0.00	\$127,574.88	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
	100	Brawley	Valentine	CENTER		\$117,800.00			N/A	100%					\$806,276.79	\$0.00	\$806,276.79	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
	100	Valentine	Parkway	CENTER											686	805	1480	1270	100%	\$260,667.03	\$257,000.66	\$257,000.66
4-Lane Arterial	100	Brawley	Valentine	CENTER	N S				N/A	100%					\$189,125.89	\$0.00	\$189,125.89	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
	100	Brawley	Valentine	CENTER											\$64,682.61	\$0.00	\$64,682.61	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
	100	Valentine	Parkway	CENTER											686	868	1900	1270	100%	\$68,037.66	\$504,942.73	\$98,590.71
	100	Valentine	Parkway	CENTER											686	868	1900	1270	100%	\$98,590.71	\$95,235.65	\$95,235.65
	100	Valentine	Parkway	CENTER											686	868	1900	1270	100%	\$504,942.73	\$0.00	\$0.00
	100	Valentine	Parkway	CENTER											686	868	1900	1270	100%	\$98,590.71	\$95,235.65	\$95,235.65
	100	Valentine	Parkway	CENTER											686	868	1900	1270	100%	\$95,235.65	\$0.00	\$0.00
	100	Valentine	Parkway	CENTER											686	868	1900	1270	100%	\$95,235.65	\$0.00	\$0.00
Clinton	3-Lane Collector	72	Grantland	Bryan	CENTER	N S			N/A	100%					\$516,627.34	\$0.00	\$516,627.34	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
	72	Bryan	Hayes	CENTER	\$193,486.29										\$0.00	\$193,486.29	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	
	72	Hayes	Polk	CENTER	\$194,180.31										\$0.00	\$194,180.31	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	
	72	Polk	Cornelia	CENTER	\$303,050.67										\$0.00	\$303,050.67	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	
	92	Cornelia	Blythe	CENTER	N S				N/A	100%					\$110,864.66	\$0.00	\$110,864.66	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
	92	Blythe	Brawley	CENTER											976	1095	1770	N/A	100%	\$332,933.84	\$22,446.80	\$22,446.80
	92	Brawley	Valentine	CENTER	N S				N/A	100%					1058	1186	1910	1270	100%	\$246,947.44	\$192,759.44	\$54,188.00
	92	Valentine	Marks	CENTER											1793	1890	2440	1270	23%	\$84,773.08	\$76,064.20	\$12,213.40
McKinley	3-Lane Collector	72	Grantland	Bryan	CENTER	N S			N/A	100%					\$516,627.34	\$0.00	\$516,627.34	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
	72	Bryan	Hayes	CENTER	\$193,486.29										\$0.00	\$193,486.29	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	
	72	Hayes	Polk	CENTER	\$194,180.31										\$0.00	\$194,180.31	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	
	72	Polk	Cornelia	CENTER	\$303,050.67										\$0.00	\$303,050.67	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	
	92	Cornelia	Blythe	CENTER	N S				N/A	100%					976	1095	1770	N/A	100%	\$218,0		

Last updated: Jul-15

**MAJOR STREET FEE UPDATE**

QUADRANT: Northwest

YEAR: 2015

STREET NAME	CLASSIFICATION	R/W WIDTH IN FEE PROGRAM (FT)	LIMIT (S. OR W.)	LIMIT (N. OR E.)	SIDE OF STREET	CENTER SECTION PAVING			MEDIAN ISLAND			MEDIAN LANDSCAPING			OUTSIDE TRAVEL LANE(S)			RT TURN		BUS BAY		MISSING LANES			
						LF MISSING (6/01/15)	UNIT COST/LF	SUBTOTAL COST	LF MISSING MEDIAN ISLAND (6/01/15)	UNIT COST/LF	SUBTOTAL COST	PERCENT MISSING LANDSCAPING	COST PER HALF MILE	SUBTOTAL COST	LF REMAINING (6/01/15)	UNIT COST/LF	SUBTOTAL COST	MISSING RIGHT TURN	SUBTOTAL COST	MISSING BUS BAY	SUBTOTAL COST	LF FT OF MISSING LANE	UNIT COST/LF	SUBTOTAL	
	3-Lane Collector	72	Hayes	Polk	CENTER	2568	\$200.17	\$200.17							2428	\$17.99	\$43,684.70	1	\$8,569.93	1	\$5,790.37				
	3-Lane Collector	72	Polk	Cornelia	CENTER	2564	\$200.17	\$200.17							2568	\$17.99	\$46,203.58	1	\$8,569.93	1	\$5,790.37				
	3-Lane Collector	72	Cornelia	Blythe	CENTER	2596	\$200.17	\$519,629.82							2564	\$17.99	\$46,131.62	1	\$8,569.93	1	\$5,790.37				
	3-Lane Collector	72	Blythe	Brawley	CENTER	2588	\$200.17	\$518,028.49							2564	\$17.99	\$46,131.62	1	\$8,569.93	1	\$5,790.37				
	3-Lane Collector	72	Brawley	Valentine	CENTER	2586	\$200.17	\$517,628.16							2596	\$17.99	\$46,707.36	1	\$8,569.93	1	\$5,790.37				
	3-Lane Collector	72	Valentine	Marks	CENTER	2535	\$200.17	\$507,419.72							2588	\$17.99	\$46,563.43	1	\$8,569.93	1	\$5,790.37				
	3-Lane Collector	72	Grantland	Bryan	CENTER	2581	\$200.17	\$516,627.34							2586	\$17.99	\$46,527.44	1	\$8,569.93	1	\$5,790.37				
	3-Lane Collector	72	Bryan	Hayes	CENTER	2591	\$200.17	\$518,628.99							2405	\$17.99	\$43,270.88	1	\$8,569.93	1	\$5,790.37				
	3-Lane Collector	72	Hayes	Polk	CENTER	2564	\$200.17	\$513,224.52							2535	\$17.99	\$45,609.85	1	\$8,569.93	1	\$5,790.37				
	5-Lane Collector	92	Polk	Cornelia	CENTER	2564	\$200.17	\$513,224.52							2405	\$17.99	\$43,270.88	1	\$8,569.93	1	\$5,790.37				
Belmont	3-Lane Collector	72	Grantland	Bryan	CENTER	2581	\$200.17	\$516,627.34							2535	\$17.99	\$45,609.85	1	\$8,569.93	1	\$5,790.37				
	3-Lane Collector	72	Bryan	Hayes	CENTER	2591	\$200.17	\$518,628.99							2581	\$17.99	\$46,437.48	1	\$8,569.93	1	\$5,790.37				
	3-Lane Collector	72	Hayes	Polk	CENTER	2564	\$200.17	\$513,224.52							2581	\$17.99	\$46,437.48	1	\$8,569.93	1	\$5,790.37				
	3-Lane Collector	72	Cornelia	Blythe	CENTER	2616	\$200.17	\$523,633.13							2591	\$17.99	\$46,617.40	1	\$8,569.93	1	\$5,790.37				
	5-Lane Collector	92	Blythe	Brawley	CENTER	2607	\$200.17	\$521,831.64							2591	\$17.99	\$46,617.40	1	\$8,569.93	1	\$5,790.37				
	Houghton No. 78 culvert														2564	\$69.40	\$177,946.15	1	\$8,569.93	1	\$5,790.37				
	5-Lane Collector	92	Valentine	Marks	CENTER	2558	\$200.17	\$512,023.53							2564	\$69.40	\$177,946.15	1	\$8,569.93	1	\$5,790.37				
	5-Lane Collector	92	Valentine	Marks	CENTER	2260	\$200.17	\$452,374.19							2616	\$69.40	\$181,555.05	1	\$8,569.93	1	\$5,790.37				
	5-Lane Collector	92	Valentine	Marks	CENTER	2260	\$200.17	\$452,374.19							2616	\$69.40	\$181,555.05	1	\$8,569.93	1	\$5,790.37				
Garfield	3-Lane Collector	72	Shields	Dakota	CENTER	2640	\$200.17	\$528,437.10							2607	\$69.40	\$180,930.43	1	\$8,569.93	1	\$5,790.37				
	Wheaton No. 518														2607	\$69.40	\$180,930.43	1	\$8,569.93	1	\$5,790.37				
	3-Lane Collector	72	Dakota	Ashlan	CENTER	2640	\$200.17	\$528,437.10							2607	\$69.40	\$180,930.43	1	\$8,569.93	1	\$5,790.37				
	Silva No. 47														2640	\$17.99	\$47,499.01	1	\$8,569.93	1	\$5,790.37				
	3-Lane Collector	72	Ashlan	Gettysburg	CENTER	2640	\$200.17	\$528,437.10							2640	\$17.99	\$47,499.01	1	\$8,569.93	1	\$5,790.37				
	Bishop No. 462														2640	\$17.99	\$47,499.01	1	\$8,569.93	1	\$5,790.37				
	3-Lane Collector	72	Gettysburg	Shaw	CENTER	2640	\$200.17	\$528,437.10							2640	\$17.99	\$47,499.01	1	\$8,569.93	1	\$5,790.37				
	Bishop No. 462														2640	\$17.99	\$47,499.01	1	\$8,569.93	1	\$5,790.37				
	3-Lane Collector	72	Shaw	Barstow	CENTER	1825	\$200.17	\$365,302.17							2640	\$17.99	\$47,499.01	1	\$8,569.93	1	\$5,790.37				
	Herndon Canal														2640	\$17.99	\$47,499.01	1	\$8,569.93	1	\$5,790.37				
	3-Lane Collector	72	Barstow	Bullard	CENTER	1670	\$200.17	\$334,276.50							1561	\$17.99	\$28,085.59	1	\$8,569.93	1	\$5,790.37				
	Missing 4' of AC														2640	\$17.99	\$47,499.01	1	\$8,569.93	1	\$5,790.37				
	3-Lane Collector	72	Bullard	Tenaya	CENTER	2304	\$200.17	\$461,181.47							1670	\$17.99	\$30,046.72	1	\$8,569.93	0	\$0.00				
	3-Lane Collector	72	Tenaya	Herndon	CENTER	2984	\$200.17	\$597,294.06							2304	\$17.99	\$41,453.68	1	\$8,569.93	1	\$5,790.37				
	Epstein No. 48														2984	\$17.99	\$53,688.28	1	\$8,569.93	1	\$5,790.37				
	Parkway	3-Lane Collector	73	Herndon	Herndon	CENTER	2600	\$200.17	\$520,430.48						2984	\$17.99	\$53,688.28	1	\$8,569.93	1	\$5				

Last updated: Jul-15

**MAJOR STREET FEE UPDATE**

QUADRANT: Northwest

YEAR: 2015

STREET NAME	CLASSIFICATION	R/W WIDTH IN FEE PROGRAM (FT)	LIMIT (S. OR W.)	LIMIT (N. OR E.)	SIDE OF STREET	IRR PIPES DITCH PIPING/ UPGRADE /EA	IRR STRCTR CANAL CROSSINGS/EA	RR UPRGRDS RAILROAD CROSSING UPGRADES/EA	REGIONAL ENTER "R" FOR REGIONAL STREETS	Deficiency Analysis					TOTAL		GROWTH AREA TOTAL		REGIONAL TOTAL			
										2012 PM Peak Hour	Estimated 2015 Peak Hour Volumne	GP buildout PM Peak Hour	Deficiency Threshold	Impact Fee Contribution	TOTAL COST (GROWTH AREA STREETS)	TOTAL COST (REGIONAL STREETS)	TOTAL CENTER SECTION + MEDIAN	TOTAL COST FOR OUTSIDE TRAVEL LANE(S)	TOTAL COST FOR ALL IRRIGATION, CANAL, AND RR UPDATES	TOTAL CENTER SECTION + MEDIAN	TOTAL COST FOR OUTSIDE TRAVEL LANE	TOTAL COST FOR ALL IRRIGATION, CANAL, AND RR UPDATES
3-Lane Collector	72	Hayes	Polk	Center	N S	\$51,832.00			535	618	1090	1270	100%	\$200.17	\$0.00	\$200.17	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	
	72	Polk	Cornelia	Center						535	629	1160	1270	100%	\$58,045.00	\$0.00	\$58,045.00	\$0.00	\$60,563.89	\$0.00	\$60,563.89	\$0.00
	72	Cornelia	Blythe	Center						535	603	990	1270	100%	\$60,563.89	\$0.00	\$200.17	\$51,832.00	\$0.00	\$0.00	\$0.00	\$0.00
	72	Blythe	Brawley	Center						535	575	800	1270	100%	\$60,491.92	\$0.00	\$60,491.92	\$0.00	\$60,491.92	\$0.00	\$60,491.92	\$0.00
	72	Brawley	Valentine	Center						535	599	960	1270	100%	\$61,067.67	\$0.00	\$61,067.67	\$0.00	\$61,067.67	\$0.00	\$61,067.67	\$0.00
	72	Valentine	Marks	Center						535	596	940	1270	100%	\$518,028.49	\$0.00	\$518,028.49	\$0.00	\$60,923.73	\$0.00	\$60,923.73	\$0.00
	72	Valentine	Marks	Center						535	596	940	1270	100%	\$59,251.72	\$0.00	\$507,419.72	\$51,832.00	\$0.00	\$0.00	\$0.00	\$0.00
Belmont	3-Lane Collector	72	Grantland	Bryan	Center	N S	\$1,168,700.00		N/A	535	618	1090	1270	100%	\$516,627.34	\$0.00	\$516,627.34	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
	3-Lane Collector	72	Bryan	Hayes	Center										\$60,797.79	\$0.00	\$60,797.79	\$0.00	\$60,797.79	\$0.00	\$60,797.79	\$0.00
	3-Lane Collector	72	Hayes	Polk	Center										\$60,977.71	\$0.00	\$518,628.99	\$518,628.99	\$0.00	\$0.00	\$0.00	\$0.00
	3-Lane Collector	72	Polk	Cornelia	Center										\$60,977.71	\$0.00	\$513,224.52	\$513,224.52	\$0.00	\$0.00	\$0.00	\$0.00
	5-Lane Collector	92	Polk	Cornelia	Center										\$513,224.52	\$0.00	\$192,306.46	\$192,306.46	\$0.00	\$0.00	\$0.00	\$0.00
	Houghton No. 78 culvert	5-Lane Collector	92	Cornelia	Blythe										\$1,692,333.13	\$0.00	\$523,633.13	\$1,168,700.00	\$0.00	\$0.00	\$0.00	\$0.00
	5-Lane Collector	92	Blythe	Brawley	Center										\$195,915.35	\$0.00	\$521,831.64	\$741,520.00	\$0.00	\$0.00	\$0.00	\$0.00
	Houghton No. 78 canal	5-Lane Collector	92	Brawley	Valentine										\$566,211.53	\$0.00	\$512,023.53	\$54,188.00	\$0.00	\$0.00	\$0.00	\$0.00
	Victoria Colony No. 43	5-Lane Collector	92	Valentine	Marks										\$506,562.19	\$0.00	\$452,374.19	\$54,188.00	\$0.00	\$0.00	\$0.00	\$0.00
	Victoria Colony No. 43	5-Lane Collector	92	Valentine	Marks										\$184,186.45	\$0.00	\$183,700.64	\$183,700.64	\$0.00	\$0.00	\$0.00	\$0.00
Garfield	3-Lane Collector	72	Shields	Dakota	Center	W E	\$42,408.00		N/A	535	618	1090	1270	100%	\$528,437.10	\$0.00	\$528,437.10	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
	Wheaton No. 518	3-Lane Collector	72	Dakota	Ashlan										\$61,859.32	\$0.00	\$61,859.32	\$61,859.32	\$0.00	\$0.00	\$0.00	\$0.00
	Silva No. 47	3-Lane Collector	72	Ashlan	Gettysburg										\$61,859.32	\$0.00	\$528,437.10	\$528,437.10	\$0.00	\$0.00	\$0.00	\$0.00
	Bishop No. 462	3-Lane Collector	72	Gettysburg	Shaw										\$570,845.10	\$0.00	\$528,437.10	\$42,408.00	\$0.00	\$0.00	\$0.00	\$0.00
	Bishop No. 462	3-Lane Collector	72	Shaw	Barstow										\$1,074,582.17	\$0.00	\$365,302.17	\$709,280.00	\$0.00	\$0.00	\$0.00	\$0.00
	Herndon Canal	3-Lane Collector	72	Barstow	Bullard										\$376,684.50	\$0.00	\$334,276.50	\$42,408.00	\$0.00	\$0.00	\$0.00	\$0.00
	Missing 4' of AC	3-Lane Collector	72	Bullard	Tenaya										\$109,742.11	\$0.00	\$461,181.47	\$42,408.00	\$0.00	\$0.00	\$0.00	\$0.00
	Epstein No. 48	3-Lane Collector	72	Tenaya	Herndon										\$639,702.06	\$0.00	\$597,294.06	\$42,408.00	\$0.00	\$0.00	\$0.00	\$0.00
	Epstein No. 48	3-Lane Collector	72	Herndon	Herndon										\$68,048.58	\$0.00	\$68,048.58	\$68,048.58	\$0.00	\$0.00	\$0.00	\$0.00
	Parkway	3-Lane Collector	73	Herndon	Herndon	W E	\$42,408.00		N/A	535	618	1090	1270	100%	\$520,430.48	\$0.00	\$520,430.48	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
	4-Lane Arterial	96	Herndon	Grantland	Center										\$46,779.33	\$0.00	\$46,779.33	\$46,779.33	\$0.00	\$0.00	\$0.00	\$0.00
	5-Lane Collector	92	Ashlan	Braw																		

Last updated: Jul-15

**MAJOR STREET FEE UPDATE**

QUADRANT: Northwest

YEAR: 2015

STREET NAME	CLASSIFICATION	R/W WIDTH IN FEE PROGRAM (FT)	LIMIT (S. OR W.)	LIMIT (N. OR E.)	SIDE OF STREET	CENTER SECTION PAVING			MEDIAN ISLAND			MEDIAN LANDSCAPING			OUTSIDE TRAVEL LANE(S)			RT TURN		BUS BAY		MISSING LANES			
						LF MISSING (6/01/15)	UNIT COST/LF	SUBTOTAL COST	LF MISSING MEDIAN ISLAND (6/01/15)	UNIT COST/LF	SUBTOTAL COST	PERCENT MISSING LANDSCAPING	COST PER HALF MILE	SUBTOTAL COST	LF REMAINING (6/01/15)	UNIT COST/LF	SUBTOTAL COST	MISSING RIGHT TURN	SUBTOTAL COST	MISSING BUS BAY	SUBTOTAL COST	LF FT OF MISSING LANE	UNIT COST/LF	SUBTOTAL	
4-Lane Super Arterial	100	McKinley	Clinton	CENTER	2640	\$270.15	\$713,207.67	2640	\$52.30	\$138,074.79	100%	\$69,758.73	\$69,758.73	2640	\$104.02	\$274,619.55	1	\$11,430.62	1	\$6,638.99					
4-Lane Super Arterial	100	Clinton	Shields	CENTER	2640	\$270.15	\$713,207.67	2640	\$52.30	\$138,074.79	100%	\$69,758.73	\$69,758.73	2640	\$104.02	\$274,619.55	1	\$11,430.62	1	\$6,638.99					
4-Lane Super Arterial	100	Shields	Dakota	CENTER	2640	\$270.15	\$713,207.67	2640	\$52.30	\$138,074.79	100%	\$69,758.73	\$69,758.73	2640	\$104.02	\$274,619.55	1	\$11,430.62	1	\$6,638.99					
4-Lane Super Arterial	100	Dakota	Ashlan	CENTER	2600	\$270.15	\$702,401.49	2600	\$52.30	\$135,982.74	100%	\$69,758.73	\$69,758.73	2600	\$104.02	\$270,458.65	1	\$11,430.62	1	\$6,638.99					
4-Lane Super Arterial	100	Ashlan	Gettysburg	CENTER	1000	\$270.15	\$270,154.42	1000	\$52.30	\$52,301.06	50%	\$69,758.73	\$34,879.36	2700	\$104.02	\$280,860.91	1	\$11,430.62	1	\$6,638.99					
4-Lane Arterial	100	Gettysburg	Shaw	CENTER	2680	\$238.82	\$640,042.50	2680	\$52.30	\$140,166.83	100%	\$46,154.93	\$46,154.93	2680	\$94.01	\$251,945.11	1	\$9,281.81	1	\$5,926.75					
4-Lane Arterial	100	Shaw	Barstow	CENTER	1850	\$238.82	\$441,820.39	1850	\$52.30	\$96,756.95	50%	\$46,154.93	\$23,077.47	1850	\$94.01	\$173,917.33	1	\$9,281.81	1	\$5,926.75					
4-Lane Arterial	100	Barstow	Bullard	CENTER	0	\$238.82	\$0.00	0	\$52.30	\$0.00	33%	\$46,154.93	\$15,231.13	1660	\$94.01	\$156,055.55	1	\$9,281.81	1	\$5,926.75					
4-Lane Arterial	100	Bullard	Parkway	CENTER	0	\$238.82	\$0.00	0	\$52.30	\$0.00	50%	\$46,154.93	\$23,077.47	1950	\$94.01	\$183,318.27	1	\$9,281.81	1	\$5,926.75					
4-Lane Arterial	100	Bullard	Parkway	CENTER	0	\$238.82	\$0.00	0	\$52.30	\$0.00	50%	\$46,154.93	\$23,077.47	1750	\$94.01	\$164,516.40	1	\$9,281.81	1	\$5,926.75					
Bryan	3-Lane Collector	72	Belmont	Olive	CENTER	2640	\$200.17	\$528,437.10																	
3-Lane Collector	72	Olive	McKinley	CENTER	2640	\$200.17	\$528,437.10																		
3-Lane Collector	72	McKinley	Clinton	CENTER	2640	\$200.17	\$528,437.10																		
3-Lane Collector	72	Clinton	Shields	CENTER	2640	\$200.17	\$528,437.10																		
3-Lane Collector	72	Shields	Dakota	CENTER	2645	\$200.17	\$529,437.93																		
3-Lane Collector	72	Dakota	Ashlan	CENTER	2365	\$200.17	\$473,391.57																		
3-Lane Collector	72	Ashlan	Gettysburg	CENTER	0	\$200.17	\$0.00																		
Missing 1-12' lane																									
3-Lane Collector	72	Gettysburg	Shaw	CENTER	1050	\$200.17	\$210,173.85																		
Silva No. 47																									
3-Lane Collector	72	Barstow	Bullard	CENTER	0	\$200.17	\$0.00																		
Riverside	4-Lane Arterial	100	Veterans	Palo Alto	CENTER	0	\$238.82	\$0.00	0	\$52.30	\$0.00	100%	\$46,154.93	\$46,154.93	0	\$17.99	\$0.00	0	\$0.00	0	\$0.00	2,000	\$54.41	\$108,824.54	
4-Lane Arterial	100	Palo Alto	Herndon	CENTER	0	\$238.82	\$0.00	0	\$52.30	\$0.00	0%	\$46,154.93	\$0.00	1700	\$17.99	\$30,586.49	1	\$8,569.93	1	\$5,790.37			650	\$54.41	\$35,367.97
Missing Curb and Gutter																									
5-Lane Collector	100	Herndon	Spruce	CENTER	1150	\$200.17	\$230,190.41																		
Hayes	3-Lane Collector	72	Belmont	Olive	CENTER	2640	\$200.17	\$528,437.10																	
3-Lane Collector	72	Olive	McKinley	CENTER	2640	\$200.17	\$528,437.10																		
3-Lane Collector	72	McKinley	Clinton	CENTER	2652	\$200.17	\$530,839.09																		
3-Lane Collector	72	Clinton	Shields	CENTER	2642	\$200.17	\$528,837.44																		
3-Lane Collector	72	Shields	Dakota	CENTER	1322	\$200.17	\$264,618.88																		
3-Lane Collector	72	Dakota	Ashlan	CENTER	2625	\$200.17	\$525,434.62																		

Last updated: Jul-15

**MAJOR STREET FEE UPDATE**

QUADRANT: Northwest

YEAR: 2015

STREET NAME	CLASSIFICATION	R/W WIDTH IN FEE PROGRAM (FT)	LIMIT (S. OR W.)	LIMIT (N. OR E.)	SIDE OF STREET	IRR PIPES DITCH PIPING/ UPGRADE /EA	IRR STRCTR CANAL CROSSINGS/EA	RR UPRGRDS RAILROAD CROSSING UPGRADES/EA	REGIONAL ENTER "R" FOR REGIONAL STREETS	Deficiency Analysis					TOTAL		GROWTH AREA TOTAL		REGIONAL TOTAL	
										2012 PM Peak Hour	Estimated 2015 Peak Hour Volumne	GP buildout PM Peak Hour	Deficiency Threshold	Impact Fee Contribution	TOTAL COST (GROWTH AREA STREETS)	TOTAL COST (REGIONAL STREETS)	TOTAL CENTER SECTION + MEDIAN	TOTAL COST FOR OUTSIDE TRAVEL LANE(S)	TOTAL COST FOR ALL IRRIGATION, CANAL, AND RR UPDATES	TOTAL CENTER SECTION + MEDIAN
4-Lane Super Arterial	100	McKinley	Clinton	CENTER	W E	\$117,800.00			R R R R R R R R R	N/A	100%	\$921,041.19	\$0.00	\$921,041.19	\$0.00	\$921,041.19	\$292,689.16	\$0.00	\$292,689.16	
	100	Clinton	Shields	CENTER											\$0.00	\$292,689.16	\$0.00	\$292,689.16	\$0.00	\$292,689.16
	100	Shields	Dakota	CENTER											\$0.00	\$292,689.16	\$0.00	\$292,689.16	\$0.00	\$292,689.16
	100	Dakota	Ashlan	CENTER											\$0.00	\$292,689.16	\$0.00	\$292,689.16	\$0.00	\$292,689.16
	100	Ashlan	Gettysburg	CENTER											\$0.00	\$288,528.26	\$0.00	\$288,528.26	\$0.00	\$288,528.26
	100	Gettysburg	Shaw	CENTER											\$0.00	\$357,334.84	\$0.00	\$357,334.84	\$0.00	\$357,334.84
	100	Shaw	Barstow	CENTER											\$0.00	\$298,930.52	\$0.00	\$298,930.52	\$0.00	\$122,092.17
	100	Barstow	Bullard	CENTER											\$0.00	\$189,125.89	\$0.00	\$189,125.89	\$0.00	\$189,125.89
	100	Bullard	Parkway	CENTER											\$0.00	\$262,923.25	\$0.00	\$262,923.25	\$0.00	\$262,923.25
	100	Ashlan	Gettysburg	CENTER											\$0.00	\$15,231.13	\$0.00	\$15,231.13	\$0.00	\$15,231.13
4-Lane Arterial	100	Gettysburg	Shaw	CENTER	W E	\$58,900.00			R R R R R R R R R	N/A	100%	\$944,164.27	\$0.00	\$826,364.27	\$117,800.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
	100	Shaw	Barstow	CENTER											\$0.00	\$267,153.67	\$0.00	\$267,153.67	\$0.00	\$267,153.67
	100	Barstow	Bullard	CENTER											\$0.00	\$189,125.89	\$0.00	\$189,125.89	\$0.00	\$189,125.89
	100	Bullard	Parkway	CENTER											\$0.00	\$171,264.11	\$0.00	\$171,264.11	\$0.00	\$171,264.11
	100	Ashlan	Gettysburg	CENTER											\$0.00	\$86,655.68	\$0.00	\$86,655.68	\$0.00	\$86,655.68
	100	Gettysburg	Shaw	CENTER											\$0.00	\$81,977.47	\$0.00	\$81,977.47	\$0.00	\$81,977.47
	100	Shaw	Barstow	CENTER											\$0.00	\$198,526.83	\$0.00	\$198,526.83	\$0.00	\$198,526.83
	100	Barstow	Bullard	CENTER											\$0.00	\$179,724.96	\$0.00	\$179,724.96	\$0.00	\$179,724.96
	100	Bullard	Parkway	CENTER											\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
	100	Ashlan	Gettysburg	CENTER											\$0.00	\$42,408.00	\$0.00	\$42,408.00	\$0.00	\$42,408.00
3-Lane Collector	72	Belmont	Olive	CENTER	W E	\$42,408.00			R R R R R R R R R	N/A	100%	\$528,437.10	\$0.00	\$528,437.10	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
	72	Olive	McKinley	CENTER											\$0.00	\$61,859.32	\$0.00	\$61,859.32	\$0.00	\$61,859.32
	72	McKinley	Clinton	CENTER											\$0.00	\$61,859.32	\$0.00	\$61,859.32	\$0.00	\$61,859.32
	72	Clinton	Shields	CENTER											\$0.00	\$61,859.32	\$0.00	\$61,859.32	\$0.00	\$61,859.32
	72	Shields	Dakota	CENTER											\$0.00	\$61,949.28	\$0.00	\$61,949.28	\$0.00	\$61,949.28
	72	Dakota	Ashlan	CENTER											\$0.00	\$473,391.57	\$0.00	\$473,391.57	\$0.00	\$473,391.57
	72	Ashlan	Gettysburg	CENTER											\$0.00	\$61,949.28	\$0.00	\$61,949.28	\$0.00	\$61,949.28
	72	Gettysburg	Shaw	CENTER											\$0.00	\$169,604.33	\$0.00	\$169,604.33	\$0.00	\$169,604.33
	72	Shaw	Barstow	CENTER	W E	\$42,408.00			R R R R R R R R R	N/A	100%	\$252,581.85	\$0.00	\$210,173.85	\$42,408.00	\$0.00	\$0.00	\$0.00		

Last updated: Jul-15

**MAJOR STREET FEE UPDATE**

QUADRANT: Northwest

YEAR: 2015

STREET NAME	CLASSIFICATION	R/W WIDTH IN FEE PROGRAM (FT)	LIMIT (S. OR W.)	LIMIT (N. OR E.)	SIDE OF STREET	CENTER SECTION PAVING			MEDIAN ISLAND			MEDIAN LANDSCAPING			OUTSIDE TRAVEL LANE(S)			RT TURN		BUS BAY		MISSING LANES					
						LF MISSING (6/01/15)	UNIT COST/LF	SUBTOTAL COST	LF MISSING MEDIAN ISLAND (6/01/15)	UNIT COST/LF	SUBTOTAL COST	PERCENT MISSING LANDSCAPING	COST PER HALF MILE	SUBTOTAL COST	LF REMAINING (6/01/15)	UNIT COST/LF	SUBTOTAL COST	MISSING RIGHT TURN	SUBTOTAL COST	MISSING BUS BAY	SUBTOTAL COST	LF FT OF MISSING LANE	UNIT COST/LF	SUBTOTAL			
3-Lane Collector	72	Ashlan	Gettysburg	Center	W	600	\$200.17	\$120,099.34	W						2640	\$17.99	\$47,499.01	1	\$8,569.93	1	\$5,790.37	2,000	\$27.21	\$54,412.27			
3-Lane Collector	72	Gettysburg	Shaw	Center	W	1340	\$200.17	\$268,221.86	W						600	\$17.99	\$10,795.23	1	\$8,569.93	1	\$5,790.37						
5-Lane Collector	72	Veterans	Herndon	Center	W	0	\$200.17	\$0.00	W						2640	\$17.99	\$47,499.01	1	\$8,569.93	1	\$5,790.37						
3-Lane Collector	72	Herndon	Spruce	Center	W	0	\$200.17	\$0.00	W						1340	\$17.99	\$24,109.35	1	\$8,569.93	1	\$5,790.37						
Barstow Exten/ Hayes north of Shaw	5-Lane Collector	92	Veterans	Herndon	Center	W	2330	\$200.17	\$466,385.78	W					880	\$17.99	\$15,833.00	1	\$8,569.93	1	\$5,790.37						
Polk	4-Lane Arterial	100	Belmont	Olive	Center	W	2640	\$238.82	\$630,489.63	W	2640	\$52.30	\$138,074.79	100%	\$46,154.93	\$46,154.93	2640	\$94.01	\$248,184.74	1	\$9,281.81	1	\$5,926.75				
	4-Lane Arterial	100	Olive	McKinley	Center	W	0	\$238.82	\$0.00	W	0	\$52.30	\$0.00	100%	\$46,154.93	\$46,154.93	2640	\$94.01	\$248,184.74	1	\$9,281.81	1	\$5,926.75				
	4-Lane Arterial	100	McKinley	Clinton	Center	W	665	\$238.82	\$158,816.52	W	665	\$52.30	\$34,780.20	50%	\$46,154.93	\$23,077.47	1590	\$94.01	\$149,474.90	1	\$9,281.81	1	\$5,926.75				
	4-Lane Arterial	100	Clinton	Shields	Center	W	1670	\$238.82	\$398,832.46	W	1670	\$52.30	\$87,342.76	75%	\$46,154.93	\$34,616.20	1640	\$94.01	\$154,175.37	1	\$9,281.81	1	\$5,926.75				
	4-Lane Arterial	100	Shields	Dakota	Center	W	1320	\$238.82	\$315,244.82	W	1320	\$52.30	\$69,037.39	50%	\$46,154.93	\$23,077.47	1320	\$94.01	\$124,092.37	1	\$9,281.81	1	\$5,926.75				
	4-Lane Arterial	100	Dakota	Ashlan	Center	W	1000	\$238.82	\$238,821.83	W	1000	\$52.30	\$52,301.06	100%	\$46,154.93	\$46,154.93	2640	\$94.01	\$248,184.74	1	\$9,281.81	1	\$5,926.75				
	4-Lane Arterial	100	Ashlan	Gettysburg	Center	W	0	\$238.82	\$0.00	W	0	\$52.30	\$0.00	20%	\$46,154.93	\$9,230.99	1000	\$94.01	\$94,009.37	1	\$9,281.81	0	\$0.00				
	4-Lane Arterial	100	Gettysburg	Shaw	Center	W	1360	\$238.82	\$324,797.69	W	1360	\$52.30	\$71,129.44	20%	\$46,154.93	\$9,230.99	660	\$94.01	\$62,046.18	1	\$9,281.81	0	\$0.00				
	4-Lane Arterial	100	Shaw		Center	W									990	\$94.01	\$93,069.28	1	\$9,281.81	0	\$0.00						
	5-Lane Collector	92	Bullard	Escalon	Center	W	0	\$200.17	\$0.00	W					1360	\$94.01	\$127,852.74	1	\$9,281.81	1	\$5,926.75						
	5-Lane Collector	92	Escalon	Sierra	Center	W	0	\$200.17	\$0.00	W					1710	\$94.01	\$160,756.02	1	\$9,281.81	1	\$5,926.75						
	5-Lane Collector	92	Sierra	Herndon	Center	W	0	\$200.17	\$0.00	W					360	\$69.40	\$24,984.64	0	\$0.00	1	\$5,790.37						
	Cornelia	3-Lane Collector	72	Belmont	Olive	Center	W	2220	\$200.17	\$444,367.57	W					590	\$69.40	\$40,947.05	1	\$8,569.93	0	\$0.00					
	3-Lane Collector	72	Olive	McKinley	Center	W	2640	\$200.17	\$528,437.10	W					0	\$69.40	\$0.00	0	\$0.00	0	\$0.00						
	3-Lane Collector	72	McKinley	Clinton	Center	W	2605	\$200.17	\$521,431.31	W					0	\$69.40	\$0.00	0	\$0.00	0	\$0.00						
	3-Lane Collector	72	Clinton	Shields	Center	W	640	\$200.17	\$128,105.96	W					2460	\$17.99	\$44,260.44	1	\$8,569.93	1	\$5,790.37						
	3-Lane Collector	72	Shields	Dakota	Center	W	1800	\$200.17	\$360,298.03	W					2260	\$17.99	\$40,662.03	1	\$8,569.93	1	\$5,790.37						
	3-Lane Collector	72	Dakota	Ashlan	Center	W	0	\$200.17	\$0.00	W					660	\$17.99	\$11,874.75	1	\$8,569.93	0	\$0.00						
	3-Lane Collector	72	Ashlan	Gettysburg	Center	W	0	\$200.17	\$0.00	W					650	\$17.99	\$11,694.83	1	\$8,569.93	0	\$0.00						
	Milburn	4-Lane Arterial	100	Santa Fe	Herndon	Center	W	0	\$238.82	\$0.00	W	0	\$52.30	\$0.00	0%	\$46,154.93	\$0.00	0	\$94.01	\$0.00	0	\$0.00	0	\$0.00			
	4-Lane Arterial	100	Herndon	Spruce	Center	W	0	\$238.82	\$0.00	W	0	\$52.30	\$0.00	0%	\$46,154.93	\$0.00	0	\$94.01	\$0.00	0	\$0.00	0	\$0.00				
	4-Lane Arterial	100	Spruce	Alluvial	Center	W	0	\$238.82	\$0.00	W	0	\$52.30	\$0.00	0%	\$46,154.93	\$0.00	0	\$94.01	\$0.00	0	\$0.00	0	\$0.00				
	Santa Fe	4-Lane Arterial	100	Figarden	Palo Alto	Center	W	1610	\$238.82	\$384,503.15	W	1610	\$52.30	\$84,204.70	75%	\$46,154.93	\$34,616.20	1610	\$94.01	\$151,355.09	0	\$0.00	0	\$0.00			
						W									1610	\$94.01	\$151,355.09	0	\$0.00	1	\$5,926.75						

Last updated: Jul-15

**MAJOR STREET FEE UPDATE**

QUADRANT: Northwest

YEAR: 2015

STREET NAME	CLASSIFICATION	R/W WIDTH IN FEE PROGRAM (FT)	LIMIT (S. OR W.)	LIMIT (N. OR E.)	SIDE OF STREET	IRR PIPES DITCH PIPING/ UPGRADE /EA	IRR STRCTR CANAL CROSSINGS/EA	RR UPRGRDS RAILROAD CROSSING UPGRADES/EA	REGIONAL ENTER "R" FOR REGIONAL STREETS	Deficiency Analysis					TOTAL		GROWTH AREA TOTAL		REGIONAL TOTAL				
										2012 PM Peak Hour	Estimated 2015 Peak Hour Volumne	GP buildout PM Peak Hour	Deficiency Threshold	Impact Fee Contribution	TOTAL COST (GROWTH AREA STREETS)	TOTAL COST (REGIONAL STREETS)	TOTAL CENTER SECTION + MEDIAN	TOTAL COST FOR OUTSIDE TRAVEL LANE(S)	TOTAL COST FOR ALL IRRIGATION, CANAL, AND RR UPDATES	TOTAL CENTER SECTION + MEDIAN	TOTAL COST FOR OUTSIDE TRAVEL LANE	TOTAL COST FOR ALL IRRIGATION, CANAL, AND RR UPDATES	
3-Lane Collector	72	Ashlan	Gettysburg	Center W	E					N/A	100%	\$120,099.34	\$0.00	\$120,099.34	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00			
3-Lane Collector	72	Gettysburg	Shaw	Center W	E					N/A	100%	\$116,271.59	\$0.00	\$116,271.59	\$25,155.53	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00		
5-Lane Collector	72	Veterans	Herndon	Center W	E					N/A	100%	\$268,221.86	\$0.00	\$268,221.86	\$61,859.32	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00		
3-Lane Collector	72	Herndon	Spruce	Center W	E					N/A	100%	\$38,469.65	\$0.00	\$38,469.65	\$30,193.31	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00		
3-Lane Collector	72	Ashlan	Gettysburg	Center W	E					N/A	100%	\$30,193.31	\$0.00	\$30,193.31	\$39,549.17	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00		
3-Lane Collector	72	Gettysburg	Shaw	Center W	E					N/A	100%	\$39,549.17	\$0.00	\$39,549.17	\$38,739.53	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00		
3-Lane Collector	72	Clinton	Shields	Center W	E					N/A	100%	\$14,426.56	\$0.00	\$14,426.56	\$14,426.56	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00		
Barstow Exten/ Hayes north of Shaw	5-Lane Collector	92	Veterans	Herndon	Center W	E	\$854,360.00				N/A	100%	\$1,320,745.78	\$0.00	\$466,385.78	\$170,276.07	\$854,360.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Polk	4-Lane Arterial	100	Belmont	Olive	Center W	E					N/A	100%	\$814,719.35	\$0.00	\$814,719.35	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	
4-Lane Arterial	100	Olive	McKinley	Center W	E					N/A	100%	\$263,393.30	\$0.00	\$263,393.30	\$263,393.30	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00		
4-Lane Arterial	100	McKinley	Clinton	Center W	E					N/A	100%	\$46,154.93	\$0.00	\$46,154.93	\$164,683.46	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00		
4-Lane Arterial	100	Clinton	Shields	Center W	E					N/A	100%	\$179,254.91	\$0.00	\$179,254.91	\$216,674.19	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00		
4-Lane Arterial	100	Shields	Dakota	Center W	E					N/A	100%	\$169,383.93	\$0.00	\$169,383.93	\$520,791.42	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00		
4-Lane Arterial	100	Dakota	Ashlan	Center W	E					599	779	1800	1270	100%	\$263,393.30	\$263,393.30	\$520,791.42	\$263,393.30	\$0.00	\$0.00	\$0.00	\$0.00	
4-Lane Arterial	100	Ashlan	Gettysburg	Center W	E					599	761	1680	1270	100%	\$166,277.46	\$166,277.46	\$407,359.68	\$200,877.07	\$200,877.07	\$0.00	\$0.00	\$0.00	\$0.00
4-Lane Arterial	100	Gettysburg	Shaw	Center W	E					616	770	1640	1270	100%	\$103,291.18	\$103,291.18	\$337,277.82	\$352,847.57	\$352,847.57	\$0.00	\$0.00	\$0.00	\$0.00
4-Lane Arterial	100	Clinton	Shields	Center W	E					616	725	1340	1270	100%	\$102,351.08	\$102,351.08	\$405,158.11	\$143,061.30	\$143,061.30	\$0.00	\$0.00	\$0.00	\$0.00
5-Lane Collector	92	Bullard	Escalon	Center W	E					849	851	860	1550	100%	\$175,964.58	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00		
5-Lane Collector	92	Escalon	Sierra	Center W	E					849	851	860	1550	100%	\$30,775.01	\$0.00	\$0.00	\$30,775.01	\$0.00	\$0.00	\$0.00		
5-Lane Collector	92	Sierra	Herndon	Center W	E					N/A	100%	\$49,516.98	\$0.00	\$49,516.98	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00		
Cornelia	3-Lane Collector	72	Belmont	Olive	Center W	E				N/A	100%	\$444,367.57	\$0.00	\$444,367.57	\$61,859.32	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00		
3-Lane Collector	72	Olive	McKinley	Center W	E				N/A	100%	\$528,437.10	\$0.00	\$528,437.10	\$61,859.32	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00			
3-Lane Collector	72	McKinley	Clinton	Center W	E	\$42,408.00			N/A	100%	\$563,839.31	\$0.00	\$521,431.31	\$58,620.75	\$42,408.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00		
3-Lane Collector	72	Clinton	Shields	Center W	E				803	915	1550	1270	100%	\$55,022.34	\$20,444.69	\$128,105.96	\$20,444.69	\$0.00	\$0.00	\$0.00	\$0.00		
3-Lane Collector	72	Shields	Dakota	Center W	E				803	915	1550	1550	100%	\$20,264.76	\$37,627.09	\$360,298.03	\$20,264.76	\$0.00	\$0.00	\$0.00	\$0.00		
3-Lane Collector	72	Dakota	Ashlan	Center W	E				757	907	1760	1550	100%	\$61,859.32	\$0.00	\$0.00	\$61,859.32	\$0.00	\$0.00	\$0.00	\$0.00		
3-Lane Collector	72	Ashlan	Gettysburg	Center W	E				626	670	920	1550	100%	\$23,782.42	\$0.00	\$0.00	\$23,782.42	\$0.00	\$0.00	\$0.00	\$0.00		
Milburn	4-Lane Arterial	100	Santa Fe	Herndon	Center W	E			1211	1253	1490	3470	100%	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00		
4-Lane Arterial	100	Herndon	Spruce	Center W	E				N/A	100%	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00			
4-Lane Arterial	100	Spruce	Alluvial	Center W	E				1211	1253	1490	3470	100%	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00		
Santa Fe	4-Lane Arterial	100	Figarden	Palo Alto	Center W	E	\$58,900.00	\$580,320.00		1089	1112	1240	1270	100%	\$1,142,544.05	\$0.00	\$503,324.05	\$151,355.09	\$639,220.00	\$0.00	\$0.00	\$0.00	

Last updated: Jul-15

**MAJOR STREET FEE UPDATE**

QUADRANT: Northwest

YEAR: 2015

STREET NAME	CLASSIFICATION	R/W WIDTH IN FEE PROGRAM (FT)	LIMIT (S. OR W.)	LIMIT (N. OR E.)	SIDE OF STREET	CENTER SECTION PAVING			MEDIAN ISLAND			MEDIAN LANDSCAPING			OUTSIDE TRAVEL LANE(S)			RT TURN		BUS BAY		MISSING LANES		
						LF MISSING (6/01/15)	UNIT COST/LF	SUBTOTAL COST	LF MISSING MEDIAN ISLAND (6/01/15)	UNIT COST/LF	SUBTOTAL COST	PERCENT MISSING LANDSCAPING	COST PER HALF MILE	SUBTOTAL COST	LF REMAINING (6/01/15)	UNIT COST/LF	SUBTOTAL COST	MISSING RIGHT TURN	SUBTOTAL COST	MISSING BUS BAY	SUBTOTAL COST	LF FT OF MISSING LANE	UNIT COST/LF	SUBTOTAL
Blythe	3-Lane Collector	72	Nielsen	Belmont	CENTER	2675	\$207.94	\$556,237.55																
	3-Lane Collector	72	Belmont	Olive	CENTER	2655	\$200.17	\$531,439.59																
	3-Lane Collector	72	Olive	McKinley	CENTER	2655	\$200.17	\$531,439.59																
	3-Lane Collector	72	McKinley	Clinton	CENTER	1220	\$200.17	\$244,202.00																
	3-Lane Collector	72	Clinton	Shields	CENTER	550	\$200.17	\$110,091.06																
	Missing Bike Lane	72	Shields	Dakota	CENTER	2650	\$200.17	\$530,438.76																
	5-Lane Collector	92	Dakota	Ashlan	CENTER	650	\$200.17	\$130,107.62																
	5-Lane Collector	92	Shaw	Gates	CENTER	0	\$200.17	\$0.00																
	3-Lane Collector	72	Nielsen	Belmont	CENTER	2660	\$207.94	\$553,118.46																
	3-Lane Collector	72	Belmont	Olive	CENTER	2660	\$200.17	\$532,440.42																
Brawley	5-Lane Industrial Collector	92	Nielsen	Belmont	CENTER	2660	\$207.94	\$553,118.46																
	Houghton No. 78	RR	Belmont	Olive	CENTER	2660	\$200.17	\$532,440.42																
	5-Lane Collector	92	Olive	McKinley	CENTER	2650	\$200.17	\$530,438.76																
	5-Lane Collector	92	McKinley	Clinton	CENTER	1325	\$200.17	\$265,219.38																
	3-Lane Collector	72	Clinton	Shields	CENTER	150	\$200.17	\$30,024.84																
	3-Lane Collector	72	Shields	Dakota	CENTER	0	\$200.17	\$0.00																
	3-Lane Collector	72	Dakota	Parkway	CENTER	0	\$200.17	\$0.00																
	4-Lane Arterial	100	Shaw	San Jose	CENTER	0	\$238.82	\$0.00	0	\$52.30	\$0.00	0%	\$46,154.93	\$0.00										
	4-Lane Arterial	100	San Jose	Barstow	CENTER	0	\$238.82	\$0.00	0	\$52.30	\$0.00	0%	\$46,154.93	\$0.00										
Valentine	4-Lane Arterial	100	Figarden	Palo Alto	CENTER	0	\$238.82	\$0.00	0	\$52.30	\$0.00	0%	\$46,154.93	\$0.00										
	4-Lane Arterial	100	Palo Alto	Herndon	CENTER	0	\$238.82	\$0.00	570	\$52.30	\$29,811.60	20%	\$46,154.93	\$9,230.99										
	4-Lane Arterial	100	Herndon	Beechwood	CENTER	0	\$238.82	\$0.00																
	3-Lane Industrial Collector	72	Nielsen	Belmont	CENTER	2650	\$207.94	\$551,039.07																
	Houghton No. 78	RR	Belmont	Olive	CENTER	2645	\$200.17	\$529,437.93																
	3-Lane Collector	72	Olive	McKinley	CENTER	2645	\$200.17	\$529,437.93																
	3-Lane Collector	72	McKinley	Clinton	CENTER	2645	\$200.17	\$529,437.93																
	3-Lane Collector	72	Clinton	Shields	CENTER	2640	\$200.17	\$528,437.10																
	3-Lane Collector	72	Shields	Parkway	CENTER	2340	\$200.17	\$468,387.43																
	3-Lane Collector	72	Shaw	San Jose	CENTER	0	\$200.17	\$0.00																

Last updated: Jul-15

**MAJOR STREET FEE UPDATE**

QUADRANT: Northwest

YEAR: 2015

STREET NAME	CLASSIFICATION	R/W WIDTH IN FEE PROGRAM (FT)	LIMIT (S. OR W.)	LIMIT (N. OR E.)	SIDE OF STREET	IRR PIPES DITCH PIPING/ UPGRADE /EA	IRR STRCTR CANAL CROSSINGS/EA	RR UPRGRDS RAILROAD CROSSING UPGRADES/EA	REGIONAL ENTER "R" FOR REGIONAL STREETS	Deficiency Analysis				TOTAL		GROWTH AREA TOTAL		REGIONAL TOTAL				
										2012 PM Peak Hour	Estimated 2015 Peak Hour Volumne	GP buildout PM Peak Hour	Deficiency Threshold	Impact Fee Contribution	TOTAL COST (GROWTH AREA STREETS)	TOTAL COST (REGIONAL STREETS)	TOTAL CENTER SECTION + MEDIAN	TOTAL COST FOR OUTSIDE TRAVEL LANE(S)	TOTAL COST FOR ALL IRRIGATION, CANAL, AND RR UPDATES	TOTAL CENTER SECTION + MEDIAN	TOTAL COST FOR OUTSIDE TRAVEL LANE	TOTAL COST FOR ALL IRRIGATION, CANAL, AND RR UPDATES
Blythe	3-Lane Collector	72	Nielsen	Belmont	CENTER W		\$1,000,000.00						N/A	100%	\$1,556,237.55	\$0.00	\$556,237.55	\$1,000,000.00	\$0.00	\$0.00	\$0.00	
	3-Lane Collector	72	Belmont	Olive	CENTER W		\$580,320.00						N/A	100%	\$62,489.04	\$0.00	\$62,489.04	\$62,489.04	\$0.00	\$0.00	\$0.00	\$0.00
	3-Lane Collector	72	Olive	McKinley	CENTER W								N/A	100%	\$1,111,759.59	\$0.00	\$531,439.59	\$580,320.00	\$0.00	\$0.00	\$0.00	\$0.00
	3-Lane Collector	72	McKinley	Clinton	CENTER W					608	680	1090	1270	100%	\$62,129.20	\$0.00	\$62,129.20	\$62,129.20	\$0.00	\$0.00	\$0.00	\$0.00
	3-Lane Collector	72	Clinton	Shields	CENTER W					608	680	1090	1550	100%	\$531,439.59	\$0.00	\$62,129.20	\$62,129.20	\$0.00	\$0.00	\$0.00	\$0.00
	3-Lane Collector	72	Shields	Dakota	CENTER W					608	671	1030	1270	100%	\$62,039.24	\$0.00	\$530,438.76	\$62,039.24	\$0.00	\$0.00	\$0.00	\$0.00
	5-Lane Collector	92	Dakota	Ashlan	CENTER W					608	662	970	1640	100%	\$130,107.62	\$0.00	\$130,107.62	\$146,679.47	\$0.00	\$0.00	\$0.00	\$0.00
	5-Lane Collector	92	Shaw	Gates	CENTER W								N/A	100%	\$99,135.76	\$0.00	\$0.00	\$99,135.76	\$0.00	\$0.00	\$0.00	\$0.00
	5-Lane Collector	92	Shaw	Gates	CENTER W								N/A	100%	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
	5-Lane Collector	92	Shaw	Gates	CENTER W								N/A	100%	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Brawley	5-Lane Industrial Collector	92	Nielsen	Belmont	CENTER W	\$741,520.00	\$2,000,000.00			384	601	1830	1270	100%	\$3,294,638.46	\$0.00	\$553,118.46	\$2,741,520.00	\$0.00	\$0.00	\$0.00	\$0.00
	RR		Houghton No. 78												\$203,668.59	\$0.00	\$203,668.59	\$203,668.59	\$0.00	\$0.00	\$0.00	\$0.00
	5-Lane Collector	92	Belmont	Olive	CENTER W								N/A	100%	\$532,440.42	\$0.00	\$198,969.03	\$198,969.03	\$0.00	\$0.00	\$0.00	\$0.00
	5-Lane Collector	92	Olive	McKinley	CENTER W								N/A	100%	\$530,438.76	\$0.00	\$530,438.76	\$198,275.01	\$0.00	\$0.00	\$0.00	\$0.00
	5-Lane Collector	92	McKinley	Clinton	CENTER W								N/A	100%	\$265,219.38	\$0.00	\$265,219.38	\$142,862.37	\$0.00	\$0.00	\$0.00	\$0.00
	5-Lane Collector	92	Clinton	Shields	CENTER W								N/A	100%	\$30,024.84	\$0.00	\$30,024.84	\$20,184.01	\$0.00	\$0.00	\$0.00	\$0.00
	3-Lane Collector	72	Shields	Dakota	CENTER W								N/A	100%	\$11,694.83	\$0.00	\$0.00	\$11,694.83	\$0.00	\$0.00	\$0.00	\$0.00
	3-Lane Collector	72	Dakota	Parkway	CENTER W					537	623	1110	1270	100%	\$30,553.15	\$0.00	\$0.00	\$30,553.15	\$0.00	\$0.00	\$0.00	\$0.00
	3-Lane Collector	72	Dakota	Parkway	CENTER W					537	605	990	1270	100%	\$6,027.34	\$0.00	\$0.00	\$6,027.34	\$0.00	\$0.00	\$0.00	\$0.00
	4-Lane Arterial	100	Shaw	San Jose	CENTER W								N/A	100%	\$91,061.00	\$0.00	\$91,061.00	\$31,232.11	\$0.00	\$0.00	\$0.00	\$0.00
	4-Lane Arterial	100	San Jose	Barstow	CENTER W								N/A	100%	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
	4-Lane Arterial	100	Figarden	Palo Alto	CENTER W								N/A	100%	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
	4-Lane Arterial	100	Palo Alto	Herndon	CENTER W								N/A	100%	\$39,042.59	\$0.00	\$39,042.59	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
	4-Lane Arterial	100	Herndon	Beechwood	CENTER W								N/A	100%	\$95,768.95	\$0.00	\$0.00	\$95,768.95	\$0.00	\$0.00	\$0.00	\$0.00
Valentine	3-Lane Industrial Collector	72	Nielsen	Belmont	CENTER W	\$63,612.00	\$1,000,000.00						N/A	100%	\$1,614,651.07	\$0.00	\$551,039.07	\$1,063,612.00	\$0.00	\$0.00	\$0.00	\$0.00
	RR		Houghton No. 78											\$62,039.24	\$0.00	\$62,039.24	\$62,039.24	\$0.00	\$0.00	\$0.00	\$0.00	
	3-Lane Collector	72	Belmont	Olive	CENTER W							N/A	100%	\$529,437.93	\$0.00	\$529,437.93	\$61,949.28	\$0.00	\$0.00	\$0.00	\$0.00	
	3-Lane Collector	72	Olive	McKinley	CENTER W							N/A	100%	\$529,437.93	\$0.00	\$529,437.93	\$61,949.28	\$0.00	\$0.00	\$0.00	\$0.00	
	3-Lane Collector	72	McKinley	Clinton	CENTER W							N/A	100%	\$529,437.93	\$0.00	\$529,437.93	\$61,949.28	\$0.00	\$0.00	\$0.00	\$0.00	
	3-Lane Collector	72	Clinton	Shields	CENTER W	\$106,020.00						N/A	100%	\$634,457.10	\$0.00	\$528,437.10	\$106,020.00	\$0.00	\$0.00	\$0.00	\$0.00	
	3-Lane Collector	72	Shields	Parkway	CENTER W	\$63,612.00						N/A	100%	\$531,999.43	\$0.00	\$468,387.43	\$63,612.00	\$0.00	\$0.00	\$0.00	\$0.00	
	3-Lane Collector	72	Shaw	San Jose	CENTER W							N/A	100%	\$50,671.33	\$0.00	\$50,671.33	\$30,136.68	\$0.00	\$0.00	\$0.00	\$0.00	

Last updated: Jul-15

**MAJOR STREET FEE UPDATE**

QUADRANT: Northwest

YEAR: 2015

STREET NAME	CLASSIFICATION	R/W WIDTH IN FEE PROGRAM (FT)	LIMIT (S. OR W.)	LIMIT (N. OR E.)	SIDE OF STREET	CENTER SECTION PAVING			MEDIAN ISLAND			MEDIAN LANDSCAPING			OUTSIDE TRAVEL LANE(S)			RT TURN		BUS BAY		MISSING LANES						
						LF MISSING (6/01/15)	UNIT COST/LF	SUBTOTAL COST	LF MISSING MEDIAN ISLAND (6/01/15)	UNIT COST/LF	SUBTOTAL COST	PERCENT MISSING LANDSCAPING	COST PER HALF MILE	SUBTOTAL COST	LF REMAINING (6/01/15)	UNIT COST/LF	SUBTOTAL COST	MISSING RIGHT TURN	SUBTOTAL COST	MISSING BUS BAY	SUBTOTAL COST	LF FT OF MISSING LANE	UNIT COST/LF	SUBTOTAL COST				
Marks	4-Lane Arterial	100	Nielsen	Belmont	CENTER	0	\$238.82	\$0.00	0	\$52.30	\$0.00	0%	\$46,154.93	\$0.00	0	\$94.01	\$0.00	0	\$0.00	0	\$0.00	0	\$0.00	0	\$0.00			
	4-Lane Arterial	100	Belmont	Olive	CENTER	2400	\$238.82	\$573,172.39	2450	\$52.30	\$128,137.59	100%	\$46,154.93	\$46,154.93	0	\$94.01	\$0.00	0	\$0.00	0	\$0.00	0	\$0.00	0	\$0.00			
	4-Lane Arterial	100	Olive	McKinley	CENTER	1540	\$238.82	\$367,785.62	1500	\$52.30	\$78,451.58	50%	\$46,154.93	\$23,077.47	1180	\$94.01	\$110,931.06	1	\$9,281.81	1	\$5,926.75	1550	\$94.01	\$145,714.52	1	\$9,281.81	1	\$5,926.75
	4-Lane Arterial	100	McKinley	Clinton	CENTER	335	\$238.82	\$80,005.31	328	\$52.30	\$17,154.75	0%	\$46,154.93	\$0.00	2640	\$94.01	\$248,184.74	0	\$0.00	1	\$5,926.75	2640	\$94.01	\$248,184.74	1	\$9,281.81	0	\$0.00
	4-Lane Arterial	100	Clinton	Princeton	CENTER	290	\$238.82	\$69,258.33	290	\$52.30	\$15,167.31	20%	\$46,154.93	\$9,230.99	2530	\$94.01	\$237,843.71	1	\$9,281.81	1	\$5,926.75	670	\$94.01	\$62,986.28	0	\$0.00	1	\$5,926.75
	4-Lane Arterial	100	Princeton	Shields	CENTER	1130	\$238.82	\$269,868.67	1130	\$52.30	\$59,100.19	50%	\$46,154.93	\$23,077.47	290	\$94.01	\$27,262.72	0	\$0.00	0	\$0.00	200	\$94.01	\$18,801.87	0	\$0.00	0	\$0.00
	4-Lane Arterial	100	Shaw	San Jose	CENTER	0	\$238.82	\$0.00	0	\$52.30	\$0.00	0%	\$0.00	\$0.00	1130	\$94.01	\$106,230.59	0	\$0.00	0	\$0.00	1130	\$94.01	\$106,230.59	0	\$0.00	0	\$0.00
	4-Lane Arterial	100	Herndon	Alluvial	CENTER	0	\$200.17	\$0.00							0	\$94.01	\$0.00	0	\$0.00	0	\$0.00	0	\$17.99	0	\$0.00	0	\$0.00	
	3-Lane Collector	72	Herndon	Alluvial	CENTER	0	\$200.17	\$0.00							0	\$17.99	\$0.00	0	\$0.00	0	\$0.00	0	\$17.99	0	\$0.00	0	\$0.00	
	Golden State	5-Lane Collector	96	Ashlan	Santa Ana	CENTER	0	\$207.94	\$0.00						1280	\$85.40	\$109,314.86	0	\$0.00	0	\$0.00	1800	\$85.40	\$153,724.02	0	\$0.00	0	\$0.00
Golden State	5-Lane Collector	96	Santa Ana	Cornelia	CENTER	0	\$207.94	\$0.00						0	\$85.40	\$0.00	0	\$0.00	0	\$0.00	2530	\$85.40	\$216,067.65	0	\$0.00	0	\$0.00	
	5-Lane Collector	96	Cornelia	Herndon Canal	CENTER	0	\$207.94	\$0.00						1520	\$85.40	\$129,811.39	0	\$0.00	0	\$0.00	2400	\$85.40	\$204,965.36	0	\$0.00	0	\$0.00	
	5-Lane Collector	96	Herndon Canal	South Jug Handle	CENTER	0	\$207.94	\$0.00						400	\$85.40	\$34,160.89	0	\$0.00	1	\$5,790.37	400	\$85.40	\$34,160.89	1	\$8,569.93	0	\$0.00	
	5-Lane Collector	96	South Jug Handle	North Jug Handle	CENTER	0	\$207.94	\$0.00						1930	\$85.40	\$164,826.31	1	\$8,569.93	1	\$5,790.37	1930	\$85.40	\$164,826.31	1	\$8,569.93	1	\$5,790.37	
	5-Lane Collector	96	North Jug Handle	Herndon	CENTER	0	\$207.94	\$0.00						2700	\$85.40	\$230,586.03	1	\$8,569.93	0	\$0.00	3400	\$85.40	\$290,367.59	0	\$0.00	1	\$5,790.37	
	5-Lane Collector	96	Herndon	SR-99	CENTER	0	\$207.94	\$0.00						0	\$85.40	\$0.00	0	\$0.00	0	\$0.00	630	\$17.99	\$11,333.70	0	\$0.00	665	\$17.99	\$11,963.35
	5-Lane Collector	96	Herndon	SR-99	CENTER	0	\$207.94	\$0.00						0	\$85.40	\$0.00	0	\$0.00	0	\$0.00								
	5-Lane Collector	96	Herndon	SR-99	CENTER	0	\$207.94	\$0.00						0	\$85.40	\$0.00	0	\$0.00	0	\$0.00								
Veterans	6-Lane Super Arterial	134	Gettysburg	Shaw	CENTER	2900	\$290.96	\$843,775.64	2900	\$52.30	\$151,673.06	100%	\$127,067.77	\$127,067.77	2900	\$181.09	\$525,172.39	1	\$8,569.93	0	\$6,638.99	2900	\$181.09	\$525,172.39	1	\$11,430.62	0	\$6,638.99
	6-Lane Super Arterial	134	Shaw	Barstow-Bryan	CENTER	3327	\$290.96	\$968,014.33	3327	\$52.30	\$174,005.61	100%	\$127,067.77	\$127,067.77	2991	\$181.09	\$541,651.94	1	\$11,430.62	0	\$6,638.99	2991	\$181.09	\$541,651.94	1	\$11,430.62	0	\$6,638.99
	6-Lane Super Arterial	134	Barstow-Bryan	SR-99	CENTER	1050	\$290.96	\$305,504.97	1050	\$52.30	\$54,916.11	100%	\$127,067.77	\$127,067.77	0	\$181.09	\$0.00	1	\$11,430.62	0	\$6,638.99	0	\$181.09	\$0.00	1	\$11,430.62	0	\$6,638.99
	6-Lane Super Arterial	134	Bullard-Bryan	Hayes	CENTER	0	\$290.96	\$0.00	250	\$52.30	\$13,075.26	100%	\$63,533.88	\$63,533.88	1707	\$181.09	\$309,127.33	0	\$11,430.62	0	\$6,638.99	847	\$181.09	\$153,386.56	0	\$11,430.62	0	\$6,638.99
	6-Lane Super Arterial	134	Hayes	Herndon	CENTER	3135	\$290.96	\$912,150.56	3135	\$52.30	\$163,963.81	100%	\$127,067.77	\$127,067.77	3135	\$181.09	\$567,729.46	0	\$11,430.62	0	\$6,638.99	0	\$181.09	\$0.00	0	\$11,430.62	0	\$6,638.99
	Total Street Improvements Required Per Exhibits							\$59,927,008.45																				
ADDITIONAL 15% FOR MOBILIZATION, TRAFFIC CONTROL, DUST CONTROL, SWPPP HERNDON GRADE SEPARATION WIDENING, POLK TO MILBURN, TO 6 LANES, 20% MATCHING FUNDS SHAW AVE BRIDGE WIDENING AT SR-99 TO 6 LANES SHAW/UPRR GRADE SEPARATION 60' R/W: SAN JOSE AVE 60' R/W: GETTYSBURG AVE 60' R/W: DAKOTA AVE 60' R/W: BRYAN AVE N/O BELMONT S/O McKinley 60' R/W: VALENTINE N/O UPRR S/O FRANKLIN Regional Trails @ Herndon: 1 mile @ \$500k Mile Regional Trails outside of Herndon: 6 Miles @ \$170k/mile New Growth trails: 7 miles @ \$170k/mile ADDITIONAL 20% FOR COST CONTINGENCY TOTAL CAPITAL NEEDS - NW QUADRANT																												



Last updated: Jul-15

**MAJOR STREET FEE UPDATE**

QUADRANT Northeast

YEAR: 2015

STREET NAME	CLASSIFICATION	R/W WIDTH IN FEE PROGRAM (FT)	LIMIT (S. OR W.)	LIMIT (N. OR E.)	SIDE OF STREET	CENTER SECTION PAVING			MEDIAN ISLAND			MEDIAN LANDSCAPING			OUTSIDE TRAVEL LANE(S)			RT TURN		BUS BAY		MISSING LANES					
						LF MISSING (6/01/15)	UNIT COST/LF	SUBTOTAL COST	LF MISSING MEDIAN ISLAND (6/01/15)	UNIT COST/LF	SUBTOTAL COST	PERCENT MISSING LANDSCAPING	COST PER HALF MILE	SUBTOTAL	LF REMAINING (6/01/15)	UNIT COST/LF	SUBTOTAL COST	MISSING RIGHT TURN	SUBTOTAL COST	MISSING BUS BAY	SUBTOTAL COST	LF FT OF MISSING LANE	UNIT COST/LF	SUBTOTAL			
Copper	4-Lane Super Arterial	100	Friant	Cedar	CENTER N S	0	\$270.15	\$0.00	0	\$52.30	\$0.00	0%	\$69,758.73	\$0.00	0	\$111.92	\$0.00	0	\$0.00	0	\$0.00						
	4-Lane SuperArterial Missing bike lane	100	Cedar	Maple	CENTER N S	0	\$270.15	\$0.00	0	\$52.30	\$0.00	0%	\$69,758.73	\$0.00	0	\$111.92	\$0.00	0	\$0.00	0	\$0.00	1770	\$28.87	\$51,091.39			
	4-Lane SuperArterial Missing C&G	100	Maple	Chestnut	CENTER N S	0	\$270.15	\$0.00	0	\$52.30	\$0.00	25%	\$69,758.73	\$17,439.68	0	\$111.92	\$0.00	1	\$11,430.62	0	\$0.00	0	\$0.00	1185	\$17.99	\$21,320.58	
	4-Lane SuperArterial	100	Chestnut	Willow	CENTER N S	2400	\$270.15	\$648,370.61	2400	\$52.30	\$125,522.53	100%	\$69,758.73	\$69,758.73	2400	\$111.92	\$268,607.31	1	\$11,430.62	1	\$6,638.99	2400	\$111.92	\$268,607.31	1	\$11,430.62	1
International	5-Lane Collector	92	Cedar	Maple	CENTER N S	0	\$200.17	\$0.00							0	\$79.67	\$0.00	0	\$0.00	0	\$0.00						
	5-Lane Collector	92	Maple	Chestnut	CENTER N S	0	\$200.17	\$0.00							460	\$79.67	\$36,650.48	0	\$0.00	0	\$0.00						
	5-Lane Collector	92	Chestnut	Willow	CENTER N S	0	\$200.17	\$0.00							0	\$79.67	\$0.00	0	\$0.00	0	\$0.00						
Behymer	3-Lane Collector	72	Granville	Maple	CENTER N S	0	\$200.17	\$0.00							0	\$17.99	\$0.00	0	\$0.00	0	\$0.00						
	4-Lane Arterial	100	Maple	Chestnut	CENTER N S	0	\$238.82	\$0.00	0	\$52.30	\$0.00	0%	\$46,154.93	\$0.00	900	\$110.45	\$99,401.82	1	\$9,281.81	0	\$0.00						
	4-Lane Arterial	100	Chestnut	Willow	CENTER N S	0	\$238.82	\$0.00	0	\$52.30	\$0.00	25%	\$46,154.93	\$11,538.73	500	\$110.45	\$55,223.23	0	\$0.00	1	\$5,926.75	0	\$0.00				
Champlain	4-Lane Arterial	100	Friant	Fort Washington	CENTER N S	0	\$238.82	\$0.00	0	\$52.30	\$0.00	0%	\$46,154.93	\$0.00	0	\$110.45	\$0.00	0	\$0.00	0	\$0.00						
	4-Lane Arterial	100	Fort Washington	Perrin	CENTER N S	0	\$238.82	\$0.00	0	\$52.30	\$0.00	0%	\$46,154.93	\$0.00	0	\$110.45	\$0.00	0	\$0.00	0	\$0.00						
	4-Lane Arterial	100	Perrin	Shepherd	CENTER N S	0	\$238.82	\$0.00	0	\$52.30	\$0.00	0%	\$46,154.93	\$0.00	0	\$110.45	\$0.00	0	\$0.00	0	\$0.00						
Perrin	5-Lane Collector	92	Shepherd	Champlain	CENTER N S	0	\$200.17	\$0.00							0	\$79.67	\$0.00	0	\$0.00	0	\$0.00						
	5-Lane Collector	92	Champlain	Granville	CENTER N S	0	\$200.17	\$0.00							0	\$79.67	\$0.00	0	\$0.00	0	\$0.00						
	5-Lane Collector	92	Granville	Maple	CENTER N S	0	\$200.17	\$0.00							0	\$79.67	\$0.00	0	\$0.00	0	\$0.00						
	5-Lane Collector	92	Maple	Sommerville	CENTER N S	0	\$200.17	\$0.00							0	\$79.67	\$0.00	0	\$0.00	0	\$0.00						
	5-Lane Collector	92	Sommerville	Willow	CENTER N S	0	\$200.17	\$0.00	0	\$52.30	\$0.00	0%	\$23,077.47	\$0.00	0	\$79.67	\$0.00	0	\$0.00	0	\$0.00						
Shepherd	4-Lane Arterial	100	Friant	Perrin	CENTER N S	0	\$238.82	\$0.00	0	\$52.30	\$0.00	0%	\$46,154.93	\$0.00	0	\$110.45	\$0.00	0	\$0.00	0	\$0.00						
	4-Lane Arterial	100	Perrin	Millbrook	CENTER N S	0	\$238.82	\$0.00	0	\$52.30	\$0.00	0%	\$46,154.93	\$0.00	0	\$110.45	\$0.00	0	\$0.00	0	\$0.00						
	4-Lane Arterial	100	Millbrook	Cedar	CENTER N S	0	\$238.82	\$0.00	0	\$52.30	\$0.00	0%	\$46,154.93	\$0.00	0	\$110.45	\$0.00	0	\$0.00	0	\$0.00						
	4-Lane Arterial	100	Cedar	Maple	CENTER N S	0	\$238.82	\$0.00	0	\$52.30	\$0.00	50%	\$46,154.93	\$23,077.47	0	\$110.45	\$0.00	1	\$9,281.81	0	\$0.00						
	4-Lane Arterial	100	Maple	Chestnut	CENTER N S	0	\$238.82	\$0.00	0	\$52.30	\$0.00	0%	\$46,154.93	\$0.00	1300	\$110.45	\$143,580.41	0	\$0.00	0	\$0.00						
	4-Lane Arterial	100	Chestnut	Willow	CENTER N S	0	\$238.82	\$0.00	870	\$52.30	\$45,501.92	25%	\$46,154.93	\$11,538.73	1180	\$110.45	\$130,326.83	0	\$0.00	1	\$5,926.75	1170	\$110.45	\$129,222.37	1	\$9,281.81	0
Cole	3-Lane Collector	72	Audubon	Millbrook	CENTER N S	0	\$200.17	\$0.00							0	\$17.99	\$0.00	0	\$0.00	0	\$0.00						
Teague	3-Lane Collector	72	Millbrook	Cedar	CENTER N S	0	\$200.17	\$0.00							0	\$17.99	\$0.00	0	\$0.00	0	\$0.00						
	3-Lane Collector	72	Cedar	Maple	CENTER N S	0	\$200.17	\$0.00							0	\$17.99	\$0.00	0	\$0.00	0	\$0.00						

Last updated: Jul-15

**MAJOR STREET FEE UPDATE****QUADRANT** Northeast

YEAR: 2015

STREET NAME	CLASSIFICATION	R/W WIDTH IN FEE PROGRAM (FT)	LIMIT (S. OR W.)	LIMIT (N. OR E.)	SIDE OF STREET	IRR PIPES	IRR STRCTR	RR UPRGRDS	REGIONAL	Deficiency Analysis						TOTAL		GROWTH AREA TOTAL		REGIONAL TOTAL			
										CANAL CROSSINGS/EA	RAILROAD CROSSING UPGRADES/EA	ENTER "R" FOR REGIONAL STREETS	2012 PM Peak Hour	Estimated 2015 Peak Hour Volumne	GP buildout PM Peak Hour	Deficiency Threshold	Impact Fee Contribution	TOTAL COST (GROWTH AREA STREETS)	TOTAL COST (REGIONAL STREETS)	TOTAL CENTER SECTION + MEDIAN	TOTAL COST FOR OUTSIDE TRAVEL LANE(S)	TOTAL COST FOR ALL IRRIGATION, CANAL, AND RR UPDATES	TOTAL CENTER SECTION + MEDIAN
Copper	4-Lane Super Arterial	100	Friant	Cedar	CENTER					N			603	759	1640	3170	100%	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
	4-Lane SuperArterial Missing bike lane	100	Cedar	Maple	CENTER					S			603	646	890	3170	100%	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
	4-Lane SuperArterial Missing C&G	100	Maple	Chestnut	CENTER					N			603	646	890	1640	100%	\$17,439.68	\$0.00	\$17,439.68	\$0.00	\$0.00	\$0.00
	4-Lane SuperArterial	100	Chestnut	Willow	CENTER					S			603	604	610	1270	100%	\$843,651.87	\$0.00	\$843,651.87	\$0.00	\$0.00	\$0.00
International	5-Lane Collector	92	Cedar	Maple	CENTER					N			N/A					\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
	5-Lane Collector	92	Maple	Chestnut	CENTER					S			N/A					\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
	5-Lane Collector	92	Chestnut	Willow	CENTER					N			N/A					\$36,650.48	\$0.00	\$36,650.48	\$0.00	\$0.00	\$0.00
Behymer	3-Lane Collector	72	Granville	Maple	CENTER					N			N/A					\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
	4-Lane Arterial	100	Maple	Chestnut	CENTER					S			N/A					\$108,683.63	\$0.00	\$108,683.63	\$0.00	\$0.00	\$0.00
	4-Lane Arterial	100	Chestnut	Willow	CENTER					N			N/A					\$11,538.73	\$0.00	\$11,538.73	\$0.00	\$0.00	\$0.00
Champlain	4-Lane Arterial	100	Friant	Fort Washington	CENTER					N			N/A					\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
	4-Lane Arterial	100	Fort Washington	Perrin	CENTER					S			N/A					\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
	4-Lane Arterial	100	Perrin	Shepherd	CENTER					N			N/A					\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Perrin	5-Lane Collector	92	Shepherd	Champlain	CENTER					N			N/A					\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
	5-Lane Collector	92	Champlain	Granville	CENTER					S			N/A					\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
	5-Lane Collector	92	Granville	Maple	CENTER					N			N/A					\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
	5-Lane Collector	92	Maple	Sommerville	CENTER					S			N/A					\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
	5-Lane Collector	92	Sommerville	Willow	CENTER					N			N/A					\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Shepherd	4-Lane Arterial	100	Friant	Perrin	CENTER					N			N/A					\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
	4-Lane Arterial	100	Perrin	Millbrook	CENTER					S			N/A					\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
	4-Lane Arterial	100	Millbrook	Cedar	CENTER					N			N/A					\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
	4-Lane Arterial	100	Cedar	Maple	CENTER					S			1268	1369	1940	1640	100%	\$23,077.47	\$0.00	\$23,077.47	\$0.00	\$0.00	\$0.00
	4-Lane Arterial	100	Maple	Chestnut	CENTER					N			N/A	\$9,281.81	\$0.00	\$9,281.81	\$0.00	\$0.00	\$0.00				
	4-Lane Arterial	100	Chestnut	Willow	CENTER					S			1182	1266	1740	1640	100%	\$57,040.65	\$0.00	\$57,040.65	\$0.00	\$0.00	\$0.00
Cole	3-Lane Collector	72	Audubon	Millbrook	CENTER					N			N/A					\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Teague	3-Lane Collector	72	Millbrook	Cedar	CENTER					S			N/A					\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
	3-Lane Collector	72	Cedar	Maple	CENTER					N			N/A					\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00

Last updated: Jul-15

**MAJOR STREET FEE UPDATE**

QUADRANT Northeast

YEAR: 2015

STREET NAME	CLASSIFICATION	R/W WIDTH IN FEE PROGRAM (FT)	LIMIT (S. OR W.)	LIMIT (N. OR E.)	SIDE OF STREET	CENTER SECTION PAVING			MEDIAN ISLAND			MEDIAN LANDSCAPING			OUTSIDE TRAVEL LANE(S)			RT TURN		BUS BAY		MISSING LANES			
						LF MISSING (6/01/15)	UNIT COST/LF	SUBTOTAL COST	LF MISSING MEDIAN ISLAND (6/01/15)	UNIT COST/LF	SUBTOTAL COST	PERCENT MISSING LANDSCAPING	COST PER HALF MILE	SUBTOTAL	LF REMAINING (6/01/15)	UNIT COST/LF	SUBTOTAL COST	MISSING RIGHT TURN	SUBTOTAL COST	MISSING BUS BAY	SUBTOTAL COST	LF FT OF MISSING LANE	UNIT COST/LF	SUBTOTAL	
5-Lane Collector	92	Maple	Chestnut	CENTER	N S	0	\$200.17	\$0.00							590	\$79.67	\$47,008.23	1	\$8,569.93	0	\$0.00				
						0	\$79.67	\$0.00							0	\$79.67	\$0.00	0	\$0.00	0	\$0.00				
5-Lane Collector	92	Chestnut	Willow	CENTER	N S	0	\$200.17	\$0.00							0	\$79.67	\$0.00	0	\$0.00	0	\$0.00				
						0	\$79.67	\$0.00							0	\$79.67	\$0.00	0	\$0.00	0	\$0.00				
Audubon	5-Lane Scenic Collector	92	Nees	Churchill	CENTER	0	\$200.17	\$0.00							0	\$17.99	\$0.00	0	\$0.00	0	\$0.00				
						0	\$17.99	\$0.00							0	\$17.99	\$0.00	0	\$0.00	0	\$0.00				
	5-Lane Scenic Collector	92	Churchill	Freeway 41	CENTER	0	\$200.17	\$0.00							0	\$17.99	\$0.00	0	\$0.00	0	\$0.00				
						0	\$17.99	\$0.00							0	\$17.99	\$0.00	0	\$0.00	0	\$0.00				
						0	\$17.99	\$0.00							0	\$17.99	\$0.00	0	\$0.00	0	\$0.00				
4-Lane Scenic Arterial	100	Freeway 41	Friant	CENTER	N S	0	\$238.82	\$0.00	0	\$52.30	\$0.00	0%	\$46,154.93	\$0.00	0	\$110.45	\$0.00	0	\$0.00	0	\$0.00				
						0	\$110.45	\$0.00							0	\$110.45	\$0.00	0	\$0.00	0	\$0.00				
	4-Lane Scenic Arterial	100	Friant	Cole	CENTER	N S	0	\$238.82	\$0.00	0	\$52.30	\$0.00	0%	\$46,154.93	\$0.00	0	\$110.45	\$0.00	0	\$0.00	0	\$0.00			
						0	\$110.45	\$0.00	0						\$110.45	\$0.00	0	\$0.00	0	\$0.00					
						0	\$110.45	\$0.00	0						\$110.45	\$0.00	0	\$0.00	0	\$0.00					
Nees	100	Cole	Nees	CENTER	N S	0	\$238.82	\$0.00	0	\$52.30	\$0.00	0%	\$46,154.93	\$0.00	0	\$110.45	\$0.00	0	\$0.00	0	\$0.00				
						0	\$110.45	\$0.00							0	\$110.45	\$0.00	0	\$0.00	0	\$0.00				
	4-Lane Arterial	100	Maroa	Blackstone	CENTER	N S	0	\$238.82	\$0.00	0	\$52.30	\$0.00	0%	\$46,154.93	\$0.00	0	\$110.45	\$0.00	0	\$0.00	0	\$0.00			
						0	\$110.45	\$0.00	0						\$110.45	\$0.00	0	\$0.00	0	\$0.00					
						0	\$110.45	\$0.00	0						\$110.45	\$0.00	0	\$0.00	0	\$0.00					
Missing C&G	100	Blackstone	Fresno	CENTER	N S	0	\$238.82	\$0.00	0	\$52.30	\$0.00	0%	\$46,154.93	\$0.00	0	\$110.45	\$0.00	0	\$0.00	0	\$0.00				
						0	\$110.45	\$0.00							0	\$110.45	\$0.00	0	\$0.00	0	\$0.00				
	4-Lane Arterial	100	Fresno	First	CENTER	N S	0	\$238.82	\$0.00	0	\$52.30	\$0.00	0%	\$46,154.93	\$0.00	0	\$110.45	\$0.00	0	\$0.00	0	\$0.00			
						0	\$110.45	\$0.00																	

Last updated: Jul-15

## MAJOR STREET FEE UPDATE

**QUADRANT** Northeast

Last updated: Jul-15

**MAJOR STREET FEE UPDATE**

QUADRANT Northeast

YEAR: 2015

STREET NAME	CLASSIFICATION	R/W WIDTH IN FEE PROGRAM (FT)	LIMIT (S. OR W.)	LIMIT (N. OR E.)	SIDE OF STREET	CENTER SECTION PAVING			MEDIAN ISLAND			MEDIAN LANDSCAPING			OUTSIDE TRAVEL LANE(S)			RT TURN		BUS BAY		MISSING LANES			
						LF MISSING (6/01/15)	UNIT COST/LF	SUBTOTAL COST	LF MISSING MEDIAN ISLAND (6/01/15)	UNIT COST/LF	SUBTOTAL COST	PERCENT MISSING LANDSCAPING	COST PER HALF MILE	SUBTOTAL	LF REMAINING (6/01/15)	UNIT COST/LF	SUBTOTAL COST	MISSING RIGHT TURN	SUBTOTAL COST	MISSING BUS BAY	SUBTOTAL COST	LF FT OF MISSING LANE	UNIT COST/LF	SUBTOTAL	
6-Lane Expressway	134	Fruit	Palm	CENTER	N	0	\$265.16	\$0.00	0	\$52.30	\$0.00	0%	\$171,178.12	\$0.00	0	\$197.38	\$0.00	0	\$0.00	0	\$0.00				
6-Lane Expressway	134	Palm	Maroa	CENTER	N	0	\$265.16	\$0.00	0	\$52.30	\$0.00	0%	\$171,178.12	\$0.00	0	\$197.38	\$0.00	0	\$0.00	0	\$0.00				
6-Lane Expressway	134	Maroa	Blackstone	CENTER	N	0	\$265.16	\$0.00	0	\$52.30	\$0.00	0%	\$171,178.12	\$0.00	0	\$197.38	\$0.00	0	\$0.00	0	\$0.00				
6-Lane Expressway	134	Blackstone	Fresno	CENTER	N	0	\$265.16	\$0.00	0	\$52.30	\$0.00	0%	\$171,178.12	\$0.00	0	\$197.38	\$0.00	0	\$0.00	0	\$0.00				
6-Lane Expressway	134	Fresno	First	CENTER	N	0	\$265.16	\$0.00	0	\$52.30	\$0.00	0%	\$171,178.12	\$0.00	0	\$197.38	\$0.00	0	\$0.00	0	\$0.00				
6-Lane Expressway	134	First	Millbrook	CENTER	N	0	\$265.16	\$0.00	0	\$52.30	\$0.00	0%	\$171,178.12	\$0.00	0	\$197.38	\$0.00	0	\$0.00	0	\$0.00				
6-Lane Expressway	134	Millbrook	Cedar	CENTER	N	0	\$265.16	\$0.00	0	\$52.30	\$0.00	0%	\$171,178.12	\$0.00	0	\$197.38	\$0.00	0	\$0.00	0	\$0.00				
6-Lane Expressway	134	Cedar	Maple	CENTER	N	0	\$265.16	\$0.00	0	\$52.30	\$0.00	0%	\$171,178.12	\$0.00	0	\$197.38	\$0.00	0	\$0.00	0	\$0.00				
6-Lane Expressway	134	Maple	Chestnut	CENTER	N	0	\$265.16	\$0.00	0	\$52.30	\$0.00	0%	\$171,178.12	\$0.00	0	\$197.38	\$0.00	0	\$0.00	0	\$0.00				
6-Lane Expressway	134	Chestnut	Willow	CENTER	N	0	\$265.16	\$0.00	0	\$52.30	\$0.00	0%	\$171,178.12	\$0.00	0	\$197.38	\$0.00	0	\$0.00	0	\$0.00				
Sierra	3-Lane Collector	72	Fruit	Palm	CENTER	N	0	\$200.17	\$0.00						0	\$17.99	\$0.00	0	\$0.00	0	\$0.00				
Copper River Dr	3-Lane Collector	72	Friant	Maple	CENTER	W	0	\$200.17	\$0.00						0	\$17.99	\$0.00	0	\$0.00	0	\$0.00				
Alicante	2-Lane Collector	Var	E. Copper River Dr Club House Drive	CENTER	W	0	\$172.87	\$0.00	0	\$52.30	\$0.00	0%	\$39,054.17	\$0.00	0	\$17.99	\$0.00	0	\$0.00	0	\$0.00				
	2-Lane Collector	Var	Club House	Road D	CENTER	W	3990	\$172.87	\$689,752.36	1600	\$52.30	\$83,681.69	0%	\$39,054.17	\$0.00	0	\$17.99	\$0.00	0	\$0.00	0	\$0.00			
	2-Lane Collector	Var	Road D	Round-about	CENTER	W	1760	\$172.87	\$304,251.67	1760	\$52.30	\$92,049.86	0%	\$39,054.17	\$0.00	0	\$17.99	\$0.00	0	\$0.00	0	\$0.00			
	2-Lane Collector	Var	Round-about	Willow	CENTER	W	2260	\$172.87	\$390,686.80	2260	\$52.30	\$118,200.39	100%	\$39,054.17	\$39,054.17	1760	\$17.99	\$31,666.01	0	\$0.00	0	\$0.00			
						W									1760	\$17.99	\$31,666.01	0	\$0.00	0	\$0.00				
West	4-Lane Arterial	100	Palo Alto	Herndon	CENTER	W	0	\$238.82	\$0.00	0	\$52.30	\$0.00	0%	\$46,154.93	\$0.00	0	\$110.45	\$0.00	0	\$0.00	0	\$0.00			
	3-Lane Collector	72	Herndon	Alluvial	CENTER	W	0	\$200.17	\$0.00						0	\$110.45	\$0.00	0	\$0.00	0	\$0.00				
Fruit	3-Lane Collector	72	Sierra	Herndon	CENTER	W	0	\$200.17	\$0.00						0	\$17.99	\$0.00	0	\$0.00	0	\$0.00				
Palm	4-Lane Arterial	100	Sierra	Herndon	CENTER	W	0	\$238.82	\$0.00	0	\$52.30	\$0.00	0%	\$46,154.93	\$0.00	0	\$110.45	\$0.00	0	\$0.00	0	\$0.00			
	4-Lane Arterial	100	Herndon	Pinedale	CENTER	W	0	\$238.82	\$0.00	0	\$52.30	\$0.00	0%	\$46,154.93	\$0.00	0	\$110.45	\$0.00	0	\$0.00	0	\$0.00			
	4-Lane Arterial	100	Pinedale	Nees	CENTER	W	0	\$238.82	\$0.00	0	\$52.30	\$0.00	0%	\$46,154.93	\$0.00	0	\$110.45	\$0.00	0	\$0.00	0	\$0.00			
Ingram	5-Lane Collector	92	Herndon	Alluvial	CENTER	W	0	\$200.17	\$0.00						0	\$79.67	\$0.00	0	\$0.00	0	\$0.00				
	5-Lane Collector	92	Alluvial	Nees	CENTER	W	0	\$200.17	\$0.00						0	\$79.67	\$0.00	0	\$0.00	0	\$0.00				
Blackstone	6-Lane Arterial	124	Herndon	Alluvial	CENTER	W	0	\$253.45	\$0.00	0	\$52.30	\$0.00	0%	\$46,154.93	\$0.00	0	\$189.54	\$0.00	0	\$0.00	0	\$0.00			
	6-Lane Arterial	124	Alluvial	Nees	CENTER	W	0	\$253.45	\$0.00	0	\$52.30	\$0.00	0%	\$46,154.93	\$0.00	0	\$189.54	\$0.00	0	\$0.00	0	\$0.00			
	6-Lane Arterial	124	Nees	Freeway 41	CENTER	W	0	\$253.45	\$0.00	0	\$52.30	\$0.00	0%	\$46,154.93	\$0.00	0	\$189.54	\$0.00	0	\$0.00	0	\$0.00			

Last updated: Jul-15

**MAJOR STREET FEE UPDATE**

QUADRANT Northeast

YEAR: 2015

STREET NAME	CLASSIFICATION	R/W WIDTH IN FEE PROGRAM (FT)	LIMIT (S. OR W.)	LIMIT (N. OR E.)	SIDE OF STREET	IRR PIPES	IRR STRCTR	RR UPRGRDS	REGIONAL	Deficiency Analysis						TOTAL		GROWTH AREA TOTAL		REGIONAL TOTAL		
										CANAL CROSSINGS/EA	RAILROAD CROSSING UPGRADES/EA	ENTER "R" FOR REGIONAL STREETS	2012 PM Peak Hour	Estimated 2015 Peak Hour Volumne	GP buildout PM Peak Hour	Deficiency Threshold	Impact Fee Contribution	TOTAL COST (GROWTH AREA STREETS)	TOTAL COST (REGIONAL STREETS)	TOTAL CENTER SECTION + MEDIAN	TOTAL COST FOR OUTSIDE TRAVEL LANE(S)	TOTAL COST FOR ALL IRRIGATION, CANAL, AND RR UPDATES
6-Lane Expressway	134	Fruit	Palm	CENTER	N S								N/A	100%	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
6-Lane Expressway	134	Palm	Maroa	CENTER	N S								N/A	100%	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
6-Lane Expressway	134	Maroa	Blackstone	CENTER	N S								N/A	100%	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
6-Lane Expressway	134	Blackstone	Fresno	CENTER	N S								N/A	100%	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
6-Lane Expressway	134	Fresno	First	CENTER	N S								N/A	100%	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
6-Lane Expressway	134	First	Millbrook	CENTER	N S								N/A	100%	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
6-Lane Expressway	134	Millbrook	Cedar	CENTER	N S								N/A	100%	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
6-Lane Expressway	134	Cedar	Maple	CENTER	N S								N/A	100%	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
6-Lane Expressway	134	Maple	Chestnut	CENTER	N S								N/A	100%	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
6-Lane Expressway	134	Chestnut	Willow	CENTER	N S								N/A	100%	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Sierra	3-Lane Collector	72	Fruit	Palm	CENTER	N S							N/A	100%	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Copper River Dr	3-Lane Collector	72	Friant	Maple	CENTER	W E							N/A	100%	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Alicante	2-Lane Collector	Var	E. Copper River Dr Club House Drive	CENTER	W E								N/A	100%	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
	2-Lane Collector	Var	Club House	Road D	CENTER	W E							N/A	100%	\$773,434.05	\$0.00	\$773,434.05	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
	2-Lane Collector	Var	Road D	Round-about	CENTER	W E							N/A	100%	\$396,301.52	\$0.00	\$396,301.52	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
	2-Lane Collector	Var	Round-about	Willow	CENTER	W E							N/A	100%	\$547,941.36	\$0.00	\$547,941.36	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
West	4-Lane Arterial	100	Palo Alto	Herndon	CENTER	W E							N/A	100%	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
	3-Lane Collector	72	Herndon	Alluvial	CENTER	W E							N/A	100%	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Fruit	3-Lane Collector	72	Sierra	Herndon	CENTER	W E							N/A	100%	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Palm	4-Lane Arterial	100	Sierra	Herndon	CENTER	W E							N/A	100%	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
	4-Lane Arterial	100	Herndon	Pinedale	CENTER	W E							N/A	100%	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
	4-Lane Arterial	100	Pinedale	Nees	CENTER	W E							N/A	100%	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Ingram	5-Lane Collector	92	Herndon	Alluvial	CENTER	W E							N/A	100%	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
	5-Lane Collector	92	Alluvial	Nees	CENTER	W E							N/A	100%	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Blackstone	6-Lane Arterial	124	Herndon	Alluvial	CENTER	W E							N/A	100%	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
	6-Lane Arterial	124	Alluvial	Nees	CENTER	W E							N/A	100%	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
	6-Lane Arterial	124	Nees	Freeway 41	CENTER	W E							N/A	100%	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00

Last updated: Jul-15

**MAJOR STREET FEE UPDATE**

QUADRANT Northeast

YEAR: 2015

STREET NAME	CLASSIFICATION	R/W WIDTH IN FEE PROGRAM (FT)	LIMIT (S. OR W.)	LIMIT (N. OR E.)	SIDE OF STREET	CENTER SECTION PAVING			MEDIAN ISLAND			MEDIAN LANDSCAPING			OUTSIDE TRAVEL LANE(S)			RT TURN		BUS BAY		MISSING LANES			
						LF MISSING (6/01/15)	UNIT COST/LF	SUBTOTAL COST	LF MISSING MEDIAN ISLAND (6/01/15)	UNIT COST/LF	SUBTOTAL COST	PERCENT MISSING LANDSCAPING	COST PER HALF MILE	SUBTOTAL	LF REMAINING (6/01/15)	UNIT COST/LF	SUBTOTAL COST	MISSING RIGHT TURN	SUBTOTAL COST	MISSING BUS BAY	SUBTOTAL COST	LF FT OF MISSING LANE	UNIT COST/LF	SUBTOTAL	
Fresno	6-Lane Arterial	124	Herndon	Alluvial	CENTER W E	0 \$253.45	\$0.00	0 \$52.30	\$0.00	0 % \$46,154.93	\$0.00	0 % \$46,154.93	\$0.00	0 \$189.54	\$0.00	0	\$0.00	0	\$0.00	0	\$0.00				
	6-Lane Arterial	124	Alluvial	Nees	CENTER W E	0 \$253.45	\$0.00	0 \$52.30	\$0.00	0 % \$46,154.93	\$0.00	0 % \$46,154.93	\$0.00	0 \$189.54	\$0.00	0	\$0.00	0	\$0.00	0	\$0.00				
	6-Lane Arterial	124	Nees	Friant	CENTER W E	0 \$253.45	\$0.00	0 \$52.30	\$0.00	0 % \$46,154.93	\$0.00	0 % \$46,154.93	\$0.00	0 \$189.54	\$0.00	0	\$0.00	0	\$0.00	0	\$0.00				
Friant	6-Lane Super Arterial	124	Freeway 41	Audubon	CENTER W E	0 \$290.96	\$0.00	0 \$52.30	\$0.00	0 % \$82,838.49	\$0.00	0 % \$82,838.49	\$0.00	0 \$197.38	\$0.00	0	\$0.00	0	\$0.00	0	\$0.00				
	6-Lane Scenic Exprswy	124	Audubon	Shepherd	CENTER W E	0 \$265.16	\$0.00	0 \$52.30	\$0.00	0 % \$141,408.01	\$0.00	0 % \$141,408.01	\$0.00	0 \$197.38	\$0.00	0	\$0.00	0	\$0.00	0	\$0.00	300	\$52.63	\$15,788.47	
	6-Lane Scenic Exprswy	124	Shepherd	Fort Washington	CENTER W E	0 \$265.16	\$0.00	0 \$52.30	\$0.00	0 % \$141,408.01	\$0.00	0 % \$141,408.01	\$0.00	0 \$197.38	\$0.00	0	\$0.00	0	\$0.00	0	\$0.00	2050	\$87.27	\$178,896.25	
	4-Lane Scenic Exprswy	124	Fort Washington	Champlain	CENTER W E	0 \$265.16	\$0.00	0 \$52.30	\$0.00	0 % \$141,408.01	\$0.00	0 % \$141,408.01	\$0.00	0 \$197.38	\$0.00	0	\$0.00	1	\$6,638.99	0	\$0.00	1880	\$17.99	\$33,825.05	
	4-Lane Scenic Exprswy	124	Champlain	Lakeview	CENTER W E	0 \$265.16	\$0.00	0 \$52.30	\$0.00	0 % \$141,408.01	\$0.00	0 % \$141,408.01	\$0.00	0 \$197.38	\$0.00	0	\$0.00	0	\$0.00	0	\$0.00	2540	\$17.99	\$45,699.81	
	4-Lane Scenic Exprswy	124	Lakeview	Copper	CENTER W E	0 \$265.16	\$0.00	0 \$52.30	\$0.00	0 % \$141,408.01	\$0.00	0 % \$141,408.01	\$0.00	0 \$197.38	\$0.00	0	\$0.00	1	\$11,430.62	0	\$0.00	6190	\$17.99	\$111,370.79	
	4-Lane Scenic Exprswy	124	Copper	Copper Dr.	CENTER W E	0 \$265.16	\$0.00	0 \$52.30	\$0.00	0 % \$141,408.01	\$0.00	0 % \$141,408.01	\$0.00	0 \$197.38	\$0.00	0	\$0.00	0	\$0.00	0	\$0.00	1820	\$17.99	\$32,745.53	
	4-Lane Scenic Exprswy	124	Copper	Copper River Ranc	CENTER W E	0 \$265.16	\$0.00	0 \$52.30	\$0.00	0 % \$141,408.01	\$0.00	0 % \$141,408.01	\$0.00	0 \$197.38	\$0.00	0	\$0.00	0	\$0.00	0	\$0.00				
	4-Lane Scenic Exprswy	124	ane Scenic Exprs	Copper River Drive Old Friant Road	CENTER W E	0 \$265.16	\$0.00	0 \$52.30	\$0.00	0 % \$141,408.01	\$0.00	0 % \$141,408.01	\$0.00	0 \$197.38	\$0.00	0	\$0.00	0	\$0.00	0	\$0.00				
	Fort Washington	3-4 Lane Collector	92	Friant	Champlain	CENTER W E	0 \$200.17	\$0.00							0 \$17.99	\$0.00	0	\$0.00	0	\$0.00	0	\$0.00			
First	3-Lane Collector	72	Champlain	Millbrook	CENTER W E	0 \$200.17	\$0.00								0 \$17.99	\$0.00	0	\$0.00	0	\$0.00	0	\$0.00			
	4-Lane Arterial	100	Herndon	Alluvial	CENTER W E	0 \$238.82	\$0.00	0 \$52.30	\$0.00	0 % \$46,154.93	\$0.00	0 % \$46,154.93	\$0.00	0 \$110.45	\$0.00	0	\$0.00	0	\$0.00	0	\$0.00				
	4-Lane Arterial	100	Alluvial	Nees	CENTER W E	0 \$238.82	\$0.00	0 \$52.30	\$0.00	0 % \$46,154.93	\$0.00	0 % \$46,154.93	\$0.00	0 \$110.45	\$0.00	0	\$0.00	0	\$0.00	0	\$0.00				
Millbrook	5-Lane Collector	92	Herndon	Alluvial	CENTER W E	0 \$200.17	\$0.00								0 \$79.67	\$0.00	0	\$0.00	0	\$0.00	0	\$0.00			
	5-Lane Collector	92	Alluvial	Nees	CENTER W E	0 \$200.17	\$0.00								0 \$79.67	\$0.00	0	\$0.00	0	\$0.00	0	\$0.00			
	3-Lane Collector	72	Nees	Teague	CENTER W E	0 \$200.17	\$0.00								0 \$79.67	\$0.00	0	\$0.00	0	\$0.00	0	\$0.00			
	3-Lane Collector	72	Teague	Shepherd	CENTER W E	0 \$200.17	\$0.00								0 \$17.99	\$0.00	0	\$0.00	0	\$0.00	0	\$0.00			
	3-Lane Collector	72	Fort Washington	Copper	CENTER W E	0 \$200.17	\$0.00								0 \$17.99	\$0.00	0	\$0.00	0	\$0.00	0	\$0.00			
	3-Lane Collector	72	Copper	Copper River Ranc	CENTER W E	0 \$200.17	\$0.00								0 \$17.99	\$0.00	0	\$0.00	0	\$0.00	0	\$0.00	1064	\$38.60	\$41,075.49
Cedar	4-Lane Arterial	100	Herndon	Alluvial	CENTER W E	0 \$238.82	\$0.00	0 \$52.30	\$0.00	0 % \$46,154.93	\$0.00	0 % \$46,154.93	\$0.00	0 \$110.45	\$0.00	0	\$0.00	0	\$0.00	0	\$0.00				
	4-Lane Arterial	100	Alluvial	Nees	CENTER W E	0 \$238.82	\$0.00	0 \$52.30	\$0.00	0 % \$46,154.93	\$0.00	0 % \$46,154.93	\$0.00	0 \$110.45	\$0.00	0	\$0.00	0	\$0.00	0	\$0.00				
	4-Lane Arterial	100	Nees	Teague	CENTER W E	0 \$238.82	\$0.00	0 \$52.30	\$0.00	0 % \$46,154.93	\$0.00	0 % \$46,154.93	\$0.00	0 \$110.45	\$0.00	0	\$0.00	0	\$0.00	0	\$0.00				
	4-Lane Arterial	100	Teague	Shepherd	CENTER W E	0 \$238.82	\$0.00	0 \$52.30	\$0.00	0 % \$46,154.93	\$0.00	0 % \$46,154.93	\$0.00	0 \$110.45	\$0.00	0	\$0.00	0	\$0.00	0	\$0.00				
	5-Lane Collector	92	Olympic	Copper	CENTER W E	0 \$200.17	\$0.00								0 \$79.67	\$0.00	0	\$0.00	0	\$0.00	0	\$0.00			
	5-Lane Collector	92	Copper	Copper River Ranc	CENTER W E	0 \$200.17	\$0.00								0 \$79.67	\$0.00	0	\$0.00	0	\$0.00	0	\$0.00			
	5-Lane Collector	92	Copper	Copper River Ranc	CENTER W E	0 \$200.17	\$0.00								0 \$79.67	\$0.00	0	\$0.00	0	\$0.00	0	\$0.00			

Last updated: Jul-15

**MAJOR STREET FEE UPDATE****QUADRANT** Northeast

YEAR: 2015

STREET NAME	CLASSIFICATION	R/W WIDTH IN FEE PROGRAM (FT)	LIMIT (S. OR W.)	LIMIT (N. OR E.)	SIDE OF STREET	IRR PIPES	IRR STRCTR	RR UPRGRDS	REGIONAL	Deficiency Analysis						TOTAL		GROWTH AREA TOTAL		REGIONAL TOTAL	
										CANAL CROSSINGS/EA	RAILROAD CROSSING UPGRADES/EA	ENTER "R" FOR REGIONAL STREETS	2012 PM Peak Hour	Estimated 2015 Peak Hour Volumne	GP buildout PM Peak Hour	Deficiency Threshold	Impact Fee Contribution	TOTAL COST (GROWTH AREA STREETS)	TOTAL COST (REGIONAL STREETS)	TOTAL CENTER SECTION + MEDIAN	TOTAL COST FOR OUTSIDE TRAVEL LANE(S)
Fresno	6-Lane Arterial	124	Herndon	Alluvial	CENTER																
	6-Lane Arterial	124	Alluvial	Nees	CENTER																
	6-Lane Arterial	124	Nees	Friant	CENTER																
Friant	6-Lane Super Arterial	124	Freeway 41	Audubon	CENTER																
	6-Lane Scenic Exprswy	124	Audubon	Shepherd	CENTER																
	6-Lane Scenic Exprswy	124	Shepherd	Fort Washington	CENTER																
	4-Lane Scenic Exprswy	124	Fort Washington	Champlain	CENTER																
	4-Lane Scenic Exprswy	124	Champlain	Lakeview	CENTER																
	4-Lane Scenic Exprswy	124	Lakeview	Copper	CENTER																
	4-Lane Scenic Exprswy	124	Copper	Copper Dr.	CENTER																
	4-Lane Scenic Exprswy	124	Copper	Copper River Ranc	CENTER																
	4-Lane Scenic Exprswy	124	Copper River Ranc	Old Friant Road	CENTER																
	4-Lane Scenic Exprswy	124	lane Scenic Exprs	Copper River Drive Old Friant Road	CENTER																
Fort Washington	3-4 Lane Collector	92	Friant	Champlain	CENTER																
	3-Lane Collector	72	Champlain	Millbrook	CENTER																
First	4-Lane Arterial	100	Herndon	Alluvial	CENTER																
	4-Lane Arterial	100	Alluvial	Nees	CENTER																
Millbrook	5-Lane Collector	92	Herndon	Alluvial	CENTER																
	5-Lane Collector	92	Alluvial	Nees	CENTER																
	3-Lane Collector	72	Nees	Teague	CENTER																
	3-Lane Collector	72	Teague	Shepherd	CENTER																
	3-Lane Collector	72	Fort Washington	Copper	CENTER																
Cedar	4-Lane Arterial	100	Herndon	Alluvial	CENTER																
	4-Lane Arterial	100	Alluvial	Nees	CENTER																
	4-Lane Arterial	100	Nees	Teague	CENTER																
	4-Lane Arterial	100	Teague	Shepherd	CENTER																
	5-Lane Collector	92	Olympic	Copper	CENTER																
	5-Lane Collector	92	Copper	Copper River Ranc	CENTER																
	5-Lane Collector	92	Copper	Copper River Ranc	CENTER																

Last updated: Jul-15

**MAJOR STREET FEE UPDATE****QUADRANT** Northeast

YEAR: 2015

STREET NAME	CLASSIFICATION	R/W WIDTH IN FEE PROGRAM (FT)	LIMIT (S. OR W.)	LIMIT (N. OR E.)	SIDE OF STREET	CENTER SECTION PAVING			MEDIAN ISLAND			MEDIAN LANDSCAPING			OUTSIDE TRAVEL LANE(S)			RT TURN		BUS BAY		MISSING LANES			
						LF MISSING (6/01/15)	UNIT COST/LF	SUBTOTAL COST	LF MISSING MEDIAN ISLAND (6/01/15)	UNIT COST/LF	SUBTOTAL COST	PERCENT MISSING LANDSCAPING	COST PER HALF MILE	SUBTOTAL	LF REMAINING (6/01/15)	UNIT COST/LF	SUBTOTAL COST	MISSING RIGHT TURN	SUBTOTAL COST	MISSING BUS BAY	SUBTOTAL COST	LF FT OF MISSING LANE	UNIT COST/LF	SUBTOTAL	
Maple	3-Lane Collector	72	Herndon	Alluvial	CENTER W	0	\$200.17	\$0.00																	
	3-Lane Collector	72	Alluvial	Nees	CENTER W	0	\$200.17	\$0.00																	
	Missing 12' lane	72	Nees	Teague	CENTER W	0	\$200.17	\$200.17																	
	3-Lane Collector	72	Teague	Shepherd	CENTER W	0	\$200.17	\$200.17																	
	5-Lane Collector	92	Shepherd	Perrin	CENTER W	0	\$200.17	\$0.00																	
	3-Lane Collector	72	Perrin	Plymouth	CENTER W	0	\$200.17	\$0.00																	
	4-Lane Arterial	100	Behymer	International	CENTER W	0	\$238.82	\$0.00		0	\$52.30	\$0.00	0%	\$46,154.93	\$0.00	0	\$110.45	\$0.00	0	\$0.00	0	\$0.00	0	\$0.00	1035 \$28.27 \$29,255.50
	4-Lane Arterial	100	International	Copper	CENTER W	0	\$238.82	\$0.00		0	\$52.30	\$0.00	0%	\$46,154.93	\$0.00	660	\$110.45	\$72,894.67	0	\$0.00	0	\$0.00	0	\$0.00	520 \$43.76 \$22,754.41
	4-Lane Arterial	100	Copper	Copper River Ranc	CENTER W	0	\$238.82	\$0.00		0	\$52.30	\$0.00	0%	\$46,154.93	\$0.00	520	\$110.45	\$57,432.16	0	\$0.00	0	\$0.00	0	\$0.00	
	4-Lane Arterial	100	Herndon	Alluvial	CENTER W	0	\$238.82	\$0.00		0	\$52.30	\$0.00	0%	\$46,154.93	\$0.00	0	\$110.45	\$0.00	0	\$0.00	0	\$0.00	0	\$0.00	
Chestnut	4-Lane Arterial	100	Herndon	Alluvial	CENTER W	0	\$238.82	\$0.00		0	\$52.30	\$0.00	0%	\$46,154.93	\$0.00	0	\$110.45	\$0.00	0	\$0.00	0	\$0.00	0	\$0.00	
	4-Lane Arterial	100	Alluvial	Nees	CENTER W	0	\$238.82	\$0.00		0	\$52.30	\$0.00	0%	\$46,154.93	\$0.00	900	\$110.45	\$99,401.82	1	\$8,569.93	0	\$0.00	0	\$0.00	
	4-Lane Arterial	100	Nees	Teague	CENTER W	0	\$238.82	\$0.00		0	\$52.30	\$0.00	0%	\$46,154.93	\$0.00	650	\$110.45	\$71,790.20	0	\$0.00	0	\$0.00	0	\$0.00	
	4-Lane Arterial	100	Teague	Shepherd	CENTER W	0	\$238.82	\$0.00		0	\$52.30	\$0.00	0%	\$46,154.93	\$0.00	610	\$110.45	\$67,372.35	0	\$0.00	0	\$0.00	0	\$0.00	
	4-Lane Arterial	100	Sommerville	Behymer	CENTER W	0	\$200.17	\$0.00		0	\$52.30	\$0.00	0%	\$46,154.93	\$0.00	500	\$110.45	\$55,223.23	0	\$0.00	0	\$0.00	0	\$0.00	
	3-Lane Collector	72	Sommerville	Behymer	CENTER W	0	\$200.17	\$0.00		0	\$52.30	\$0.00	0%	\$46,154.93	\$0.00	645	\$110.45	\$71,237.97	0	\$0.00	0	\$0.00	0	\$0.00	
	5-Lane Collector	92	Behymer	International	CENTER W	1270	\$200.17	\$254,210.27		0	\$52.30	\$0.00	0%	\$46,154.93	\$0.00	0	\$110.45	\$0.00	0	\$0.00	0	\$0.00	0	\$0.00	860 \$61.84 \$53,186.15
	5-Lane Collector	92	International	Copper	CENTER W	0	\$200.17	\$0.00		0	\$52.30	\$0.00	0%	\$46,154.93	\$0.00	345	\$79.67	\$27,487.86	0	\$0.00	1	\$5,790.37	0	\$0.00	
Sommerville	4-Lane Arterial	100	Shepherd	Perrin	CENTER W	0	\$238.82	\$0.00		0	\$52.30	\$0.00	0%	\$46,154.93	\$0.00	0	\$110.45	\$0.00	0	\$0.00	0	\$0.00	0	\$0.00	
	4-Lane Arterial	100	Perrin	Plymouth	CENTER W	0	\$238.82	\$0.00		0	\$52.30	\$0.00	0%	\$46,154.93	\$0.00	980	\$110.45	\$108,237.54	0	\$0.00	0	\$0.00	0	\$0.00	
Willow	6-Lane Super Arterial	124	Herndon	Alluvial	CENTER W	0	\$135.08	\$0.00		0	\$26.15	\$0.00	0%	\$34,879.36	\$0.00	2634	\$192.04	\$505,844.79	0	\$0.00	1	\$6,638.99	0	\$0.00	2310 \$69.28 \$160,028.63
	6-Lane Super Arterial	124	Alluvial	Nees	CENTER W	0	\$135.08	\$0.00		0	\$26.15	\$0.00	0%	\$34,879.36	\$0.00	0	\$192.04	\$0.00	0	\$0.00	0	\$0.00	0	\$0.00	
	6-Lane Super Arterial	124	Nees	Teague	CENTER W	0	\$135.08	\$0.00		0	\$26.15	\$0.00	0%	\$34,879.36	\$0.00	0	\$192.04	\$0.00	0	\$0.00	0	\$0.00	0	\$0.00	
	6-Lane Super Arterial	124	Teague	Shepherd	CENTER W	0	\$135.08	\$0.00		0	\$26.15	\$0.00	100%	\$34,879.36	\$34,879.36	0	\$192.04	\$0.00	0	\$0.00	0	\$0.00	0	\$0.00	
	6-Lane Super Arterial	124	Shepherd	Perrin	CENTER W	0	\$135.08	\$0.00		0	\$26.15	\$0.00	100%	\$34,879.36	\$34,879.36	0	\$192.04	\$0.00	0	\$0.00	0	\$0.00	0	\$0.00	
	6-Lane Super Arterial	124	Perrin	Behymer	CENTER W	0	\$135.08	\$0.00		0	\$26.15	\$0.00	0%	\$34,879.36	\$0.00	0	\$192.04	\$0.00	0	\$0.00	0	\$0.00	0	\$0.00	
	6-Lane Super Arterial	124	Behymer	International	CENTER W	0	\$135.08	\$0.00		0	\$26.15	\$0.00	0%	\$34,879.36	\$0.00	0	\$192.04	\$0.00	0	\$0.00	0	\$0.00	0	\$0.00	
	6-Lane Super Arterial	124	International	Copper	CENTER W	660	\$135.08	\$89,150.96		660	\$26.15	\$17,259.35	20%	\$34,879.36	\$6,975.87	660	\$192.04	\$126,749.26	0	\$0.00	1	\$6,638.99	0	\$0.00	
	3-Lane Arterial	72	Copper	Alicante	CENTER W																				

Last updated: Jul-15

**MAJOR STREET FEE UPDATE**

QUADRANT Northeast

YEAR: 2015

STREET NAME	CLASSIFICATION	R/W WIDTH IN FEE PROGRAM (FT)	LIMIT (S. OR W.)	LIMIT (N. OR E.)	SIDE OF STREET	IRR PIPES	IRR STRCTR	RR UPGRDS	REGIONAL	Deficiency Analysis						TOTAL		GROWTH AREA TOTAL		REGIONAL TOTAL			
										ENTER "R" FOR REGIONAL STREETS	2012 PM Peak Hour	Estimated 2015 Peak Hour Volumne	GP buildout PM Peak Hour	Deficiency Threshold	Impact Fee Contribution	TOTAL COST (GROWTH AREA STREETS)	TOTAL COST (REGIONAL STREETS)	TOTAL CENTER SECTION + MEDIAN	TOTAL COST FOR OUTSIDE TRAVEL LANE(S)	TOTAL COST FOR ALL IRRIGATION, CANAL, AND RR UPDATES	TOTAL CENTER SECTION + MEDIAN	TOTAL COST FOR OUTSIDE TRAVEL LANE	TOTAL COST FOR ALL IRRIGATION, CANAL, AND RR UPDATES
Maple	3-Lane Collector	72	Herndon	Alluvial	CENTER	W																	
	3-Lane Collector	72	Alluvial	Nees	CENTER	W				648	650	660	1270	100%	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	
	Missing 12' lane														\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	
	3-Lane Collector	72	Nees	Teague	CENTER	W				648	663	750	1270	100%	\$37,262.21	\$0.00	\$200.17	\$37,262.21	\$0.00	\$0.00	\$0.00	\$0.00	
	5-Lane Collector	92	Teague	Shepherd	CENTER	W				648	666	770	1270	100%	\$56,265.56	\$0.00	\$200.17	\$56,265.56	\$0.00	\$0.00	\$0.00	\$0.00	
	5-Lane Collector	92	Shepherd	Perrin	CENTER	W									\$55,985.60	\$0.00	\$200.17	\$55,985.60	\$0.00	\$0.00	\$0.00	\$0.00	
	3-Lane Collector	72	Perrin	Plymouth	CENTER	W				760	790	960	1270	100%	\$93,432.83	\$0.00	\$200.17	\$93,432.83	\$0.00	\$0.00	\$0.00	\$0.00	
	4-Lane Arterial	100	Behymer	International	CENTER	W									\$47,804.98	\$0.00	\$200.17	\$47,804.98	\$0.00	\$0.00	\$0.00	\$0.00	
	bike lane and C&G	4-Lane Arterial	100	International	Copper	CENTER	W	E							\$22,754.41	\$0.00	\$200.17	\$22,754.41	\$0.00	\$0.00	\$0.00	\$0.00	
															\$72,894.67	\$0.00	\$200.17	\$72,894.67	\$0.00	\$0.00	\$0.00	\$0.00	
Chestnut	4-Lane Arterial	100	Copper	Copper River Ranc	CENTER	W									\$57,432.16	\$0.00	\$200.17	\$57,432.16	\$0.00	\$0.00	\$0.00	\$0.00	
	4-Lane Arterial	100	Herndon	Alluvial	CENTER	W									\$47,877.27	\$0.00	\$200.17	\$47,877.27	\$0.00	\$0.00	\$0.00	\$0.00	
	4-Lane Arterial	100	Alluvial	Nees	CENTER	W									\$22,754.41	\$0.00	\$200.17	\$22,754.41	\$0.00	\$0.00	\$0.00	\$0.00	
	4-Lane Arterial	100	Nees	Teague	CENTER	W									\$71,754.41	\$0.00	\$200.17	\$71,754.41	\$0.00	\$0.00	\$0.00	\$0.00	
	4-Lane Arterial	100	Teague	Shepherd	CENTER	W									\$71,237.97	\$0.00	\$200.17	\$71,237.97	\$0.00	\$0.00	\$0.00	\$0.00	
	3-Lane Collector	72	Sommerville	Behymer	CENTER	W									\$67,372.35	\$0.00	\$200.17	\$67,372.35	\$0.00	\$0.00	\$0.00	\$0.00	
	5-Lane Collector	92	Behymer	International	CENTER	W									\$55,223.23	\$0.00	\$200.17	\$55,223.23	\$0.00	\$0.00	\$0.00	\$0.00	
	5-Lane Collector	92	International	Copper	CENTER	W									\$308,398.27	\$0.00	\$200.17	\$254,210.27	\$54,188.00	\$0.00	\$0.00	\$0.00	
Sommerville	4-Lane Arterial	100	Shepherd	Perrin	CENTER	W									\$101,187.20	\$0.00	\$200.17	\$101,187.20	\$0.00	\$0.00	\$0.00	\$0.00	
	4-Lane Arterial	100	Perrin	Plymouth	CENTER	W									\$234,048.32	\$0.00	\$200.17	\$234,048.32	\$0.00	\$0.00	\$0.00	\$0.00	
	4-Lane Arterial	100	Shepherd	Perrin	CENTER	W									\$33,278.23	\$0.00	\$200.17	\$33,278.23	\$0.00	\$0.00	\$0.00	\$0.00	
	4-Lane Arterial	100	Perrin	Behymer	CENTER	W									\$63,545.66	\$0.00	\$200.17	\$63,545.66	\$0.00	\$0.00	\$0.00	\$0.00	
Willow	6-Lane Super Arterial	124	Herndon	Alluvial	CENTER	W									\$1140	1218	1660	3470	100%	\$0.00	\$0.00	\$0.00	
	6-Lane Super Arterial	124	Alluvial	Nees	CENTER	W									\$520	717	1830	1640	100%	\$0.00	\$0.00	\$0.00	
	6-Lane Super Arterial	124	Nees	Teague	CENTER	W														\$108,237.54	\$0.00	\$0.00	
	6-Lane Super Arterial	124	Teague	Shepherd	CENTER	W															\$108,237.54	\$0.00	\$0.00
	6-Lane Super Arterial	124	Shepherd	Perrin	CENTER	W																	
	6-Lane Super Arterial	124	Perrin	Behymer	CENTER	W																	
	6-Lane Super Arterial	124	Behymer	International	CENTER	W																	
	6-Lane Super Arterial	124	International	Copper	CENTER	W																	
	3-Lane Arterial	72	Copper	Alicante	CENTER	W																	
	3-Lane Arterial	72	Copper	Alicante	CENTER	W																	

Last updated: Jul-15

**MAJOR STREET FEE UPDATE**

QUADRANT Northeast

YEAR: 2015

STREET NAME	CLASSIFICATION	R/W WIDTH IN FEE PROGRAM (FT)	LIMIT (S. OR W.)	LIMIT (N. OR E.)	SIDE OF STREET	CENTER SECTION PAVING			MEDIAN ISLAND			MEDIAN LANDSCAPING			OUTSIDE TRAVEL LANE(S)			RT TURN		BUS BAY		MISSING LANES			
						LF MISSING (6/01/15)	UNIT COST/LF	SUBTOTAL COST	LF MISSING MEDIAN ISLAND (6/01/15)	UNIT COST/LF	SUBTOTAL COST	PERCENT MISSING LANDSCAPING	COST PER HALF MILE	SUBTOTAL COST	LF REMAINING (6/01/15)	UNIT COST/LF	SUBTOTAL COST	MISSING RIGHT TURN	SUBTOTAL COST	MISSING BUS BAY	SUBTOTAL COST	LF FT OF MISSING LANE	UNIT COST/LF	SUBTOTAL	
3-Lane Arterial	72	Alicante	Sioux	CENTER	W	3000	\$227.77	\$683,310.69	3000	\$26.15	\$78,451.58				3000	\$25.91	\$77,724.62	1	\$11,430.62	1	\$6,638.99				
					E										3000	\$25.72	\$77,173.65	1	\$11,430.62	0	\$0.00				
<b>Total Street Improvements Required Per Exhibits</b>								<b>\$3,840,111.25</b>			<b>\$709,202.32</b>			<b>\$249,142.12</b>			<b>\$3,647,506.71</b>			<b>\$191,422.37</b>			<b>\$112,273.44</b>		<b>\$868,142.02</b>
ADDITIONAL 15% FOR MOBILIZATION, TRAFFIC CONTROL, DUST CONTROL, SWPPP RAILROAD CROSSINGS Regional Trails @ Herndon: 1 mile @ \$500k Mile Regional Trails outside of Herndon: 1.5 Miles @ \$170k/mile ADDITIONAL 20% FOR COST CONTINGENCY																									
TOTAL CAPITAL NEEDS - NE QUADRANT																									

Last updated: Jul-15

**MAJOR STREET FEE UPDATE****QUADRANT** Northeast

YEAR: 2015

STREET NAME	CLASSIFICATION	R/W WIDTH IN FEE PROGRAM (FT)	LIMIT (S. OR W.)	LIMIT (N. OR E.)	SIDE OF STREET	IRR PIPES	IRR STRCTR	RR UPRGRDS	REGIONAL	Deficiency Analysis						TOTAL		GROWTH AREA TOTAL		REGIONAL TOTAL				
										CANAL CROSSINGS/EA	RAILROAD CROSSING UPGRADES/EA	ENTER "R" FOR REGIONAL STREETS	2012 PM Peak Hour	Estimated 2015 Peak Hour Volumne	GP buildout PM Peak Hour	Deficiency Threshold	Impact Fee Contribution	TOTAL COST (GROWTH AREA STREETS)	TOTAL COST (REGIONAL STREETS)	TOTAL CENTER SECTION + MEDIAN	TOTAL COST FOR OUTSIDE TRAVEL LANE(S)	TOTAL COST FOR ALL IRRIGATION, CANAL, AND RR UPDATES	TOTAL CENTER SECTION + MEDIAN	TOTAL COST FOR OUTSIDE TRAVEL LANE
3-Lane Arterial	72	Alicante	Silaxo	CENTER	W					490	538	810	1270	100%			\$761,762.28	\$0.00		\$0.00	\$0.00	\$0.00		
					E												\$95,794.23	\$0.00	\$95,794.23			\$0.00		
																	\$88,604.27	\$0.00	\$88,604.27			\$0.00		
<b>Total Street Improvements Required Per Exhibits</b>						\$54,188.00	\$0.00	\$0.00									\$8,239,908.14	\$1,432,080.08	\$4,615,310.77	\$3,570,409.36	\$54,188.00	\$183,144.91	\$1,248,935.18	\$0.00
ADDITIONAL 15% FOR MOBILIZATION, TRAFFIC CONTROL, DUST CONTROL, SWPPP RAILROAD CROSSINGS Regional Trails @ Herndon: 1 mile @ \$500k Mile Regional Trails outside of Herndon: 1.5 Miles @ \$170k/mile ADDITIONAL 20% FOR COST CONTINGENCY																\$1,235,986.22	\$214,812.01	\$1,235,986.22			\$214,812.01			
																	\$0.00	\$0.00	\$0.00			\$0.00		
																	\$1,000,000.00		\$1,000,000.00			\$1,000,000.00		
																	\$1,500,000.00		\$1,500,000.00			\$0.00		
																	\$2,195,178.87	\$529,378.42	\$1,470,259.40	\$714,081.87	\$10,837.60	\$279,591.38	\$249,787.04	\$0.00
<b>TOTAL CAPITAL NEEDS - NE QUADRANT</b>																	\$13,171,073.23	\$3,176,270.52	\$8,821,556.39	\$4,284,491.24	\$65,025.60	\$1,677,548.30	\$1,498,722.21	\$0.00

NE

Last updated: Jul-15

**MAJOR STREET FEE UPDATE**  
**QUADRANT:** Southwest

YEAR: 2015

STREET NAME	CLASSIFICATION	R/W WIDTH IN FEE PROGRAM (FT)	LIMIT (S. OR W.)	LIMIT (N. OR E.)	SIDE OF STREET	CENTER SECTION PAVING			MEDIAN ISLAND			MEDIAN LANDSCAPING			OUTSIDE TRAVEL LANE(S)			RT TURN		BUS BAY		MISSING LANES			
						LF MISSING (6/01/15)	UNIT COST/LF	SUBTOTAL COST	LF MISSING MEDIAN ISLAND (6/01/15)	UNIT COST/LF	SUBTOTAL COST	PERCENT MISSING LANDSCAPING	COST PER HALF MILE	SUBTOTAL COST	LF REMAINING (6/01/15)	UNIT COST/LF	SUBTOTAL COST	MISSING RIGHT TURN	SUBTOTAL COST	MISSING BUS BAY	SUBTOTAL COST	LF FT OF MISSING LANE	UNIT COST/LF	SUBTOTAL	
Nielsen	3-Lane Collector	72	Blythe	Brawley	CENTER N S	2583	\$200.17	\$517,027.67							2583	\$17.99	\$46,473.47	1	\$8,569.93	1	\$5,790.37				
	3-Lane Collector	72	Brawley	Valentine	CENTER N S	2583	\$200.17	\$517,027.67							2580	\$17.99	\$46,419.49	1	\$8,569.93	1	\$5,790.37				
	3-Lane Collector	72	Valentine	Marks	CENTER N S	1780	\$200.17	\$356,294.71							2583	\$17.99	\$46,473.47	1	\$8,569.93	1	\$5,790.37				
	Missing 4' of AC														2583	\$17.99	\$46,473.47	1	\$8,569.93	1	\$5,790.37				
	3-Lane Collector	72	Marks	Hughes	CENTER N S	0	\$200.17	\$0.00							1800	\$17.99	\$32,385.69	1	\$8,569.93	0	\$0.00				
															2480	\$17.99	\$44,620.28	0	\$0.00	1	\$5,790.37	680	\$18.14	\$12,333.45	
	2-Lane Collector		Hughes	West	CENTER N S	0	\$200.17	\$0.00							0	\$17.99	\$0.00								
						0	\$17.99	\$0.00							0	\$17.99	\$0.00								
						0	\$17.99	\$0.00							0	\$17.99	\$0.00								
Whitesbridge	3-Lane Collector	72+	Valentine	Marks	CENTER N S	2000	\$200.17	\$400,331.14							2583	\$17.99	\$46,473.47	1	\$8,569.93	1	\$5,790.37				
	3-Lane Collector	72+	Marks	Hughes	CENTER N S	0	\$200.17	\$0.00							2583	\$17.99	\$46,473.47	1	\$8,569.93	1	\$5,790.37				
	Missing 10' of AC														0	\$17.99	\$0.00	1	\$8,569.93	1	\$5,790.37	1700	\$45.34	\$77,084.05	
	Missing 10' of AC														0	\$17.99	\$0.00	1	\$8,569.93	1	\$5,790.37	1700	\$45.34	\$77,084.05	
	3-Lane Collector	72	Hughes	Roeding Drive	CENTER N S	0	\$200.17	\$0.00							1650	\$17.99	\$29,686.88	1	\$8,569.93	1	\$5,790.37	1500	\$22.67	\$34,007.67	
	Missing 5' AC														1650	\$17.99	\$29,686.88	1	\$8,569.93	1	\$5,790.37	1500	\$22.67	\$34,007.67	
	3-Lane Collector	72	Roeding Drive	West	CENTER N S	0	\$200.17								850	\$17.99	\$15,293.24					480	\$108.82	\$52,235.76	
	Lower dry creek No.77 (canal)														980	\$17.99	\$17,632.21					650	\$4.53	\$2,947.33	
Madison	3-Lane Collector	72	Brawley	Valentine	CENTER N S	2583	\$200.17	\$517,027.67							2583	\$17.99	\$46,473.47	1	\$8,569.93	1	\$5,790.37				
	3-Lane Collector	72	Valentine	Marks	CENTER N S	1960	\$200.17	\$392,324.52							2583	\$17.99	\$46,473.47	1	\$8,569.93	1	\$5,790.37				
Kearney	3-Lane Collector	72	Marks	Hughes	CENTER N S	2518	\$200.17	\$504,016.90							2518	\$17.99	\$45,303.98	1	\$8,569.93	1	\$5,790.37				
	3-Lane Collector	72	Hughes	Crystal	CENTER N S	1300	\$200.17	\$260,215.24							2518	\$17.99	\$45,303.98	1	\$8,569.93	1	\$5,790.37				
California	3-Lane Collector	72	Brawley	Valentine	CENTER N S	2583	\$200.17	\$517,027.67							2583	\$17.99	\$46,473.47	1	\$8,569.93	1	\$5,790.37				
	3-Lane Collector	72	Valentine	Marks	CENTER N S	2583	\$200.17	\$517,027.67							2583	\$17.99	\$46,473.47	1	\$8,569.93	1	\$5,790.37				
	Lower dry creek No.77 (canal)														2583	\$17.99	\$46,473.47	1	\$8,569.93	1	\$5,790.37				
	3-Lane Collector	72	Marks	Hughes	CENTER N S	1225	\$200.17	\$245,202.82							2583	\$17.99	\$46,473.47	1	\$8,569.93	1	\$5,790.37	1275	\$18.14	\$23,125.21	
	Missing N shoulder														2500	\$17.99	\$44,980.13	1	\$8,569.93	1	\$5,790.37				
	3-Lane Collector	72	Hughes	West	CENTER N S	2040	\$200.17	\$408,337.76							1225	\$17.99	\$22,040.26	1	\$8,569.93	0	\$0.00				
						2040	\$17.99	\$36,703.78							2040	\$17.99	\$46,779.33	1	\$8,569.93	1	\$5,790.37				
Church	3-Lane Collector	72	Marks	Hughes	CENTER N S	2490	\$200.17	\$498,412.27							2490	\$17.99	\$44,800.20	1	\$8,569.93	1	\$5,790.37				
	Fanning No.76 (p)														2490	\$17.99	\$44,800.20	1	\$8,569.93	1	\$5,790.37				
	3-Lane Collector	72	Hughes	West	CENTER N S	2617	\$200.17	\$523,833.30							2617	\$17.99	\$47,085.19	1	\$8,569.93	1	\$5,790.37				
	3-Lane Collector	72	West	Fruit	CENTER N S	0	\$200.17	\$0.00							2617	\$17.99	\$47,085.19	1	\$8,569.93	1	\$5,790.37				
	3-Lane Collector	72	Fruit	Walnut	CENTER N S	1950	\$200.17	\$390,322.86							0	\$17.99	\$0.00	0	\$0.00	0	\$0.00				
	3-Lane Collector	72	Walnut	MLK/Fig	CENTER N S	0	\$200.17	\$0.00							2536	\$17.99	\$45,627.84	1	\$8,569.93	1	\$5,790.37				
Jensen	4-Lane Arterial	100	Marks	Hughes	CENTER N S	2535	\$238.82	\$605,413.34	2535	\$52.30	\$132,583.18	100%	\$46,154.93	\$46,154.93	2465	\$91.07	\$224,489.75	1	\$9,281.81	1	\$5,926.75				
	4-Lane Arterial	100	Hughes	West	CENTER N S	2535	\$238.82	\$605,413.34	2535																

Last updated: Jul-15

**MAJOR STREET FEE UPDATE**  
**QUADRANT:** Southwest

YEAR: 2015

STREET NAME	CLASSIFICATION	R/W WIDTH IN FEE PROGRAM (FT)	LIMIT (S. OR W.)	LIMIT (N. OR E.)	SIDE OF STREET	IRR PIPES	IRR STRCTR	RR UPGRDS	REGIONAL	Deficiency Analysis				TOTAL		GROWTH AREA TOTAL		REGIONAL TOTAL								
										DITCH PIPING/ UPGRADE/EA	CANAL CROSSINGS/EA	RAILROAD CROSSING UPGRADES/EA	ENTER "R" FOR REGIONAL STREETS	2012 PM Peak Hour	Estimated 2015 Peak Hour Volume	GP buildout PM Peak Hour	Deficiency Threshold	Impact Fee Contribution	TOTAL COST (GROWTH AREA STREETS)	TOTAL COST (REGIONAL STREETS)	TOTAL COST FOR ALL IRRIGATION, CANAL, AND RR UPGRADES	TOTAL CENTER SECTION + MEDIAN	TOTAL COST FOR OUTSIDE TRAVEL LANE(S)	TOTAL CENTER SECTION + MEDIAN	TOTAL COST FOR OUTSIDE TRAVEL LANE	TOTAL COST FOR ALL IRRIGATION, CANAL, AND RR UPGRADES
Nielsen	3-Lane Collector	72	Blythe	Brawley	CENTER										N/A	100%	\$517,027.67	\$0.00	\$517,027.67	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	
	3-Lane Collector	72	Brawley	Valentine	CENTER	N	S								N/A	100%	\$60,833.77	\$0.00	\$60,833.77	\$60,779.79	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
	3-Lane Collector	72	Valentine	Marks	CENTER	N	S								N/A	100%	\$517,027.67	\$0.00	\$517,027.67	\$60,833.77	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
	Missing 4' of AC																\$60,833.77	\$0.00	\$60,833.77	\$60,833.77	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
	3-Lane Collector	72	Marks	Hughes	CENTER	N	S								N/A	100%	\$356,294.71	\$0.00	\$356,294.71	\$40,955.62	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
	2-Lane Collector																\$40,955.62	\$0.00	\$62,744.10	\$62,744.10	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
																	\$62,744.10	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	
																	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	
																	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	
Whitesbridge	3-Lane Collector	72+	Valentine	Marks	CENTER	N	S								N/A	100%	\$400,331.14	\$0.00	\$400,331.14	\$400,331.14	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
	3-Lane Collector	72+	Marks	Hughes	CENTER	N	S								N/A	100%	\$60,833.77	\$0.00	\$60,833.77	\$60,833.77	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
	Missing 10' of AC																\$91,444.35	\$0.00	\$91,444.35	\$91,444.35	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
	Missing 10' of AC																\$91,444.35	\$0.00	\$91,444.35	\$91,444.35	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
	3-Lane Collector	72	Hughes	Roeding Drive	CENTER	N	S								N/A	100%	\$78,054.86	\$0.00	\$78,054.86	\$78,054.86	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
	Missing 5' AC																\$78,054.86	\$0.00	\$78,054.86	\$78,054.86	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
	3-Lane Collector	72	Roeding Drive	West	CENTER	N	S										\$580,320.00	\$0.00	\$0.00	\$580,320.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
	Missing 25' of AC																\$67,529.02	\$0.00	\$67,529.02	\$20,579.54	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
	Lower dry creek No.77 (canal)																\$20,579.54	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Madison	3-Lane Collector	72	Brawley	Valentine	CENTER	N	S								N/A	100%	\$517,027.67	\$0.00	\$517,027.67	\$60,833.77	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
	3-Lane Collector	72	Valentine	Marks	CENTER	N	S								N/A	100%	\$392,324.52	\$0.00	\$392,324.52	\$43,834.35	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Kearney	3-Lane Collector	72	Marks	Hughes	CENTER	N	S								N/A	100%	\$504,016.90	\$0.00	\$504,016.90	\$59,664.29	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
	3-Lane Collector	72	Hughes	Crystal	CENTER	N	S								N/A	100%	\$260,215.24	\$0.00	\$260,215.24	\$37,749.97	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
California	3-Lane Collector	72	Brawley	Valentine	CENTER	N	S								N/A	100%	\$517,027.67	\$0.00	\$517,027.67	\$60,833.77	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
	3-Lane Collector	72	Valentine	Marks	CENTER	N	S								N/A	100%	\$60,833.77	\$0.00	\$60,833.77	\$60,833.77	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
	Lower dry creek No.77 (canal)																\$60,833.77	\$0.00	\$60,833.77	\$60,833.77	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
	3-Lane Collector	72	Marks	Hughes	CENTER	N	S								N/A	100%	\$245,202.82	\$0.00	\$245,202.82	\$82,465.64	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
	Missing N shoulder																\$30,610.19	\$0.00	\$30,610.19	\$30,610.19	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
	3-Lane Collector	72	Hughes	West	CENTER	N	S								N/A	100%	\$408,337.76	\$0.00	\$408,337.76	\$51,064.09	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
																	\$61,139.63	\$0.00	\$61,139.63	\$61,139.63	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Church	3-Lane Collector	72	Marks	Hughes	CENTER	\$63,612.00									N/A	100%	\$562,024.27	\$0.00	\$498,412.27	\$63,612.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
	Fanning No.76 (p)																\$59,160.51	\$0.00	\$59,160.51	\$59,160.51	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
	3-Lane Collector	72	Hughes	West	CENTER	N	S								N/A	100%	\$523,833.30	\$0.00	\$523,833.30	\$61,445.50	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
	3-Lane Collector	72	West	Fruit	CENTER	N	S								N/A	100%	\$61,445.50	\$0.00	\$61,445.50	\$61,445.50	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00

Last updated: Jul-15

**MAJOR STREET FEE UPDATE**  
**QUADRANT:** Southwest

YEAR: 2015

STREET NAME	CLASSIFICATION	R/W WIDTH IN FEE PROGRAM (FT)	LIMIT (S. OR W.)	LIMIT (N. OR E.)	SIDE OF STREET	CENTER SECTION PAVING			MEDIAN ISLAND			MEDIAN LANDSCAPING			OUTSIDE TRAVEL LANE(S)			RT TURN		BUS BAY		MISSING LANES				
						LF MISSING (6/01/15)	UNIT COST/LF	SUBTOTAL COST	LF MISSING MEDIAN ISLAND (6/01/15)	UNIT COST/LF	SUBTOTAL COST	PERCENT MISSING LANDSCAPING	COST PER HALF MILE	SUBTOTAL COST	LF REMAINING (6/01/15)	UNIT COST/LF	SUBTOTAL COST	MISSING RIGHT TURN	SUBTOTAL COST	MISSING BUS BAY	SUBTOTAL COST	LF FT OF MISSING LANE	UNIT COST/LF	SUBTOTAL		
	3-Lane Arterial	72	Fruit	Walnut	CENTER N S	2604	\$227.77	\$593,113.68							2604	\$25.72	\$66,986.73	1	\$9,281.81	1	\$5,926.75					
	3-Lane Arterial	72	Walnut	MLK/Fig	CENTER N S	2603	\$227.77	\$592,885.91							2604	\$25.72	\$66,986.73	1	\$9,281.81	1	\$5,926.75					
	5-Lane Industrial Arterial No Median Missing 14' of AC	96	MLK/Fig	Elm	CENTER N S	2582	\$227.77	\$588,102.74							2603	\$25.72	\$66,961.01	1	\$9,281.81	1	\$5,926.75					
	4-lane Arterial No Median Missing AC & C&G	96	Elm	Cherry	CENTER N S	570	\$227.77	\$129,829.03							2603	\$25.72	\$66,961.01	1	\$9,281.81	1	\$5,926.75					
	5-Lane Industrial Arterial	96	Cherry	East	CENTER N S	0	\$227.77	\$0.00							2590	\$92.25	\$238,932.97	1	\$9,281.81	1	\$5,926.75	2590	\$36.08	\$93,436.53		
	5-Lane Industrial Arterial	96	East	Orange	CENTER N S	0	\$227.77	\$0.00							2590	\$92.25	\$238,932.97	1	\$9,281.81	1	\$5,926.75	2590	\$36.08	\$93,436.53		
	5-Lane Industrial Arterial	96	Orange	SR99	CENTER N S	1100	\$227.77	\$250,547.25							646	\$92.25	\$59,594.86	1	\$9,281.81	0	\$0.00					
	5-Lane Industrial Arterial	96	Orange	SR99	CENTER N S	1100	\$227.77	\$250,547.25							1570	\$92.25	\$144,835.82	1	\$9,281.81	1	\$5,926.75	875	\$38.61	\$33,780.98		
	Central 3-Lane Collector	72	MLK/Fig	Elm	CENTER N S	2603	\$200.17	\$521,030.98							0	\$92.25	\$0.00									
	3-Lane Arterial	72	Elm	Cherry	CENTER N S	2350	\$227.77	\$535,260.04							0	\$92.25	\$0.00									
	3-Lane Arterial	72	Cherry	East	CENTER N S	2611	\$227.77	\$594,708.07							2350	\$25.72	\$60,452.69	1	\$9,281.81	1	\$5,926.75					
	3-Lane Arterial	72	East	Orange	CENTER N S	2595	\$227.77	\$591,063.75							2350	\$25.72	\$60,452.69	1	\$9,281.81	1	\$5,926.75					
	3-Lane Arterial	72	Orange	Cedar	CENTER N S	2576	\$227.77	\$586,736.12							2611	\$25.72	\$67,166.80	1	\$9,281.81	1	\$5,926.75					
	American 3-Lane Arterial	72	Orange	Cedar	CENTER N S	2596	\$227.77	\$591,291.52							2595	\$25.72	\$66,755.21	1	\$9,281.81	1	\$5,926.75					
	Blythe 3-Lane Collector	72	Whites Bridge	Nielsen	CENTER W E	2615	\$200.17	\$523,432.97							2576	\$25.72	\$66,755.21	1	\$9,281.81	1	\$5,926.75					
	Brawley 3-Lane Collector Mortensen No. 80 (canal)	72	California	Madison	CENTER W E	2635	\$200.17	\$527,436.28							2615	\$17.99	\$47,049.21	1	\$8,569.93	1	\$5,790.37					
	5-Lane Collector	92	Madison	Whites Bridge	CENTER W E	2250	\$200.17	\$450,372.53							2635	\$17.99	\$47,049.21	1	\$8,569.93	1	\$5,790.37					
	5-Lane Collector Hawn No. 81 (p)	92	Whites Bridge	Nielsen	CENTER W E	2335	\$200.17	\$467,386.61							2250	\$67.57	\$152,021.76	1	\$8,569.93	0	\$0.00					
	Valentine 3-Lane Collector Tellman No.79 (p)	72	California	Madison	CENTER W E	2637	\$200.17	\$527,836.61							2250	\$67.57	\$152,021.76	0	\$0.00	1	\$5,790.37					
	Valentine 3-Lane Collector Tellman No.79 (p)	72	Madison	Whites Bridge	CENTER W E	2640	\$200.17	\$528,437.10							2635	\$67.57	\$168,913.07	0	\$0.00	1	\$5,790.37					
	Valentine 3-Lane Collector Tellman No.79 (p)	72	Whites Bridge	Nielsen	CENTER W E	1420	\$200.17	\$284,235.11							2635	\$67.57	\$168,913.07	1	\$8,569.93	0	\$0.00					
	Marks 3-Lane Arterial	72	North	Annadale	CENTER W E	2640	\$227.77	\$601,313.41							2637	\$17.99	\$47,445.04	1	\$8,569.93	1	\$5,790.37					
	3-Lane Arterial	72	Annadale	Jensen	CENTER W E	2640	\$227.77	\$601,313.41							2637	\$17.99	\$47,445.04	1	\$8,569.93	1	\$5,790.37					
	4-Lane Arterial	100	Jensen	Church	CENTER W E	2640	\$238.82	\$630,489.63	2640	\$52.30	\$138,074.79	100%	\$46,154.93	\$46,154.93	2640	\$25.72	\$67,912.81	1	\$9,281.81	1	\$5,926.75					
	4-Lane Arterial Missing one travel lane	100	Church	California	CENTER W E	1630	\$238.82	\$389,279.58	2640	\$52.30	\$138,074.79	100%	\$46,154.93	\$46,154.93	2640	\$91.07	\$240,427.16	1	\$9,281.81	1	\$5,926.75					
	4-Lane Arterial	100	California	Kearney	CENTER W E	2630	\$238.82	\$628,101.41	2630	\$52.30	\$137,551.78	100%	\$46,154.93	\$46,154.93	2640	\$91.07	\$241,246.80	1	\$9,281.81	1	\$5,926.75	1020	\$61.84	\$63,081.25		
	4-Lane Arterial	100	Kearney	Whites Bridge	CENTER W E	2650	\$238.82	\$632,877.85	700	\$52.30	\$36,610.74	50%	\$46,154.93	\$23,077.47	2640	\$91.07	\$239,516.45	1	\$9,281.81	1	\$5,926.75					
	4-Lane Arterial	100	Whites Bridge	Nielsen	CENTER W E	0	\$238.82	\$0.00	0	\$52.30	\$0.00	100%	\$46,154.93	\$46,154.93	1630	\$91.07	\$123,856.42	0	\$0.00	1	\$5,926.75					
	Hughes 3-Lane Collector	72	North	Annadale	CENTER W E	2640	\$200.17	\$528,437.10							1950	\$91.07	\$177,588.24	0	\$0.00	1	\$5,926.75					
	3-Lane Collector	72	Annadale	Jensen	CENTER W E	2652	\$200.17	\$530,839.09							2640	\$17.99	\$47,714.92	1	\$8,569.93	1	\$5,790.37					
	3-Lane Collector	72	Jensen	Church	CENTER W E	2642	\$200.17	\$528,837.44							2652	\$17.99	\$47,714.92	1	\$8,569.93	1	\$5,790.37					
	3-Lane Collector Fanning No.76 (p)	72	Church	California	CENTER W E	2660	\$200.17	\$532,440.42				</														

Last updated: Jul-15

**MAJOR STREET FEE UPDATE**  
**QUADRANT:** Southwest

YEAR: 2015

STREET NAME	CLASSIFICATION	R/W WIDTH IN FEE PROGRAM (FT)	LIMIT (S. OR W.)	LIMIT (N. OR E.)	SIDE OF STREET	IRR PIPES	IRR STRCTR	RR UPGRDS	REGIONAL	Deficiency Analysis				TOTAL		GROWTH AREA TOTAL		REGIONAL TOTAL										
										DITCH PIPING/UPGRADE /EA	CANAL CROSSINGS/EA	RAILROAD CROSSING UPGRADES/EA	ENTER "R" FOR REGIONAL STREETS	2012 PM Peak Hour	Estimated 2015 Peak Hour Volume	GP buildout PM Peak Hour	Deficiency Threshold	Impact Fee Contribution	TOTAL COST (GROWTH AREA STREETS)	TOTAL COST (REGIONAL STREETS)	TOTAL COST FOR ALL IRRIGATION, CANAL, AND RR UPGRADES	TOTAL CENTER SECTION + MEDIAN	TOTAL COST FOR OUTSIDE TRAVEL LANE(S)	TOTAL CENTER SECTION + MEDIAN	TOTAL COST FOR OUTSIDE TRAVEL LANE	TOTAL COST FOR ALL IRRIGATION, CANAL, AND RR UPGRADES		
3-Lane Arterial	72	Fruit	Walnut	CENTER N S										N/A	100%	\$593,113.68	\$0.00	\$593,113.68	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00				
3-Lane Arterial	72	Walnut	MLK/Fig	CENTER N S										N/A	100%	\$82,195.29	\$0.00	\$82,195.29	\$82,195.29	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00				
5-Lane Industrial Arterial No Median Missing 14' of AC	96	MLK/Fig	Elm	CENTER N S						754	786	970	1,270	100%	\$592,885.91	\$0.00	\$592,885.91	\$82,169.57	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00				
4-Lane Arterial No Median Missing AC & C&G	96	Elm	Cherry	CENTER N S						521	801	2,390	1,270	100%	\$347,578.06	\$0.00	\$347,578.06	\$347,578.06	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00				
5-Lane Industrial Arterial	96	Cherry	East	CENTER N S										N/A	100%	\$129,829.03	\$0.00	\$129,829.03	\$68,876.67	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00			
5-Lane Industrial Arterial	96	East	Orange	CENTER N S										N/A	100%	\$193,825.36	\$0.00	\$193,825.36	\$82,169.57	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00			
5-Lane Industrial Arterial	96	Orange	SR99	CENTER N S						551	710	1,610	1,270	100%	\$250,547.25	\$0.00	\$250,547.25	\$94,097.15	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00				
Central	3-Lane Collector	72	MLK/Fig	Elm	CENTER N S									N/A	100%	\$521,030.98	\$0.00	\$521,030.98	\$61,193.61	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00			
3-Lane Arterial	72	Elm	Cherry	CENTER N S										N/A	100%	\$535,260.04	\$0.00	\$535,260.04	\$75,661.25	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00			
3-Lane Arterial	72	Cherry	East	CENTER N S										N/A	100%	\$594,708.07	\$0.00	\$594,708.07	\$82,375.36	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00			
3-Lane Arterial	72	East	Orange	CENTER N S										N/A	100%	\$591,063.75	\$0.00	\$591,063.75	\$81,963.77	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00			
3-Lane Arterial	72	Orange	Cedar	CENTER N S										N/A	100%	\$586,736.12	\$0.00	\$586,736.12	\$81,475.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00			
American	3-Lane Arterial	72	Orange	Cedar	CENTER N S									N/A	100%	\$591,291.52	\$0.00	\$591,291.52	\$81,989.49	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00			
Blythe	3-Lane Collector	72	Whites Bridge	Nielsen	CENTER W E									N/A	100%	\$523,432.97	\$0.00	\$523,432.97	\$61,409.52	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00			
Brawley	3-Lane Collector Mortensen No. 80 (canal)	72	California	Madison	CENTER W E	\$709,280.00								N/A	100%	\$1,236,716.28	\$0.00	\$527,436.28	\$61,769.36	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00			
5-Lane Collector	92	Madison	Whites Bridge	CENTER W E						410	581	1,550	1,270	100%	\$450,372.53	\$0.00	\$450,372.53	\$160,591.70	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00				
5-Lane Collector Hawn No. 81 (p)	92	Whites Bridge	Nielsen	CENTER W E	\$54,188.00					384		275	1,830	1,270	100%	\$157,812.14	\$0.00	\$157,812.14	\$521,574.61	\$0.00	\$467,386.61	\$174,703.44	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Valentine	3-Lane Collector Tellman No.79 (p)	72	California	Madison	CENTER W E	\$51,832.00								N/A	100%	\$579,688.61	\$0.00	\$527,836.61	\$61,805.34	\$0.00	\$51,832.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	
		72	Madison	Whites Bridge	CENTER W E									N/A	100%	\$528,437.10	\$0.00	\$528,437.10	\$61,859.32	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00			
		72	Whites Bridge	Nielsen	CENTER W E									N/A	100%	\$284,235.11	\$0.00	\$284,235.11	\$31,339.08	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00			
Marks	3-Lane Arterial	72	North	Annadale	CENTER W E		R							N/A	100%	\$601,313.41	\$0.00	\$601,313.41	\$83,121.37	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00			
3-Lane Arterial	72	Annadale	Jensen	CENTER W E		R								N/A	100%	\$601,313.41	\$0.00	\$601,313.41	\$83,121.37	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00			
4-Lane Arterial	100	Jensen	Church	CENTER W E	\$58,900.00	R								N/A	100%	\$873,619.35	\$0.00	\$873,619.35	\$255,635.72	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00			
4-Lane Arterial Missing one travel lane	100	Church	California	CENTER W E		R								N/A	100%	\$573,509.30	\$0.00	\$573,509.30	\$319,536.61	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00			
4-Lane Arterial	100	California	Kearney	CENTER W E		R								N/A	100%	\$811,808.12	\$0.00	\$811,808.12	\$154,372.31	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00			
4-Lane Arterial	100	Kearney	Whites Bridge	CENTER W E		R								N/A	100%	\$692,566.06	\$0.00	\$692,566.06	\$129,783.17	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00			
4-Lane Arterial	100	Whites Bridge	Nielsen	CENTER W E		R								N/A	100%	\$46,154.93	\$0.00	\$46,154.93	\$183,515.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00			
Hughes	3-Lane Collector	72	North	Annadale	CENTER W E									N/A	100%	\$528,437.10	\$0.00	\$528,437.10	\$61,859.32	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00			
3-Lane Collector	72	Annadale	Jensen	CENTER W E										N/A	100%	\$530,839.09	\$0.00	\$530,839.09	\$61,859.32	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00			
3-Lane Collector	72	Jensen	Church	CENTER W E										N/A	100%	\$528,837.44	\$0.00	\$528,837.44	\$61,895.30	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00			
3-Lane Collector Fanning No.76 (p)	72	Church	California	CENTER W E	\$53,010.00									N														

Last updated: Jul-15

## MAJOR STREET FEE UPDATE

**QUADRANT:** Southwest

YEAR: 2015

YEAR:	2015					CENTER SECTION PAVING			MEDIAN ISLAND			MEDIAN LANDSCAPING			OUTSIDE TRAVEL LANE(S)			RT TURN		BUS BAY		MISSING LANES				
	STREET NAME	CLASSIFICATION	R/W WIDTH IN FEE PROGRAM (FT)	LIMIT (S. OR W.)	LIMIT (N. OR E.)	SIDE OF STREET	LF MISSING (6/01/15)	UNIT COST/LF	SUBTOTAL COST	LF MISSING MEDIAN ISLAND (6/01/15)	UNIT COST/LF	SUBTOTAL COST	PERCENT MISSING LANDSCAPING	COST PER HALF MILE	SUBTOTAL	LF REMAINING (6/01/15)	UNIT COST/LF	SUBTOTAL COST	MISSING RIGHT TURN	SUBTOTAL COST	MISSING BUS BAY	SUBTOTAL COST	LF FT OF MISSING LANE	UNIT COST/LF	SUBTOTAL	
West	3-Lane Collector	72	Whites Bridge	Nielsen	Center	W E	130	\$200.17	\$26,021.52							130	\$17.99	\$2,338.97	0	\$0.00	0	\$0.00				
	Houghton No. 78 (canal)															130	\$17.99	\$2,338.97	1	\$8,569.93	0	\$0.00				
	3-Lane Collector	72	North	Annadale	Center	W E	2640	\$200.17	\$528,437.10							2654	\$17.99	\$47,750.90	1	\$8,569.93	1	\$5,790.37				
																2654	\$17.99	\$47,750.90	1	\$8,569.93	1	\$5,790.37				
	3-Lane Collector	72	Annadale	Jensen	Center	W E	2640	\$200.17	\$528,437.10							2640	\$17.99	\$47,499.01	1	\$8,569.93	1	\$5,790.37				
																2640	\$17.99	\$47,499.01	1	\$8,569.93	1	\$5,790.37				
Fruit	3-Lane Collector	72	Jensen	Church	Center	W E	2654	\$200.17	\$531,239.42							2654	\$17.99	\$47,750.90	1	\$8,569.93	1	\$5,790.37				
																2654	\$17.99	\$47,750.90	1	\$8,569.93	1	\$5,790.37				
	3-Lane Collector	72	Church	California	Center	W E	1990	\$200.17	\$398,329.48							2667	\$17.99	\$47,984.80	1	\$8,569.93	1	\$5,790.37				
																2667	\$17.99	\$47,984.80	0	\$0.00	1	\$0.00				
	3-Lane Collector	72	California	680' N of California	Center	W E	0	\$200.17	\$0.00							680	\$17.99	\$12,234.59	0	\$0.00	0	\$0.00				
																680	\$17.99	\$12,234.59	0	\$0.00	1	\$5,790.37				
Walnut	3-Lane Collector	72	Whites Bridge	Hughes/Nielsen	Center	W E	0	\$200.17	\$0.00							640	\$17.99	\$11,514.91	0	\$0.00	0	\$0.00				
																640	\$17.99	\$11,514.91	0	\$0.00	0	\$0.00				
	3-Lane Collector	72	North	Annadale	Center	W E	2650	\$200.17	\$530,438.76							2650	\$17.99	\$47,678.93	1	\$8,569.93	1	\$5,790.37				
																2650	\$17.99	\$47,678.93	1	\$8,569.93	1	\$5,790.37				
	3-Lane Collector	72	Annadale	Jensen	Center	W E	2650	\$200.17	\$530,438.76							2650	\$17.99	\$47,678.93	1	\$8,569.93	1	\$5,790.37				
																2650	\$17.99	\$47,678.93	1	\$8,569.93	1	\$5,790.37				
MLK/Fig	3-Lane Collector	72	Jensen	Church	Center	W E	1200	\$200.17	\$240,198.68							2600	\$17.99	\$46,779.33	1	\$8,569.93	1	\$5,790.37				
																2600	\$17.99	\$21,680.42	0	\$0.00	1	\$5,790.37				
	3-Lane Collector	72	Missing 2' of AC	Church	Center	W E	1330	\$200.17	\$266,220.21							1330	\$67.57	\$89,861.75	1	\$8,569.93	0	\$0.00				
																1330	\$67.57	\$89,861.75	0	\$0.00	1	\$5,790.37				
	3-Lane Collector	72	Central	Muscat (Alignment)	Center	W E	2625	\$200.17	\$525,434.62							2625	\$17.99	\$47,229.13	0	\$0.00	1	\$5,790.37				
																2625	\$17.99	\$47,229.13	1	\$8,569.93	0	\$0.00				
Eim	3-Lane Collector	72	Muscat (Alignment) North	Church	Center	W E	2625	\$200.17	\$525,434.62							2625	\$17.99	\$47,229.13	0	\$0.00	1	\$5,790.37				
																2625	\$17.99	\$47,229.13	0	\$0.00	1	\$5,790.37				
	3-Lane Collector	72	North	Annadale	Center	W E	0	\$200.17	\$0.00							2340	\$17.99	\$42,101.40	1	\$8,569.93	0	\$0.00				
																1920	\$17.99	\$34,544.74	1	\$8,569.93	1	\$5,790.37				
	3-Lane Collector	72	Annadale	Jensen	Center	W E	0	\$200.17	\$0.00							0	\$17.99	\$0.00	0	\$0.00	0	\$0.00				
																0	\$17.99	\$0.00	0	\$0.00	0	\$0.00				
Cherry	3-Lane Collector	72	Jensen	Church	Center	W E	0	\$200.17	\$0.00							2575	\$17.99	\$46,329.53	1	\$8,569.93	1	\$5,790.37				
																2575	\$17.99	\$46,329.53	0	\$0.00	0	\$0.00				
	3-Lane Collector	72	Missing Shoulder	Church	Center	W E	2270	\$227.77	\$517,038.42							2615	\$25.72	\$67,269.70	1	\$8,569.93	0	\$0.00				
																2615	\$25.72	\$67,269.70	0	\$0.00	1	\$5,790.37				
	3-Lane Arterial	72	North Central No.26 (canal)	Church	Center	W E	2345	\$227.77	\$534,121.19							2615	\$25.72	\$67,269.70	0	\$0.00	1	\$5,790.37				
																2615	\$25.72	\$67,269.70	1	\$8,569.93	0	\$0.00				
East	3-Lane Collector	72	Central	Muscat	Center	W E	2612	\$200.17	\$522,832.47							2612	\$17.99	\$46,995.23	1	\$8,569.93	0	\$0.00				
																2612	\$17.99	\$46,995.23	0	\$0.00	1	\$5,790.37				
	3-Lane Collector	72	Muscat	North	Center	W E	2230	\$200.17	\$446,369.22							2230	\$17.99	\$40,122.27	0	\$0.00	0	\$0.00				
																2612	\$17.99	\$46,995.23	0	\$0.00	1	\$5,790.37				
	3-Lane Collector	72	Central	Muscat (Alignment)	Center	W E	2565	\$200.17	\$513,424.69							1400	\$17.99	\$25,188.87	0	\$0.00	1	\$5,790.37				
																1300	\$17.99	\$23,389.67	0	\$0.00	0	\$0.00				
Orange	3-Lane Collector	72	American	Malaga	Center	W E	2642	\$200.17	\$528,837.44							2565	\$17.99	\$46,149.61	1	\$8,569.93	0	\$0.00				
																2565	\$17.99	\$46,149.61	0	\$0.00	1	\$5,790.37				
	3-Lane Collector	72	Malaga	Central	Center	W E	2680	\$200.17	\$536,443.73							2680	\$17.99	\$48,218.69	1	\$8,569.93	1	\$5,790.37				
																2680	\$17.99	\$48,218.69	1	\$8,569.93	1	\$5,790.37				
	3-Lane Collector	72	Central	Muscat (Alignment)	Center	W E	2600	\$200.17	\$520,430.48							2600	\$17.99	\$46,779.33	1	\$8,569.93	1	\$5,790.37				
																2600	\$17.99	\$46,779.33	0	\$0.00	0	\$0.00				
Cedar	3-Lane Collector	72	Muscat (Alignment) North	Church	Center	W E	760	\$200.17	\$152,125.83							760	\$17.99	\$13,673.96	0	\$0.00	0	\$0.00				
																760	\$17.99	\$13,673.96	0	\$0.00	0	\$0.00				
	3-Lane Arterial	72	American	Malaga	Center	W E	2644	\$227.77	\$602,224.49							2644	\$25.72	\$68,015.71	1	\$9,281.81	1	\$5,926.75				
																2644	\$25.72	\$68,015.71	1	\$9,281.81	1	\$5,926.75				
	3-Lane Arterial	72	Malaga	Central	Center	W E	2685	\$227.77	\$611,563.07							2685	\$25.72	\$								



Last updated: Jul-15

**MAJOR STREET FEE UPDATE**

QUADRANT: Southwest

YEAR: 2015

STREET NAME	CLASSIFICATION	R/W WIDTH IN FEE PROGRAM (FT)	LIMIT (S. OR W.)	LIMIT (N. OR E.)	SIDE OF STREET	CENTER SECTION PAVING			MEDIAN ISLAND			MEDIAN LANDSCAPING			OUTSIDE TRAVEL LANE(S)			RT TURN		BUS BAY		MISSING LANES				
						LF MISSING (6/01/15)	UNIT COST/LF	SUBTOTAL COST	LF MISSING MEDIAN ISLAND (6/01/15)	UNIT COST/LF	SUBTOTAL COST	PERCENT MISSING LANDSCAPING	COST PER HALF MILE	SUBTOTAL	LF REMAINING (6/01/15)	UNIT COST/LF	SUBTOTAL COST	MISSING RIGHT TURN	SUBTOTAL COST	MISSING BUS BAY	SUBTOTAL COST	LF FT OF MISSING LANE	UNIT COST/LF	SUBTOTAL		
ADDITIONAL 15% FOR MOBILIZATION, TRAFFIC CONTROL, DUST CONTROL, SWPPP																										
60' R/W: HUGHES AVE, CHURCH TO NORTH																										
60' R/W: Nielsen AVE, Blythe to Brawley																										
Regional Trails outside of Herndon: 5 Miles @ \$170k/mile																										
New Growth trails: 8 miles @ \$170k/mile																										
ADDITIONAL 20% FOR COST CONTINGENCY																										
TOTAL CAPITAL NEEDS - SW QUADRANT																										

Last updated: Jul-15

## MAJOR STREET FEE UPDATE

**QUADRANT:** Southwest

YEAR: 2015

Last updated: Jul-15

**MAJOR STREET FEE UPDATE**  
**QUADRANT:** Southeast

YEAR: 2015

STREET NAME	CLASSIFICATION	R/W WIDTH IN FEE PROGRAM (FT)	LIMIT (S. OR W.)	LIMIT (N. OR E.)	SIDE OF STREET	CENTER SECTION PAVING			MEDIAN ISLAND			MEDIAN LANDSCAPING			OUTSIDE TRAVEL LANE(S)			RT TURN		BUS BAY		MISSING LANES										
						LF MISSING (6/01/15)	UNIT COST/LF	SUBTOTAL COST	LF MISSING MEDIAN ISLAND (6/01/15)	UNIT COST/LF	SUBTOTAL COST	PERCENT MISSING LANDSCAPING	COST PER HALF MILE	SUBTOTAL COST	LF REMAINING (6/01/15)	UNIT COST/LF	SUBTOTAL COST	MISSING RIGHT TURN	SUBTOTAL COST	MISSING BUS BAY	SUBTOTAL COST	LF FT OF MISSING LANE	UNIT COST/LF	SUBTOTAL								
Dakota	5-Lane Collector	92	Fowler	Armstrong	CENTER N S	2603	\$200.17	\$521,030.98							2603	\$68.48	\$178,262.56	1	\$8,569.93	1	\$5,790.37											
	3-Lane Collector	72	Armstrong	Temperance	CENTER N S	2368	\$200.17	\$473,992.07							1950	\$17.99	\$35,084.50	1	\$8,569.93	1	\$5,790.37											
Shields	4-Lane Arterial	100	1320' west of Fowler	Fowler	CENTER N S	570	\$238.82	\$136,128.44	600	\$52.30	\$31,380.63	33%	\$46,154.93	\$15,231.13	0	\$92.54	\$0.00	1	\$9,281.81	0	\$0.00											
	4-Lane Arterial	100	Fowler	Armstrong	CENTER N S	0	\$238.82	\$0.00	0	\$52.30	\$0.00	50%	\$46,154.93	\$23,077.47	642	\$92.54	\$59,410.76	1	\$9,281.81	0	\$0.00											
	4-Lane Arterial	100	Armstrong	Temperance	CENTER N S	0	\$238.82	\$0.00	0	\$52.30	\$0.00	0%	\$46,154.93	\$0.00	0	\$92.54	\$0.00	0	\$0.00	0	\$0.00											
	4-Lane Arterial	100	Temperance	Locan	CENTER N S	0	\$238.82	\$0.00	0	\$52.30	\$0.00	0%	\$46,154.93	\$0.00	0	\$92.54	\$0.00	0	\$0.00	0	\$0.00											
Clinton	3-Lane Collector	72	1100' W of Sunnyside	Sunnyside	CENTER N S	0	\$200.17	\$0.00							0	\$17.99	\$0.00															
	3-Lane Collector	72	Sunnyside	Fowler	CENTER N S	0	\$200.17	\$0.00							1150	\$17.99	\$20,690.86											1,150	\$54.41	\$62,574.11		
	3-Lane Collector	72	Fowler	Armstrong	CENTER N S	2608	\$200.17	\$522,031.81							2808	\$17.99	\$50,521.68	1	\$8,569.93										2,808	\$54.41	\$152,789.65	
	3-Lane Collector	72	Armstrong	Temperance	CENTER N S	2559	\$200.17	\$512,223.69							2608	\$17.99	\$46,923.27	1	\$8,569.93	1	\$5,790.37											
	3-Lane Collector	72	Temperance	Locan	CENTER N S	2580	\$200.17	\$516,427.17							2559	\$17.99	\$46,041.66	1	\$8,569.93	1	\$5,790.37											
	3-Lane Collector	72	Clovis	Sunnyside	CENTER N S	0	\$200.17	\$0.00							2580	\$17.99	\$46,419.49	1	\$8,569.93													
McKinley	3-Lane Collector	72	Clovis	Sunnyside	CENTER N S	0	\$200.17	\$0.00							0	\$17.99	\$0.00															
	3-Lane Collector	72	Sunnyside	Fowler	CENTER N S	4400	\$200.17	\$880,728.51							4400	\$17.99	\$79,165.02	1	\$8,569.93	1	\$5,790.37											
	3-Lane Collector	72	Fowler	Armstrong	CENTER N S	2571	\$200.17	\$514,625.68							2571	\$17.99	\$46,257.56	1	\$8,569.93	1	\$5,790.37											
	3-Lane Collector	72	Armstrong	Temperance	BRIDGE N S	2559	\$200.17	\$512,223.69							2559	\$17.99	\$46,041.66	1	\$8,569.93	1	\$5,790.37											
	3-Lane Collector	72	Temperance	Locan	CENTER N S	2563	\$200.17	\$513,024.36							2563	\$17.99	\$46,113.62	1	\$8,569.93	1	\$5,790.37											
Olive	5-Lane Collector	92	1280' W of Clovis	Clovis	CENTER N S	0	\$200.17	\$0.00							0	\$17.99	\$0.00															
	5-Lane Collector	92	Clovis	Sunnyside	CENTER N S	1410	\$200.17	\$282,233.45							2067	\$68.48	\$141,555.40	0	\$0.00	1	\$5,790.37											
	5-Lane Collector	92	Sunnyside	Fowler	CENTER N S	2603	\$200.17	\$521,030.98							1410	\$68.48	\$96,561.74	0	\$0.00	1	\$5,790.37											
	5-Lane Collector	92	Fowler	Armstrong	CENTER																											

Last updated: Jul-1

## MAJOR STREET FEE UPDATE

**QUADRANT:** Southeast

**QUADRANT:** Southeast

YEAR: 2015

YEAR: 2015

Last updated: Jul-15

**MAJOR STREET FEE UPDATE**  
**QUADRANT:** Southeast

YEAR: 2015

STREET NAME	CLASSIFICATION	R/W WIDTH IN FEE PROGRAM (FT)	LIMIT (S. OR W.)	LIMIT (N. OR E.)	SIDE OF STREET	CENTER SECTION PAVING			MEDIAN ISLAND			MEDIAN LANDSCAPING			OUTSIDE TRAVEL LANE(S)			RT TURN		BUS BAY		MISSING LANES					
						LF MISSING (6/01/15)	UNIT COST/LF	SUBTOTAL COST	LF MISSING MEDIAN ISLAND (6/01/15)	UNIT COST/LF	SUBTOTAL COST	PERCENT MISSING LANDSCAPING	COST PER HALF MILE	SUBTOTAL COST	LF REMAINING (6/01/15)	UNIT COST/LF	SUBTOTAL COST	MISSING RIGHT TURN	SUBTOTAL COST	MISSING BUS BAY	SUBTOTAL COST	LF FT OF MISSING LANE	UNIT COST/LF	SUBTOTAL			
	4-Lane Arterial	100	Clovis	Sunnyside	CENTER N	600	\$227.77	\$136,662.14							600	\$93.54	\$56,122.62	1	\$9,281.81	0	\$0.00						
		Used Cost for Industrial Arterial			S										600	\$93.54	\$56,122.62	0	\$0.00	1	\$5,926.75						
	4-Lane Arterial	100	Sunnyside	Fowler	CENTER N	0	\$227.77	\$0.00							0	\$17.99	\$0.00	0	\$0.00	0	\$0.00						
		S			S										0	\$17.99	\$0.00	0	\$0.00	0	\$0.00						
	4-lane Arterial	100	Fowler	Armstrong	CENTER N	2583	\$238.82	\$616,876.79	2583	\$52.30	\$135,093.63	100%	\$46,154.93	\$46,154.93		2583	\$92.54	\$239,031.16	1	\$9,281.81	1	\$5,926.75					
		S			S										2583	\$92.54	\$239,031.16	1	\$9,281.81	1	\$5,926.75						
	4-Lane Arterial	100	Armstrong	Temperance	CENTER N	2571	\$238.82	\$614,010.93	2571	\$52.30	\$134,466.01	0%	\$46,154.93	\$0.00		1243	\$92.54	\$115,027.38	1	\$9,281.81	1	\$5,926.75					
		S			S										1243	\$92.54	\$115,027.38	1	\$9,281.81	1	\$5,926.75						
Church	5-Lane Collector	92	1300' E of Cedar	Maple	CENTER N	0	\$200.17	\$0.00								0	\$68.48	\$0.00	0	\$0.00	0	\$0.00					
		S			S										0	\$68.48	\$0.00	0	\$0.00	0	\$0.00						
	5-Lane Collector	92	Maple	Chesnut	CENTER N	0	\$200.17	\$0.00								370	\$68.48	\$25,338.90	0	\$0.00	0	\$0.00					
		S			S										0	\$68.48	\$0.00	0	\$0.00	0	\$0.00						
	5-Lane Collector	92	Chestnut	Willow	CENTER N	600	\$200.17	\$120,099.34								1700	\$68.48	\$116,421.95	0	\$0.00	0	\$0.00					
		S			S										1540	\$68.48	\$105,464.59	0	\$0.00	1	\$5,790.37						
	5-Lane Collector	92	Willow	Peach	CENTER N	0	\$200.17	\$0.00								0	\$68.48	\$0.00	0	\$0.00	0	\$0.00					
		S			S										1940	\$68.48	\$132,857.99	1	\$8,569.93	1	\$5,790.37						
	5-Lane Collector	92	Peach	Minnewawa	CENTER N	0	\$200.17	\$0.00								950	\$68.48	\$65,059.33	0	\$0.00	0	\$0.00					
		S			S										400	\$68.48	\$27,393.40	0	\$0.00	0	\$0.00						
	5-Lane Collector	92	Minnewawa	Clovis	CENTER N	0	\$200.17	\$0.00								0	\$68.48	\$0.00	0	\$0.00	0	\$0.00					
		S			S										0	\$68.48	\$0.00	0	\$0.00	0	\$0.00						
	5-Lane Collector	92	Clovis	Sunnyside	CENTER N	0	\$200.17	\$0.00								0	\$68.48	\$0.00	0	\$0.00	0	\$0.00					
		S			S										0	\$68.48	\$0.00	0	\$0.00	0	\$0.00						
	5-Lane Collector	92	Sunnyside	Fowler	CENTER N	0	\$200.17	\$0.00								2524	\$68.48	\$172,852.36	1	\$8,569.93	1	\$5,790.37					
		S			S										0	\$68.48	\$0.00	0	\$0.00	0	\$0.00						
	5-Lane Collector	92	Fowler	Armstrong	CENTER N	2576	\$200.17	\$515,626.51								2576	\$68.48	\$176,413.50	1	\$8,569.93	1	\$5,790.37					
		S			S										2576	\$68.48	\$176,413.50	1	\$8,569.93	1	\$5,790.37						
	5-Lane Collector	92	Armstrong	Temperance	CENTER N	2571	\$200.17	\$514,625.68								2571	\$68.48	\$176,071.08	1	\$8,569.93	1	\$5,790.37					
		S			S										2571	\$68.48	\$176,071.08	1	\$8,569.93	1	\$5,790.37						
Jensen	6-lane Super Arterial	130	1300' E of Cedar	Maple	CENTER N	0	\$290.96	\$0.00	0	\$52.30	\$0.00	0%	\$104,969.03	\$0.00		0	\$178.06	\$0.00	0	\$0.00	0	\$0.00					
		S			S										0	\$178.06	\$0.00	0	\$0.00	0	\$0.00						
	6-Lane Super Arterial	130	Maple Missing Curb	Chestnut	CENTER N	0	\$290.96	\$0.00	0	\$52.30	\$0.00	0%	\$104,969.03	\$0.00		0	\$178.06	\$0.00	0	\$0.00	0	\$0.00					
		S			S										0	\$178.06	\$0.00	0	\$0.00	0	\$0.00						
	6-Lane Super Arterial	130	Chestnut	Willow	CENTER N	0	\$290.96	\$0.00	1420	\$52.30	\$74,267.50	100%	\$104,969.03	\$104,969.03		0	\$178.06	\$0.00	0	\$0.00	0	\$0.00	980	\$17.99	\$17,632.21		
		S			S										0	\$178.06	\$0.00	0	\$0.00	0	\$0.00						
	6-Lane Super Arterial	130	Willow	Peach	CENTER N	0	\$290.96	\$0.00	2563	\$52.30	\$134,047.61	100%	\$104,969.03	\$104,969.03		0	\$178.06	\$0.00	0	\$0.00	0	\$0.00	1,275	\$116.13	\$148,070.47		
		S			S										0	\$178.06	\$0.00	0	\$0.00	0	\$0.00	1,275	\$116.13	\$298,463.62			
	6-Lane Super Arterial	130	Peach	Minnewawa	CENTER N	0	\$290.96	\$0.00	2640	\$52.30	\$138,074.79	70%	\$104,969.03	\$73,478.32		0	\$178.06	\$0.00	0	\$0.00	0	\$0.00	1				

Last updated: Jul-15

**MAJOR STREET FEE UPDATE**  
**QUADRANT:** Southeast

YEAR: 2015

STREET NAME	CLASSIFICATION	R/W WIDTH IN FEE PROGRAM (FT)	LIMIT (S. OR W.)	LIMIT (N. OR E.)	SIDE OF STREET	IRR PIPES	IRR STRCTR	RR UPGRDS	REGIONAL	Deficiency Analysis					TOTAL		GROWTH AREA TOTAL			REGIONAL TOTAL					
										DITCH PIPING/ UPGRADE/EA	CANAL CROSSINGS/EA	RAILROAD CROSSING UPGRADES/EA	ENTER "R" FOR REGIONAL STREETS	2012 PM Peak Hour	Estimated 2015 Peak Hour Volume	GP buildout PM Peak Hour	Deficiency Threshold	Impact Fee Contribution	TOTAL COST (GROWTH AREA STREETS)	TOTAL COST (REGIONAL STREETS)	TOTAL COST FOR ALL IRRIGATION, CANAL, AND RR UPDATES	TOTAL CENTER SECTION + MEDIAN	TOTAL COST FOR OUTSIDE TRAVEL LANE(S)	TOTAL CENTER SECTION + MEDIAN	TOTAL COST FOR OUTSIDE TRAVEL LANE
4-Lane Arterial	100	Clovis	Sunnyside	CENTER N S										1884	1996	2630	3290	100%	\$136,662.14	\$0.00	\$136,662.14	\$0.00	\$0.00	\$0.00	\$0.00
		Used Cost for Industrial Arterial																	\$65,404.43	\$0.00	\$65,404.43	\$0.00	\$0.00	\$0.00	\$0.00
4-Lane Arterial	100	Sunnyside	Fowler	CENTER N S										1884	1996	2630	3290	100%	\$62,049.37	\$0.00	\$62,049.37	\$0.00	\$0.00	\$0.00	\$0.00
4-lane Arterial	100	Fowler	Armstrong	CENTER N S														N/A	100%	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	
4-Lane Arterial	100	Armstrong	Temperance	CENTER N S														N/A	100%	\$798,125.35	\$0.00	\$798,125.35	\$0.00	\$0.00	\$0.00
																			\$254,239.72	\$0.00	\$254,239.72	\$0.00	\$0.00	\$0.00	\$0.00
																			\$254,239.72	\$0.00	\$254,239.72	\$0.00	\$0.00	\$0.00	\$0.00
																			\$748,476.94	\$0.00	\$748,476.94	\$0.00	\$0.00	\$0.00	\$0.00
																			\$130,235.94	\$0.00	\$130,235.94	\$0.00	\$0.00	\$0.00	\$0.00
																			\$130,235.94	\$0.00	\$130,235.94	\$0.00	\$0.00	\$0.00	\$0.00
Church	5-Lane Collector	92	1300' E of Cedar	Maple	CENTER N S													N/A	100%	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	
																			\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
																			\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
																			\$25,338.90	\$0.00	\$25,338.90	\$0.00	\$0.00	\$0.00	\$0.00
																			\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
																			\$120,099.34	\$0.00	\$120,099.34	\$0.00	\$0.00	\$0.00	\$0.00
																			\$116,421.95	\$0.00	\$116,421.95	\$0.00	\$0.00	\$0.00	\$0.00
																			\$111,254.97	\$0.00	\$111,254.97	\$0.00	\$0.00	\$0.00	\$0.00
																			\$370,760.00	\$0.00	\$370,760.00	\$0.00	\$0.00	\$0.00	\$0.00
																			\$147,218.30	\$0.00	\$147,218.30	\$0.00	\$0.00	\$0.00	\$0.00
																			\$65,059.33	\$0.00	\$65,059.33	\$0.00	\$0.00	\$0.00	\$0.00
																			\$27,393.40	\$0.00	\$27,393.40	\$0.00	\$0.00	\$0.00	\$0.00
																			\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
																			\$187,212.67	\$0.00	\$187,212.67	\$0.00	\$0.00	\$0.00	\$0.00
																			\$515,626.51	\$0.00	\$515,626.51	\$0.00	\$0.00	\$0.00	\$0.00
																			\$190,773.81	\$0.00	\$190,773.81	\$0.00	\$0.00	\$0.00	\$0.00
																			\$514,625.68	\$0.00	\$514,625.68	\$0.00	\$0.00	\$0.00	\$0.00
																			\$190,431.39	\$0.00	\$190,431.39	\$0.00	\$0.00	\$0.00	\$0.00
																			\$190,431.39	\$0.00	\$190,431.39	\$0.00	\$0.00	\$0.00	\$0.00
Jensen	6-lane Super Arterial	130	1300' E of Cedar	Maple	CENTER N S	R											N/A	100%	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00		
						R													\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
						R													\$1,047,800.00	\$0.00	\$1,047,800.00	\$0.00	\$0.00	\$0.00	\$0.00
						R													\$17,632.21	\$0.00	\$17,632.21	\$0.00	\$0.00	\$0.00	\$0.00
						R													\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
						R													\$179,236.53	\$0.00	\$179,236.53	\$0.00	\$0.00	\$0.00	\$0.00
						R													\$148,070.47	\$0.00	\$148,070.47	\$0.00	\$0.00	\$0.00	\$0.00
						R													\$316,533.23	\$0.00	\$316,533.23	\$0.00	\$0.00	\$0.00	\$0.00
						R													\$239,016.63	\$0.00	\$239,016.63	\$0.00	\$0.00	\$0.00	\$0.00
						R													\$145,167.13	\$0.00	\$145,167.13	\$0.00	\$0.00	\$0.00	\$0.00
						R													\$297,650.68	\$0.00	\$297,650.68	\$0.00	\$0.00	\$0.00	\$0.00
						R																			

Last updated: Jul-15

**MAJOR STREET FEE UPDATE**  
**QUADRANT:** Southeast

YEAR: 2015

STREET NAME	CLASSIFICATION	R/W WIDTH IN FEE PROGRAM (FT)	LIMIT (S. OR W.)	LIMIT (N. OR E.)	SIDE OF STREET	CENTER SECTION PAVING			MEDIAN ISLAND			MEDIAN LANDSCAPING			OUTSIDE TRAVEL LANE(S)			RT TURN		BUS BAY		MISSING LANES					
						LF MISSING (6/01/15)	UNIT COST/LF	SUBTOTAL COST	LF MISSING MEDIAN ISLAND (6/01/15)	UNIT COST/LF	SUBTOTAL COST	PERCENT MISSING LANDSCAPING	COST PER HALF MILE	SUBTOTAL	LF REMAINING (6/01/15)	UNIT COST/LF	SUBTOTAL COST	MISSING RIGHT TURN	SUBTOTAL COST	MISSING BUS BAY	SUBTOTAL COST	LF FT OF MISSING LANE	UNIT COST/LF	SUBTOTAL			
Temperence	6-Lane Super Arterial	124	Jensen	Church	CENTER W	2700	\$270.15	\$729,416.94	2700	\$52.30	\$141,212.85	100%	\$69,758.73	\$69,758.73	2700	\$175.65	\$474,263.52	1	\$11,430.62	1	\$6,638.99						
	6-Lane Super Arterial	124	Church	SJVRR	CENTER W	2640	\$270.15	\$713,207.67	2640	\$52.30	\$138,074.79	100%	\$69,758.73	\$69,758.73	2640	\$175.65	\$463,724.33	0	\$0.00	0	\$0.00						
	6-Lane Super Art RR Crossing	124	SJVRR	Butler	CENTER W	1360	\$270.15	\$367,410.01	1360	\$52.30	\$71,129.44	100%	\$69,758.73	\$69,758.73	1360	\$175.65	\$238,888.29	0	\$0.00	0							
	6-Lane Super Art Canal Brigs No.7	124	Butler	Kings Canyon	CENTER W	2150	\$270.15	\$580,832.01	2640	\$52.30	\$138,074.79	100%	\$69,758.73	\$69,758.73	1755	\$175.65	\$308,271.29	0	\$0.00	1	\$6,638.99						
	6-Lane Super Art Canal East Branch W Br. No.5	124	Kings Canyon	Tulare	CENTER W	840	\$270.15	\$226,929.71	840	\$52.30	\$43,932.89	30%	\$69,758.73	\$20,927.62	760	\$175.65	\$133,496.40	1	\$11,430.62	1	\$6,638.99						
	6-Lane Super Art Canal Brigs No.7	124	Tulare	Belmont	CENTER W	2260	\$270.15	\$610,548.99	2260	\$52.30	\$118,200.39	100%	\$69,758.73	\$69,758.73	2260	\$175.65	\$396,976.13	1	\$11,430.62	1	\$6,638.99						
	6-Lane Super Art Fancher No.6	124	Belmont	Olive	CENTER W	2640	\$270.15	\$713,207.67	2640	\$52.30	\$138,074.79	100%	\$69,758.73	\$69,758.73	2640	\$175.65	\$463,724.33	1	\$11,430.62	1	\$6,638.99						
	6-Lane Super Art Eisen No7	124	Olive	McKinley	CENTER W	2690	\$270.15	\$726,715.39	2690	\$52.30	\$140,689.84	100%	\$69,758.73	\$69,758.73	2690	\$175.65	\$472,506.99	1	\$11,430.62	1	\$6,638.99						
	6-Lane Super Art Temperance No. 37 (p)	124	McKinley	Clinton	CENTER W	2640	\$270.15	\$713,207.67	2640	\$52.30	\$138,074.79	100%	\$69,758.73	\$69,758.73	2640	\$175.65	\$463,724.33	1	\$11,430.62	1	\$6,638.99						
	6-Lane Super Art Mill Ditch	124	Clinton	Shields	CENTER W	2640	\$270.15	\$713,207.67	2640	\$52.30	\$138,074.79	100%	\$69,758.73	\$69,758.73	1304	\$175.65	\$229,051.72	1	\$11,430.62	0	\$0.00						
	6-Lane Super Art Counted the Outside lanes as missing. Could change de	124	Clinton	Shields	CENTER W	2640	\$270.15	\$713,207.67	2640	\$52.30	\$138,074.79	100%	\$69,758.73	\$69,758.73	2640	\$175.65	\$463,724.33	1	\$11,430.62	1	\$6,638.99						
	6-Lane Super Art Counted 5343 (Bonadelle's construction as existing)	124	Shields	Dakota	CENTER W	2636	\$270.15	\$712,127.05	2636	\$52.30	\$137,865.58	50%	\$69,758.73	\$34,879.36	1310	\$178.06	\$233,263.35	0	\$0.00	0	\$0.00						
	6-Lane Super Art	124	Dakota	1000' N of Dakota	CENTER W	0	\$270.15	\$0.00	0	\$52.30	\$0.00	0%	\$69,758.73	\$0.00	505	\$178.06	\$89,922.13	0	\$0.00	0	\$0.00						
															0	\$178.06	\$0.00	0	\$0.00	0	\$0.00						
Armstrong	5-Lane Collector	92	Jensen	Church	CENTER W	2040	\$200.17	\$408,337.76								2640	\$68.48	\$180,796.45	1	\$8,569.93	1	\$5,790.37					
	5-Lane Collector	92	Church	SJVRR	CENTER W	2650	\$200.17	\$530,438.76								2040	\$68.48	\$139,706.35	1	\$8,569.93	1	\$5,790.37					
	5-Lane Collector	92	SJVRR	Butler	CENTER W	0	\$200.17	\$0.00								2650	\$68.48	\$181,481.28	1	\$8,569.93	0	\$0.00					
	5-Lane Collector	92	Butler	Kings Canyon	CENTER W	0	\$200.17	\$0.00								1340	\$68.48	\$91,767.89	0	\$0.00	1	\$5,790.37					
	5-Lane Collector	93	Kings Canyon	Roundabout	CENTER W	500	\$238.82	\$119,410.92								665	\$68.48	\$45,541.53	0	\$0.00	0	\$0.00					
	3-Lane Collector	72	Belmont	Olive	CENTER W	1305	\$200.17	\$261,216.07								695	\$68.48	\$47,596.03	0	\$0.00	0	\$0.00					
	3-Lane Collector	72	Olive	McKinley	CENTER W	2700	\$200.17	\$540,447.04								1320	\$68.48	\$90,398.22	0	\$0.00	1	\$5,790.37					
	3-Lane Collector	72	McKinley	Clinton	CENTER W	2640	\$200.17	\$528,437.10								840	\$68.48	\$57,526.14	0	\$0.00	1	\$5,790.37					
	3-Lane Collector	72	Clinton	Shields	CENTER W	1320	\$200.17	\$264,218.55								2640	\$17.99	\$47,499.01	1	\$8,569.93	1	\$5,790.37					
	5-Lane Collector	92	Shields	Dakota	CENTER W	1320	\$200.17	\$264,218.55								1320	\$17.99	\$42,281.32	1	\$8,569.93	0	\$0.00					
	5-Lane Collector	92	Dakota	2000' N of Dakota	CENTER W	670	\$200.17	\$134,110.93								1320	\$68.48	\$90,398.22	0	\$0.00	1	\$5,790.37					
						670	\$200.17	\$134,110.93							835	\$68.48	\$57,183.72	0	\$0.00	0	\$0.00						
						835	\$68.48	\$57,183.72							890	\$68.48	\$60,950.32	0	\$0.00	0	\$0.00						
Fowler	4-lane Arterial	100	Jensen	Church	CENTER W	1300	\$238.82	\$310,468.38	2703	\$52.30	\$141,369.75	100%	\$46,154.93	\$46,154.93	1300	\$92.54	\$120,302.17	0	\$0.00	0	\$0.00						
	4-Lane Arterial	100	Church	RR crossing	CENTER W	0	\$238.82	\$0.00	230	\$52.30	\$12,029.24	50%	\$46,154.93	\$23,077.47	2640	\$92.54	\$244,305.95	0	\$0.00	0	\$0.00						
	3-Lane Arterial	72+	SJVRR	700' S of Butler	CENTER W	1370	\$227.77	\$312,045.22								1300	\$92.54	\$120,302.17	1	\$9,281.81	0	\$0.00				</	

Last updated: Jul-15

**MAJOR STREET FEE UPDATE**  
**QUADRANT:** Southeast

YEAR: 2015

STREET NAME	CLASSIFICATION	R/W WIDTH IN FEE PROGRAM (FT)	LIMIT (S. OR W.)	LIMIT (N. OR E.)	SIDE OF STREET	IRR PIPES	IRR STRCTR	RR UPGRDS	REGIONAL	Deficiency Analysis					TOTAL		GROWTH AREA TOTAL		REGIONAL TOTAL						
										DITCH PIPING/ UPGRADE /EA	CANAL CROSSINGS/EA	RAILROAD CROSSING UPGRADES/EA	ENTER "R" FOR REGIONAL STREETS	2012 PM Peak Hour	Estimated 2015 Peak Hour Volume	GP buildout PM Peak Hour	Deficiency Threshold	Impact Fee Contribution	TOTAL COST (GROWTH AREA STREETS)	TOTAL COST (REGIONAL STREETS)	TOTAL CENTER SECTION + MEDIAN	TOTAL COST FOR ALL IRRIGATION, CANAL, AND RR UPGRADES	TOTAL CENTER SECTION + MEDIAN	TOTAL COST FOR OUTSIDE TRAVEL LANE(S)	TOTAL COST FOR ALL IRRIGATION, CANAL, AND RR UPGRADES
Temperence	6-Lane Super Arterial	124	Jensen	Church	CENTER W E				R	610	1123	4030	1270	100%	\$0.00	\$940,388.51	\$0.00	\$0.00	\$0.00	\$940,388.51	\$0.00	\$492,333.13	\$492,333.13	\$0.00	
	6-Lane Super Arterial RR Crossing	124	Church	SJVRR	CENTER W E		\$3,000,000.00		R	660	1142	3870	1270	100%	\$0.00	\$492,333.13	\$0.00	\$0.00	\$0.00	\$921,041.19	\$0.00	\$463,724.33	\$463,724.33	\$3,000,000.00	
	6-Lane Super Art RR Crossing	124	SJVRR	Butler	CENTER W E				R				N/A	100%	\$0.00	\$3,921,041.19	\$0.00	\$0.00	\$0.00	\$508,298.18	\$0.00	\$238,888.29	\$238,888.29	\$0.00	
	6-Lane Super Art Canal Brigs No.7	124	Butler	Kings Canyon	CENTER W E				R	545	1195	4880	1270	100%	\$0.00	\$788,665.52	\$0.00	\$0.00	\$0.00	\$788,665.52	\$0.00	\$314,910.28	\$314,910.28	\$458,959.03	
	6-Lane Super Art Canal East Branch W Br. No.5	124	Kings Canyon	Tulare	CENTER W E	\$73,036.00			R	570	1064	3860	1270	100%	\$0.00	\$364,826.22	\$0.00	\$0.00	\$0.00	\$291,790.22	\$0.00	\$151,566.01	\$151,566.01	\$73,036.00	
	Missing Curb	6-Lane Super Art Canal Brigs No.7	124	Tulare	Belmont	CENTER W E	\$2,998,320.00		R	570	1002	3450	1270	100%	\$0.00	\$3,796,828.10	\$0.00	\$0.00	\$0.00	\$798,508.10	\$0.00	\$240,482.33	\$240,482.33	\$2,998,320.00	
	Fancher No.6	6-Lane Super Art Eisen No7	124	Belmont	Olive	CENTER W E			R				N/A	100%	\$0.00	\$415,045.74	\$0.00	\$0.00	\$0.00	\$415,045.74	\$0.00	\$415,045.74	\$415,045.74		
	6-Lane Super Art Temperance No. 37 (p)	124	Olive	McKinley	CENTER W E	\$73,036.00			R				N/A	100%	\$0.00	\$481,793.94	\$0.00	\$0.00	\$0.00	\$921,041.19	\$0.00	\$481,793.94	\$481,793.94		
	6-Lane Super Art Temperance No. 37 (p)	124	McKinley	Clinton	CENTER W E	\$1,499,160.00	Counted the Outside lanes as missing. Could change due to		R				N/A	100%	\$0.00	\$2,420,201.19	\$0.00	\$0.00	\$0.00	\$921,041.19	\$0.00	\$481,793.94	\$481,793.94	\$1,499,160.00	
	6-Lane Super Art Counted 5343 (Bonadelle's construction as existing)	124	Clinton	Shields	CENTER W E				R	505	734	2030	1270	100%	\$0.00	\$481,793.94	\$0.00	\$0.00	\$0.00	\$921,041.19	\$0.00	\$240,482.33	\$240,482.33	\$0.00	
	6-Lane Super Art	124	Shields	Dakota	CENTER W E				R				N/A	100%	\$0.00	\$884,872.00	\$0.00	\$0.00	\$0.00	\$884,872.00	\$0.00	\$233,263.35	\$233,263.35	\$0.00	
	6-Lane Super Art	124	Dakota	1000' N of Dakota	CENTER W E				R	1150	1432	3030	1640	100%	\$0.00	\$233,263.35	\$0.00	\$0.00	\$0.00	\$89,922.13	\$0.00	\$0.00	\$0.00	\$89,922.13	
Armstrong	5-Lane Collector	92	Jensen	Church	CENTER W E								N/A	100%	\$408,337.76	\$0.00	\$408,337.76	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	
	5-Lane Collector	92	Church	SJVRR	CENTER W E	\$1,500,000.00							N/A	100%	\$195,156.75	\$0.00	\$195,156.75	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	
	5-Lane Collector	92	SJVRR	Butler	CENTER W E								N/A	100%	\$154,066.65	\$0.00	\$154,066.65	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	
	5-Lane Collector	92	Butler	Kings Canyon	CENTER W E								N/A	100%	\$2,030,438.76	\$0.00	\$530,438.76	\$1,500,000.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
	5-Lane Collector	92	Kings Canyon	Roundabout	CENTER W E								N/A	100%	\$190,051.21	\$0.00	\$190,051.21	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	
	3-Lane Collector	72	Belmont	Olive	CENTER W E								N/A	100%	\$97,558.27	\$0.00	\$45,541.53	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	
	3-Lane Collector	72	Olive	McKinley	CENTER W E	\$42,408.00	\$709,280.00						N/A	100%	\$96,188.60	\$0.00	\$63,316.51	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	
	3-Lane Collector	72	McKinley	Clinton	CENTER W E								N/A	100%	\$119,410.92	\$0.00	\$119,410.92	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	
	3-Lane Collector	72	Clinton	Shields	CENTER W E								N/A	100%	\$46,270.07	\$0.00	\$261,216.07	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	
	5-Lane Collector	92	Shields	Dakota	CENTER W E					360	399	620	1270	100%	\$29,270.00	\$0.00	\$264,218.55	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	
	5-Lane Collector	92	Dakota	2000' N of Dakota	CENTER W E					360	399	620	1270	100%	\$1,292,135.04	\$0.00	\$540,447.04	\$751,688.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Fowler	4-lane Arterial	100	Jensen	Church	CENTER W E					501	727	2010	1270	100%	\$497,993.07	\$0.00	\$497,993.07	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	
	4-Lane Arterial	100	Church	RR crossing	SJVRR	CENTER W E	\$1,500,000.00			617	802	1850	1270	100%	\$120,302.17	\$0.00	\$120,302.17	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	
	3-Lane Arterial	72+	SJVRR	700' S of Butler	CENTER W E					1081	1195	1840	1270	100%	\$244,305.95	\$0.00	\$1,535,106.71	\$1,500,000.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
	4-Lane Arterial	100	Kings Canyon	Tulare	CENTER W E					1223	1524	3230	3470	100%	\$250,232.70	\$0.00	\$312,045.22	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	
	4-Lane Arterial	100	Tulare	Belmont	CENTER W E					1233	1546	3320	1640	100%	\$17,099.42	\$0.00	\$44,776.05	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	
	4-Lane Arterial	100	Belmont	Olive	CENTER W E					709	1044	2940	1270	100%	\$46,154.93	\$0.00	\$46,154.93	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	
	4-Lane Arterial	100	Olive	McKinley	CENTER W E	\$1,612,000.00				845	1144	2840	1270</td												



Last updated: Jul-15

**MAJOR STREET FEE UPDATE**  
**QUADRANT:** Southeast

YEAR: 2015

STREET NAME	CLASSIFICATION	R/W WIDTH IN FEE PROGRAM (FT)	LIMIT (S. OR W.)	LIMIT (N. OR E.)	SIDE OF STREET	IRR PIPES	IRR STRCTR	RR UPGRDS	REGIONAL	Deficiency Analysis					TOTAL		GROWTH AREA TOTAL										
										DITCH PIPING/ UPGRADE /EA	CANAL CROSSINGS/EA	RAILROAD CROSSING UPGRADES/EA	ENTER "R" FOR REGIONAL STREETS	2012 PM Peak Hour	Estimated 2015 Peak Hour Volume	GP buildout PM Peak Hour	Deficiency Threshold	Impact Fee Contribution	TOTAL COST (GROWTH AREA STREETS)	TOTAL COST (REGIONAL STREETS)	TOTAL COST FOR ALL IRRIGATION, CANAL, AND RR UPGRADES	TOTAL CENTER SECTION + MEDIAN	TOTAL COST FOR OUTSIDE TRAVEL LANE(S)	TOTAL CENTER SECTION + MEDIAN	TOTAL COST FOR OUTSIDE TRAVEL LANE	TOTAL COST FOR ALL IRRIGATION, CANAL, AND RR UPGRADES	
4-Lane Arterial	100	Dakota	2000' N of Dakota	CENTER W E						1187	1334	2170	1640	100%	\$46,632.74	\$0.00	\$46,632.74	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00			
Sunnyside	5-Lane Collector	Jensen	Church	CENTER W E										N/A	100%	\$62,094.43	\$0.00	\$0.00	\$62,094.43			\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	
	5-Lane Collector	Missing Curb Church	California	CENTER W E										N/A	100%	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	
Clovis	4-lane Arterial	Jensen	Church	CENTER W E						1306	1455	2300	3470	100%	\$38,608.85	\$0.00	\$38,608.85	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00			
		Church	800ft N of California	CENTER W E						1940	1982	2220	3470	100%	\$23,077.47	\$0.00	\$23,077.47	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00			
															\$20,870.78	\$0.00	\$20,870.78										
Minnewawa	3-Lane Collector	Jensen	Church	CENTER W E										N/A	100%	\$240,198.68	\$0.00	\$240,198.68	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Peach	Missing bike lane on west side															\$111,418.89	\$0.00	\$111,418.89	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
	4-Lane Arterial	100	North	Annadale	CENTER W E	\$58,900.00				631	719	1220	1270	100%	\$896,909.18	\$0.00	\$838,009.18	\$58,900.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00		
	4-Lane Arterial	100	Annadale	Jensen	CENTER W E	\$58,900.00				631	767	1540	1270	100%	\$876,530.58	\$0.00	\$817,630.58	\$58,900.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00		
	4-Lane Arterial	100	Jensen	Church	CENTER W E					631	769	1550	1640	100%	\$260,439.91	\$0.00	\$120,242.01	\$248,409.69	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00		
Willow	4-Lane Arterial	100	Church	SJVRR	CENTER W E	\$58,900.00	\$403,000.00			964	1196	2510	1270	100%	\$781,922.81	\$0.00	\$320,022.81	\$461,900.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00		
	3-Lane Industrial Collect: Wilder No. 289 (p) RR	72	North	Annadale	CENTER W E	\$42,408.00								N/A	100%	\$597,605.85	\$0.00	\$555,197.85	\$42,408.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	
	3-Lane Industrial Collect: Benefield No.239(p)	72	Annadale	Jensen	CENTER W E	\$42,408.00								N/A	100%	\$558,097.39	\$0.00	\$515,689.39	\$42,408.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	
	3-Lane Collector	72	Jensen	Church	CENTER W E									N/A	100%	\$133,110.10	\$0.00	\$133,110.10	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	
Chestnut	3-Lane Collector	72	Church	4200' N of Church	CENTER W E									N/A	100%	\$264,218.55	\$0.00	\$264,218.55	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	
	Missing a 12' lane															\$107,554.23	\$0.00	\$107,554.23									
	4-Lane Arterial	96	North	Annadale	CENTER W E					1120	1189	1580	3470	100%	\$53,111.82	\$0.00	\$0.00	\$53,111.82			\$0.00	\$0.00	\$0.00	\$0.00	\$0.00		
	1' of AC and curb and gutter									1120	1212	1730	3470	100%	\$52,593.66	\$0.00	\$0.00	\$52,593.66			\$0.00	\$0.00	\$0.00	\$0.00	\$0.00		
Maple	4-Lane Arterial	96	Annadale	Jensen	CENTER W E									N/A	100%	\$100,508.84	\$0.00	\$100,508.84	\$131,900.25	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	
	3' of AC and C&G															\$131,900.25	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	
	7' of AC and C&G															\$742,530.95	\$0.00	\$742,530.95	\$95,050.98	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	
	4-Lane Arterial	96	Church	California	CENTER W E									N/A	100%	\$95,050.98	\$0.00	\$95,050.98	\$95,050.98	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	
Cedar	C&G															\$26,988.08	\$0.00	\$26,988.08									
	Local; removed from cost	American	Malaga	CENTER W E										N/A	100%	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	
	5-Lane Collector	92	Jensen	Church	CENTER W E					801	864	1220	1270	100%	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	
	5-Lane Collector	92	Church	California	CENTER W E					801	894	1420	1270	100%	\$10,795.23	\$0.00	\$0.00	\$10,795.23	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Additional 15% for mobilization, traffic control, dust control, SWPPP	3-Lane Industrial Arterial	72	American	Malaga	CENTER W E									N/A	100%	\$602,452.26	\$0.00	\$602,452.26	\$602,452.26	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	
	60' R/W: McKinley, Clovis to Temperance															\$83,735.76	\$0.00	\$83,735.76	\$83,735.76								
	60' R/W: Clinton-Sunnyside-Fowler Collector															\$83,735.76	\$0.00	\$83,735.76	\$83,735.76								
	60' R/W: California, Fowler to 0.25 MI E/O Fowler															\$611,563.07	\$0.00	\$611,563.07									



## APPENDIX C:

### Cost Allocation Factors

Table C-1	Streets Cost Allocation Factors .....	C-1
Table C-2	Residential Vehicle Miles Traveled per Acre .....	C-2
Table C-3	Nonresidential Vehicle Miles Traveled per Acre by Fee Land Use .....	C-3
Table C-4	Nonresidential VMT per Acre—Citywide.....	C-4
Table C-5	Nonresidential VMT per Acre—New Growth .....	C-5
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**Table C-1**  
**Fresno Major Street Impact Fee Program Update**  
**Streets Cost Allocation Factors**

Land Use	Avg. Daily VMT per Acre	Percentage New Trips [1]	Adjusted Avg. Daily VMT / Acre
<b>REGIONAL STREETS - CITYWIDE</b>			
<b>Residential</b>	<i>Table C-2</i>		
Residential Low - Medium	373	100%	373
Residential Medium/High - High	725	100%	725
<b>Nonresidential</b>			
Commercial Retail	1,000	66%	660
Commercial Office	699	100%	699
Light Industrial	199	100%	199
Heavy Industrial	122	100%	122
<b>MAJOR STREETS - NEW GROWTH</b>			
<b>Residential</b>	<i>Table C-2</i>		
Residential Low - Medium	392	100%	392
Residential Medium/High - High	763	100%	763
<b>Nonresidential</b>			
Commercial Retail	1,073	66%	708
Commercial Office	671	100%	671
Light Industrial	216	100%	216
Heavy Industrial	131	100%	131

*alloc factor*

Source: City of Fresno, Fehr & Peers, Fresno COG, and EPS.

[1] Percentage of new trips were adjusted to reflect pass-by daily travel. The pass-by rate for retail was based on the PM. peak hour rate for a shopping center contained in *Trip Generation Handbook*, 9th Edition, ITE

**Table C-2**  
**Fresno Major Street Impact Fee Program Update**  
**Residential Vehicle Miles Traveled per Acre**

Land Use	Dwelling Units per Gross Developable Acre [1]	Avg. Daily VMT per Unit	Avg. Daily VMT per Acre
Source			
Formula	A	B	$C = A \times B$
<b>Citywide</b>			
Residential Low - Medium	<u>Table 3</u> 5.5	<u>Table C-6</u> 67.86	373
Residential Medium/High - High	16.0	45.29	725
<b>New Growth</b>			
Residential Low - Medium	<u>Table 3</u> 5.5	<u>Table C-7</u> 71.35	392
Residential Medium/High - High	16.0	47.66	763

vmt

Source: City of Fresno, Fehr & Peers, Fresno COG, and EPS.

[1] Residential densities adjusted from estimated densities in Table 3 (summarized below) to be more consistent with actual densities achieved in recent City development.

<u>Estimated Densities from Table 3</u>		
<u>Land Use</u>	<u>Citywide</u>	<u>New Growth</u>
Residential Low - Medium	4.9	4.9
Residential Medium/High - High	23.4	23.8

**Table C-3**  
**Fresno Major Street Impact Fee Program Update**  
**Nonresidential Vehicle Miles Traveled per Acre by Fee Land Use**

Land Use	Citywide					New Growth				
	Total Gross Acres	Avg. Daily VMT/Acre	Total Daily VMT	Percent of Total	Weighted Avg. Daily VMT/Acre	New Growth Gross Acres	Avg. Daily VMT/Acre	Total Daily VMT	Percent of Total	Weighted Avg. Daily VMT/Acre
<i>Formula Source</i>	<i>A</i> <i>Table A-2</i>	<i>B</i> <i>Table C-4</i>	<i>C=A*B</i>			<i>D = C/A</i>	<i>A</i> <i>Table A-2</i>	<i>B</i> <i>Table C-5</i>	<i>C=A*B</i>	<i>D = C/A</i>
<b>Retail</b>										
Community Commercial	549.1	1,284	704,741	43%		515.5	1,367	704,936	57%	
General Commercial	111.1	782	86,900	5%		87.7	834	73,146	6%	
Highway and Auto Commercial	160.6	764	122,678	7%		146.8	814	119,459	10%	
Main Street Commercial	5.5	1,686	9,257	1%		0.0	0	0	0%	
Recreation Commercial	24.5	954	23,430	1%		7.4	1,018	7,510	1%	
Regional Commercial	196.0	1,193	233,850	14%		105.6	1,272	134,296	11%	
Corridor Center Mixed Use	199.4	843	168,096	10%		78.2	899	70,241	6%	
Neighborhood Mixed Use	11.2	843	9,433	1%		0.3	899	263	0%	
Regional Mixed Use	266.8	788	210,364	13%		132.3	841	111,252	9%	
Business Park	64.2	257	16,511	1%		60.0	276	16,558	1%	
Regional Business Park	27.1	257	6,972	0%		26.1	276	7,194	1%	
Downtown Retail	22.8	2,009	45,847	3%		0.0	0	0	0%	
<b>Subtotal Retail</b>	<b>1,638.3</b>		<b>1,638,078</b>	<b>100%</b>	<b>1,000</b>	<b>1,159.8</b>		<b>1,244,855</b>	<b>100%</b>	<b>1,073</b>
<b>Office</b>										
Office	309.7	1,242	384,683	48%		279.7	1,324	370,358	62%	
Corridor Center Mixed Use	199.4	843	168,096	21%		78.2	899	70,241	12%	
Neighborhood Mixed Use	2.8	843	2,358	0%		0.1	899	66	0%	
Regional Mixed Use	38.1	788	30,052	4%		18.9	841	15,893	3%	
Business Park	384.9	257	99,064	12%		360.2	276	99,350	17%	
Regional Business Park	162.5	257	41,831	5%		156.5	276	43,163	7%	
Downtown Office	44.3	1,623	71,964	9%		0.0	0	0	0%	
<b>Subtotal Office</b>	<b>1,141.8</b>		<b>798,048</b>	<b>100%</b>	<b>699</b>	<b>893.5</b>		<b>599,070</b>	<b>100%</b>	<b>671</b>
<b>Light Industrial</b>										
Light Industrial	1,292.7	189	244,171	75%		1,107.3	202	224,178	76%	
Business Park	192.5	257	49,532	15%		180.1	276	49,675	17%	
Regional Business Park	81.3	257	20,916	6%		78.2	276	21,582	7%	
Downtown Industrial	62.1	145	8,998	3%		0.0	0	0	0%	
<b>Subtotal Light Industrial</b>	<b>1,628.6</b>		<b>323,616</b>	<b>100%</b>	<b>199</b>	<b>1,365.6</b>		<b>295,435</b>	<b>100%</b>	<b>216</b>
<b>Heavy Industrial</b>	<b>1,575.9</b>	<b>122</b>	<b>192,481</b>	<b>100%</b>	<b>122</b>	<b>1,326.0</b>	<b>131</b>	<b>174,067</b>	<b>100%</b>	<b>131</b>
<b>Total Nonresidential</b>	<b>5,984.6</b>		<b>2,952,222</b>			<b>4,744.9</b>		<b>2,313,426</b>		

nr vmt

Source: City of Fresno, Fehr &amp; Peers, Fresno COG, and EPS.

**Table C-4**  
**Fresno Major Street Impact Fee Program Update**  
**Nonresidential VMT Per Acre - Citywide**

Citywide

Land Use	Employment Sector					Gross Acres	Daily VMT Per Acre			
	Retail	Services	Government	Education	Other		Original	Adj. Factor	Adjusted	
<b>Employees</b>										
Community Commercial	9,984	3,190	286	159	731	<b>14,350</b>				
General Commercial	966	1,130	43	43	642	<b>2,824</b>				
Highway and Auto Commercial	1,738	555	50	28	127	<b>2,498</b>				
Main Street Commercial	109	118	5	3	47	<b>281</b>				
Recreation Commercial	262	181	68	13	12	<b>535</b>				
Regional Commercial	2,613	1,803	676	130	115	<b>5,337</b>				
Corridor Center Mixed Use	3,954	4,293	167	109	1,698	<b>10,221</b>				
Neighborhood Mixed Use	139	151	6	4	60	<b>358</b>				
Regional Mixed Use	2,673	3,126	119	119	1,775	<b>7,813</b>				
Business Park	1,007	4,028	-	-	7,049	<b>12,085</b>				
Regional Business Park	425	1,701	-	-	2,977	<b>5,103</b>				
Office	265	12,310	983	1,240	2,063	<b>16,861</b>				
Light Industrial	1,617	4,850	-	-	11,316	<b>17,782</b>				
Heavy Industrial	659	1,098	-	146	16,818	<b>18,721</b>				
Downtown Office [1]	99	4,606	368	464	772	<b>6,309</b>				
Downtown Retail [1]	1,299	415	37	21	95	<b>1,867</b>				
Downtown Industrial [1]	119	357	-	-	834	<b>1,311</b>				
<b>Total</b>	<b>27,926</b>	<b>43,912</b>	<b>2,808</b>	<b>2,480</b>	<b>47,130</b>	<b>124,256</b>				
<b>Daily VMT Per Employee</b>	Table C-6	62.74	12.91	44.42	121.67	7.08				
<b>Total Daily VMT</b> <i>(Employees * Daily VMT Per Employee)</i>										
Community Commercial	626,333	41,173	12,711	19,344	5,181	<b>704,741</b>	549.1	1,284	100%	<b>1,284</b>
General Commercial	60,607	14,583	1,916	5,248	4,546	<b>86,900</b>	111.1	782	100%	<b>782</b>
Highway and Auto Commercial	109,029	7,167	2,213	3,367	902	<b>122,678</b>	160.6	764	100%	<b>764</b>
Main Street Commercial	6,829	1,526	204	366	331	<b>9,257</b>	5.5	1,686	100%	<b>1,686</b>
Recreation Commercial	16,423	2,332	3,007	1,587	82	<b>23,430</b>	24.5	954	100%	<b>954</b>
Regional Commercial	163,914	23,271	30,014	15,837	814	<b>233,850</b>	196.0	1,193	100%	<b>1,193</b>
Corridor Center Mixed Use	248,037	55,410	7,413	13,305	12,027	<b>336,192</b>	398.9	843	100%	<b>843</b>
Neighborhood Mixed Use	8,699	1,943	260	467	422	<b>11,791</b>	14.0	843	100%	<b>843</b>
Regional Mixed Use	167,674	40,346	5,300	14,518	12,578	<b>240,416</b>	304.9	788	100%	<b>788</b>
Business Park	63,178	51,989	-	-	49,940	<b>165,106</b>	641.5	257	100%	<b>257</b>
Regional Business Park	26,678	21,953	-	-	21,088	<b>69,719</b>	270.9	257	100%	<b>257</b>
Office	16,618	158,870	43,679	150,901	14,615	<b>384,683</b>	309.7	1,242	100%	<b>1,242</b>
Light Industrial	101,415	62,591	-	-	80,165	<b>244,171</b>	1,292.7	189	100%	<b>189</b>
Heavy Industrial	41,345	14,176	-	17,820	119,140	<b>192,481</b>	1,575.9	122	100%	<b>122</b>
Downtown Office [1]	6,218	59,441	16,343	56,459	5,468	<b>143,929</b>	44.3	3,246	50%	<b>1,623</b>
Downtown Retail [1]	81,493	5,357	1,654	2,517	674	<b>91,695</b>	22.8	4,017	50%	<b>2,009</b>
Downtown Industrial [1]	7,474	4,613	-	-	5,908	<b>17,996</b>	62.1	290	50%	<b>145</b>
<b>Total</b>	<b>1,751,963</b>	<b>566,741</b>	<b>124,714</b>	<b>301,734</b>	<b>333,880</b>	<b>3,079,032</b>	<b>5,984.6</b>			

nr vmt city

Source: City of Fresno, Fehr &amp; Peers, Fresno COG, and EPS.

[1] See Table A-4 for total downtown office, retail, and industrial employees. Distribution of downtown office, retail, and industrial employees to employment sectors based on the distribution for Office, Community Commercial, and Light Industrial land uses, respectively.

**Table C-5**  
**Fresno Major Street Impact Fee Program Update**  
**Nonresidential VMT Per Acre - New Growth**

New Growth

Land Use	Employment Sector						Daily VMT Per Acre		
	Retail	Services	Government	Education	Other	TOTAL			
<b>Employees</b>									
Community Commercial	9,374	2,995	269	149	687	<b>13,474</b>			
General Commercial	762	892	34	34	506	<b>2,229</b>			
Highway and Auto Commercial	1,589	508	46	25	116	<b>2,283</b>			
Main Street Commercial	-	-	-	-	-	-			
Recreation Commercial	79	54	20	4	3	<b>161</b>			
Regional Commercial	1,407	971	364	70	62	<b>2,874</b>			
Corridor Center Mixed Use	1,549	1,682	65	43	665	<b>4,005</b>			
Neighborhood Mixed Use	4	4	0	0	2	<b>9</b>			
Regional Mixed Use	1,325	1,550	59	59	880	<b>3,874</b>			
Business Park	942	3,769	-	-	6,596	<b>11,308</b>			
Regional Business Park	409	1,638	-	-	2,866	<b>4,913</b>			
Office	239	11,117	888	1,120	1,863	<b>15,227</b>			
Light Industrial	1,385	4,154	-	-	9,693	<b>15,232</b>			
Heavy Industrial	555	924	-	123	14,151	<b>15,753</b>			
<b>Total</b>	<b>19,619</b>	<b>30,259</b>	<b>1,745</b>	<b>1,628</b>	<b>38,091</b>	<b>91,342</b>			
<b>Daily VMT Per Employee</b>	<i>Table C-7</i>	66.80	13.82	47.83	128.55	7.66			
<b>Total Daily VMT</b> <i>(Employees * Daily VMT Per Employee)</i>									
Community Commercial	626,238	41,399	12,850	19,189	5,260	<b>704,936</b>	515.5	100%	<b>1,367</b>
General Commercial	50,937	12,326	1,628	4,376	3,880	<b>73,146</b>	87.7	100%	<b>834</b>
Highway and Auto Commercial	106,122	7,015	2,178	3,252	891	<b>119,459</b>	146.8	100%	<b>814</b>
Main Street Commercial	-	-	-	-	-	-	0.0	100%	-
Recreation Commercial	5,256	750	973	504	26	<b>7,510</b>	7.4	100%	<b>1,018</b>
Regional Commercial	93,991	13,420	17,402	9,010	474	<b>134,296</b>	105.6	100%	<b>1,272</b>
Corridor Center Mixed Use	103,498	23,251	3,128	5,508	5,097	<b>140,481</b>	156.3	100%	<b>899</b>
Neighborhood Mixed Use	242	54	7	13	12	<b>328</b>	0.4	100%	<b>899</b>
Regional Mixed Use	88,539	21,425	2,830	7,606	6,745	<b>127,145</b>	151.2	100%	<b>841</b>
Business Park	62,952	52,096	-	-	50,535	<b>165,583</b>	600.3	100%	<b>276</b>
Regional Business Park	27,350	22,633	-	-	21,955	<b>71,938</b>	260.8	100%	<b>276</b>
Office	15,982	153,649	42,473	143,981	14,273	<b>370,358</b>	279.7	100%	<b>1,324</b>
Light Industrial	92,505	57,415	-	-	74,258	<b>224,178</b>	1,107.3	100%	<b>202</b>
Heavy Industrial	37,045	12,773	-	15,841	108,408	<b>174,067</b>	1,326.0	100%	<b>131</b>
<b>Total</b>	<b>1,310,657</b>	<b>418,208</b>	<b>83,468</b>	<b>209,279</b>	<b>291,815</b>	<b>2,313,426</b>	<b>4,744.9</b>		

nr vmt growth

Source: City of Fresno, Fehr & Peers, Fresno COG, and EPS.

# DRAFT

**Table C-6**  
**Fresno Major Street Impact Fee Program Update**  
**VMT per Unit/Employee by Trip Purpose and Land Use Type - Citywide**

Land Use Type	Formula	Production						Attraction						Total VMT
		Home-Work	Home-Shop	Home-Other	Work-Other	Other-Other [1]	Home-Work	Home-Shop	Home-Other	Work-Other	Other-Other [1]			
Shared Trip Factor (Vehicle Occupancy Rate)	A	1.14	1.45	2.32	1.10	1.70	1.14	1.45	2.32	1.10	1.70			
Trip Length (in miles) [2]	B	11.10	9.29	7.34	7.98	6.06	11.10	9.29	7.34	7.98	6.06			
<b>Vehicle Miles Travelled per Unit/Employee</b>														
<i>Daily person trips * B / A [3]</i>														
<b>Per Unit</b>														
<b>SF Households, 2+ Auto Ownership</b>		19.96	8.97	26.16		3.56			5.63		3.56		<b>67.86</b>	
<b>Multifamily Households</b>														
1 Auto Ownership		9.74	3.52	11.99		3.56			2.59		3.56		34.98	
2+ Auto Ownership		14.41	6.79	22.43		3.56			4.84		3.56		55.60	
<b>Average of 1 and 2+ Auto Ownership</b>		12.07	5.16	17.21		3.56			3.72		3.56		<b>45.29</b>	
<b>Per Employee</b>														
Retail				1.91	12.96	5.07	19.58	3.22	7.03	12.96			<b>62.74</b>	
Services				1.23	2.60	2.87	0.00	2.69	0.91	2.60			<b>12.91</b>	
Government				4.86	10.44	11.88	0.00	3.16	3.63	10.44			<b>44.42</b>	
Education				5.95	18.18	11.20	0.00	64.54	3.63	18.18			<b>121.67</b>	
Other				1.46	0.21	3.57	0.00	0.50	1.14	0.21			<b>7.08</b>	

Source: City of Fresno, Fehr & Peers, Fresno COG, National Cooperative Highway Research Program (NCHRP) Report 365, and EPS.

[1] These trips may be made by residents or employees but they do not begin or end at a household. They are considered non-home-based trips, such as a trip between two stores.

[2] See Table C-9.

[3] See Table C-8 for daily person trips.

# DRAFT

**Table C-7**  
**Fresno Major Street Impact Fee Program Update**  
**VMT per Unit/Employee by Trip Purpose and Land Use Type - New Growth**

New Growth

Land Use Type	Formula	Production					Attraction					Total VMT
		Home-Work	Home-Shop	Home-Other	Work-Other	Other-Other [1]	Home-Work	Home-Shop	Home-Other	Work-Other	Other-Other [1]	
Shared Trip Factor (Vehicle Occupancy Rate)	A	1.14	1.45	2.32	1.10	1.70	1.14	1.45	2.32	1.10	1.70	
Trip Length (in miles) [1]	B	11.91	9.64	7.61	8.80	6.51	11.91	9.64	7.61	8.80	6.51	
<b>Vehicle Miles Travelled per Unit/Employee</b>												
<i>Daily person trips * B / A [2]</i>												
<b>Per Unit</b>												
<b>SF Households, 2+ Auto Ownership</b>		21.42	9.31	27.13		3.83			5.84		3.83	<b>71.35</b>
<b>Multifamily Households</b>												
1 Auto Ownership		10.45	3.66	12.43		3.83			2.69		3.83	36.88
2+ Auto Ownership		15.46	7.05	23.26		3.83			5.02		3.83	58.44
<b>Average of 1 and 2+ Auto Ownership</b>		12.95	5.35	17.84		3.83			3.85		3.83	<b>47.66</b>
<b>Per Employee</b>												
Retail				2.10	13.92	5.44	20.32	3.34	7.75	13.92		<b>66.80</b>
Services				1.36	2.80	3.08	0.00	2.79	1.00	2.80		<b>13.82</b>
Government				5.36	11.22	12.75	0.00	3.28	4.00	11.22		<b>47.83</b>
Education				6.56	19.53	12.01	0.00	66.92	4.00	19.53		<b>128.55</b>
Other				1.61	0.23	3.83	0.00	0.51	1.25	0.23		<b>7.66</b>

*vmt growth*

Source: City of Fresno, Fehr & Peers, Fresno COG, National Cooperative Highway Research Program (NCHRP) Report 365, and EPS.

[1] These trips may be made by residents or employees but they do not begin or end at a household. They are considered non-home-based trips, such as a trip between two stores.

[2] See Table C-9.

[3] See Table C-8 for daily person trips.

**Table C-8**  
**Fresno Major Street Impact Fee Program Update**  
**Daily Person Trip Generation Rates**

Item	Production					Attraction					Total
	Home-Work	Home-Shop	Home-Other	Work-Other	Other-Other	Home-Work	Home-Shop	Home-Other	Work-Other	Other-Other	
<b>DAILY PERSON TRIPS PER DWELLING UNIT</b>											
SF Households, 2+ Auto Ownership	<b>2.05</b>	<b>1.40</b>	<b>8.27</b>	-	<b>1.00</b>	-	-	<b>1.78</b>	-	<b>1.00</b>	<b>15.50</b>
<b>Multifamily Households</b>											
1 Auto Ownership	1.00	0.55	3.79	-	1.00	-	-	0.82	-	1.00	8.16
2+ Auto Ownership	1.48	1.06	7.09	-	1.00	-	-	1.53	-	1.00	13.16
<b>Average of 1 and 2+ Auto Ownership</b>	<b>1.24</b>	<b>0.81</b>	<b>5.44</b>		<b>1.00</b>			<b>1.18</b>		<b>1.00</b>	<b>10.66</b>
<b>DAILY TRIPS PER EMPLOYEE</b>											
Retail	-	-	-	0.26	3.64	0.52	3.06	1.02	0.97	3.64	<b>13.10</b>
Services	-	-	-	0.17	0.73	0.30	0.00	0.85	0.13	0.73	<b>2.90</b>
Government	-	-	-	0.67	2.93	1.22	0.00	1.00	0.50	2.93	<b>9.25</b>
Education	-	-	-	0.82	5.10	1.15	0.00	20.40	0.50	5.10	<b>33.07</b>
Other	-	-	-	0.20	0.06	0.37	0.00	0.16	0.16	0.06	<b>1.00</b>

trip

Source: Fehr & Peers (factors from Fresno General Plan Travel Demand Model - future year 2035 rates), NCHRP Report 365, and EPS.

[2] Total trip rates for Retail, Services, and Other categories adjusted to be consistent with adjustments from the 2007 Major Street Impact Fee Program Nexus Study. Adjustments based on trip data in the National Cooperative Highway Research Program (NCHRP) Report 365.

Percentage distribution of total adjusted trips between the production and attraction categories from the Fresno General Plan Traffic Model, as shown below.

**2010 Fresno COG Travel Demand Model Used for 2035 General Plan**

	Trip Rates										
	-	-	-	0.58	8.03	1.15	6.75	2.25	2.14	8.03	
Retail	-	-	-	0.58	8.03	1.15	6.75	2.25	2.14	8.03	<b>28.93</b>
Services	-	-	-	0.68	2.92	1.18	-	3.40	0.50	2.92	<b>11.60</b>
Other	-	-	-	0.64	0.19	1.17	-	0.50	0.50	0.19	<b>3.19</b>
Percentage Distribution											
Retail	-	-	-	2%	28%	4%	23%	8%	7%	28%	<b>100%</b>
Services	-	-	-	6%	25%	10%	0%	29%	4%	25%	<b>100%</b>
Other	-	-	-	20%	6%	37%	0%	16%	16%	6%	<b>100%</b>

**Table C-9**  
**Fresno Major Street Impact Fee Program Update**  
**Average Trip Lengths by Trip Purpose**

<b>Trip Purpose</b>	<b>Average Trip Length (miles)</b>		
	Infill	New Growth	Total
Home-based Work	10.42	11.91	11.10
Home-based Shopping	8.93	9.64	9.29
Home-based Other	7.11	7.61	7.34
Work-Other	7.44	8.80	7.98
Other-Other	5.75	6.51	6.06
<b>All Purposes</b>	<b>7.26</b>	<b>8.24</b>	<b>7.69</b>

Source: Fehr & Peers (factors from Fresno General Plan Travel Demand Model)

*length*

APPENDIX D:  
Calculation of Major Street Factor  
(provided by City of Fresno Department of Public Works)



ARTERIAL

LEGEND (TYPICAL 1/2 SQUARE MILE)

- SECTION LINE
- EXISTING R/W
- PROPOSED R/W

GROSS AREA=152.8 ACRES  
NET AREA =147.6 ACRES  
% DIFFERENCE= 3.4%

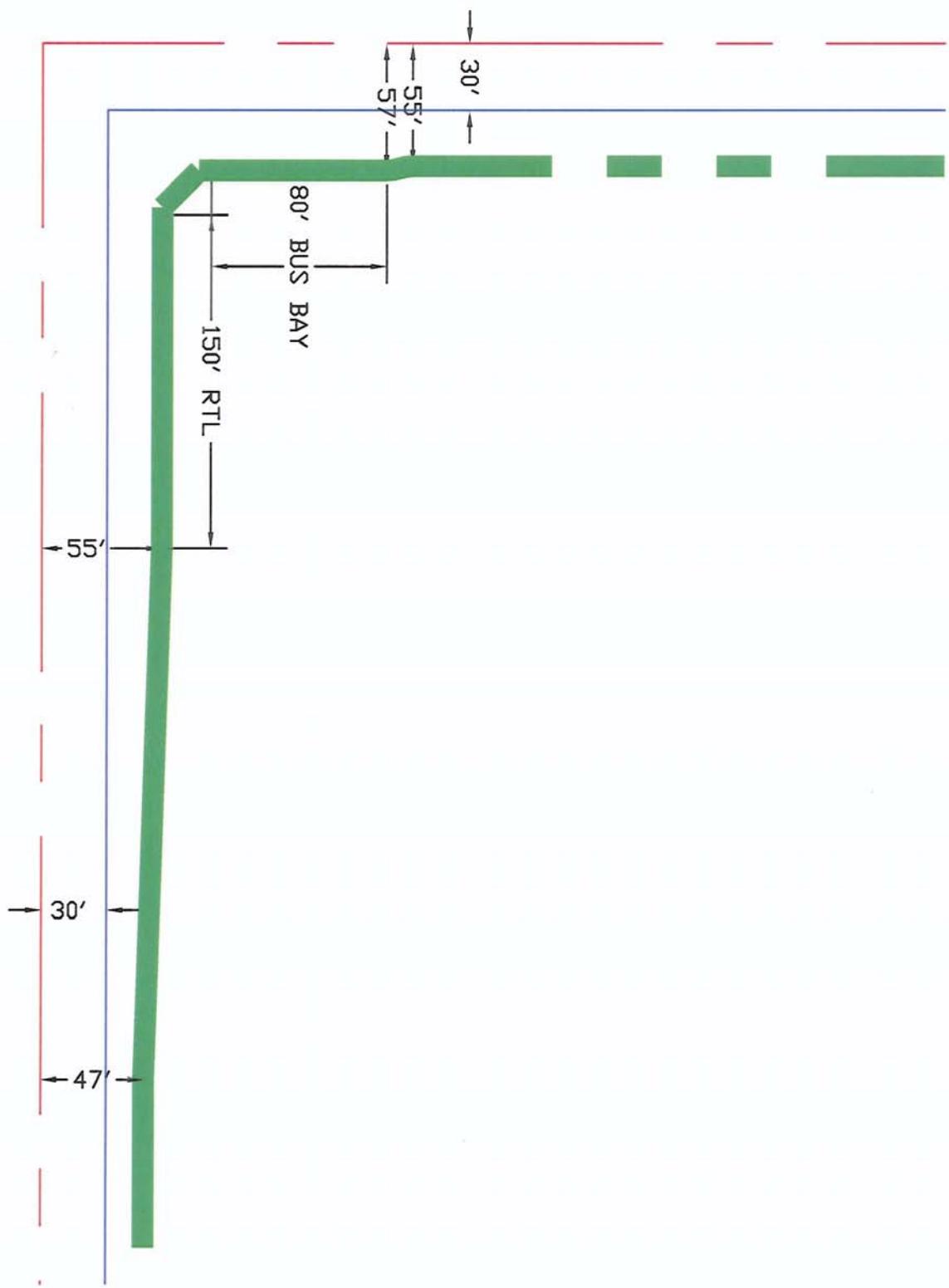
COLLECTOR

ARTERIAL

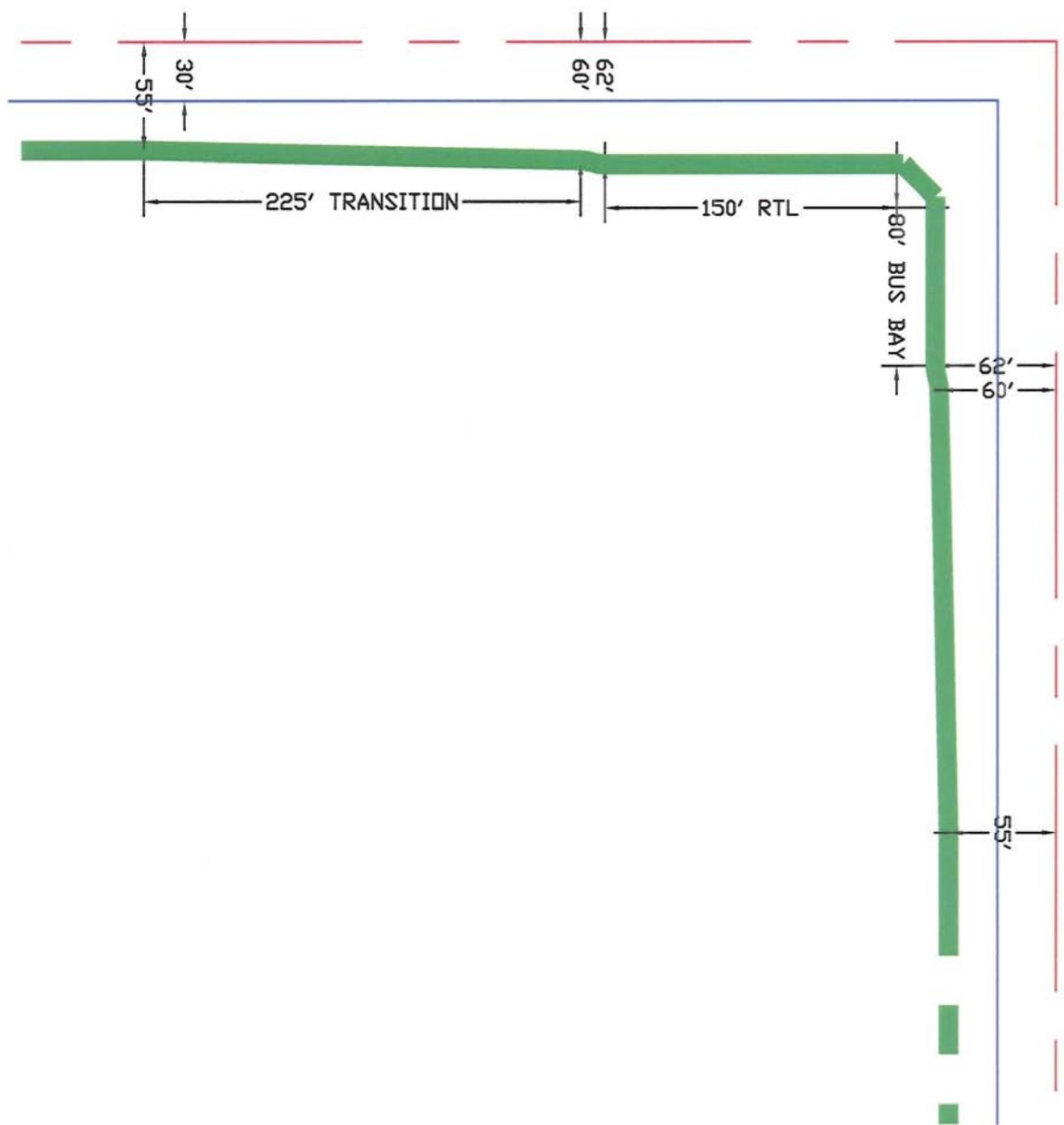
COLLECTOR

# COLLECTOR

# ARTERIAL

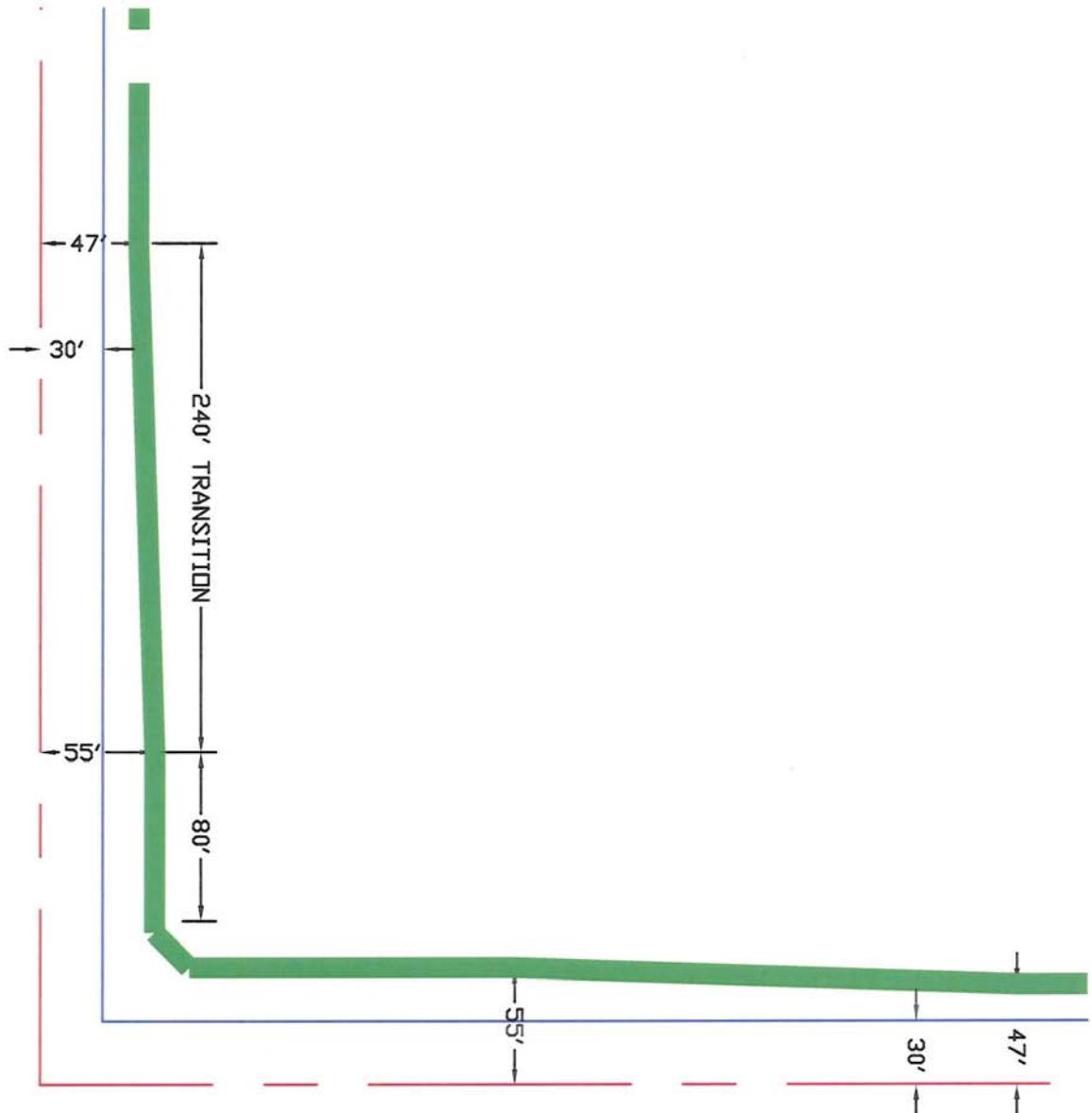


# ARTERIAL



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# COLLECTOR



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