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Public Review Draft Report

2016 Fresno Major Street Impact Fee Program Nexus Study Update

The Economics of Land Use



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City of Fresno

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1. EXECUTIVE SUMMARY

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)

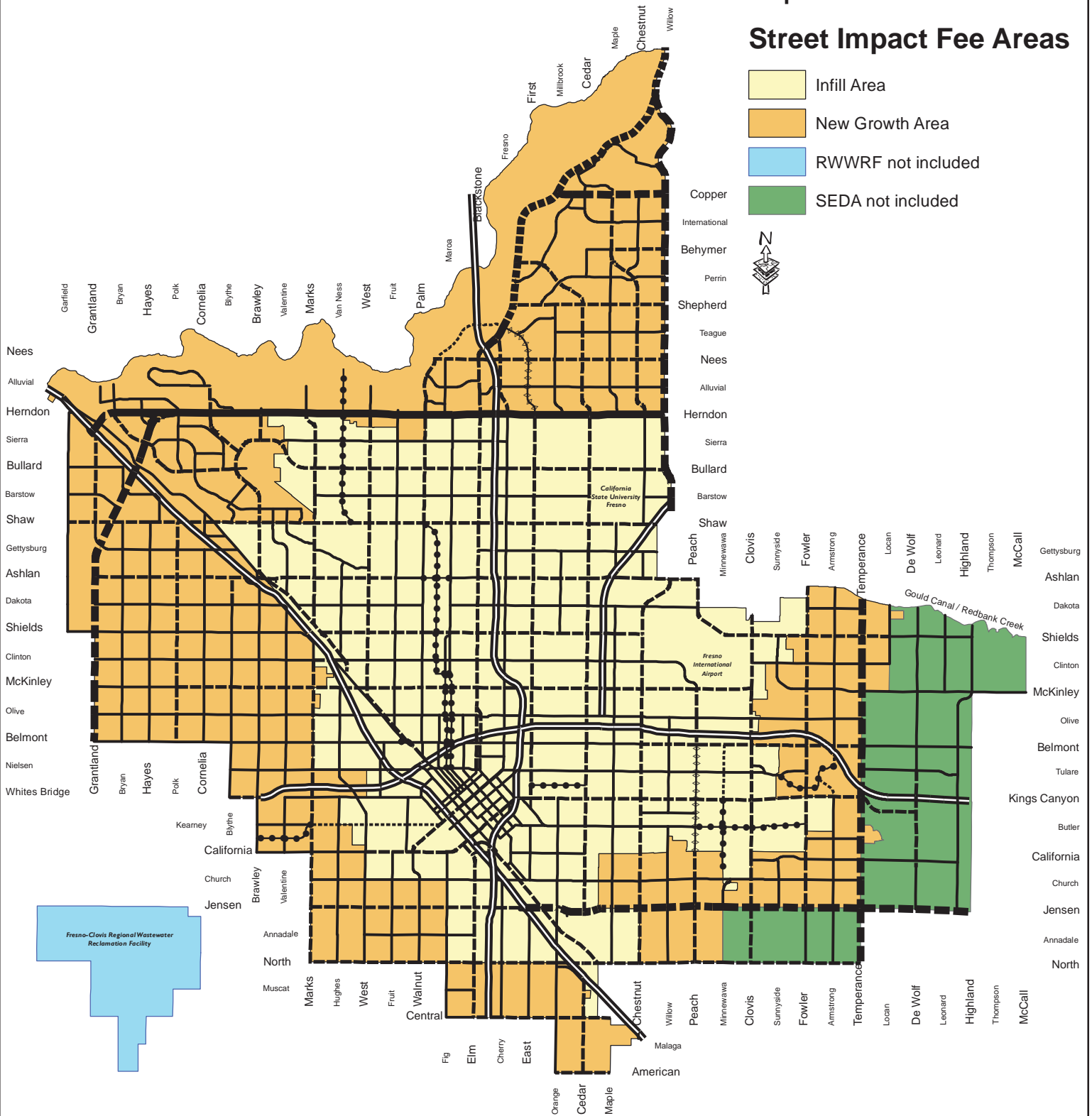
In addition to the street improvements, the Street CIP also includes associated right of way acquisition, ancillary costs (mobilization traffic control, dust control, and storm water pollution prevention), bridge widening, and other miscellaneous improvements. Asphalt concrete dikes, utilities, sidewalks,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

-  Infill Area
-  New Growth Area
-  RWWRF not included
-  SEDA not included



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

fee sum

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
Citywide Fee				
Residential				
Residential Low - Medium	\$ 7,617	\$ 8,361	(\$ 744)	(9%)
Residential Medium/High - High	\$ 14,790	\$ 15,663	(\$ 873)	(6%)
Nonresidential				
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%)
New Growth Fee				
Residential				
Residential Low - Medium	\$ 20,968	\$ 18,790	\$ 2,178	12%
Residential Medium/High - High	\$ 40,748	\$ 36,709	\$ 4,039	11%
Nonresidential				
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%
Total New Growth Area Street Fees				
(Sum of Citywide Fee and New Growth Fee)				
Residential				
Residential Low - Medium	\$ 28,585	\$ 27,151	\$ 1,434	5%
Residential Medium/High - High	\$ 55,538	\$ 52,372	\$ 3,166	6%
Nonresidential				
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

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

dev

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

[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

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."¹

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."²

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."³

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."⁴

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

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

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

⁴ 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

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

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

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

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.

**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 <i>(Citywide)</i>	Adj. Gross Acres	Daily VMT/ Gross Acre	Total Daily VMT	Distribution of VMT	Assigned Cost	Per Adj. Gross Acre
<i>Table Formula</i>	<i>A</i>	<i>Table 3 B</i>	<i>C = A x B x 96.6%</i>	<i>Table C-1 D</i>	<i>E = C x D</i>	<i>F = E / Total E</i>	<i>G = Total Cost x F</i>	<i>H = F / C</i>
Major Streets Factor			96.6%					
Residential								
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
Total Residential		10,520.9	9,146.9		4,078,470	66.2%	\$81,612,646	
Nonresidential								
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
Total Nonresidential		5,984.6	5,203.0		2,082,453	33.8%	\$41,671,141	
Total		16,505.5	14,349.9		6,160,923	100.0%	\$123,283,787	

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.

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 <i>(New Growth Area)</i>	Adj. Gross Acres	Daily VMT/ Gross Acre	Total Daily VMT	Distribution of VMT	Assigned Cost	Per Adj. Gross Acre
<i>Table Formula</i>	A	<i>Table 3 B</i>	<i>C = A x B x 96.6%</i>	<i>Table C-1 D</i>	<i>E = C x D</i>	<i>F = E / Total E</i>	<i>G = Total Cost x F</i>	<i>H = F / C</i>
Major Streets Factor [1]			96.6%					
New Growth Residential								
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
Total Residential		9,331.1	8,112.4		3,673,734	69.1%	\$192,443,363	
New Growth Nonresidential								
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
Total Nonresidential		4,744.9	4,125.2		1,643,319	30.9%	\$86,082,928	
Total		14,076.0	12,237.6		5,317,053	100.0%	\$278,526,291	

19

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

alloc gr

[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 COG Travel Demand Model), the National Cooperative Highway Research Program (NCHRP) Report 365,⁵ 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.

⁵ 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

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

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."⁶ 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.

⁶ *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

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

res

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

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.

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	-	-	-	-
Total						17,430,500	5,940,431	4,484,636	3,739,538	3,265,895	67,132,410	14,681,903	16,151,228	18,971,544	17,327,734

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

A-6

Source: Elizabeth Moule & Stefanos Polyzoides and EPS

- [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.
<i>Formula</i>	<i>a</i>	<i>b</i>	<i>c</i>							<i>d</i>	<i>e</i>	<i>f</i>	<i>d/a/43,560</i>	<i>e/b/43,560</i>	<i>f/c/43,560</i>
Central Business District															
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
Total CBD	1.51	2.80	4.04	68,431	102,570	136,709	2,897,525	6,153,358	9,476,560	2,965,956	6,255,928	9,613,269	45.0	51.3	54.6
Chinatown District															
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
Total Chinatown	0.80	1.19	1.58	0	0	0	584,047	868,662	1,216,468	584,047	868,662	1,216,468	16.8	16.8	17.7
Corridor General	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
Cultural Arts District/South Stadium	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
Neighborhood Center	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
Neighborhoods District															
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
Total Neighborhoods	0.30	0.52	0.74	1,354,219	2,349,907	3,345,595	70,030	161,982	253,934	1,424,249	2,511,889	3,599,529	108.9	110.7	111.8
Special District General	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
Town Center	0.97	1.88	2.79	124,323	241,602	358,880	-	-	-	124,323	241,602	358,880	2.9	3.0	3.0
Total				3,967,753	6,946,119	9,924,485	4,297,408	8,731,829	13,317,330	8,265,161	15,677,948	23,241,815	304.5	316.2	323.4

dt dev

Source: Elizabeth Moule & Stefanos Polyzoides

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

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

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

**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	\$181,780,884
Northeast Quadrant	\$13,171,073	\$3,176,271	\$16,347,344
Southwest Quadrant	\$76,043,663	\$18,064,831	\$94,108,494
Southeast Quadrant	\$66,196,134	\$51,669,911	\$117,866,045
Total Capital Costs	\$284,357,128	\$125,745,639	\$410,102,766

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 Cost		Total Cost
				Growth Area Streets	Regional Streets	Impact Fee Contribution	Growth Area Streets <i>(New Growth Fee)</i>	Regional Streets <i>(Citywide Fee)</i>	
Street Improvements									
Collector									
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
Subtotal Collector				\$ 65,004,859	\$ 2,745,699		\$ 64,281,359	\$ 2,745,699	\$ 67,027,058

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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 <i>(New Growth Fee)</i>	Regional Streets <i>(Citywide Fee)</i>	
Arterial									
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
Subtotal Arterial				\$ 22,550,792	\$ 10,731,556		\$ 22,231,249	\$ 9,888,689	\$ 32,119,938
Other									
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
Subtotal Other				\$ 3,012,839	\$ 17,768,649		\$ 3,012,839	\$ 17,764,616	\$ 20,777,455
Subtotal Street Improvements				\$ 90,568,490	\$ 31,245,904		\$ 89,525,447	\$ 30,399,004	\$ 119,924,452
Other Improvements									
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 Uprrr 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
Subtotal				\$ 18,086,224	\$ 13,756,886		\$ 17,929,768	\$ 13,629,851	\$ 31,559,618
Cost Contingency (20%)				\$ 21,730,943	\$ 9,000,558		\$ 21,491,043	\$ 8,805,771	\$ 30,296,814
Total - Northwest Quadrant				\$ 130,385,657	\$ 54,003,348		\$ 128,946,258	\$ 52,834,626	\$ 181,780,884

nw

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 Contribution	Impact Fee Cost		Total Cost
				Growth Area Streets	Regional Streets		Growth Area Streets <i>(New Growth Fee)</i>	Regional Streets <i>(Citywide Fee)</i>	
Street Improvements									
Collector									
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
Perrin	5-Lane Collector	Shepherd	Willow	\$ 0	\$ 0	100%	\$ 0	\$ 0	\$ 0
Cole	3-Lane Collector	Audubon	Millbrook	\$ 0	\$ 0	100%	\$ 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
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
Sierra	3-Lane Collector	Fruit	Palm	\$ 0	\$ 0	100%	\$ 0	\$ 0	\$ 0
Copper River Dr	3-Lane Collector	Friant	Maple	\$ 0	\$ 0	100%	\$ 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
Fruit	3-Lane Collector	Sierra	Herndon	\$ 0	\$ 0	100%	\$ 0	\$ 0	\$ 0
Ingram	5-Lane Collector	Herndon	Nees	\$ 0	\$ 0	100%	\$ 0	\$ 0	\$ 0
Fort Washington	3-4 Lane Collector	Friant	Millbrook	\$ 0	\$ 0	100%	\$ 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
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
Subtotal Connector				\$ 3,324,501	\$ 0		\$ 3,324,501	\$ 0	\$ 3,324,501

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**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 Contribution	Impact Fee Cost		Total Cost
				Growth Area Streets	Regional Streets		Growth Area Streets <i>(New Growth Fee)</i>	Regional Streets <i>(Citywide Fee)</i>	
Arterial									
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
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
Subtotal Arterial				\$ 3,316,858	\$ 0		\$ 3,316,858	\$ 0	\$ 3,316,858
Other									
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
Subtotal Other				\$ 0	\$ 1,432,080		\$ 0	\$ 1,432,080	\$ 1,432,080
Subtotal Street Improvements				\$ 8,239,908	\$ 1,432,080		\$ 8,239,908	\$ 1,432,080	\$ 9,671,988
Other Improvements									
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
Subtotal				\$ 2,735,986	\$ 1,214,812		\$ 2,735,986	\$ 1,214,812	\$ 3,950,798
Cost Contingency (20%)				\$ 2,195,179	\$ 529,378		\$ 2,195,179	\$ 529,378	\$ 2,724,557
Total - Northeast Quadrant				\$ 13,171,073	\$ 3,176,271		\$ 13,171,073	\$ 3,176,271	\$ 16,347,344

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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 <i>(New Growth Fee)</i>	Regional Streets <i>(Citywide Fee)</i>	
Street Improvements									
Collector									
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
Subtotal Collector				\$ 37,017,242	\$ 0		\$ 37,017,242	\$ 0	\$ 37,017,242

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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 <i>(New Growth Fee)</i>	Regional Streets <i>(Citywide Fee)</i>	
Arterial									
Jensen	4-Lane Arterial	Marks	MLK/Fig	\$ 0	\$ 6,010,628	100%	\$ 0	\$ 6,010,628	\$ 6,010,628
North	3-Lane Arterial	Marks	SR99	\$ 6,595,964	\$ 0	100%	\$ 6,595,964	\$ 0	\$ 6,595,964
Central	3-Lane Arterial	Elm	Cedar	\$ 2,950,719	\$ 0	100%	\$ 2,950,719	\$ 0	\$ 2,950,719
American	3-Lane Arterial	Orange	Cedar	\$ 755,271	\$ 0	100%	\$ 755,271	\$ 0	\$ 755,271
Marks	3-Lane/4-Lane Arterial	North	Nielsen	\$ 0	\$ 6,340,699	100%	\$ 0	\$ 6,340,699	\$ 6,340,699
Elm	3-Lane Arterial	Central	North	\$ 1,391,367	\$ 0	100%	\$ 1,391,367	\$ 0	\$ 1,391,367
Cedar	3-Lane Arterial	American	North	\$ 4,152,632	\$ 0	100%	\$ 4,152,632	\$ 0	\$ 4,152,632
Subtotal Arterial				\$ 15,845,953	\$ 12,351,327		\$ 15,845,953	\$ 12,351,327	\$ 28,197,279
Subtotal Street Improvements				\$ 52,863,194	\$ 12,351,327		\$ 52,863,194	\$ 12,351,327	\$ 65,214,521
Other Improvements									
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
Subtotal				\$ 10,506,525	\$ 2,702,699		\$ 10,506,525	\$ 2,702,699	\$ 13,209,224
Cost Contingency (20%)				\$ 12,673,944	\$ 3,010,805		\$ 12,673,944	\$ 3,010,805	\$ 15,684,749
Total - Southwest Quadrant				\$ 76,043,663	\$ 18,064,831		\$ 76,043,663	\$ 18,064,831	\$ 94,108,494

Source: City of Fresno

SW

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**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 Contribution	Impact Fee Cost		Total Cost
				Growth Area Streets	Regional Streets		Growth Area Streets <i>(New Growth Fee)</i>	Regional Streets <i>(Citywide Fee)</i>	
Street Improvements									
Collector									
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
Subtotal Collector				\$ 21,629,526	\$ 3,925,936		\$ 21,629,526	\$ 3,925,936	\$ 25,555,462
Arterial									
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	SJVRR	\$ 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
Subtotal Arterial				\$ 25,383,241	\$ 657,086		\$ 24,003,976	\$ 288,258	\$ 24,292,235
Other									
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
Subtotal Other				\$ 0	\$ 32,576,315		\$ 0	\$ 32,576,315	\$ 32,576,315
Subtotal Street Improvements				\$ 47,012,767	\$ 37,159,337		\$ 45,633,502	\$ 36,790,510	\$ 82,424,012

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**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 Contribution	Impact Fee Cost		Total Cost
				Growth Area Streets	Regional Streets		Growth Area Streets <i>(New Growth Fee)</i>	Regional Streets <i>(Citywide Fee)</i>	
Other Improvements									
				\$ 7,051,915	\$ 5,573,901		\$ 6,845,025	\$ 5,518,576	\$ 12,363,602
				\$ 130,000	\$ 0		\$ 130,000	\$ 0	\$ 130,000
				\$ 130,000	\$ 0		\$ 130,000	\$ 0	\$ 130,000
				\$ 0	\$ 749,174		\$ 0	\$ 749,174	\$ 749,174
				\$ 621,901	\$ 0		\$ 621,901	\$ 0	\$ 621,901
				\$ 188,017	\$ 0		\$ 188,017	\$ 0	\$ 188,017
				\$ 1,615,000	\$ 0		\$ 1,615,000	\$ 0	\$ 1,615,000
				\$ 9,736,832	\$ 6,323,074		\$ 9,529,943	\$ 6,267,750	\$ 15,797,693
Cost Contingency (20%)				\$ 11,349,920	\$ 8,696,482		\$ 11,032,689	\$ 8,611,652	\$ 19,644,341
Total - Southeast Quadrant				\$ 68,099,519	\$ 52,178,893		\$ 66,196,134	\$ 51,669,911	\$ 117,866,045

se

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

STREET NAME	CLASSIFICATION	R/W WIDTH INTEGRATED 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 OUTSIDE TRAVEL LANE(S)	TOTAL COST FOR ALL IRRIGATION, CANAL, AND RR UPGRADES	TOTAL CENTER SECTION + MEDIAN	TOTAL COST FOR OUTSIDE TRAVEL LANE	TOTAL COST FOR ALL IRRIGATION, CANAL, AND RR UPGRADES														
Escalon	3-Lane Collector	72	Dante	Cecelia	CENTER N S											\$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					
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	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$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	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00				
																\$47,887.23	\$0.00	\$47,887.23	\$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				
																\$52,983.58	\$0.00	\$52,983.58	\$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			
San Jose	3-Lane Collector	72	Gates	Brawley	CENTER N S											\$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				
	3-Lane Collector	72	Brawley	Valentine	CENTER N S											\$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			
	3-Lane Collector	72	Valentine	Feland	CENTER N S											\$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		
Figarden	4-Lane Arterial	100	Barstow	Bullard	CENTER W E											\$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			
	4-Lane Arterial	100	Bullard	Brunswick	CENTER N S											\$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		
	4-Lane Arterial	100	Brunswick	Sierra	CENTER W E											\$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		
	4-Lane Arterial	100	Sierra	Bullard	CENTER W E											\$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		
Bullard	3-Lane Collector	72	Garfield	Grantland	CENTER N S											\$261,816.57	\$0.00	\$261,816.57	\$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		
	3-Lane Collector	92	Grantland	Bryan	CENTER N S	\$54,188.00										\$54,188.00	\$0.00	\$54,188.00	\$0.00	\$0.00	\$54,188.00	\$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		
	4-Lane Arterial	100	Veterans	Carnegie	CENTER N S											\$695,465.15	\$0.00	\$695,465.15	\$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	
	4-Lane Arterial	100	Carnegie	Polk	CENTER N S											\$228,609.83	\$0.00	\$228,609.83	\$0.00	\$0.00	\$228,609.83	\$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	
	4-Lane Arterial	100	Polk	Dante	CENTER N S											\$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	
	4-Lane Arterial	100	Dante	Cecelia	CENTER N S											\$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	
	4-Lane Arterial	100	Cecelia	Figarden	CENTER N S											\$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	
	5-Lane Collector	92	Figarden	Brunswick	CENTER N S											\$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	
Barstow	3-Lane Collector	72	Garfield	Grantland	CENTER N S											\$122,101.00	\$0.00	\$122,101.00	\$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	
	3-Lane Collector	72	Grantland Epstein No. 48	Veterans	CENTER N S	\$42,408.00										\$506,792.12	\$0.00	\$464,384.12	\$0.00	\$0.00	\$42,408.00	\$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	
	5-Lane Collector	92	Veterans	Parkway	CENTER N S					530	698	1650	1270	100%		\$57,001.46	\$0.00	\$57,001.46	\$0.00	\$0.00	\$57,001.46	\$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	
																\$64,127.24	\$0.00	\$64,127.24	\$0.00	\$0.00	\$64,127.24	\$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	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	
Shaw	3-Lane Arterial	72	Garfield	Grantland	CENTER N S					1004	1080	1510	1270	100%		\$589,924.90	\$0.00	\$589,924.90	\$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	
	4-Lane Arterial	100	Grantland	Veterans	CENTER N S					1004	1302	2990	1270	56%		\$82,786.48	\$0.00	\$246,424.19	\$0.00	\$0.00	\$82,786.48	\$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
	4-Lane Arterial	100	Veterans	Bryan	CENTER N S					1004	1302	2990	1270	56%		\$83,954.39	\$0.00	\$83,954.39	\$0.00	\$0.00	\$83,954.39	\$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
	4-Lane Arterial	100	Bryan	Hayes	CENTER N S	\$58,900.00				1004	1206	2350	1270	100%		\$0.00	\$186,431.79	\$0.00	\$0.00	\$0.00	\$0.00	\$186,431.79	\$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	
	4-Lane Arterial	100	Hayes	Polk	CENTER N S	\$58,900.00				1008	1271	2760	1270	54%		\$0.00	\$64,581.65	\$0.00	\$0.00	\$0.00	\$0.00	\$64,581.65	\$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
	4-Lane Arterial	100	Polk	Golden State	CENTER N S											\$0.00	\$258,410.80	\$0.00	\$0.00	\$0.00	\$0.00	\$258,410.80	\$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	
	HSR work				CENTER N S											\$0.00	\$258,410.80	\$0.00	\$0.00	\$0.00	\$0.00	\$258,410.80	\$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	
	HSR work				CENTER N S											\$0.00	\$462,735.23	\$0.00	\$0.00	\$0.00	\$0.00	\$462,735.23	\$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	\$138,415.00	\$0.00	\$0.00	\$0.00	\$0.00	\$138,415.00	\$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	\$101,349.17	\$0.00	\$0.00	\$0.00	\$0.00	\$101,349.17	\$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	\$0.00	\$0.00	\$0.00	\$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 INTEGRATED 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 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					
Golden State	4-Lane Arterial	100	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	Brawley		CENTER	0	\$253.45	\$0.00	0	\$52.30	\$0.00	0%	\$46,154.93	\$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		CENTER	0	\$253.45	\$0.00	0	\$52.30	\$0.00	0%	\$46,154.93	\$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		CENTER	0	\$253.45	\$0.00	0	\$52.30	\$0.00	0%	\$46,154.93	\$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		CENTER	0	\$253.45	\$0.00	0	\$52.30	\$0.00	0%	\$46,154.93	\$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		CENTER	0	\$253.45	\$0.00	0	\$52.30	\$0.00	0%	\$46,154.93	\$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		CENTER	0	\$253.45	\$0.00	0	\$52.30	\$0.00	0%	\$46,154.93	\$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		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		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																									
	3-Lane Collector	72	Hayes		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		CENTER	0	\$200.17	\$0.00							550	\$17.99	\$9,895.63	0	\$0.00	0	\$0.00				550	\$22.67	\$12,469.48		
	Missing Bike Lane				N									0	\$17.99	\$0.00	0	\$0.00	0	\$0.00									
				S										0	\$17.99	\$0.00	0	\$0.00	0	\$0.00									
	3-Lane Collector	72	Polk		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										0	\$17.99	\$0.00	0	\$0.00	0	\$0.00									
	3-Lane Collector	72	Barcus		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		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		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		CENTER	2582	\$238.82	\$616,637.97	2582	\$52.30	\$135,041.33	100%	\$46,154.93	\$46,154.93	2582	\$94.01	\$242,732.19	1	\$9,281.81	1	\$5,926.75								
				N										2582	\$94.01	\$242,732.19	1	\$9,281.81	1	\$5,926.75									
				S																									
	4-Lane Arterial	100	Polk		CENTER	0	\$238.82	\$0.00	2545	\$52.30	\$133,106.19	50%	\$46,154.93	\$23,077.47	2545	\$94.01	\$239,253.85	1	\$9,281.81	1	\$5,926.75								
				N										2075	\$94.01	\$195,069.44	0	\$0.00	1	\$5,926.75									
				S																									
	4-Lane Arterial	100	Cornelia		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								
				N										0	\$94.01	\$0.00	0	\$0.00	0	\$0.00									
				S										0	\$94.01	\$0.00	0	\$0.00	0	\$0.00									
	4-Lane Arterial	100	Blythe		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								
				N										0	\$94.01	\$0.00	0	\$0.00	0	\$0.00									
				S										0	\$94.01	\$0.00	0	\$0.00	0	\$0.00									
	4-Lane Arterial	100	Blythe		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								
				N										0	\$94.01	\$0.00	0	\$0.00	0	\$0.00									
				S										0	\$94.01	\$0.00	0	\$0.00	0	\$0.00									
	4-Lane Arterial	100	Parkway		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								
				N					</																				

Last updated: Jul-15
MAJOR STREET FEE UPDATE
 QUADRANT: Northwest
 YEAR: 2015

STREET NAME	CLASSIFICATION	R/W WIDTH INTEGRATED 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 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				
	4-Lane Super Arterial	100	McKinley	Clinton	CENTER W	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 W	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 W	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 W	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 W	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 W	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 W	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 W	0	\$238.82	\$0.00	0	\$52.30	\$0.00	33%	\$46,154.93	\$15,231.13	2635	\$94.01	\$247,714.69	1	\$9,281.81	1	\$5,926.75							
	4-Lane Arterial	100	Bullard	Parkway	CENTER W	0	\$238.82	\$0.00	0	\$52.30	\$0.00	50%	\$46,154.93	\$23,077.47	1660	\$94.01	\$156,055.55	1	\$9,281.81	1	\$5,926.75							
															760	\$94.01	\$71,447.12	1	\$9,281.81	1	\$5,926.75							
															1950	\$94.01	\$183,318.27	1	\$9,281.81	1	\$5,926.75							
															1750	\$94.01	\$164,516.40	1	\$9,281.81	1	\$5,926.75							
Bryan	3-Lane Collector	72	Belmont	Olive	CENTER W	2640	\$200.17	\$528,437.10							2640	\$17.99	\$47,499.01	1	\$8,569.93	1	\$5,790.37							
	3-Lane Collector	72	Olive	McKinley	CENTER W	2640	\$200.17	\$528,437.10							2640	\$17.99	\$47,499.01	1	\$8,569.93	1	\$5,790.37							
	3-Lane Collector	72	McKinley	Clinton	CENTER W	2640	\$200.17	\$528,437.10							2640	\$17.99	\$47,499.01	1	\$8,569.93	1	\$5,790.37							
	3-Lane Collector	72	Clinton	Shields	CENTER W	2640	\$200.17	\$528,437.10							2640	\$17.99	\$47,499.01	1	\$8,569.93	1	\$5,790.37							
	3-Lane Collector	72	Shields	Dakota	CENTER W	2645	\$200.17	\$529,437.93							2645	\$17.99	\$47,588.97	1	\$8,569.93	1	\$5,790.37							
	3-Lane Collector	72	Dakota	Ashlan	CENTER W	2365	\$200.17	\$473,391.57							2645	\$17.99	\$47,588.97	1	\$8,569.93	1	\$5,790.37							
	3-Lane Collector	72	Ashlan	Gettysburg	CENTER W	0	\$200.17	\$0.00							2645	\$17.99	\$47,588.97	1	\$8,569.93	1	\$5,790.37							
	Missing 1-12' lane 3-Lane Collector Silva No. 47	72	Gettysburg	Shaw	CENTER W	1050	\$200.17	\$210,173.85							0	\$17.99	\$0.00	0	\$0.00	0	\$0.00							
	3-Lane Collector	72	Barstow	Bullard	CENTER W	0	\$200.17	\$0.00							2580	\$17.99	\$46,419.49	1	\$8,569.93	1	\$5,790.37	2,000	\$54.41	\$108,824.54				
	3-Lane Collector	72	Barstow	Bullard	CENTER W	0	\$200.17	\$0.00							1700	\$17.99	\$30,586.49	1	\$8,569.93	1	\$5,790.37	650	\$54.41	\$35,367.97				
	3-Lane Collector	72	Barstow	Bullard	CENTER W	0	\$200.17	\$0.00							2640	\$17.99	\$47,499.01	1	\$8,569.93	1	\$5,790.37							
Riverside	4-Lane Arterial	100	Veterans	Palo Alto	CENTER W	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							
	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	1300	\$17.99	\$23,389.67	0	\$0.00	0	\$0.00							
	Missing Curb and Gutter 5-Lane Collector	100	Herndon	Spruce	CENTER W	1150	\$200.17	\$230,190.41							0	\$94.01	\$0.00	0	\$0.00	0	\$0.00							
															0	\$94.01	\$0.00	0	\$0.00	0	\$0.00	950	\$17.99	\$17,090.50				
															885	\$69.40	\$61,420.57	0	\$0.00	1	\$5,926.75							
															1160	\$69.40	\$80,506.06	0	\$0.00	1	\$5,926.75							
Hayes	3-Lane Collector	72	Belmont	Olive	CENTER W	2640	\$200.17	\$528,437.10							2640	\$17.99	\$47,499.01	1	\$8,569.93	1	\$5,790.37							
	3-Lane Collector	72	Olive	McKinley	CENTER W	2640	\$200.17	\$528,437.10							2640	\$17.99	\$47,499.01	1	\$8,569.93	1	\$5,790.37							
	3-Lane Collector	72	McKinley	Clinton	CENTER W	2652	\$200.17	\$530,839.09							2640	\$17.99	\$47,499.01	1	\$8,569.93	1	\$5,790.37							
	3-Lane Collector	72	Clinton	Shields	CENTER W	2642	\$200.17	\$528,837.44							2652	\$17.99	\$47,714.92	1	\$8,569.93	1	\$5,790.37							
	3-Lane Collector	72	Shields	Dakota	CENTER W	1322	\$200.17	\$264,618.88							2652	\$17.99	\$47,714.92	1	\$8,569.93	1	\$5,790.37							
	3-Lane Collector	72	Dakota	Ashlan	CENTER W	2625	\$200.17	\$525,434.62							2642	\$17.99	\$47,535.00	1	\$8,569.93	1	\$5,790.37							
															2639	\$17.99	\$47,481.02	1	\$8,569.93	1	\$5,790.37	2,639	\$27.21	\$71,796.99				
															1322	\$17.99	\$23,785.49	1	\$8,569.93	1	\$5,790.37							
															2625	\$17.99	\$47,229.13	1	\$8,569.93	1	\$5,790.37							
															2625	\$17.99	\$47,229.13	1	\$8,569.93	1	\$5,790.37							

Last updated: Jul-15

MAJOR STREET FEE UPDATE

QUADRANT: Northwest

YEAR: 2015

STREET NAME	CLASSIFICATION	R/W WIDTH INTEGRATED 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 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								
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											
	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											
	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											
	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	1550	\$94.01	\$145,714.52	1	\$9,281.81	1	\$5,926.75											
	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	2640	\$94.01	\$248,184.74	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	2640	\$94.01	\$248,184.74	1	\$9,281.81	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	2530	\$94.01	\$237,843.71	1	\$9,281.81	1	\$5,926.75											
	3-Lane Collector	72	Herndon	Alluvial	CENTER	0	\$200.17	\$0.00							670	\$94.01	\$62,986.28	0	\$0.00	1	\$5,926.75											
															0	\$94.01	\$0.00	0	\$0.00	0	\$0.00											
															0	\$94.01	\$0.00	0	\$0.00	0	\$0.00											
															0	\$17.99	\$0.00	0	\$0.00	0	\$0.00											
															0	\$17.99	\$0.00	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											
	5-Lane Collector	96	Santa Ana	Cornelia	CENTER	0	\$207.94	\$0.00							1800	\$85.40	\$153,724.02	0	\$0.00	0	\$0.00											
	5-Lane Collector	96	Cornelia	Herndon Canal	CENTER	0	\$207.94	\$0.00							0	\$85.40	\$0.00	0	\$0.00	0	\$0.00											
	5-Lane Collector	96	Herndon Canal	South Jug Handle	CENTER	0	\$207.94	\$0.00							2530	\$85.40	\$216,067.65	0	\$0.00	0	\$0.00											
	5-Lane Collector	96	South Jug Handle	North Jug Handle	CENTER	0	\$207.94	\$0.00							1520	\$85.40	\$129,811.39	0	\$0.00	0	\$0.00											
	5-Lane Collector	96	North Jug Handle	Herndon	CENTER	0	\$207.94	\$0.00							2400	\$85.40	\$204,965.36	0	\$0.00	0	\$0.00											
	5-Lane Collector	96	Herndon	SR-99	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											
															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											
															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											
															0	\$85.40	\$0.00	0	\$0.00	0	\$0.00											
															0	\$85.40	\$0.00	0	\$0.00	0	\$0.00											
															630	\$17.99	\$11,333.70															
															665	\$17.99	\$11,963.35															
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											
	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	2900	\$181.09	\$525,172.39	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	2991	\$181.09	\$541,651.94	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	2991	\$181.09	\$541,651.94	1	\$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	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											
															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											
															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			\$4,555,108.15			\$2,369,349.32		\$36,290,180.71		\$2,374,155.76		\$1,582,824.30		\$1,606.64											
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 INTEGRATED 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 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 Super Arterial	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				
	Missing bike lane				CENTER N S	0			0						0	\$111.92	\$0.00	1	\$11,430.62	0	\$0.00	1770	\$28.87	\$51,091.39	
	4-Lane Super Arterial	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	0	\$0.00	0	\$0.00				
	Missing C&G				CENTER N S	0			0						0	\$111.92	\$0.00	0	\$0.00	0	\$0.00	1185	\$17.99	\$21,320.58	
4-Lane Super Arterial	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	615	\$111.92	\$68,830.62	1	\$11,430.62	0	\$0.00					
					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				
					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				
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							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							460	\$79.67	\$36,650.48	0	\$0.00	0	\$0.00				
					CENTER N S	0	\$200.17	\$0.00							0	\$79.67	\$0.00	0	\$0.00	0	\$0.00				
					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	0	\$17.99	\$0.00	0	\$0.00	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	900	\$110.45	\$99,401.82	1	\$9,281.81	0	\$0.00				
					CENTER N S	0	\$238.82	\$0.00	0	\$52.30	\$0.00				0	\$110.45	\$0.00	0	\$0.00	0	\$0.00				
					CENTER N S	0	\$238.82	\$0.00	0	\$52.30	\$0.00				500	\$110.45	\$55,223.23	0	\$0.00	1	\$5,926.75				
					CENTER N S	0	\$238.82	\$0.00	0	\$52.30	\$0.00				0	\$110.45	\$0.00	0	\$0.00	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				
					CENTER N S	0	\$238.82	\$0.00	0	\$52.30	\$0.00				0	\$110.45	\$0.00	0	\$0.00	0	\$0.00				
					CENTER N S	0	\$238.82	\$0.00	0	\$52.30	\$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				
						CENTER N S	0	\$200.17	\$0.00	0	\$52.30	\$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	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	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	0	\$110.45	\$0.00	0	\$0.00	0	\$0.00				
						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			
						CENTER N S	0	\$238.82	\$0.00	870	\$52.30	\$45,501.92	25%	\$46,154.93	\$11,538.73	1170	\$110.45	\$129,222.37	1	\$9,281.81	0	\$0.00			
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				
					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 INTEGRATED 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					
										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 OUTSIDE TRAVEL LANE(S)	TOTAL COST FOR ALL IRRIGATION, CANAL, AND RR UPGRADES	TOTAL CENTER SECTION + MEDIAN	TOTAL COST FOR OUTSIDE TRAVEL LANE	TOTAL COST FOR ALL IRRIGATION, CANAL, AND RR UPGRADES			
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	\$0.00	\$0.00	\$0.00	\$0.00	
	4-Lane Super Arterial	100	Cedar	Maple	CENTER N					603	646	890	3170	100%	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	
	Missing bike lane				CENTER S										\$62,522.01	\$0.00	\$0.00	\$62,522.01	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	
	4-Lane Super Arterial	100	Maple	Chestnut	CENTER N					603	646	890	1640	100%	\$17,439.68	\$0.00	\$17,439.68	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Copper	4-Lane Super Arterial	100	Chestnut	Willow	CENTER N					603	604	610	1270	100%	\$843,651.87	\$0.00	\$843,651.87	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	
					CENTER S										\$286,676.92	\$0.00	\$286,676.92	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	
International	5-Lane Collector	92	Cedar	Maple	CENTER N										\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	
	5-Lane Collector	92	Maple	Chestnut	CENTER N										\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	
	5-Lane Collector	92	Chestnut	Willow	CENTER N										\$36,650.48	\$0.00	\$36,650.48	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	
Behymer	3-Lane Collector	72	Granville	Maple	CENTER N										\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	
	4-Lane Arterial	100	Maple	Chestnut	CENTER N										\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	
	4-Lane Arterial	100	Chestnut	Willow	CENTER N										\$108,683.63	\$0.00	\$108,683.63	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	
Champlain	4-Lane Arterial	100	Friant	Fort Washington	CENTER N										\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	
	4-Lane Arterial	100	Fort Washington	Perrin	CENTER N										\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	
	4-Lane Arterial	100	Perrin	Shepherd	CENTER N										\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	
Perrin	5-Lane Collector	92	Shepherd	Champlain	CENTER N										\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	
	5-Lane Collector	92	Champlain	Granville	CENTER N										\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	
	5-Lane Collector	92	Granville	Maple	CENTER N										\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	
	5-Lane Collector	92	Maple	Sommerville	CENTER N										\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	
	5-Lane Collector	92	Sommerville	Willow	CENTER N										\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	
Shepherd	4-Lane Arterial	100	Friant	Perrin	CENTER N										\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	
	4-Lane Arterial	100	Perrin	Millbrook	CENTER N										\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	
	4-Lane Arterial	100	Millbrook	Cedar	CENTER N										\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	
	4-Lane Arterial	100	Cedar	Maple	CENTER N						1268	1369	1940	1640	100%	\$23,077.47	\$0.00	\$23,077.47	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
	4-Lane Arterial	100	Maple	Chestnut	CENTER N										\$9,281.81	\$0.00	\$9,281.81	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
	4-Lane Arterial	100	Maple	Chestnut	CENTER N										\$143,580.41	\$0.00	\$143,580.41	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	
	4-Lane Arterial	100	Chestnut	Willow	CENTER N						1182	1266	1740	1640	100%	\$57,040.65	\$0.00	\$57,040.65	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	
Cole	3-Lane Collector	72	Audubon	Millbrook	CENTER N										\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	
					CENTER S										\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	
Teague	3-Lane Collector	72	Millbrook	Cedar	CENTER N										\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	
	3-Lane Collector	72	Cedar	Maple	CENTER N										\$0.00	\$0.00	\$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 INTEGRATED 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 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 S	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 S	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 S	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 S	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 S	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 S	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 S	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 S	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 S	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 S	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 S	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 E	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 E	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 E	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 E	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 E	2260	\$172.87	\$390,686.80	2260	\$52.30	\$118,200.39	100%	\$39,054.17	\$39,054.17	2260	\$17.99	\$40,662.03	1	\$8,569.93	0	\$0.00			
														2260	\$17.99	\$40,662.03	0	\$0.00	1	\$5,790.37				
West	4-Lane Arterial	100	Palo Alto	Herndon	CENTER W E	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 E	0	\$200.17	\$0.00						0	\$17.99	\$0.00	0	\$0.00	0	\$0.00				
Fruit	3-Lane Collector	72	Sierra	Herndon	CENTER W E	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 E	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 E	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 E	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 E	0	\$200.17	\$0.00						0	\$79.67	\$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				
Blackstone	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	\$189.54	\$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	\$189.54	\$0.00	0	\$0.00	0	\$0.00			
	6-Lane Arterial	124	Nees	Freeway 41	CENTER W E	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			
														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 INTEGRATED 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 OUTSIDE TRAVEL LANE(S)	TOTAL COST FOR ALL IRRIGATION, CANAL, AND RR UPGRADES	TOTAL CENTER SECTION + MEDIAN	TOTAL COST FOR OUTSIDE TRAVEL LANE	TOTAL COST FOR ALL IRRIGATION, CANAL, AND RR UPGRADES		
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	\$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	\$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	\$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	\$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	\$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	\$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	\$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	\$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	\$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	\$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	\$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	\$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	\$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	\$0.00	\$0.00	\$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	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
	2-Lane Collector	Var	Round-about	Willow	CENTER W E							N/A	100%	\$31,666.01	\$0.00	\$31,666.01	\$0.00	\$31,666.01	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
														\$547,941.36	\$0.00	\$547,941.36	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
														\$49,231.97	\$0.00	\$49,231.97	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
														\$46,452.41	\$0.00	\$46,452.41	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$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	\$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	\$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	\$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	\$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	\$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	\$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	\$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	\$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	\$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	\$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	\$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 INTEGRATED 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 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	\$189.54	\$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	\$189.54	\$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	\$189.54	\$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	\$197.38	\$0.00	0	\$0.00	0	\$0.00			
	6-Lane Scenic Expsrwy	124	Audubon	Shepherd	CENTER W E	0	\$265.16	\$0.00	0	\$52.30	\$0.00	0%	\$141,408.01	\$0.00	0	\$197.38	\$0.00	0	\$0.00	0	\$0.00	300	\$52.63	\$15,788.47
	6-Lane Scenic Expsrwy	124	Shepherd	Fort Washington	CENTER W E	0	\$265.16	\$0.00	0	\$52.30	\$0.00	0%	\$141,408.01	\$0.00	0	\$197.38	\$0.00	0	\$0.00	1	\$6,638.99	2050	\$87.27	\$178,896.25
	4-Lane Scenic Expsrwy	124	Fort Washington	Champlain	CENTER W E	0	\$265.16	\$0.00	0	\$52.30	\$0.00	0%	\$141,408.01	\$0.00	0	\$197.38	\$0.00	0	\$0.00	0	\$0.00	1880	\$17.99	\$33,825.05
	4-Lane Scenic Expsrwy	124	Champlain	Lakeview	CENTER W E	0	\$265.16	\$0.00	0	\$52.30	\$0.00	0%	\$141,408.01	\$0.00	0	\$197.38	\$0.00	0	\$0.00	1	\$6,638.99	2540	\$17.99	\$45,699.81
	4-Lane Scenic Expsrwy	124	Lakeview	Copper	CENTER W E	0	\$265.16	\$0.00	0	\$52.30	\$0.00	0%	\$141,408.01	\$0.00	0	\$197.38	\$0.00	0	\$0.00	0	\$0.00	6190	\$17.99	\$111,370.79
	4-Lane Scenic Expsrwy	124	Copper	Copper Dr.	CENTER W E	0	\$265.16	\$0.00	0	\$52.30	\$0.00	0%	\$141,408.01	\$0.00	0	\$197.38	\$0.00	0	\$0.00	0	\$0.00	1820	\$17.99	\$32,745.53
	4-Lane Scenic Expsrwy	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	\$197.38	\$0.00	0	\$0.00	0	\$0.00			
	4-Lane Scenic Expsrwy	124	Copper	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	\$197.38	\$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		
	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			
First	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	\$110.45	\$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	\$110.45	\$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			
	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			
	3-Lane Collector	72	Nees	Teague	CENTER W E	0	\$200.17	\$0.00							0	\$17.99	\$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			
	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			
	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	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	\$110.45	\$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	\$110.45	\$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	\$110.45	\$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	\$110.45	\$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			
	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			
	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			

Last updated: Jul-15

MAJOR STREET FEE UPDATE
QUADRANT Northeast

YEAR: 2015

STREET NAME	CLASSIFICATION	R/W WIDTH INTEGRATED 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	Deficiency Analysis					TOTAL		GROWTH AREA TOTAL			REGIONAL TOTAL					
										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 OUTSIDE TRAVEL LANE(S)	TOTAL COST FOR ALL IRRIGATION, CANAL, AND RR UPGRADES	TOTAL CENTER SECTION + MEDIAN	TOTAL COST FOR OUTSIDE TRAVEL LANE	TOTAL COST FOR ALL IRRIGATION, CANAL, AND RR UPGRADES			
Fresno	6-Lane Arterial	124	Herndon	Alluvial	CENTER W										\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	
	6-Lane Arterial	124	Alluvial	Nees	CENTER W										\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	
	6-Lane Arterial	124	Nees	Friant	CENTER W										\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	
Friant	6-Lane Super Arterial	124	Freeway 41	Audubon	CENTER W				R						\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	
	6-Lane Scenic Expsrwy	124	Audubon	Shepherd	CENTER W				R	4202	4431	5730	4910	100%	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	
	6-Lane Scenic Expsrwy	124	Shepherd	Fort Washington	CENTER W				R	2347	2548	3690	4050	100%	\$0.00	\$15,788.47	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$15,788.47	\$0.00	\$0.00
	4-Lane Scenic Expsrwy	124	Fort Washington	Champlain	CENTER W				R	2347	2391	2640	4050	100%	\$0.00	\$185,535.24	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$185,535.24	\$0.00	\$0.00
	4-Lane Scenic Expsrwy	124	Champlain	Lakeview	CENTER W				R	2347	2367	2480	4050	100%	\$0.00	\$33,825.05	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$33,825.05	\$0.00	\$0.00
	4-Lane Scenic Expsrwy	124	Lakeview	Copper	CENTER W				R	2347	2376	2540	4050	100%	\$0.00	\$52,338.80	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$52,338.80	\$0.00	\$0.00
	4-Lane Scenic Expsrwy	124	Copper	Copper Dr.	CENTER W				R	2347	2272	1850	4050	100%	\$0.00	\$122,801.41	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$122,801.41	\$0.00	\$0.00
	4-Lane Scenic Expsrwy	124	Copper	Copper River Ranc	CENTER W				R						\$0.00	\$32,745.53	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$32,745.53	\$0.00	\$0.00
	4-Lane Scenic Expsrwy	124	Copper	Copper River Drive Old Friant Road	CENTER W				R						\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	
Fort Washington	3-4 Lane Collector	92	Friant	Champlain	CENTER W										\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	
	3-Lane Collector	72	Champlain	Millbrook	CENTER W										\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	
First	4-Lane Arterial	100	Herndon	Alluvial	CENTER W										\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	
	4-Lane Arterial	100	Alluvial	Nees	CENTER W										\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	
Millbrook	5-Lane Collector	92	Herndon	Alluvial	CENTER W										\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	
	5-Lane Collector	92	Alluvial	Nees	CENTER W										\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	
	3-Lane Collector	72	Nees	Teague	CENTER W										\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	
	3-Lane Collector	72	Teague	Shepherd	CENTER W										\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	
	3-Lane Collector	72	Fort Washington	Copper	CENTER W										\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	
Cedar	4-Lane Arterial	100	Herndon	Alluvial	CENTER W										\$41,075.49	\$0.00	\$0.00	\$41,075.49	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
	4-Lane Arterial	100	Alluvial	Nees	CENTER W										\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	
	4-Lane Arterial	100	Nees	Teague	CENTER W										\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	
	4-Lane Arterial	100	Teague	Shepherd	CENTER W										\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	
	5-Lane Collector	92	Olympic	Copper	CENTER W										\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	
	5-Lane Collector	92	Copper	Copper River Ranc	CENTER W										\$0.00	\$0.00	\$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 INTEGRATED 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			
	3-Lane Arterial	72	Alicante	Silaxo	CENTER	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						
					W										3000	\$25.72	\$77,173.65	1	\$11,430.62	0	\$0.00						
					E																						
Total Street Improvements Required Per Exhibits								\$3,840,111.25			\$709,202.32			\$249,142.12			\$3,647,506.71			\$191,422.37			\$112,273.44			\$868,142.02	
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 INTEGRATED 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 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 OUTSIDE TRAVEL LANE(S)	TOTAL COST FOR ALL IRRIGATION, CANAL, AND RR UPGRADES	TOTAL CENTER SECTION + MEDIAN	TOTAL COST FOR OUTSIDE TRAVEL LANE	TOTAL COST FOR ALL IRRIGATION, CANAL, AND RR UPGRADES			
	3-Lane Arterial	72	Alicante	Silaxo	CENTER W E					490	538	810	1270	100%	\$761,762.28	\$0.00	\$761,762.28		\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
															\$95,794.23	\$0.00		\$95,794.23					\$0.00	\$0.00	\$0.00	\$0.00
															\$88,604.27	\$0.00		\$88,604.27					\$0.00	\$0.00	\$0.00	\$0.00
Total Street Improvements Required Per Exhibits															\$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	\$0.00	\$0.00		
ADDITIONAL 15% FOR MOBILIZATION, TRAFFIC CONTROL, DUST CONTROL, SWPPP															\$1,235,986.22	\$214,812.01	\$1,235,986.22			\$214,812.01						
RAILROAD CROSSINGS															\$0.00	\$0.00	\$0.00			\$0.00						
Regional Trails @ Herndon: 1 mile @ \$500k Mile																\$1,000,000.00		\$1,000,000.00			\$1,000,000.00					
Regional Trails outside of Herndon: 1.5 Miles @ \$170k/mile															\$1,500,000.00		\$1,500,000.00			\$0.00	\$0.00					
ADDITIONAL 20% FOR COST CONTINGENCY															\$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	\$0.00	\$0.00	\$0.00	
TOTAL CAPITAL NEEDS - NE QUADRANT															\$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	\$0.00	\$0.00	\$0.00	

NE

Last updated: Jul-15

MAJOR STREET FEE UPDATE

QUADRANT: Southwest

YEAR: 2015

STREET NAME	CLASSIFICATION	R/W WIDTH INTEGRATED 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

STREET NAME	CLASSIFICATION	R/W WIDTH INTEGRATED IN FEE PROGRAM (FT)	LIMIT (S. OR W.)	LIMIT (N. OR E.)	SIDE OF STREET	IRR PIPES	IRR STRCTR	RR UPRDGS	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 OUTSIDE TRAVEL LANE(S)	TOTAL COST FOR ALL IRRIGATION, CANAL, AND RR UPGRADES	TOTAL CENTER SECTION + MEDIAN	TOTAL COST FOR OUTSIDE TRAVEL LANE	TOTAL COST FOR ALL IRRIGATION, CANAL, AND RR UPGRADES														
ADDITIONAL 15% FOR MOBILIZATION, TRAFFIC CONTROL, DUST CONTROL, SWPPP															\$7,929,479.16	\$1,852,699.01	\$7,929,479.16			\$1,852,699.01																
60' R/W: HUGHES AVE, CHURCH TO NORTH															\$913,223.14		\$913,223.14			\$0.00																
60' R/W: Nielsen AVE, Blythe to Brawley															\$303,822.31		\$303,822.31			\$0.00																
Regional Trails outside of Herndon: 5 Miles @ \$170k/mile																\$850,000.00	\$0.00																			
New Growth trails: 8 miles @ \$170k/mile															\$1,360,000.00		\$1,360,000.00			\$0.00																
ADDITIONAL 20% FOR COST CONTINGENCY															\$12,673,943.80	\$3,010,805.14	\$8,974,519.30			\$2,195,465.70	\$1,503,958.80															
TOTAL CAPITAL NEEDS - SW QUADRANT															\$76,043,662.80	\$18,064,830.86	\$53,847,115.79			\$13,172,794.21	\$9,023,752.80															

SW

Last updated: Jul-15
MAJOR STREET FEE UPDATE
 QUADRANT: Southeast
 YEAR: 2015

STREET NAME	CLASSIFICATION	R/W WIDTH INTEGRATED IN FEE PROGRAM (FT)	LIMIT (S. OR W.)	LIMIT (N. OR E.)	SIDE OF STREET	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 OUTSIDE TRAVEL LANE(S)	TOTAL COST FOR ALL IRRIGATION, CANAL, AND RR UPGRADES	TOTAL CENTER SECTION + MEDIAN	TOTAL COST FOR OUTSIDE TRAVEL LANE
Dakota	5-Lane Collector	92	Fowler	Armstrong	CENTER N									\$521,030.98	\$0.00	\$521,030.98	\$0.00	\$0.00	\$0.00	\$0.00	
	3-Lane Collector	72	Armstrong	Temperance	CENTER N									\$473,992.07	\$0.00	\$473,992.07	\$0.00	\$0.00	\$0.00	\$0.00	
Shields	4-Lane Arterial	100	1320' west of Fowl	Fowler	CENTER N									\$182,740.20	\$0.00	\$182,740.20	\$0.00	\$0.00	\$0.00	\$0.00	
	4-Lane Arterial	100	Fowler	Armstrong	CENTER N									\$23,077.47	\$0.00	\$23,077.47	\$0.00	\$0.00	\$0.00	\$0.00	
	4-Lane Arterial	100	Armstrong	Temperance	CENTER N									\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	
	4-Lane Arterial	100	Temperance	Locan	CENTER N									\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	
Clinton	3-Lane Collector RR	72	1100' W of Sunnys	Sunnyside	CENTER N			\$1,000,000.00		353	527	1510	1270	100%	\$1,000,000.00	\$0.00	\$0.00	\$1,000,000.00	\$0.00	\$0.00	\$0.00
	3-Lane Collector	72	Sunnyside	Fowler	CENTER N	\$42,408.00								\$42,408.00	\$0.00	\$42,408.00	\$0.00	\$42,408.00	\$0.00	\$0.00	
	3-Lane Collector	72	Fowler	Armstrong	CENTER N	\$42,408.00								\$522,031.81	\$0.00	\$522,031.81	\$0.00	\$42,408.00	\$0.00	\$0.00	
	3-Lane Collector	72	Armstrong	Temperance	CENTER N									\$512,223.69	\$0.00	\$512,223.69	\$0.00	\$0.00	\$0.00	\$0.00	
	3-Lane Collector	72	Temperance	Locan	CENTER N									\$516,427.17	\$0.00	\$516,427.17	\$0.00	\$0.00	\$0.00	\$0.00	
McKinley	3-Lane Collector	72	Clovis	Sunnyside	CENTER N									\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	
	3-Lane Collector	72	Sunnyside	Fowler	CENTER N	\$42,408.00								\$923,136.51	\$0.00	\$923,136.51	\$0.00	\$880,728.51	\$0.00	\$42,408.00	
	3-Lane Collector	72	Fowler	Armstrong	CENTER N	\$42,408.00								\$557,033.68	\$0.00	\$557,033.68	\$0.00	\$514,625.68	\$0.00	\$42,408.00	
	3-Lane Collector	72	Armstrong	Temperance BRIDGE	CENTER N		\$870,480.00							\$1,382,703.69	\$0.00	\$1,382,703.69	\$0.00	\$512,223.69	\$0.00	\$870,480.00	
	3-Lane Collector	72	Temperance	Locan	CENTER N									\$513,024.36	\$0.00	\$513,024.36	\$0.00	\$513,024.36	\$0.00	\$0.00	
Olive	5-Lane Collector	92	1280' W of Clovis	Clovis	CENTER N									\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	
	5-Lane Collector	92	Clovis	Sunnyside	CENTER N					1015	1224	2410	1270	100%	\$282,233.45	\$0.00	\$282,233.45	\$0.00	\$0.00	\$0.00	\$0.00
	5-Lane Collector	92	Sunnyside	Fowler	CENTER N					1015	1215	2350	1270	100%	\$521,030.98	\$0.00	\$521,030.98	\$0.00	\$0.00	\$0.00	\$0.00
	5-Lane Collector	92	Fowler	Armstrong	CENTER N	\$81,282.00				611	834	2100	1270	100%	\$595,907.68	\$0.00	\$595,907.68	\$81,282.00	\$0.00	\$0.00	\$0.00
	3-Lane Collector	72	Armstrong	Temperance	CENTER N					555	721	1660	1270	100%	\$516,427.17	\$0.00	\$516,427.17	\$0.00	\$0.00	\$0.00	\$0.00
Belmont	4-lane Arterial	100	1970' West of Clov	Clovis	CENTER N									\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	
	4-lane Arterial	100	Clovis	Sunnyside	CENTER N					1412	1638	2920	1640	100%	\$171,677.47	\$0.00	\$171,677.47	\$0.00	\$0.00	\$0.00	\$0.00
	4-lane Arterial	100	Sunnyside	Fowler	CENTER N					1412	1638	2920	1640	100%	\$175,607.01	\$0.00	\$175,607.01	\$0.00	\$0.00	\$0.00	\$0.00
	4-lane Arterial	100	Fowler	Armstrong	CENTER N									\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	
	4-lane Arterial	100	Armstrong	Temperance	CENTER N	\$88,350.00				555	773	2010	1270	100%	\$882,399.63	\$0.00	\$882,399.63	\$88,350.00	\$0.00	\$0.00	\$0.00
Tulare	3-Lane Collector	72	Fancher Creek	Fowler	CENTER N									\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	
Kings Canyon	4-Lane Arterial	100	Sunnyside	Fowler	CENTER N					1514	1782	3300	3470	100%	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
	4-Lane Arterial	100	Fowler	Armstrong	CENTER N					1514	1819	3550	3470	100%	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
	4-lane Arterial Canal	100	Missing C&G and 5' of AC	Armstrong	CENTER N					1311	1455	2270	1270	36%	\$0.00	\$100,834.70	\$0.00	\$0.00	\$100,834.70	\$0.00	\$0.00
Hamilton	3-Lane Collector	72	Fowler	Armstrong	CENTER N									\$60,049.67	\$0.00	\$60,049.67	\$0.00	\$0.00	\$0.00	\$0.00	
	3-Lane Collector	72	Missing C&G and 5' of AC	Armstrong	CENTER N									\$51,873.41	\$0.00	\$51,873.41	\$0.00	\$0.00	\$0.00	\$0.00	
California	Collector		600' E of Cedar	Maple	CENTER N									\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	

Last updated: Jul-15
MAJOR STREET FEE UPDATE
 QUADRANT: Southeast
 YEAR: 2015

STREET NAME	CLASSIFICATION	R/W WIDTH INTEGRATED IN FEE PROGRAM (FT)	LIMIT (S. OR W.)	LIMIT (N. OR E.)	SIDE OF STREET	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 OUTSIDE TRAVEL LANE(S)	TOTAL COST FOR ALL IRRIGATION, CANAL, AND RR UPGRADES	TOTAL CENTER SECTION + MEDIAN	TOTAL COST FOR OUTSIDE TRAVEL LANE	TOTAL COST FOR ALL IRRIGATION, CANAL, AND RR UPGRADES
Church	4-Lane Arterial	100	Clovis	Sunnyside	CENTER N						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			S											\$65,404.43	\$0.00	\$65,404.43	\$0.00	\$0.00	\$0.00	
					S											\$62,049.37	\$0.00	\$62,049.37	\$0.00	\$0.00	\$0.00	
					S						1884	1996	2630	3290	100%	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	
Jensen	6-lane Super Arterial	130	1300' E of Cedar	Maple	CENTER N											\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	
					S											\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	
					S											\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	
					S											\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	
Annadale	No Longer a Major Street		Chestnut	Willow	CENTER N											\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	
					S											\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	
					S											\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	
					S											\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	
					S											\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	
					S											\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	
					S											\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	
					S											\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	
					S											\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	
					S											\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	
					S											\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	
					S											\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	
					S											\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	
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				S											\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00		
				S																		

Last updated: Jul-15
MAJOR STREET FEE UPDATE
 QUADRANT: Southeast
 YEAR: 2015

STREET NAME	CLASSIFICATION	R/W WIDTH INTEGRATED 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 RR Crossing	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	\$0.00						
	6-Lane Super Art Canal Briggs 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	2510	\$175.65	\$440,889.42	1	\$11,430.62	1	\$6,638.99						
	6-Lane Super Art Missing Curb	124	Tulare	Belmont	CENTER W	2260	\$270.15	\$610,548.99	2260	\$52.30	\$118,200.39	100%	\$69,758.73	\$69,758.73	1080	\$175.65	\$189,705.41	0	\$0.00	0	\$0.00				190	\$17.99	\$3,418.49
	6-Lane Super Art Canal Briggs No.7 Fancher No.6	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 Eisen No7	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 Temperance No. 37 (p)	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 Mill Ditch	124	McKinley	Clinton	CENTER W	2640	\$270.15	\$713,207.67	2640	\$52.30	\$138,074.79	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 Counted 5343 (Bonadelle's construction as existing)	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	124	Shields	Dakota	CENTER W	2636	\$270.15	\$712,127.05	2636	\$52.30	\$137,865.58	50%	\$69,758.73	\$34,879.36	1304	\$175.65	\$229,051.72	1	\$11,430.62	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	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	0	\$178.06	\$0.00	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							
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	92	Butler	Kings Canyon	CENTER W	0	\$200.17	\$0.00						665	\$68.48	\$45,541.53	0	\$0.00	0	\$0.00							
	5-Lane Collector	92	Butler	Kings Canyon	CENTER W	0	\$200.17	\$0.00						695	\$68.48	\$47,596.03	0	\$0.00	0	\$0.00							
	5-Lane Collector	93	Kings Canyon	Roundabout	CENTER W	500	\$238.82	\$119,410.92						1320	\$68.48	\$90,398.22	0	\$0.00	1	\$5,790.37							
	5-Lane Collector	93	Kings Canyon	Roundabout	CENTER W	500	\$238.82	\$119,410.92						840	\$68.48	\$57,526.14	0	\$0.00	1	\$5,790.37							
	3-Lane Collector	72	Belmont	Olive	CENTER W	1305	\$200.17	\$261,216.07						500	\$92.54	\$46,270.07	0	\$0.00	0	\$0.00							
	3-Lane Collector	72	Belmont	Olive	CENTER W	1305	\$200.17	\$261,216.07						500	\$92.54	\$46,270.07	0	\$0.00	0	\$0.00							
	3-Lane Collector Mill Ditch Temperance No. 37 (p)	72	Olive	McKinley	CENTER W	2700	\$200.17	\$540,447.04						1305	\$17.99	\$23,479.63	0	\$0.00	1	\$5,790.37							
	3-Lane Collector	72	McKinley	Clinton	CENTER W	2640	\$200.17	\$528,437.10						1930	\$17.99	\$34,724.66	1	\$8,569.93	1	\$5,790.37							
	3-Lane Collector	72	Clinton	Shields	CENTER W	1320	\$200.17	\$264,218.55						2700	\$17.99	\$48,578.54	1	\$8,569.93	1	\$5,790.37							
	3-Lane Collector	72	Clinton	Shields	CENTER W	1320	\$200.17	\$264,218.55						2700	\$17.99	\$48,578.54	1	\$8,569.93	1	\$5,790.37							
5-Lane Collector	92	Shields	Dakota	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	Dakota	2000' N of Dakota	CENTER W	670	\$200.17	\$134,110.93						2640	\$17.99	\$47,499.01	1	\$8,569.93	1	\$5,790.37								
5-Lane Collector	92	Dakota	2000' N of Dakota	CENTER W	670	\$200.17	\$134,110.93						2350	\$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	\$17.99	\$23,749.51	0	\$0.00	1	\$5,790.37								
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								
5-Lane Collector	92	Dakota	2000' N of Dakota	CENTER W	670	\$200.17	\$134,110.93						1320	\$68.48	\$90,398.22	1	\$8,569.93	0	\$0.00								
5-Lane Collector	92	Dakota	2000' N of Dakota	CENTER W	670	\$200.17	\$134,110.93						835	\$68.48	\$57,183.72	0	\$0.00	0	\$0.00								
5-Lane Collector	92	Dakota	2000' N of Dakota	CENTER W	670	\$200.17	\$134,110.93						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	SJVRR	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							
	4-Lane Arterial	100	Kings Canyon	Tulare	CENTER W	0	\$238.82	\$0.00	0	\$52.30	\$0.00	100%	\$46,154.93	\$46,154.93	2640	\$92.54	\$244,305.95	0	\$0.00	1	\$5,926.75						
	4-Lane Arterial	100	Tulare	Belmont	CENTER W	0	\$238.82	\$0.00	520	\$52.30	\$27,196.55	66%	\$46,154.93	\$30,462.26	660	\$25.91	\$17,099.42	0	\$0.00	0	\$0.00						
	4-Lane Arterial Missing Curb	100	Tulare	Belmont	CENTER W	0	\$238.82	\$0.00	520	\$52.30	\$27,196.55	66%	\$46,154.93	\$30,462.26	1370	\$25.91	\$35,494.24	1	\$9,281.81	0	\$0.00						
	4-Lane Arterial Missing Curb	100	Belmont	Olive	CENTER W	775	\$238.82	\$185,086.92	1070	\$52.30	\$55,962.13	100%	\$46,154.93	\$46,154.93	0	\$92.54	\$0.00	0	\$0.00	0	\$0.00				400	\$17.99	\$7,196.82
	4-Lane Arterial	100	Belmont	Olive	CENTER W	775	\$238.82	\$185,086.92	1070	\$52.30	\$55,962.13	100%	\$46,154.93	\$46,154.93	0	\$92.54	\$0.00	0	\$0.00	0	\$0.00				800	\$17.99	\$14,393.64
	4-Lane Arterial Mill Ditch	100	Olive	McKinley	CENTER W	2708	\$238.82	\$646,729.52	2708	\$52.30	\$141,631.26	100%	\$46,154.93	\$46,154.93	685	\$92.54	\$63,389.99	0	\$0.00	1	\$5,926.75						
	4-Lane Arterial	100	McKinley	Clinton	CENTER W	2656	\$238.82	\$634,310.78	2656	\$52.30	\$138,911.60	100%	\$46,154.93	\$46,154.93	810	\$92.54	\$74,957.51	1	\$9,281.81	0	\$0.00						
	4-Lane Arterial	100	McKinley	Clinton	CENTER W	2656	\$238.82	\$634,310.78	2656	\$52.30	\$138,911.60	100%	\$46,154.93	\$46,154.93	2708	\$92.54	\$250,598.68	1	\$9,281.81	1	\$5,926.75						
	4-Lane Arterial	100	Clinton	Shields	CENTER W	0	\$238.82																				

Last updated: Jul-15
MAJOR STREET FEE UPDATE
 QUADRANT: Southeast
 YEAR: 2015

STREET NAME	CLASSIFICATION	R/W WIDTH INTEGRATED 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 OUTSIDE TRAVEL LANE(S)	TOTAL COST FOR ALL IRRIGATION, CANAL, AND RR UPGRADES	TOTAL CENTER SECTION + MEDIAN	TOTAL COST FOR OUTSIDE TRAVEL LANE	TOTAL COST FOR ALL IRRIGATION, CANAL, AND RR UPGRADES			
Temperence	6-Lane Super Arterial	124	Jensen	Church	CENTER W				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	
					E				R						\$0.00	\$492,333.13		\$0.00			\$492,333.13	\$492,333.13			
	6-Lane Super Arterial RR Crossing	124	Church	SJVRR	CENTER W			\$3,000,000.00	R	660	1142	3870	1270	100%	\$0.00	\$3,921,041.19	\$0.00	\$0.00	\$0.00	\$921,041.19		\$463,724.33	\$463,724.33	\$3,000,000.00	
					E				R						\$0.00	\$463,724.33		\$0.00			\$463,724.33	\$463,724.33			
	6-Lane Super Art RR Crossing	124	SJVRR	Butler	CENTER W				R				N/A	100%	\$0.00	\$508,298.18	\$0.00	\$0.00	\$0.00	\$508,298.18		\$238,888.29	\$238,888.29	\$0.00	
					E				R						\$0.00	\$238,888.29		\$0.00			\$238,888.29	\$238,888.29			
	6-Lane Super Art Canal Briggs No.7	124	Butler	Kings Canyon	CENTER W				R	545	1195	4880	1270	100%	\$0.00	\$788,665.52	\$0.00	\$0.00	\$0.00	\$788,665.52		\$314,910.28	\$314,910.28	\$0.00	
					E				R						\$0.00	\$314,910.28		\$0.00			\$458,959.03	\$458,959.03			
	6-Lane Super Art Canal East Branch W Br. No.5 Missing Curb	124	Kings Canyon	Tulare	CENTER W	\$73,036.00			R	570	1064	3860	1270	100%	\$0.00	\$364,826.22	\$0.00	\$0.00	\$0.00	\$291,790.22		\$151,566.01	\$151,566.01	\$73,036.00	
					E				R						\$0.00	\$151,566.01		\$0.00			\$193,123.90	\$193,123.90			
	6-Lane Super Art Canal Briggs No.7 Fancher No.6	124	Tulare	Belmont	CENTER W		\$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		\$415,045.74	\$415,045.74	\$2,998,320.00	
					E				R						\$0.00	\$415,045.74		\$0.00			\$415,045.74	\$415,045.74			
	6-Lane Super Art Eisen No7	124	Belmont	Olive	CENTER W				R				N/A	100%	\$0.00	\$921,041.19	\$0.00	\$0.00	\$0.00	\$921,041.19		\$481,793.94	\$481,793.94	\$0.00	
					E				R						\$0.00	\$481,793.94		\$0.00			\$481,793.94	\$481,793.94			
	6-Lane Super Art Temperance No. 37 (p)	124	Olive	McKinley	CENTER W	\$73,036.00			R				N/A	100%	\$0.00	\$1,010,199.96	\$0.00	\$0.00	\$0.00	\$937,163.96		\$490,576.60	\$490,576.60	\$73,036.00	
					E				R						\$0.00	\$490,576.60		\$0.00			\$490,576.60	\$490,576.60			
	6-Lane Super Art Mill Ditch	124	McKinley	Clinton	CENTER W		\$1,499,160.00		R				N/A	100%	\$0.00	\$2,420,201.19	\$0.00	\$0.00	\$0.00	\$921,041.19		\$481,793.94	\$481,793.94	\$1,499,160.00	
					E				R						\$0.00	\$481,793.94		\$0.00			\$481,793.94	\$481,793.94			
	6-Lane Super Art Counted 5343 (Bonadelle's construction as existing)	124	Clinton	Shields	CENTER W				R	505	734	2030	1270	100%	\$0.00	\$921,041.19	\$0.00	\$0.00	\$0.00	\$921,041.19		\$240,482.33	\$240,482.33	\$0.00	
					E				R						\$0.00	\$481,793.94		\$0.00			\$481,793.94	\$481,793.94			
	6-Lane Super Art	124	Shields	Dakota	CENTER W				R				N/A	100%	\$0.00	\$884,872.00	\$0.00	\$0.00	\$0.00	\$884,872.00		\$233,263.35	\$233,263.35	\$0.00	
					E				R						\$0.00	\$233,263.35		\$0.00			\$233,263.35	\$233,263.35			
	6-Lane Super Art	124	Dakota	1000' N of Dakota	CENTER W				R	1150	1432	3030	1640	100%	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00		\$89,922.13	\$89,922.13	\$0.00	
					E				R						\$0.00	\$89,922.13		\$0.00			\$89,922.13	\$89,922.13			
Armstrong	5-Lane Collector	92	Jensen	Church	CENTER W				R				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	
					E				R						\$195,156.75	\$0.00		\$195,156.75	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	
	5-Lane Collector	92	Church	SJVRR	CENTER W		\$1,500,000.00		R				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	
					E				R						\$190,051.21	\$0.00		\$190,051.21	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	
	5-Lane Collector	92	SJVRR	Butler	CENTER W				R				N/A	100%	\$97,558.27	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
					E				R						\$0.00	\$0.00		\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	
	5-Lane Collector	92	Butler	Kings Canyon	CENTER W				R				N/A	100%	\$45,541.53	\$0.00	\$0.00	\$45,541.53	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
					E				R						\$47,596.03	\$0.00		\$47,596.03	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	
	5-Lane Collector	92	Butler	Kings Canyon	CENTER W				R				N/A	100%	\$96,188.60	\$0.00	\$0.00	\$96,188.60	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
					E				R						\$63,316.51	\$0.00		\$63,316.51	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	
	5-Lane Collector	93	Kings Canyon	Roundabout	CENTER W				R				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	\$0.00
					E				R						\$46,270.07	\$0.00		\$46,270.07	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	
	3-Lane Collector	72	Belmont	Olive	CENTER W				R				N/A	100%	\$261,216.07	\$0.00	\$261,216.07	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
					E				R						\$29,270.00	\$0.00		\$29,270.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	
	3-Lane Collector Mill Ditch Temperance No. 37 (p)	72	Olive	McKinley	CENTER W	\$42,408.00	\$709,280.00		R				N/A	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
					E				R						\$62,938.84	\$0.00		\$62,938.84	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	
	3-Lane Collector	72	McKinley	Clinton	CENTER W				R				N/A	100%	\$528,437.10	\$0.00	\$528,437.10	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
					E				R						\$61,859.32	\$0.00		\$61,859.32	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	
	3-Lane Collector	72	Clinton	Shields	CENTER W				R				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
					E				R						\$50,851.25	\$0.00		\$50,851.25	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	
	5-Lane Collector	92	Shields	Dakota	CENTER W				R	360	399	620	1270	100%	\$29,539.88	\$0.00	\$264,218.55	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
					E				R						\$96,188.60	\$0.00		\$96,188.60	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	
	5-Lane Collector	92	Dakota	2000' N of Dakota	CENTER W				R	360	399	620	1270	100%	\$134,110.93	\$0.00	\$134,110.93	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
					E				R						\$57,183.72	\$0.00		\$57,183.72	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	
									R						\$60,950.32	\$0.00		\$60,950.32	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	
Fowler	4-lane Arterial	100	Jensen	Church	CENTER W				R	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	
					E				R						\$120,302.17	\$0.00		\$120,302.17	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	
	4-Lane Arterial	100	Church RR crossing	SJVRR	CENTER W		\$1,500,000.00		R	617	802	1850	1270	100%	\$1,535,106.71	\$0.00	\$35,106.71	\$1,500,000.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
					E				R						\$129,583.98	\$0.00		\$129,583.98	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	
	3-Lane Arterial	72+	SJVRR	700' S of Butler	CENTER W				R	1081	1195	1840	1270	100%	\$250,232.70	\$0.00	\$312,045.22	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
					E				R						\$17,099.42	\$0.00		\$17,099.42	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	
	4-Lane Arterial	100	Kings Canyon	Tulare	CENTER W				R	1223	1524	3230	3470	100%	\$44,776.05	\$0.00	\$46,154.93</								



APPENDIX C: Cost Allocation Factors

Table C-1	Streets Cost Allocation Factors	C-1
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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
REGIONAL STREETS - CITYWIDE			
Residential	<u>Table C-2</u>		
Residential Low - Medium	373	100%	373
Residential Medium/High - High	725	100%	725
Nonresidential	<u>Table C-3</u>		
Commercial Retail	1,000	66%	660
Commercial Office	699	100%	699
Light Industrial	199	100%	199
Heavy Industrial	122	100%	122
MAJOR STREETS - NEW GROWTH			
Residential	<u>Table C-2</u>		
Residential Low - Medium	392	100%	392
Residential Medium/High - High	763	100%	763
Nonresidential	<u>Table C-3</u>		
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
<i>Source</i>			
<i>Formula</i>	<i>A</i>	<i>B</i>	<i>C = A x B</i>
Citywide	<u>Table 3</u>	<u>Table C-6</u>	
Residential Low - Medium	5.5	67.86	373
Residential Medium/High - High	16.0	45.29	725
New Growth	<u>Table 3</u>	<u>Table C-7</u>	
Residential Low - Medium	5.5	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>Land Use</u>	<u>Estimated Densities from Table 3</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>B</i>	<i>C=A*B</i>		<i>D = C/A</i>	<i>A</i>	<i>B</i>	<i>C=A*B</i>		<i>D = C/A</i>
	<i>Table A-2</i>	<i>Table C-4</i>				<i>Table A-2</i>	<i>Table C-5</i>			
Retail										
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%	
Subtotal Retail	1,638.3		1,638,078	100%	1,000	1,159.8		1,244,855	100%	1,073
Office										
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%	
Subtotal Office	1,141.8		798,048	100%	699	893.5		599,070	100%	671
Light Industrial										
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%	
Subtotal Light Industrial	1,628.6		323,616	100%	199	1,365.6		295,435	100%	216
Heavy Industrial	1,575.9	122	192,481	100%	122	1,326.0	131	174,067	100%	131
Total Nonresidential	5,984.6		2,952,222			4,744.9		2,313,426		

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

nr vmt

C-3

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

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

nr vmt city

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

nr vmt growth

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

Citywide

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	Home-Work	Home-Shop	Home-Other	Work-Other	Other-Other	
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	
Vehicle Miles Travelled per Unit/Employee												
<i>Daily person trips * B / A [3]</i>												
Per Unit												
SF Households, 2+ Auto Ownership		19.96	8.97	26.16		3.56			5.63		3.56	67.86
Multifamily Households												
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
Average of 1 and 2+ Auto Ownership		12.07	5.16	17.21		3.56			3.72		3.56	45.29
Per Employee												
Retail					1.91	12.96	5.07	19.58	3.22	7.03	12.96	62.74
Services					1.23	2.60	2.87	0.00	2.69	0.91	2.60	12.91
Government					4.86	10.44	11.88	0.00	3.16	3.63	10.44	44.42
Education					5.95	18.18	11.20	0.00	64.54	3.63	18.18	121.67
Other					1.46	0.21	3.57	0.00	0.50	1.14	0.21	7.08

vmt city

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.

C-6

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

Land Use Type	Formula	Production					Attraction					Total VMT
		Home-Work	Home-Shop	Home-Other	Work-Other	Other-Other	Home-Work	Home-Shop	Home-Other	Work-Other	Other-Other	
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	
Vehicle Miles Travelled per Unit/Employee												
<i>Daily person trips * B / A [2]</i>												
Per Unit												
SF Households, 2+ Auto Ownership		21.42	9.31	27.13		3.83			5.84		3.83	71.35
Multifamily Households												
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
Average of 1 and 2+ Auto Ownership		12.95	5.35	17.84		3.83			3.85		3.83	47.66
Per Employee												
Retail					2.10	13.92	5.44	20.32	3.34	7.75	13.92	66.80
Services					1.36	2.80	3.08	0.00	2.79	1.00	2.80	13.82
Government					5.36	11.22	12.75	0.00	3.28	4.00	11.22	47.83
Education					6.56	19.53	12.01	0.00	66.92	4.00	19.53	128.55
Other					1.61	0.23	3.83	0.00	0.51	1.25	0.23	7.66

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	
DAILY PERSON TRIPS PER DWELLING UNIT											
SF Households, 2+ Auto Ownership	2.05	1.40	8.27	-	1.00	-	-	1.78	-	1.00	15.50
Multifamily Households											
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
Average of 1 and 2+ Auto Ownership	1.24	0.81	5.44		1.00			1.18		1.00	10.66
DAILY TRIPS PER EMPLOYEE											
Retail	-	-	-	0.26	3.64	0.52	3.06	1.02	0.97	3.64	13.10
Services	-	-	-	0.17	0.73	0.30	0.00	0.85	0.13	0.73	2.90
Government	-	-	-	0.67	2.93	1.22	0.00	1.00	0.50	2.93	9.25
Education	-	-	-	0.82	5.10	1.15	0.00	20.40	0.50	5.10	33.07
Other	-	-	-	0.20	0.06	0.37	0.00	0.16	0.16	0.06	1.00

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										Total
	Home-Work	Home-Shop	Home-Other	Work-Other	Other-Other	Home-Work	Home-Shop	Home-Other	Work-Other	Other-Other	
Retail	-	-	-	0.58	8.03	1.15	6.75	2.25	2.14	8.03	28.93
Services	-	-	-	0.68	2.92	1.18	-	3.40	0.50	2.92	11.60
Other	-	-	-	0.64	0.19	1.17	-	0.50	0.50	0.19	3.19
Percentage Distribution											
Retail	-	-	-	2%	28%	4%	23%	8%	7%	28%	100%
Services	-	-	-	6%	25%	10%	0%	29%	4%	25%	100%
Other	-	-	-	20%	6%	37%	0%	16%	16%	6%	100%

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

Trip Purpose	Average Trip Length (miles)		
	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
All Purposes	7.26	8.24	7.69

length

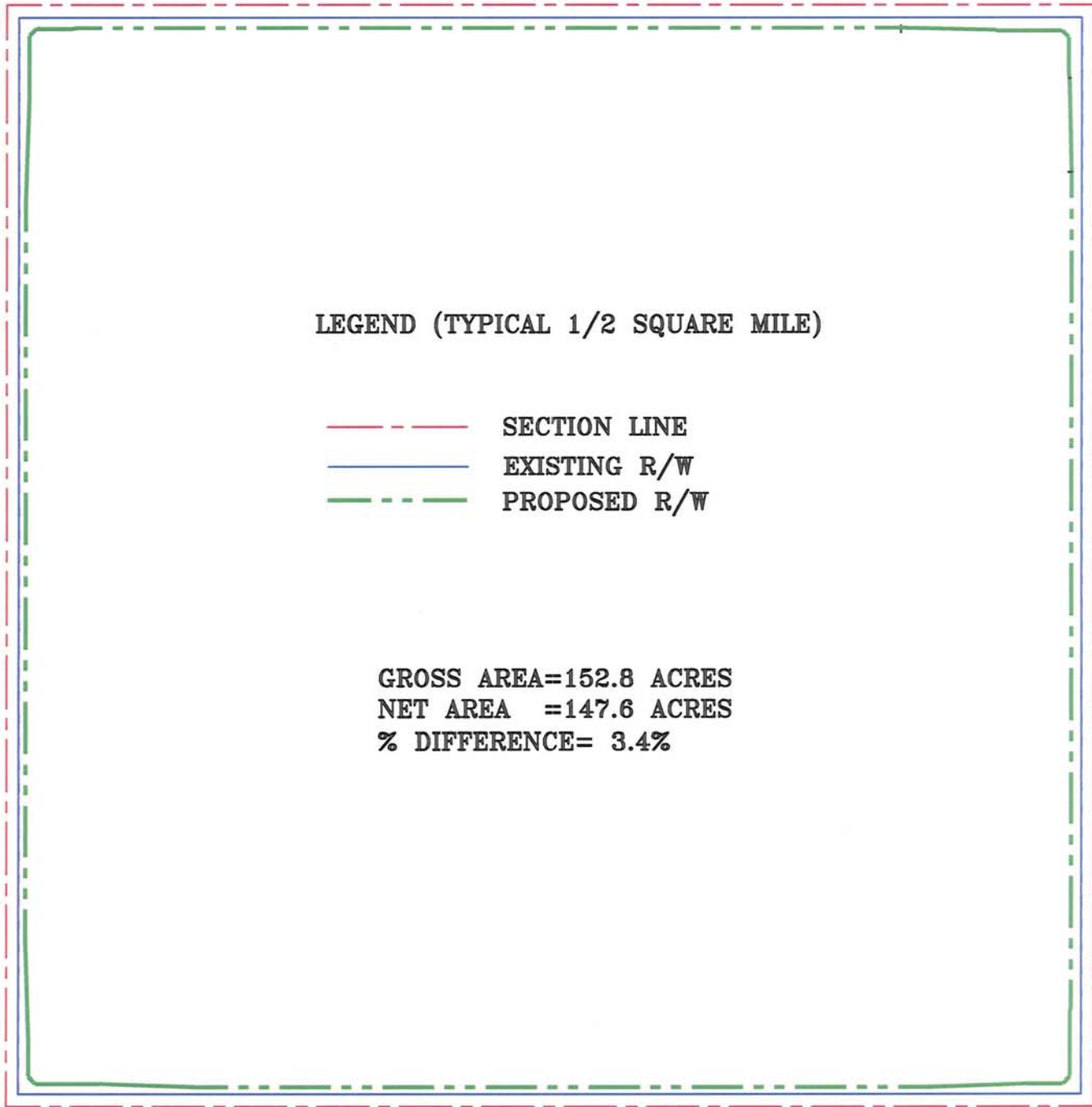
Source: Fehr & Peers (factors from Fresno General Plan Travel Demand Model)

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%

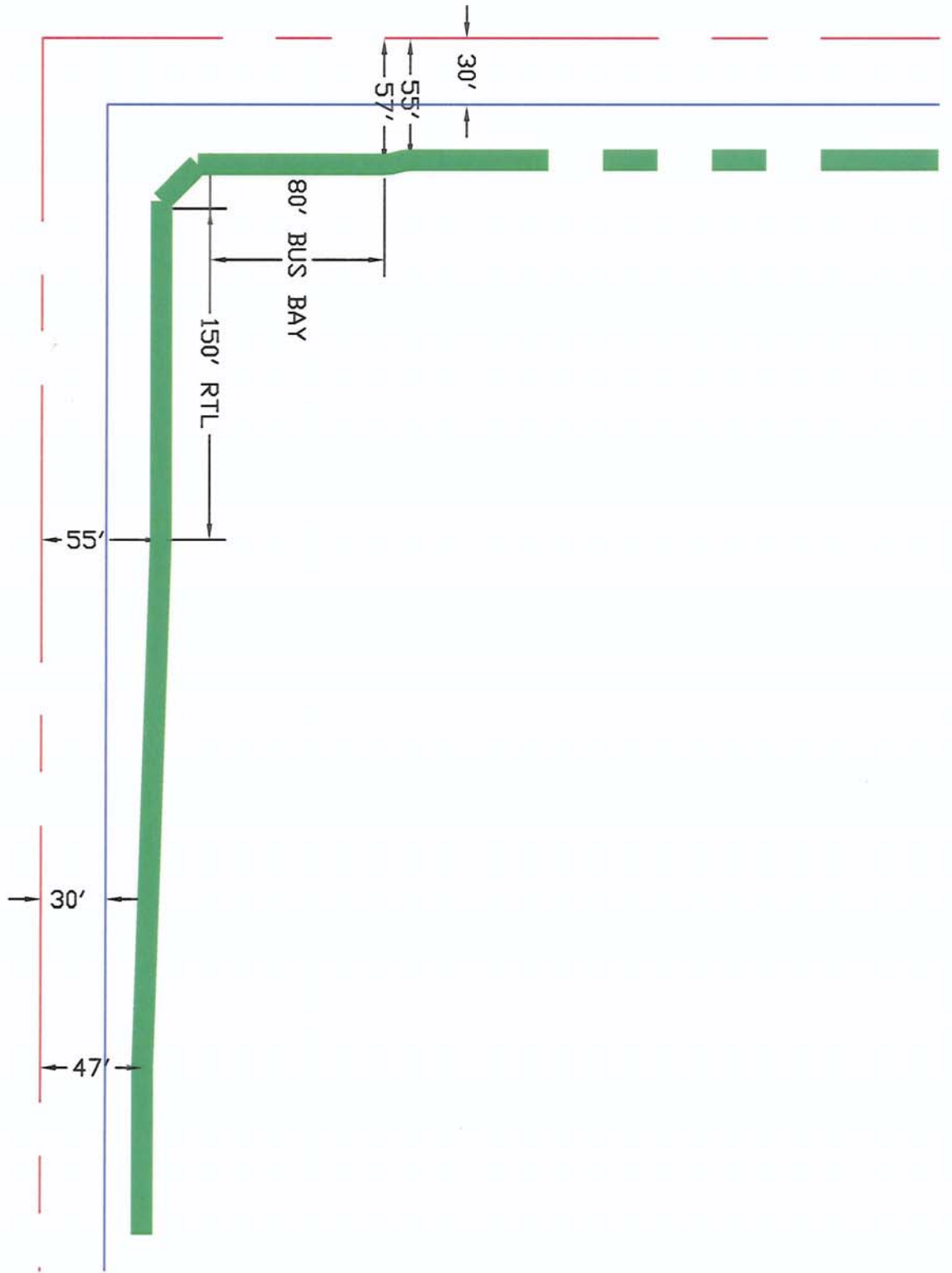
COLLECTOR

ARTERIAL

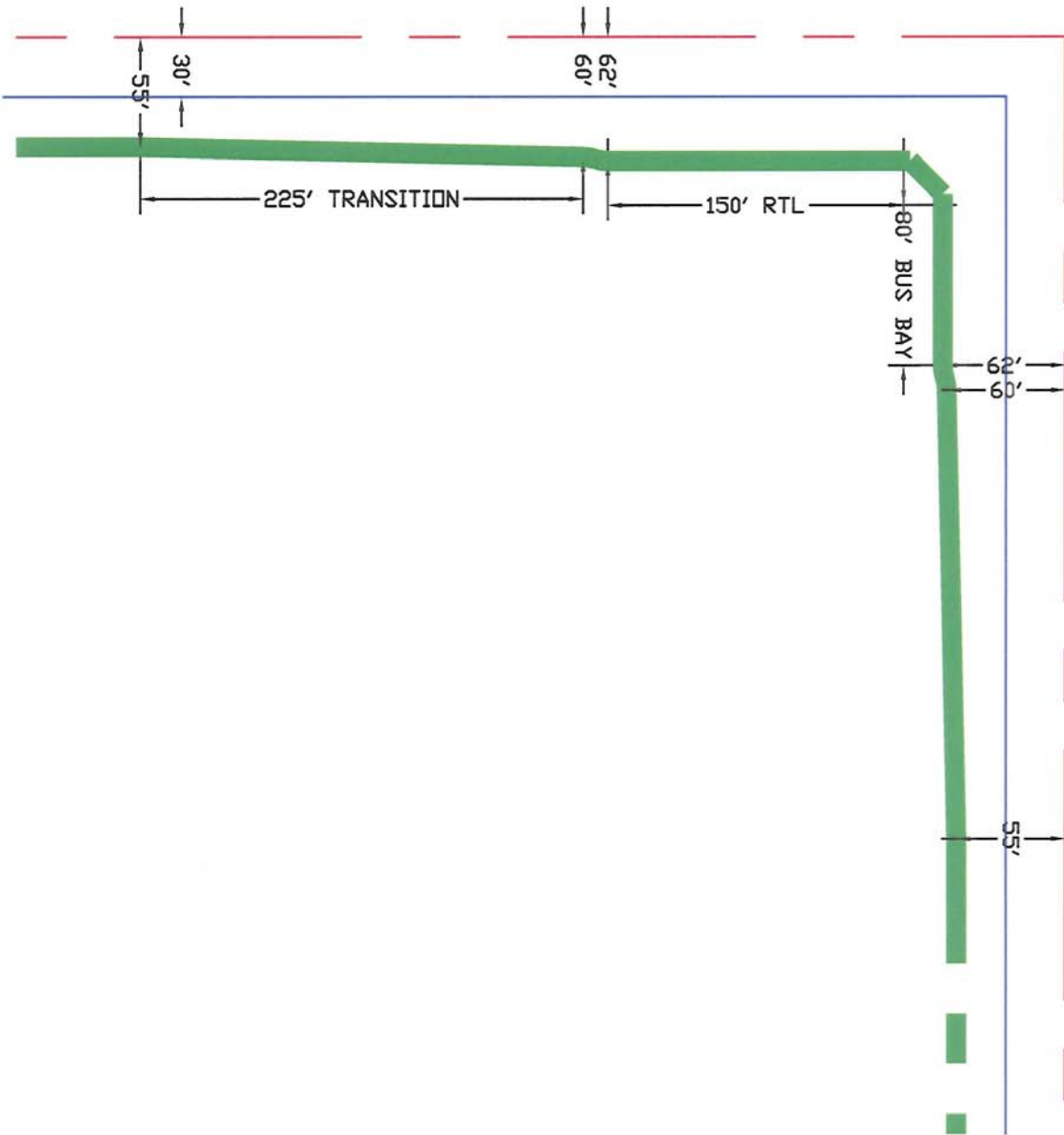
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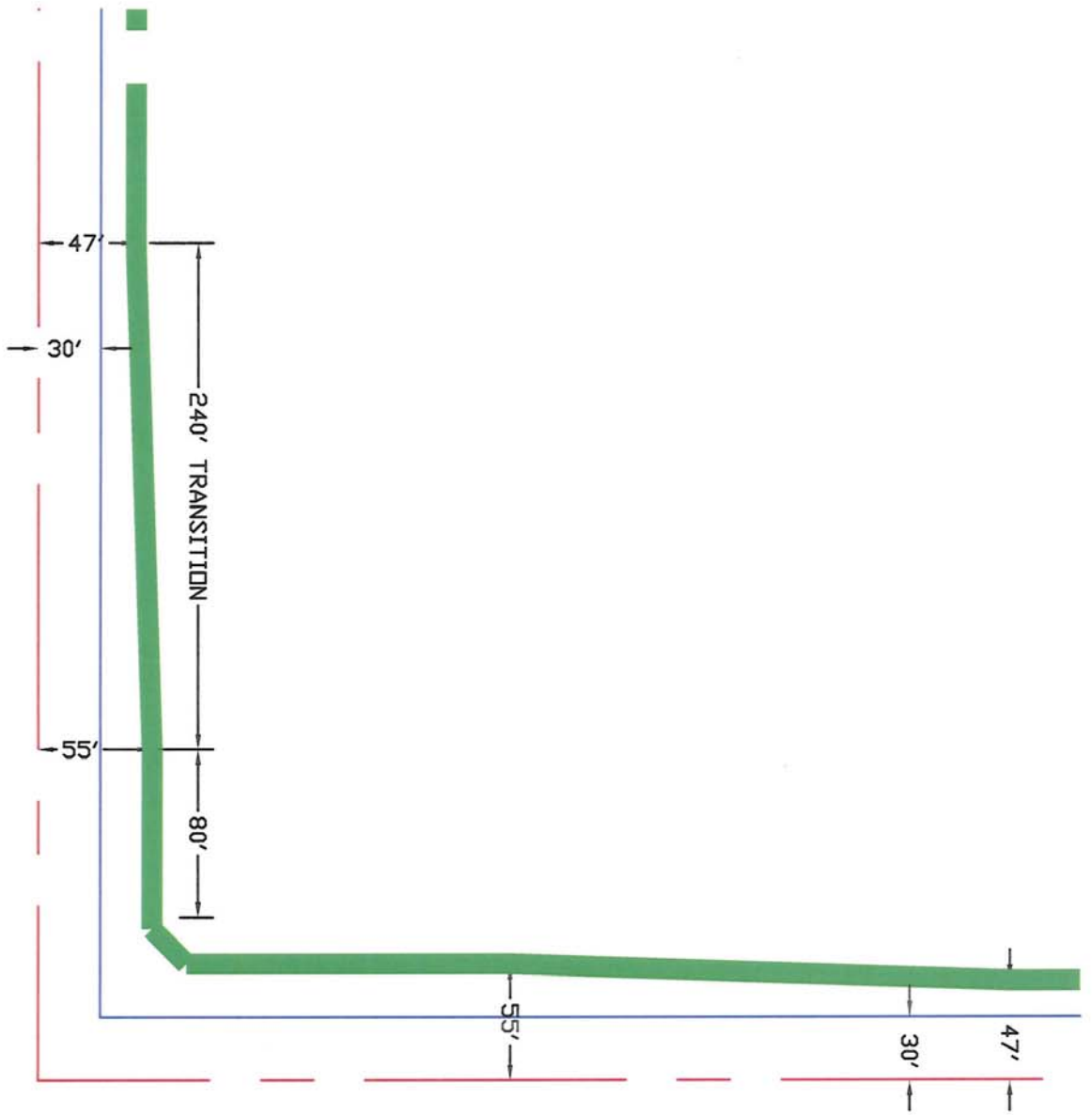


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