

Draft Report

2022 Fresno Major Street Impact Fee Program Nexus Study Update

The Economics of Land Use



Prepared for:

City of Fresno

Prepared by:

Economic & Planning Systems, Inc. (EPS)

June 2022

EPS #212007.1

*Economic & Planning Systems, Inc.
455 Capitol Mall, Suite 701
Sacramento, CA 95814
916 649 8010 tel
916 649 2070 fax*

*Oakland
Sacramento
Denver
Los Angeles*

www.epsys.com

Table of Contents

1.	Executive Summary	1
	Background	1
	Purpose.....	2
	FMSI Fee Program	3
	Proposed Update to the FMSI Fee Program	5
	Organization of Report.....	6
2.	Development Areas and Future Development.....	9
	Introduction	9
	Development Areas	9
	Development Projections.....	10
3.	Roadway Improvement Costs	13
	Introduction	13
	Facility Standards	13
	FMSI Fee Program Costs	15
4.	Cost Allocation	21
	Introduction	21
	Regional Street and New Growth Street Cost Allocations.....	21
	Administration.....	25
5.	Implementation.....	27
	Introduction	27
	Implementing Ordinances/Resolutions	27
	Street Fees Administration	27
	Exemptions from the Street Fees	28
	Potential Street Fees Required	28
	Internal Loaning of Funds	29
	Reimbursements and Credits	29
	FMSI Fee Program Update.....	30
6.	AB 1600 Nexus Findings	33
	Authority	33
	Summary of Nexus Findings	33

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)

List of Map and Tables

Map 1	Street Impact Fee Areas	4
Table 1	Summary of Proposed Street Fees	7
Table 2	Comparison of Proposed Fees with Existing Fees.....	8
Table 3	Summary of New Acres, Dwelling Units, and Building Square Feet through General Plan Buildout	11
Table 4	Components of Streets Fee Programs.....	17
Table 5	Net Capital Costs Funded by Street Fees	18
Table 6	Regional Streets Cost Allocation for Citywide Fee	22
Table 7	New Growth Streets Cost Allocation for New Growth Fee.....	23

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 prepared an FMSI Fee Program Capital Improvement Program (Street CIP) that outlined the planned facilities and costs for FMSI Fee Program funded transportation improvements through General Plan buildout.

The City's Public Works Department completed an update to the Street CIP in 2022. In addition, EPS prepared updated development projections through General Plan buildout using the General Plan traffic model projections, City building permit data for annual development from 2013 through 2021, and other detailed information provided by the City. The 2013 through 2021 building permit data were used to adjust the remaining development from the prior nexus study to account for development that occurred in past years that were included in the prior projections.

After reviewing the 2016 Nexus Study and evaluating the amount of fees collected under the original fee, the City determined that the FMSI Fee Program should be updated. The City retained EPS to prepare this 2022 FMSI Fee Program Nexus Study Update (2022 Nexus Study) to serve as the basis for updating the existing FMSI Fee Program to reflect the updated development projections and the updated Street CIP. This report details the calculation of the new fees 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.”¹

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.
- Demonstrate a reasonable relationship between the fee’s use and the type of development project on which the fee is imposed.
- Demonstrate a reasonable relationship 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.

Further, Assembly Bill 602 was passed and signed by the Governor in 2021 detailing additional requirements required for nexus studies. Specifically, Government Code Section 66016.5 was added that establishes “standards and practices” for a local agency that conducts and impact fee nexus study. This nexus study includes requisite information to comply with the provisions of Government Code Section 66016.5.

¹ *Public Needs & Private Dollars*; William Abbott, Marian E. Moe, and Marilee Hanson, page 109.

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, roundabouts, and other miscellaneous improvements. Asphalt concrete dikes, utilities, sidewalks, streetlights, 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 Street CIP identifies the improvements to be funded by each fee. 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**).

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 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.

The proposed Citywide Fees are nearly equal to the current Citywide Fees, with small increases of under 2 percent for all land uses. The proposed New Growth Fees as compared to the current New Growth Fees are approximately 14 percent to 17 percent greater for all land uses. The proposed Citywide and New Growth Fees combined range from 11 percent to 13 percent higher than the current fees, depending on the land use.

Organization of Report

This report is divided into 6 chapters and 4 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.

Table 1
Fresno Major Street Impact Fee Program Update
Summary of Proposed Major Street Fees (2022 \$)

Land Use	Street Fees						Total
	(per gross acre, excluding area of major streets)						
	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			
	<u>Infill Area</u>						
Residential							
Residential Low - Medium	\$8,611	\$172	\$8,783	-	-	-	\$8,783
Residential Medium/High - High	\$16,720	\$334	\$17,054	-	-	-	\$17,054
Nonresidential							
Retail	\$15,460	\$309	\$15,769	-	-	-	\$15,769
Office	\$16,193	\$324	\$16,517	-	-	-	\$16,517
Light Industrial	\$4,635	\$93	\$4,728	-	-	-	\$4,728
Heavy Industrial	\$2,818	\$56	\$2,874	-	-	-	\$2,874
	<u>New Growth Area</u>						
Residential							
Residential Low - Medium	\$8,611	\$172	\$8,783	\$26,951	\$539	\$27,490	\$36,273
Residential Medium/High - High	\$16,720	\$334	\$17,054	\$52,376	\$1,048	\$53,424	\$70,478
Nonresidential							
Retail	\$15,460	\$309	\$15,769	\$49,716	\$994	\$50,710	\$66,479
Office	\$16,193	\$324	\$16,517	\$46,264	\$925	\$47,189	\$63,706
Light Industrial	\$4,635	\$93	\$4,728	\$15,094	\$302	\$15,396	\$20,124
Heavy Industrial	\$2,818	\$56	\$2,874	\$9,016	\$180	\$9,196	\$12,070

fee sum

Source: City of Fresno; Kittelson & Associates; Fresno COG; EPS.

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

Land Use	Major Street Fees Comparison [1]			
	(per adjusted gross acre, excluding area of major streets)			
	Proposed Fee (2022 \$)	Existing Fee (FY 2021-22)	Difference	Percentage Difference
Citywide Fee				
Residential				
Residential Low - Medium	\$8,783	\$8,752	\$31	0%
Residential Medium/High - High	\$17,054	\$16,993	\$61	0%
Nonresidential				
Retail	\$15,769	\$15,475	\$294	2%
Office	\$16,517	\$16,390	\$127	1%
Light Industrial	\$4,728	\$4,661	\$67	1%
Heavy Industrial	\$2,874	\$2,865	\$9	0%
New Growth Fee				
Residential				
Residential Low - Medium	\$27,490	\$24,090	\$3,400	14%
Residential Medium/High - High	\$53,424	\$46,816	\$6,608	14%
Nonresidential				
Retail	\$50,710	\$43,487	\$7,223	17%
Office	\$47,189	\$41,162	\$6,027	15%
Light Industrial	\$15,396	\$13,281	\$2,115	16%
Heavy Industrial	\$9,196	\$8,058	\$1,138	14%
Total New Growth Area Street Fees (Sum of Citywide Fee and New Growth Fee)				
Residential				
Residential Low - Medium	\$36,273	\$32,842	\$3,431	10%
Residential Medium/High - High	\$70,478	\$63,809	\$6,669	10%
Nonresidential				
Retail	\$66,479	\$58,962	\$7,517	13%
Office	\$63,706	\$57,552	\$6,154	11%
Light Industrial	\$20,124	\$17,942	\$2,182	12%
Heavy Industrial	\$12,070	\$10,923	\$1,147	11%

fee comp

Source: City of Fresno; Kittelson & Associates; Fresno COG; EPS.

[1] Includes 2% administration component.

2. Development Areas and Future Development

Introduction

Development projections are a significant variable used in this 2022 Nexus Study. As summarized in the previous chapter, there are two separate Street Fees included in the FMSI Fee Program, each with a different development area subject to the fees. 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 development projections through buildout of the General Plan 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 (SEDA) was excluded from the development projections, as it is anticipated that there will be a separate SEDA streets impact fee to fund the street improvements needed to facilitate development in SEDA.

Appendix A details the methodology for estimating the development projections through General Plan buildout. 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 City data from a variety of sources as described below:

- 1. Acres, dwelling units, nonresidential building square feet, and employee projections from 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. Downtown development projections from the "FCSP and DNCP Development Potential" memorandum (Elizabeth Moule & Stefanos Polyzoides, 04/28/2011).** This memorandum details growth projections through General Plan buildout for the downtown area of the City.
- 3. Floor area ratios (FARs).** The City provided the estimated FAR for each of the nonresidential land use categories.
- 4. Percentage distribution of mixed-use categories to specific land use categories.**
- 5. Residential and commercial building permit reports for 2013 through 2021.** These reports were used to adjust the development projections to account for the development that occurred in the years since the General Plan traffic model and the downtown development projections were prepared.

EPS used these data to establish the projected acres, dwelling units, and building square feet for 2022 through General Plan buildout by Major Streets Fee 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.

Table 3
Fresno Major Street Impact Fee Program Update
Summary of New Acres, Dwelling Units, and Building Square Feet (2022- 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	4.7	4.7	426.4	7,623.8	8,050.2	2,369	35,624	37,993
Residential Med/High-High	22.6	23.8	23.4	611.2	1,426.4	2,037.6	13,806	33,936	47,742
Total Residential	15.6	7.7	8.5	1,037.6	9,050.2	10,087.9	16,175	69,560	85,735
Commercial									
<i>Formula</i>	<i>d/a/</i> 43,560	<i>e/b/</i> 43,560	<i>f/c/</i> 43,560	<i>a</i>	<i>b</i>	<i>c</i>	<i>d</i>	<i>e</i>	<i>f</i>
	<u>FAR</u>			<u>Building Square Feet</u>					
Retail	0.28	0.29	0.29	390.8	861.4	1,252.3	4,822,196	10,838,685	15,660,880
Office	0.41	0.42	0.41	224.1	799.8	1,023.9	4,044,909	14,462,132	18,507,042
Light Industrial	0.33	0.32	0.33	198.2	973.5	1,171.7	2,878,472	13,723,117	16,601,589
Heavy Industrial	0.30	0.30	0.30	212.7	1,128.6	1,341.3	2,779,707	14,748,185	17,527,892
Total Commercial	0.33	0.33	0.33	1,025.9	3,763.3	4,789.1	14,525,285	53,772,118	68,297,403
Total				2,063.5	12,813.5	14,877.0			

dev

Source: City of Fresno; Kittelson & Associates, Elizabeth Moule & Stefanos Polyzoides; EPS.

[1] Excludes SEDA.

[2] See Table A-1 for residential projections. See Table A-3 for commercial projections.

THIS PAGE INTENTIONALLY LEFT BLANK

3. Roadway Improvement 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 (updated in 2022), 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."²

² Fresno General Plan (December 18, 2014), Glossary & Acronyms, page G-19.

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."³

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."⁴

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

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

To address this goal, the General Plan includes several 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.”⁵

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 and Nexus Study Capital Improvement Plan

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

⁵ Fresno General Plan (December 18, 2014), Glossary & Acronyms, page G-19.

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

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 major street improvements above, the Street CIP also includes associated right of way acquisition, ancillary costs (mobilization traffic control, dust control, and storm water pollution prevention), bridge widening, roundabouts, and other miscellaneous improvements. Asphalt concrete dikes, utilities, sidewalks, streetlights, 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 the total 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 and existing fee fund balances. These cost components and adjustments are discussed in the remainder of this section.

**Table 4
Fresno Major Street Impact Fee Program Update
Components of Major Street 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 Right of Way Railroad Crossings
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 Major Street Fees (2022 \$)

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	\$57,770,691	\$160,445,605	\$218,216,296
Northeast Quadrant	\$2,523,809	\$15,067,433	\$17,591,242
Southwest Quadrant	\$21,572,441	\$92,928,795	\$114,501,237
Southeast Quadrant	\$54,912,737	\$77,428,183	\$132,340,919
Subtotal	\$136,779,678	\$345,870,016	\$482,649,694
Eligible Reimbursements [2]			
Citywide Fee	\$0	\$0	\$0
New Growth Fee	\$0	\$670,529	\$670,529
Subtotal	\$0	\$670,529	\$670,529
Less Fee Fund Balances (excluding 2% administration) [3]			
UGM Major Streets	\$0	(\$1,299,349)	(\$1,299,349)
UGM Major Bridges	\$0	(\$482,201)	(\$482,201)
Citywide Fee	(\$7,635,240)	\$0	(\$7,635,240)
New Growth Fee	\$0	(\$10,148,906)	(\$10,148,906)
Subtotal	(\$7,635,240)	(\$11,930,456)	(\$19,565,696)
Net Capital Costs Funded by Street Fees	\$129,144,438	\$334,610,089	\$463,754,527

cost sum

Source: City of Fresno.

[1] See Appendix B for Street CIP (as of March 2022)

[2] Provided by City (as of September 10, 2021)

[3] Provided by City (as of June 30, 2021)

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.

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 fund reimbursements owed to developers who constructed and advance-funded improvements included in the FMSI Fee Program. These future reimbursements are an additional fee funded cost. **Table 5** shows FMSI Fee Program reimbursement amounts for the Citywide Fee and the New Growth Fee.

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.

As noted in the first chapter, the FMSI Fee Program is a successor fee program that replaced the previous transportation facility components of the City's UGM fee program. Although the City has indicated there is no longer any future development eligible to pay UGM Major Street or Bridge fees, these fee programs do have existing fund balances that can be used in the FMSI Fee Program to offset costs.

THIS PAGE INTENTIONALLY LEFT BLANK

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 above, 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 (2022 \$)**

Citywide Fee - Regional Street Costs -

Land Use	Land Use Contingency	Projected Acres		Cost Allocation Basis			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 [1]			96.6%					
Residential								
Residential Low - Medium	90%	8,050.2	6,998.9	373	2,612,020	46.7%	\$60,270,106	\$8,611
Residential Medium/High - High	90%	2,037.6	1,771.5	725	1,283,698	22.9%	\$29,620,224	\$16,720
Total Residential		10,087.9	8,770.4		3,895,718	69.6%	\$89,890,330	
Nonresidential								
Retail	90%	1,252.3	1,088.7	670	729,432	13.0%	\$16,831,002	\$15,460
Office	90%	1,023.9	890.2	702	624,732	11.2%	\$14,415,151	\$16,193
Light Industrial	90%	1,171.7	1,018.7	201	204,623	3.7%	\$4,721,494	\$4,635
Heavy Industrial	90%	1,341.3	1,166.1	122	142,430	2.5%	\$3,286,460	\$2,818
Total Nonresidential		4,789.1	4,163.7		1,701,217	30.4%	\$39,254,108	
Total		14,877.0	12,934.1		5,596,935	100.0%	\$129,144,438	

alloc city

Source: City of Fresno; Kittelson & Associates; Fresno COG; 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 (2022 \$)**

**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%	7,623.8	6,628.1	392	2,601,022	53.4%	\$178,634,123	\$26,951
Residential Medium/High - High	90%	1,426.4	1,240.1	763	945,749	19.4%	\$64,952,561	\$52,376
Total Residential		9,050.2	7,868.3		3,546,770	72.8%	\$243,586,684	
New Growth Nonresidential								
Retail	90%	861.4	748.9	724	542,129	11.1%	\$37,232,608	\$49,716
Office	90%	799.8	695.3	674	468,408	9.6%	\$32,169,525	\$46,264
Light Industrial	90%	973.5	846.4	220	186,014	3.8%	\$12,775,168	\$15,094
Heavy Industrial	90%	1,128.6	981.2	131	128,805	2.6%	\$8,846,104	\$9,016
Total Nonresidential		3,763.3	3,271.8		1,325,356	27.2%	\$91,023,405	
Total		12,813.5	11,140.1		4,872,127	100.0%	\$334,610,089	

alloc gr

Source: City of Fresno; Kittelson & Associates; Fresno COG; EPS.

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

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

1. Estimate the projected amount of new development.

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

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

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

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

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

The VMT factors are used as estimates of each land use's relative demand for street improvements. The components of the VMT factors are summarized in the following section. The methodology used to develop the VMT factors differs somewhat for residential and nonresidential land uses and is detailed in **Appendix C**. The data used to develop the VMT factors was obtained from the 2010 Fresno Council of Governments (COG) Travel Demand Model, the City's General Plan Traffic Model (that used data from the Fresno COG Travel Demand Model), the National Cooperative Highway Research Program (NCHRP) Report 365,⁶ and the detailed development projections prepared for this report.

⁶ 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 (transportation consultants) and the Fresno Council of Government staff indicated that the County Travel Demand model overestimated daily trips generated by these nonresidential categories.

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.

Average Daily VMT per-Acre Factors

The methodology in this 2022 Nexus Study 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 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.

THIS PAGE INTENTIONALLY LEFT BLANK

5. Implementation

Introduction

The proposed Street Fees (i.e., Citywide Fees and New Growth Fees) included in the FMSI Fee Program 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. As required by AB 602, the City shall update the nexus study no later than every 8 years.

The cost estimates presented in this report are in constant 2022 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 Resolutions

The proposed updated Street Fee schedule must be adopted by the City Council. The updated fees will be effective 60 days following final action on the adoption of this 2022 Nexus Study Update and any associated fee resolution(s) establishing the updated fees. The fee 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 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 and the accessory dwelling unit is over 750 square feet.
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.

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 reimbursements to private developers for the construction of Street CIP projects.
3. 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, 2023. 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 2022 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.
- 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.
- 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.”⁷ 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.

As documented in this report, AB 602 added a new California Government Code Section 66016.5 that establishes “standards and practices” that a local agency must follow when preparing a nexus study. This section identifies California Government Code Section 66016.5 provisions that have been addressed in this nexus study.

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.

⁷ *Public Needs & Private Dollars*; William Abbott, Marian E. Moe, and Marilee Hanson, page 109.

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.

- **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

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. A reasonable relationship exists between the use of the Street Fees and the residential and commercial development on which the fees are charged because the fees will be used to provide the street improvements needed to provide an adequate level of service to the new residents and employees generated by new development.

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. A reasonable relationship exists between the need for the street improvements and the type of new development projects because street improvements will be required to adequately serve the new development types that will result in increased traffic volumes on the City's streets.

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. A reasonable relationship exists between the amount of the Street Fees and the costs of the improvements attributable to new residential and commercial development on which the fees are imposed because the fees are derived using appropriate cost allocation factors as measures of the proportional demand for street improvements generated by each development type.

AB 602 Requirements

The following text includes specific language from the newly enacted AB 602 that applies to preparation of this nexus study.

On or after January 1, 2022, a local agency that conducts an impact fee nexus study shall follow all of the following standards and practices:

- When applicable, the nexus study shall identify the existing level of service for each public facility, identify the proposed new level of service, and include an explanation of why the new level of service is appropriate.
- If a nexus study supports the increase of an existing fee, the local agency shall review the assumptions of the nexus study supporting the original fee and evaluate the amount of fees collected under the original fee.
- Large jurisdictions (as defined in Section 66016.5) shall adopt a capital improvement plan as part of the nexus study.
- Studies shall be updated at least every eight years, from the period beginning on January 1, 2022.

Existing and Proposed Level of Service

As detailed in **Chapter 3**, the Street CIP incorporates an existing deficiency analysis that the City used to allocate Street CIP costs between existing and new development (see **Appendix B**). This analysis 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 in **Chapter 3**), 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.

Nexus Study Review

Because this nexus study is proposing an increase to an existing fee, the City is required to review the assumptions of the nexus study that was prepared to support the original fee and evaluate the amount of fees collected under the original fee.

The City last prepared an update to the City's Street Fees in 2016. The City complies with California Government Code Section 66006 and prepares annual reports for the Street Fees. Through preparation of these annual reports, the City has evaluated and tracked the amount of fees collected under the original fee that was last updated in 2016. In the course of preparing those annual updates, the City has reviewed the assumptions of the 2016 nexus study prepared for the last Street Fees update and has determined the cost estimates in that study are not sufficient to fund the City's planned street improvements that are required to serve new service population in the City. Therefore, based on the review of the prior nexus study and tracking and evaluation of fees collected under the original fee, the City determined this Street Fees nexus study update was warranted.

Capital Improvement Plan

Appendix B includes the capital improvement plan that is being adopted by the City with this nexus study. This FMSI Fee Program CIP includes street improvements that are also identified in the overall City CIP. This section, as well as the information in **Appendix B**, describes the approximate location, size, and estimated cost of all facilities or improvements to be funded with the Street Fees.

The timing of fee-funded roadway improvement construction depends on City priorities, availability of other local, regional, state, and federal funding sources, and the timing developer advance-funding. Further, there are times when the City constructs only a portion of a particular street improvement, which makes it difficult to accurately estimate the timing of each improvement. Finally, the City includes many of the fee-funded roadway improvements in its overall City CIP, which is updated periodically by the City. Therefore, the approximate timing of each fee-funded roadway improvement is not included in this report.

Nexus Study Updates

Beginning with January 1, 2022, AB 602 requires nexus studies to be updated at least once every 8 years.



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

Development Projection Methodology (4 pages)	A-1
Table A-1 Residential Acres and Dwelling Units Projections	A-5
Table A-2 Residential Dwelling Unit Projections	A-6
Table A-3 Commercial Growth Projections	A-7
Table A-4 Commercial Building Square Feet Projections	A-8
Table A-5 Commercial Building Square Feet Projections by Land Use.....	A-9
Table A-6 Downtown Projected Development through Buildout by Land Use	A-10
Table A-7 Estimated Downtown New Development at Buildout for Alternative Development Levels.....	A-11
Table A-8 Estimated Percentage Distribution of New Development at Buildout—Chinatown and Central Business District.....	A-12
Table A-9 Residential and Commercial Building Permits Summary	A-13
Table A-10 Residential and Commercial Building Permits	A-14

Development Projections Methodology

Overview

For the purposes of this report, EPS is reliant upon development projections for the Infill Area and the New Growth Area for 2022 through buildout of the City General Plan. These development projections were established for each of the current fee land use categories. To facilitate developing these projections, EPS obtained the following data from the City:

1. Acres, dwelling units, nonresidential building square feet, and employee projections that were used in the City's General Plan traffic model.
2. "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. Floor Area Ratios (FARs) for each of the nonresidential land use categories.
4. Percentage distribution of mixed-use categories to the various component categories.
5. Residential and commercial building permit reports for 2013 through 2021.

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-10** provide the backup data for these projections.

Residential 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 unit projections for 2022 through buildout are based on the development data used in the City's General Plan traffic model and reduced by residential development that occurred in the years after the traffic model development projections were prepared (2013 through 2021). 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 derived from the projections in the Downtown Development memorandum and reduced by residential development that occurred in the years after the Downtown Development memorandum was prepared (2013 through 2021). The dwelling units are divided by the dwelling-units-per-acre factors derived from the Downtown Development memorandum to estimate the gross acres. The original residential projections and the dwelling-units-per-acre factors from the Downtown Development memorandum are detailed in **Table A-6** through **Table A-8**.

Table A-2 details the original dwelling unit projections based on the General Plan traffic model data and the Downtown Development memorandum (discussed above), the deduction for the estimated number of dwelling units constructed from 2013 through 2021, and the resulting projections for 2022 through buildout. The dwelling units constructed from 2013 through 2021 are based on City building permit reports. The building permits identify the dwelling units as single-family or multifamily units. The total number of single-family units are distributed to the more detailed land use categories on **Table A-2** and to the Infill and New Growth Areas in the same distribution as for the original projections through buildout prior to the reduction for 2013 through 2021 development.

Commercial Projections

Table A-3 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 projections for 2022 through buildout are based on the development data used in the City's General Plan traffic model and reduced by commercial development that occurred in the years after the traffic model development projections were prepared (2013 through 2021). 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 building square feet projections are derived from the projections in the Downtown Development memorandum and reduced by commercial development that occurred in the years after the Downtown Development memorandum was prepared (2013 through 2021). The FARs derived from the Downtown Development memorandum are applied to the building square feet to estimate the gross acres. The employees are estimated using square feet per employee factors from the Downtown Development memorandum. The original commercial projections, FARs, and square feet-per-employee factors from the Downtown Development memorandum are detailed in **Table A-6** through **Table A-8**.

Table A-4 provides backup for the building square feet projections by fee category in **Table A-3**. It shows the building square feet projections from the traffic model and from the Downtown Development memorandum after the adjustment for development from 2013 through 2021 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-5 details the original commercial building square feet projections based on the General Plan traffic model data and the Downtown Development memorandum (discussed above), the deduction for the estimated number of commercial building square feet constructed from 2013 through 2021, and the resulting projections for 2022 through buildout. The commercial building square feet constructed from 2013 through 2021 are based on City building permit reports.

Downtown Projections

Tables A-6 through **A-8** detail the downtown projections, which were excluded from the City traffic model projections.

Table A-6 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-7**.

Table A-6 also shows the projected dwelling units, commercial building square feet, and employees by fee category, as well as the estimated dwelling units per acre for each residential land use and FAR for each commercial category, which are all derived from the Downtown Development memorandum.

The Downtown Development 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-7 details the data from the Downtown Development memorandum, which provides data for minimum, medium, and maximum development alternatives.

Table A-7 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-8 includes backup data for the Central Business District and Chinatown District percentage distribution factors shown in **Table A-6**.

Development for 2013 through 2021

As discussed previously, the development from 2013 through 2021 was estimated and used to reduce the development projections to account for development that occurred since the City's traffic model and the Downtown Development memorandum development projections through buildout were developed.

Table A-9 summarizes the commercial development estimates for 2013 through 2022. As discussed below for **Table A-10**, the building permit data is divided into a categorized component and two uncategorized components. The categorized component includes commercial building square feet for building permits that were assigned a General Plan land use based on the building permit description. For example, permits designated as "Industrial Manufacturing" were assigned a Heavy Industrial land use. The uncategorized components include commercial building square feet for building permits that were not assigned a General Plan land use based on the building permit description. For example, permits designated as "Shell Buildings" were not assigned a General Plan land use, as Shell Buildings could apply to many different types of commercial development.

The two uncategorized components are Non-Industrial and Shell Buildings. For the Non-Industrial component, the total of the uncategorized commercial building square feet from 2013 through 2021 building permits is distributed to the General Plan land uses in the same percentage distribution as the original remaining development through buildout (before the 2013 through 2021 deduction) excluding Recreation Commercial, Neighborhood Mixed Use, and Industrial uses. For the Shell Buildings component, the total of the uncategorized commercial building square feet from 2013 through 2021 building permits is distributed to the General Plan land uses in the same percentage distribution as the original remaining development through buildout (before the 2013 through 2021 deduction) excluding Recreation Commercial and Neighborhood Mixed Use development. Recreation Commercial and Neighborhood Mixed Use are excluded from the distribution of the 2013 through 2021 building permits for both uncategorized components because they are very specific types of development with very little development remaining.

Table A-10 details the residential and commercial building permits for new development from 2013 through 2021. **Table A-10** shows annual dwelling units and building square feet by development type. As discussed above for **Table A-9**, the commercial permits are either assigned a General Plan land use based on development type or are shown as uncategorized when a General Plan land use could not be accurately determined.

**Table A-1
Fresno Major Street Impact Fee Program Update
Residential Acres and Dwelling Units Projections (2022-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	137.1	1,946.4	2,083.5	206	2,920	3,125
Medium Low Density	4.0	58.5	1,679.3	1,737.9	234	6,717	6,951
Medium Density	6.5	144.4	3,998.0	4,142.4	938	25,987	26,926
Downtown [3]	11.5	86.4	0.0	86.4	991	0	991
Subtotal		426.4	7,623.8	8,050.2	2,369	35,624	37,993
Residential (Med/High-High)							
Medium High Density	14.0	88.4	457.5	545.8	1,237	6,404	7,642
High Density	20.0	24.9	274.3	299.2	497	5,486	5,983
Urban Neighborhood	34.0	2.8	520.2	523.0	96	17,686	17,783
Corridor Center Mixed Use	20.0	336.5	105.2	441.7	6,730	2,104	8,835
Neighborhood Mixed Use	14.0	28.2	5.0	33.2	395	70	465
Regional Mixed Use	34.0	68.3	64.3	132.6	2,323	2,185	4,508
Downtown [3]	40.7	62.1	0.0	62.1	2,527	0	2,527
Subtotal		611.2	1,426.4	2,037.6	13,806	33,936	47,742
Total Residential		1,037.6	9,050.2	10,087.9	16,175	69,560	85,735

res

Source: City of Fresno; Kittelson & Associates, Elizabeth Moule & Stefanos Polyzoides; EPS.

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

[2] See Table A-2. SEDA excluded.

[3] See Table A-7 for Downtown dwelling unit estimates.

**Table A-2
Fresno Major Street Impact Fee Program Update
Residential Dwelling Unit Projections (2022-Buildout)**

Land Use	Dwelling Units								
	2013-Buildout [1]			Less 2013-2021 [2]			2022-Buildout		
	Infill Area	New Growth Area	Total	Infill Area	New Growth Area	Total	Infill Area	New Growth Area	Total
Residential (Low-Medium)									
Low Density	259	3,678	3,937	53	758	812	206	2,920	3,125
Medium Low Density	295	8,462	8,757	61	1,745	1,806	234	6,717	6,951
Medium Density	1,182	32,737	33,919	244	6,750	6,993	938	25,987	26,926
Downtown	1,248	0	1,248	257	0	257	991	0	991
Subtotal	2,984	44,877	47,861	615	9,253	9,868	2,369	35,624	37,993
Residential (Med/High-High)									
Medium High Density	1,321	6,839	8,160	84	435	518	1,237	6,404	7,642
High Density	531	5,858	6,389	34	372	406	497	5,486	5,983
Urban Neighborhood	103	18,886	18,989	7	1,200	1,206	96	17,686	17,783
Corridor Center Mixed Use	7,187	2,247	9,434	457	143	599	6,730	2,104	8,835
Neighborhood Mixed Use	422	75	497	27	5	32	395	70	465
Regional Mixed Use	2,481	2,333	4,814	158	148	306	2,323	2,185	4,508
Downtown	2,698	0	2,698	171	0	171	2,527	0	2,527
Subtotal	14,743	36,238	50,981	937	2,302	3,239	13,806	33,936	47,742
Total Residential	17,727	81,115	98,842	1,552	11,555	13,107	16,175	69,560	85,735

res2

Source: City of Fresno; Kittelson & Associates, Elizabeth Moule & Stefanos Polyzoides; EPS.

[1] For all land uses except Downtown, projections are from the General Plan Traffic Model. SEDA excluded. See Table A-6 for downtown dwelling unit estimates.

[2] Total Residential (Low-Medium) and Total Residential (Med/High-High) units based on City building permit data from 2013-2021. Totals for each category distributed to subcategories and areas based on distribution for the 2013-Buildout data.

**Table A-3
Fresno Major Street Impact Fee Program Update
Commercial Growth Projections (2022 - 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	367,372	5,649,233	6,016,604	28.1	432.3	460.4	500	735	11,298	12,033
General Commercial	0.35	29,701	111,225	140,926	1.9	7.3	9.2	600	50	185	235
Highway and Auto Commercial	0.25	73,451	781,110	854,561	6.7	71.7	78.5	700	105	1,116	1,221
Main Street Commercial	0.50	107,915	0	107,915	5.0	0.0	5.0	425	254	0	254
Recreation Commercial	0.20	149,590	64,281	213,871	17.2	7.4	24.5	400	374	161	535
Regional Commercial	0.25	708,344	826,490	1,534,835	65.0	75.9	140.9	400	1,771	2,066	3,837
Corridor Center Mixed Use	0.25	1,191,770	767,888	1,959,657	109.4	70.5	180.0	425	2,804	1,807	4,611
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	1,321,532	1,299,920	2,621,452	121.4	119.4	240.7	425	3,109	3,059	6,168
Business Park	0.40	64,819	943,748	1,008,567	3.7	54.2	57.9	925	70	1,020	1,090
Regional Business Park	0.40	15,154	391,606	406,760	0.9	22.5	23.3	925	16	423	440
Downtown	0.75	673,855	0	673,855	20.6	0.0	20.6	400	1,685	0	1,685
Subtotal Retail		4,822,196	10,838,685	15,660,880	390.8	861.4	1,252.3		11,252	21,143	32,395
Office											
Office	0.50	589,563	5,495,620	6,085,183	27.1	252.3	279.4	400	1,474	13,739	15,213
Corridor Center Mixed Use	0.25	1,191,770	767,888	1,959,657	109.4	70.5	180.0	425	2,804	1,807	4,611
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	188,790	185,703	374,493	17.3	17.1	34.4	425	444	437	881
Business Park	0.40	388,912	5,662,491	6,051,403	22.3	325.0	347.3	925	420	6,122	6,542
Regional Business Park	0.40	90,923	2,349,635	2,440,558	5.2	134.9	140.1	925	98	2,540	2,638
Downtown	0.90	1,565,278	0	1,565,278	40.0	0.0	40.0	275	5,692	0	5,692
Subtotal Office		4,044,909	14,462,132	18,507,042	224.1	799.8	1,023.9		11,003	24,646	35,649
Light Industrial											
Light Industrial	0.30	1,626,963	9,717,054	11,344,017	124.5	743.6	868.1	950	1,713	10,228	11,941
Business Park	0.40	194,456	2,831,245	3,025,701	11.2	162.5	173.7	925	210	3,061	3,271
Regional Business Park	0.40	45,461	1,174,818	1,220,279	2.6	67.4	70.0	925	49	1,270	1,319
Downtown	0.39	1,011,592	0	1,011,592	59.9	0.0	59.9	800	1,264	0	1,264
Subtotal Light Industrial		2,878,472	13,723,117	16,601,589	198.2	973.5	1,171.7		3,236	14,559	17,796
Heavy Industrial	0.30	2,779,707	14,748,185	17,527,892	212.7	1,128.6	1,341.3	1,100	2,527	13,407	15,934
Total		14,525,285	53,772,118	68,297,403	1,025.9	3,763.3	4,789.1		28,018	73,756	101,775

acres

Source: City of Fresno; Kittelson & Associates, Elizabeth Moule & Stefanos Polyzoides; EPS.

[1] Excludes Southeast Development Area.

[2] All FARs except for downtown FARs obtained from City of Fresno; Downtown FARs calculated on Table A-6.

[3] See Table A-4.

**Table A-4
Fresno Major Street Impact Fee Program Update
Commercial Building Square Feet Projections (2022-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%	100.0%	-	-	-	367,372	367,372	-	-	-	5,649,233	5,649,233	-	-	-
General Commercial	100%	100.0%	-	-	-	29,701	29,701	-	-	-	111,225	111,225	-	-	-
Highway and Auto Commercial	100%	100.0%	-	-	-	73,451	73,451	-	-	-	781,110	781,110	-	-	-
Main Street Commercial	100%	100.0%	-	-	-	107,915	107,915	-	-	-	0	-	-	-	-
Recreation Commercial	100%	100.0%	-	-	-	149,590	149,590	-	-	-	64,281	64,281	-	-	-
Regional Commercial	100%	100.0%	-	-	-	708,344	708,344	-	-	-	826,490	826,490	-	-	-
Corridor Center Mixed Use	100%	50.0%	50.0%	-	-	2,383,539	1,191,770	1,191,770	-	-	1,535,775	767,888	767,888	-	-
Neighborhood Mixed Use	100%	80.0%	20.0%	-	-	148,366	118,693	29,673	-	-	3,980	3,184	796	-	-
Regional Mixed Use	100%	87.5%	12.5%	-	-	1,510,323	1,321,532	188,790	-	-	1,485,623	1,299,920	185,703	-	-
Business Park	100%	10.0%	60.0%	30.0%	-	648,187	64,819	388,912	194,456	-	9,437,484	943,748	5,662,491	2,831,245	-
Regional Business Park	100%	10.0%	60.0%	30.0%	-	151,538	15,154	90,923	45,461	-	3,916,058	391,606	2,349,635	1,174,818	-
Office	100%	-	100.0%	-	-	589,563	-	589,563	-	-	5,495,620	-	5,495,620	-	-
Light Industrial	100%	-	-	100.0%	-	1,626,963	-	-	1,626,963	-	9,717,054	-	-	9,717,054	-
Heavy Industrial	100%	-	-	-	100.0%	2,779,707	-	-	-	2,779,707	14,748,185	-	-	-	14,748,185
Downtown - Retail	100%	100.0%	-	-	-	673,855	673,855	-	-	-	0	-	-	-	-
Downtown - Office	100%	-	100.0%	-	-	1,565,278	-	1,565,278	-	-	0	-	-	-	-
Downtown - Industrial	100%	-	-	100.0%	-	1,011,592	-	-	1,011,592	-	0	-	-	-	-
Total						14,525,285	4,822,196	4,044,909	2,878,472	2,779,707	53,772,118	10,838,685	14,462,132	13,723,117	14,748,185

sqft

Source: City of Fresno; Kittelson & Associates, Elizabeth Moule & Stefanos Polyzooides; EPS.

[1] Obtained from City of Fresno.

[2] See Table A-5.

**Table A-5
Fresno Major Street Impact Fee Program Update
Commercial Building Square Feet Projections by Land Use (2022-Buildout)**

Land Use	Commercial Building Square Feet								
	2013-Buildout [1]			Less: 2013-2021 [2]			2022-Buildout		
	Infill Area	New Growth Area	Total	Infill Area	New Growth Area	Total	Infill Area	New Growth Area	Total
<i>Formula</i>									
Community Commercial	438,114	6,737,065	7,175,179	70,742	1,087,832	1,158,575	367,372	5,649,233	6,016,604
General Commercial	357,106	1,337,318	1,694,424	327,405	1,226,093	1,553,498	29,701	111,225	140,926
Highway and Auto Commercial	150,298	1,598,329	1,748,627	76,847	817,219	894,066	73,451	781,110	854,561
Main Street Commercial	119,606	0	119,606	11,691	0	11,691	107,915	0	107,915
Recreation Commercial	149,590	64,281	213,871	0	0	0	149,590	64,281	213,871
Regional Commercial	985,162	1,149,479	2,134,641	276,818	322,989	599,806	708,344	826,490	1,534,835
Corridor Center Mixed Use	2,641,759	1,702,153	4,343,912	258,220	166,378	424,597	2,383,539	1,535,775	3,919,315
Neighborhood Mixed Use	148,366	3,980	152,346	0	0	0	148,366	3,980	152,346
Regional Mixed Use	1,673,943	1,646,567	3,320,510	163,620	160,944	324,564	1,510,323	1,485,623	2,995,946
Business Park	718,408	10,459,890	11,178,298	70,221	1,022,406	1,092,627	648,187	9,437,484	10,085,671
Regional Business Park	175,851	4,544,358	4,720,209	24,313	628,300	652,613	151,538	3,916,058	4,067,596
Office	653,433	6,090,986	6,744,419	63,870	595,366	659,236	589,563	5,495,620	6,085,183
Light Industrial	2,422,812	14,470,270	16,893,082	795,849	4,753,216	5,549,065	1,626,963	9,717,054	11,344,017
Heavy Industrial	3,265,895	17,327,734	20,593,629	486,188	2,579,549	3,065,737	2,779,707	14,748,185	17,527,892
Downtown - Retail	746,857	0	746,857	73,002	0	73,002	673,855	0	673,855
Downtown - Office	1,734,852	0	1,734,852	169,574	0	169,574	1,565,278	0	1,565,278
Downtown - Industrial	1,048,448	0	1,048,448	36,856	0	36,856	1,011,592	0	1,011,592
Total	17,430,500	67,132,410	84,562,910	2,905,215	13,360,292	16,265,507	14,525,285	53,772,118	68,297,403

sqft2

Source: City of Fresno; Kittelson & Associates, Elizabeth Moule & Stefanos Polyzoides; EPS.

[1] For all land uses except Downtown, building square feet projections for 2013-buildout are from the General Plan Traffic Model. SEDA excluded.
See Table A-6 for Downtown building square feet.

[2] Based on City building permit data from 2013-2021. See Table A-9. Distributed to Infill and New Growth Areas in same percentages as 2013-Builout projections.

**Table A-6
Fresno Major Street Impact Fee Program Update
Downtown Projected Development through 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]	Retail	Office	Industrial	Resid. Medium	Resid. High	Retail	Office	Industrial	
<i>Formula</i>		<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%	8%	32%	(5%)	-	29.2	3.6	14.3	(2.1)	45.0
Chinatown District [4]	16.8	0%	60%	7%	22%	10%	-	10.1	1.2	3.8	1.7	16.8
Corridor General	24.8	0%	10%	35%	55%	0%	-	2.5	8.7	13.6	-	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%	0%	5%	90%	-	3.5	-	3.5	62.5	69.4
Town Center	2.9	0%	45%	30%	25%	0%	-	1.3	0.9	0.7	-	2.9
Subtotal	304.5						108.9	66.3	22.8	44.3	62.1	304.5
Downtown Dwelling Units [5]	3,946						1,248	2,698				3,946
Downtown Units per Acre							11.5	40.7				
Downtown Commercial Bldg. Sq. Ft. [5]	3,530,157								746,857	1,734,852	1,048,448	3,530,157
Downtown FAR									0.75	0.90	0.39	
Downtown Square Feet per Employee [5]									400	275	800	
Downtown Employees									1,867	6,309	1,311	9,486

dt ac

Source: Elizabeth Moule & Stefanos Polyzoides; EPS

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

Table A-9
Fresno Major Street Impact Fee Program Update
Residential and Commercial Building Permits Summary: 2013-2021

General Plan Land Use	Pct. of Remaining Development [1]		Building Sq. Ft. (2013-2021)			TOTAL
	Uncategorized	Shell	Categorized [3]	Uncategorized	Shell	
	Non-Industrial [1]	Buildings [2]		Non-Industrial [4]	Buildings [4]	
Community Commercial	15.7%	8.5%	457,234	449,112	252,229	1,158,575
General Commercial	3.7%	2.0%	1,387,876	106,058	59,564	1,553,498
Highway and Auto Commercial	3.8%	2.1%	723,146	109,451	61,469	894,066
Main Street Commercial	0.3%	0.1%	0	7,486	4,205	11,691
Recreation Commercial	0.0%	0.0%	0	0	0	0
Regional Commercial	4.7%	2.5%	391,155	133,612	75,039	599,806
Corridor Center Mixed Use	9.5%	5.2%	0	271,896	152,701	424,597
Neighborhood Mixed Use	0.0%	0.0%	0	0	0	0
Regional Mixed Use	7.3%	3.9%	0	207,839	116,726	324,564
Business Park	24.5%	13.3%	0	699,677	392,950	1,092,627
Regional Business Park	10.3%	5.6%	191,234	295,449	165,929	652,613
Office	14.8%	8.0%	0	422,150	237,086	659,236
Light Industrial	0.0%	20.1%	4,955,224	0	593,841	5,549,065
Heavy Industrial	0.0%	24.5%	2,341,811	0	723,926	3,065,737
Downtown - Retail	1.6%	0.9%	0	46,748	26,254	73,002
Downtown - Office	3.8%	2.1%	0	108,589	60,985	169,574
Downtown - Industrial	0.0%	1.2%	0	0	36,856	36,856
Total Commercial	100.0%	100.0%	10,447,680	2,858,067	2,959,760	16,265,507

13-21 sum

[1] Percentage of total projected commercial development from 2013-buildout excluding recreation commercial, neighborhood mixed use, and industrial. See Table A-5.

[2] Percentage of total projected commercial development from 2013-buildout excluding recreation commercial and neighborhood mixed use. See Table A-5.

[3] Summary of categorized commercial building permit building square feet from Table A-10.

[4] Total from Table A-10, Amount by land use = pct. of remaining development * total sq. ft.

Table A-10
Fresno Major Street Impact Fee Program Update
Residential and Commercial Building Permits: 2013-2021

Building Permit Land Use	General Plan Land Use	2013	2014	2015	2016	2017	2018	2019	2020	2021	TOTAL
DWELLING UNITS											
Single Family											
Single Family	Residential Low-Medium	1,160	566	835	925	680	1,113	1,431	1,050	1,914	9,674
Duplex	Residential Low-Medium	2	0	12	96	84	0	0	0	0	194
Subtotal		1,162	566	847	1,021	764	1,113	1,431	1,050	1,914	9,868
Multifamily											
Triplex	Residential Med/High-High	0	3	0	6	9	0	0	0	0	18
Fourplex	Residential Med/High-High	32	12	0	20	0	0	0	0	0	64
Apartments	Residential Med/High-High	421	387	150	241	685	64	107	832	270	3,157
Subtotal		453	402	150	267	694	64	107	832	270	3,239
Total Residential		1,615	968	997	1,288	1,458	1,177	1,538	1,882	2,184	13,107
BUILDING SQUARE FEET											
Categorized Commercial											
Gas Stations, Car Washes	Highway and Auto Commercial	36,050	18,932	329	3,000	28,227	0	0	0	0	86,538
Repair Garages, Service Station	Highway and Auto Commercial	0	4,381	0	50,528	89,329	6,866	0	0	0	151,104
Commercial Carport/Canopy (Misc.)	Highway and Auto Commercial	0	0	57,258	68,553	89,438	60,526	4,200	101,190	104,339	485,504
Industrial Storage	Light Industrial	386,919	291,394	266,690	562,092	296,131	236,867	865,482	625,671	259,147	3,790,393
Industrial Manufacturing	Heavy Industrial	5,591	330,666	39,163	137,036	1,625,642	154,762	37,670	6,990	4,291	2,341,811
Hotels, Motels	Regional Commercial	0	0	54,936	0	224,779	90,890	0	0	20,550	391,155
Hospitals	Regional Business Park	0	0	0	0	0	0	0	174,687	0	174,687
General Hospitals	Regional Business Park	0	0	0	0	0	16,547	0	0	0	16,547
Parking Garages	Light Industrial	0	0	0	817,549	0	0	15,473	331,809	0	1,164,831
Retail Stores	General Commercial	289,970	154,957	56,567	192,070	88,276	10,062	55,800	18,648	27,893	894,243
Restaurants, Cafes, etc.	General Commercial	52,727	27,724	47,656	17,080	46,440	93,903	74,109	24,840	109,154	493,633
Professional Bldgs (Offices, Banks, etc.)	Community Commercial	57,353	43,939	46,336	72,505	224,562	12,539	0	0	0	457,234
Subtotal		828,610	871,993	568,935	1,920,413	2,712,824	682,962	1,052,734	1,283,835	525,374	10,447,680
Uncategorized Non-Industrial Commercial											
Day Care Facilities		23,121	0	12,791	0	0	150,697	822,307	0	543,994	1,552,910
Rest Home, Assisted Living		92,507	156,971	159,338	142,379	0	224,354	102,502	0	0	878,051
Nursing Homes, Convalescent, etc.		0	0	0	15,541	0	0	0	0	0	15,541
Religious Buildings		5,329	9,945	9,460	23,691	15,760	66,007	23,863	5,378	72,738	232,171
Assembly Buildings		9,704	36,414	0	0	0	64,485	2,950	39,083	26,758	179,394
Subtotal		130,661	203,330	181,589	181,611	15,760	505,543	951,622	44,461	643,490	2,858,067
Shell Building (All Occupancies)		280,426	256,242	263,450	571,400	639,102	204,305	220,857	256,061	267,917	2,959,760
Total		1,239,697	1,331,565	1,013,974	2,673,424	3,367,686	1,392,810	2,225,213	1,584,357	1,436,781	16,265,507

13-21



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 (3 pages)	B-2
Table B-3	FMSI Fee Program CIP— Northeast Quadrant (2 pages).....	B-5
Table B-4	FMSI Fee Program CIP— Southwest Quadrant (2 pages).....	B-7
Table B-5	FMSI Fee Program CIP— Southeast Quadrant (2 pages)	B-9

**Table B-1
Fresno Major Street Impact Fee Program Update
FMSI Fee Program CIP by Area (2022 \$)**

Area	Source	Growth Area Streets Cost	Regional Streets Cost	Total Street Cost
Northwest Quadrant	Table B-2	\$160,445,605	\$57,770,691	\$218,216,296
Northeast Quadrant	Table B-3	\$15,067,433	\$2,523,809	\$17,591,242
Southwest Quadrant	Table B-4	\$92,928,795	\$21,572,441	\$114,501,237
Southeast Quadrant	Table B-5	\$77,428,183	\$54,912,737	\$132,340,919
Total Capital Costs		\$345,870,016	\$136,779,678	\$482,649,694

area

Source: City of Fresno.

**Table B-2
Fresno Major Street Impact Fee Program Update
FMSI Fee Program CIP - Northwest Quadrant (2022 \$)**

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									
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	3-Lane Collector	Riverside	Hayes	\$642,897	\$0	100%	\$642,897	\$0	\$642,897
Spruce	5-Lane Collector	Hayes	Polk	\$0	\$0	100%	\$0	\$0	\$0
Spruce - Spaatz	5-Lane Collector	Milburn	Blythe	\$0	\$0	100%	\$0	\$0	\$0
Herndon	3-Lane Collector	Garfield	Parkway	\$150,810	\$0	100%	\$150,810	\$0	\$150,810
Palo Alto-Jeanne-Cecelia	3-Lane Collector	Polk	Escalon	\$73,053	\$0	100%	\$73,053	\$0	\$73,053
Cecelia	5-Lane Collector	Bullard	Escalon	\$0	\$0	100%	\$0	\$0	\$0
Sierra	5-Lane Collector	Riverside	Valentine	\$189,258	\$0	100%	\$189,258	\$0	\$189,258
Escalon	3-Lane Collector	Dante	Cecelia	\$0	\$0	100%	\$0	\$0	\$0
Dante/San Jose	5-Lane Collector	Salinas	Bullard	\$667,756	\$0	100%	\$667,756	\$0	\$667,756
Dante/San Jose	3-Lane Collector	Bullard	Polk	\$131,140	\$0	100%	\$131,140	\$0	\$131,140
San Jose	3-Lane Collector	Gates	Feland	\$0	\$0	100%	\$0	\$0	\$0
Bullard	3-Lane Collector	Garfield	Grantland	\$465,592	\$0	100%	\$465,592	\$0	\$465,592
Bullard	5-Lane Collector	Grantland	Bryan	\$91,947	\$0	100%	\$91,947	\$0	\$91,947
Bullard	5-Lane Collector	Figarden	Brunswick	\$0	\$0	100%	\$0	\$0	\$0
Barstow	3-Lane Collector	Garfield	Veterans	\$852,780	\$0	100%	\$852,780	\$0	\$852,780
Barstow	5-Lane Collector	Veterans	Vista	\$176,050	\$0	100%	\$176,050	\$0	\$176,050
Gettysburg	3-Lane Collector	Veterans	Golden State	\$2,582,646	\$0	100%	\$2,582,646	\$0	\$2,582,646
Dakota	3-Lane Collector	Garfield	Parkway	\$4,429,929	\$0	100%	\$4,429,929	\$0	\$4,429,929
Shields	3-Lane Collector	Garfield	Polk	\$3,379,021	\$0	100%	\$3,379,021	\$0	\$3,379,021
Clinton	3-Lane Collector	Grantland	Polk	\$3,535,602	\$0	100%	\$3,535,602	\$0	\$3,535,602
Clinton	5-Lane Collector	Polk	Valentine	\$1,550,845	\$0	100%	\$1,550,845	\$0	\$1,550,845
Clinton	5-Lane Collector	Valentine	Marks	\$765,273	\$0	100%	\$765,273	\$0	\$765,273
McKinley	3-Lane Collector	Grantland	Hayes	\$0	\$2,362,375	100%	\$0	\$2,362,375	\$2,362,375
McKinley	4-Lane Collector	Hayes	Polk	\$0	\$1,179,632	100%	\$0	\$1,179,632	\$1,179,632
Olive	3-Lane Collector	Grantland	Marks	\$5,471,491	\$0	100%	\$5,471,491	\$0	\$5,471,491
Belmont	3-Lane Collector	Grantland	Marks	\$8,477,249	\$0	100%	\$8,477,249	\$0	\$8,477,249
Garfield	3-Lane Collector	Shields	Herndon	\$7,337,669	\$0	100%	\$7,337,669	\$0	\$7,337,669
Parkway	3-Lane Collector	Herndon	Herndon	\$817,136	\$0	100%	\$817,136	\$0	\$817,136
Parkway	5-Lane Collector	Ashlan	Brawley	\$193,099	\$0	100%	\$193,099	\$0	\$193,099
Bryan	3-Lane Collector	Belmont	Bullard	\$5,988,525	\$0	100%	\$5,988,525	\$0	\$5,988,525
Riverside	5-Lane Collector	Herndon	Spruce	\$501,186	\$0	100%	\$501,186	\$0	\$501,186

**Table B-2
Fresno Major Street Impact Fee Program Update
FMSI Fee Program CIP - Northwest Quadrant (2022 \$)**

Item	Type	From	To	Total Cost		Impact Fee Contribution	Impact Fee Cost		Total Cost
				Growth Area Streets	Regional Streets		Growth Area Streets	Regional Streets	
							(New Growth Fee)	(Citywide Fee)	
Hayes	3-Lane Collector	Belmont	Shaw	\$5,706,761	\$0	100%	\$5,706,761	\$0	\$5,706,761
Hayes	5-Lane Collector	Veterans	Spruce	\$165,875	\$0	100%	\$165,875	\$0	\$165,875
Barstow Exten/Hayes north of Shaw	3-Lane Collector	Veterans	Herndon	\$1,742,339	\$0	100%	\$1,742,339	\$0	\$1,742,339
Polk	5-Lane Collector	Bullard	Herndon	\$104,480	\$0	100%	\$104,480	\$0	\$104,480
Cornelia	3-Lane Collector	Belmont	Gettysburg	\$3,384,301	\$0	100%	\$3,384,301	\$0	\$3,384,301
Blythe	3-Lane Collector	Nielsen	Dakota	\$5,725,886	\$0	100%	\$5,725,886	\$0	\$5,725,886
Blythe	5-Lane Collector	Dakota	Spruce	\$3,253,677	\$0	100%	\$3,253,677	\$0	\$3,253,677
Brawley	5-Lane Collector	Nielsen	Clinton	\$7,081,883	\$0	100%	\$7,081,883	\$0	\$7,081,883
Brawley	3-Lane Collector	Clinton	Parkway	\$294,774	\$0	100%	\$294,774	\$0	\$294,774
Valentine	3-Lane Collector	Nielsen	San Jose	\$6,292,081	\$0	100%	\$6,292,081	\$0	\$6,292,081
Marks	3-Lane Collector	Herndon	Alluvial	\$0	\$0	100%	\$0	\$0	\$0
Golden State	5-Lane Collector	Ashlan	Santa Ana	\$18,800	\$0	100%	\$18,800	\$0	\$18,800
Golden State	5-Lane Collector	Ashlan	SR-99	\$1,226,980	\$0	7%	\$1,226,980	\$0	\$1,226,980
Subtotal Collector				\$83,468,791	\$3,542,007		\$82,223,011	\$3,542,007	\$85,765,019
Arterial									
Figarden	4-Lane Arterial	Barstow	Bullard	\$0	\$0	7%	\$0	\$0	\$0
Bullard	4-Lane Arterial	Veterans	Figarden	\$642,426	\$0	100%	\$642,426	\$0	\$642,426
Shaw	3-Lane Arterial	Garfield	Grantland	\$1,007,307	\$0	100%	\$1,007,307	\$0	\$1,007,307
Shaw	4-Lane Arterial	Grantland	Bryan	\$737,859	\$356,609	35%	\$258,361	\$101,699	\$360,060
Shaw	4-Lane Arterial	Bryan	Hayes	\$0	\$1,709,305	100%	\$0	\$1,709,305	\$1,709,305
Shaw	4-Lane Arterial	Hayes	Polk	\$0	\$1,614,300	100%	\$0	\$1,614,300	\$1,614,300
Shaw	4-Lane Arterial	Polk	Marks	\$0	\$0	100%	\$0	\$0	\$0
Ashlan	3-Lane Arterial/Collector	Garfield	Grantland	\$1,543,827	\$0	100%	\$1,543,827	\$0	\$1,543,827
Ashlan	4-Lane Arterial	Grantland	Golden State	\$4,314,544	\$0	100%	\$4,314,544	\$0	\$4,314,544
Shields	4-Lane Arterial	Polk	Parkway	\$5,195,827	\$0	100%	\$5,195,827	\$0	\$5,195,827
McKinley	4-Lane Arterial	Polk	1300ft E of Marks	\$0	\$6,857,222	100%	\$0	\$6,857,222	\$6,857,222
Parkway	4-Lane Arterial	Herndon	Grantland	\$363,191	\$0	100%	\$363,191	\$0	\$363,191
Grantland	4-Lane Arterial	Gettysburg	Parkway	\$4,095,947	\$0	100%	\$3,536,760	\$0	\$3,536,760
Riverside	4-Lane Arterial	Veterans	Herndon	\$501,575	\$0	100%	\$501,575	\$0	\$501,575
Polk	4-Lane Arterial	Belmont	Shaw	\$7,147,663	\$0	100%	\$7,147,663	\$0	\$7,147,663
Milburn	4-Lane Arterial	Santa Fe	Alluvial	\$0	\$0	100%	\$0	\$0	\$0
Santa Fe	4-Lane Arterial	Figarden	Palo Alto	\$47,923	\$0	15%	\$7,288	\$0	\$7,288
Brawley	4-Lane Arterial	Shaw	Beechwood	\$165,356	\$0	100%	\$165,356	\$0	\$165,356
Marks	4-Lane Arterial	Nielsen	San Jose	\$1,419,284	\$2,527,533	100%	\$1,419,284	\$2,527,533	\$3,946,816
Subtotal Arterial				\$27,182,728	\$13,064,968		\$26,103,408	\$12,810,059	\$38,913,467

**Table B-2
Fresno Major Street Impact Fee Program Update
FMSI Fee Program CIP - Northwest Quadrant (2022 \$)**

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									
Herndon	4-Lane Super Arterial	Parkway	Golden State	\$0	\$0	27%	\$0	\$0	\$0
Herndon	6-Lane Super Arterial	Golden State	Riverside	\$0	\$0	100%	\$0	\$0	\$0
Herndon	6-Lane Expressway	Riverside	West	\$0	\$2,326,318	100%	\$0	\$2,326,318	\$2,326,318
Herndon EB	3-Lane Expressway	Herndon	Veterans	\$0	\$179,527	100%	\$0	\$179,527	\$179,527
Grantland	4-Lane Super Arterial	Belmont	McKinley	\$3,813,646	\$0	100%	\$3,813,646	\$0	\$3,813,646
Grantland	4-Lane Super Arterial	McKinley	Gettysburg	\$0	\$8,594,248	100%	\$0	\$8,594,248	\$8,594,248
Veterans	6-Lane Super Arterial	Gettysburg	Herndon	\$0	\$7,845,443	100%	\$0	\$7,845,443	\$7,845,443
Subtotal Other				\$3,813,646	\$18,945,536		\$3,813,646	\$18,945,536	\$22,759,181
Subtotal Street Improvements				\$114,465,164	\$35,552,511		\$113,385,844	\$35,297,602	\$148,683,446
Other Improvements									
Mobilization, Traffic Control, Dust Control, SWPPP (15%)				\$17,169,775	\$5,332,877		\$17,007,877	\$5,294,640	\$22,302,517
HERNDON GRADE SEPARATION WIDENING, POLK TO MILBURN, TO 6 LANES, 20% MATCHIN				\$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
SHAW/UPRR GRADE SEPARATION				\$0	\$0		\$0	\$0	\$0
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 S/O McKinley				\$1,330,923	\$0		\$1,330,923	\$0	\$1,330,923
60' R/W: VALENTINE N/O UPRR S/O FRANKLIN				\$103,306	\$0		\$103,306	\$0	\$103,306
Subtotal				\$20,480,725	\$12,882,877		\$20,318,827	\$12,844,640	\$33,163,467
Cost Contingency (20%)				\$26,989,178	\$9,687,078		\$26,740,934	\$9,628,449	\$36,369,383
Total - Northwest Quadrant				\$161,935,067	\$58,122,466		\$160,445,605	\$57,770,691	\$218,216,296

nw

Source: City of Fresno.

**Table B-3
Fresno Major Street Impact Fee Program Update
FMSI Fee Program CIP - Northeast Quadrant (2022 \$)**

Item	Type	From	To	Total Cost		Impact Fee Contribution	Impact Fee Cost		Total Cost
				Growth Area Streets	Regional Streets		Growth Area Streets	Regional Streets	
							(New Growth Fee)	(Citywide Fee)	
Street Improvements									
Collector									
International	5-Lane Collector	Cedar	Willow	\$42,121	\$0	100%	\$42,121	\$0	\$42,121
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	3-Lane Collector	Millbrook	Maple	\$0	\$0	100%	\$0	\$0	\$0
Teague	5-Lane Collector	Maple	Willow	\$65,244	\$0	100%	\$65,244	\$0	\$65,244
Audubon	5-Lane Scenic Collector	Nees	Freeway 41	\$0	\$0	100%	\$0	\$0	\$0
Alluvial	5-Lane Collector	Palm	Cedar	\$0	\$0	100%	\$0	\$0	\$0
Alluvial	3-Lane Collector	Cedar	Willow	\$313,024	\$0	100%	\$313,024	\$0	\$313,024
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
Winery	3-Lane Collector	Copper	Alicante	\$831,663	\$0	100%	\$831,663	\$0	\$831,663
Alicante	2-Lane Collector	E. Copper River Dr.	Willow	\$2,354,830	\$0	100%	\$2,354,830	\$0	\$2,354,830
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	Alluvial	\$0	\$0	100%	\$0	\$0	\$0
Fort Washington	3-4 Lane Collector	Friant	Champlain	\$0	\$0	100%	\$0	\$0	\$0
Fort Washington	3-Lane Collector	Champlain	Millbrook	\$0	\$0	100%	\$0	\$0	\$0
Millbrook	5-Lane Collector	Herndon	Nees	\$0	\$0	100%	\$0	\$0	\$0
Millbrook	3-Lane Collector	Nees	Copper	\$48,060	\$0	100%	\$48,060	\$0	\$48,060
Cedar	5-Lane Collector	Olympic	Copper River Ranch	\$0	\$0	100%	\$0	\$0	\$0
Maple	3-Lane Collector	Herndon	Teague	\$124,395	\$0	100%	\$124,395	\$0	\$124,395
Maple	5-Lane Collector	Teague	Perrin	\$228,773	\$0	100%	\$228,773	\$0	\$228,773
Maple	3-Lane Collector	Perrin	Plymouth	\$64,071	\$0	100%	\$64,071	\$0	\$64,071
Chestnut	3-Lane Collector	Sommerville	Behymer	\$0	\$0	100%	\$0	\$0	\$0
Chestnut	5-Lane Collector	Behymer	Copper	\$894,571	\$0	100%	\$894,571	\$0	\$894,571
Willow	2-Lane Collector	Alicante	Silaxo	\$1,230,238	\$0	100%	\$1,230,238	\$0	\$1,230,238
Subtotal Collector				\$6,196,990	\$0		\$6,196,990	\$0	\$6,196,990

**Table B-3
Fresno Major Street Impact Fee Program Update
FMSI Fee Program CIP - Northeast Quadrant (2022 \$)**

Item	Type	From	To	Total Cost		Impact Fee Contribution	Impact Fee Cost		Total Cost
				Growth Area Streets	Regional Streets		Growth Area Streets	Regional Streets	
							(New Growth Fee)	(Citywide Fee)	
Arterial									
Behymer	4-Lane Arterial	Maple	Willow	\$210,072	\$0	100%	\$210,072	\$0	\$210,072
Chaplain	4-Lane Arterial	Friant	Shepherd	\$0	\$0	100%	\$0	\$0	\$0
Shepherd	4-Lane Arterial	Friant	Willow	\$576,005	\$0	100%	\$576,005	\$0	\$576,005
Audubon	4-Lane Scenic Arterial	Freeway 41	Nees	\$0	\$0	100%	\$0	\$0	\$0
Nees	4-Lane Arterial	Palm	Willow	\$21,399	\$0	100%	\$21,399	\$0	\$21,399
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	\$173,717	\$0	100%	\$173,717	\$0	\$173,717
Chestnut	4-Lane Arterial	Herndon	Shepherd	\$422,092	\$0	100%	\$422,092	\$0	\$422,092
Sommerville	4-Lane Arterial	Shepherd	Plymouth	\$121,832	\$0	100%	\$121,832	\$0	\$121,832
Willow	3-Lane Arterial	Copper	Alicante	\$1,203,077	\$0	100%	\$1,203,077	\$0	\$1,203,077
Subtotal Arterial				\$2,728,194	\$0		\$2,728,194	\$0	\$2,728,194
Other									
Copper	4-Lane Super Arterial	Friant	Willow	\$1,993,246	\$0	100%	\$1,993,246	\$0	\$1,993,246
Herndon	6-Lane Expressway	West	Willow	\$0	\$0	100%	\$0	\$0	\$0
Friant	6-Lane Super Arterial	Freeway 41	Audubon	\$0	\$0	11%	\$0	\$0	\$0
Friant	6-Lane Scenic Expswy	Audubon	Fort Washington	\$0	\$253,134	100%	\$0	\$253,134	\$253,134
Friant	4-Lane Scenic Expswy	Fort Washington	Old Friant Road	\$0	\$331,746	100%	\$0	\$331,746	\$331,746
Willow	6-Lane Super Arterial	Herndon	Copper	\$0	\$1,243,968	100%	\$0	\$1,243,968	\$1,243,968
Subtotal Other				\$1,993,246	\$1,828,847		\$1,993,246	\$1,828,847	\$3,822,093
Subtotal Street Improvements				\$10,918,430	\$1,828,847		\$10,918,430	\$1,828,847	\$12,747,277
Other Improvements									
Mobilization, Traffic Control, Dust Control, SWPPP (15%)				\$1,637,764	\$274,327		\$1,637,764	\$274,327	\$1,912,091
Railroad Crossings				\$0	\$0		\$0	\$0	\$0
Subtotal				\$1,637,764	\$274,327		\$1,637,764	\$274,327	\$1,912,091
Cost Contingency (20%)				\$2,511,239	\$420,635		\$2,511,239	\$420,635	\$2,931,874
Total - Northeast Quadrant				\$15,067,433	\$2,523,809		\$15,067,433	\$2,523,809	\$17,591,242

Source: City of Fresno.

ne

Table B-4
Fresno Major Street Impact Fee Program Update
FMSI Fee Program CIP - Southwest Quadrant (2022 \$)

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	Hughes	\$2,290,659	\$0	100%	\$2,290,659	\$0	\$2,290,659
Nielsen	2-Lane Collector	Hughes	West	\$0	\$0	100%	\$0	\$0	\$0
Whitesbridge	3-Lane Collector	Valentine	West	\$1,834,868	\$0	100%	\$1,834,868	\$0	\$1,834,868
Madison	3-Lane Collector	Brawley	Marks	\$1,496,895	\$0	100%	\$1,496,895	\$0	\$1,496,895
Kearney	3-Lane Collector	Marks	Crystal	\$1,264,001	\$0	100%	\$1,264,001	\$0	\$1,264,001
California	3-Lane Collector	Brawley	West	\$2,843,671	\$0	100%	\$2,843,671	\$0	\$2,843,671
Church	3-Lane Collector	Marks	MLK/Fig	\$2,612,693	\$0	100%	\$2,612,693	\$0	\$2,612,693
Annadale	3-Lane Collector	West	MLK/Fig	\$2,527,601	\$0	100%	\$2,527,601	\$0	\$2,527,601
Central	3-Lane Collector	MLK/Fig	Elm	\$848,090	\$0	100%	\$848,090	\$0	\$848,090
Blythe	3-Lane Collector	Whites Bridge	Nielsen	\$851,826	\$0	100%	\$851,826	\$0	\$851,826
Brawley	3-Lane Collector	California	Madison	\$1,567,333	\$0	100%	\$1,567,333	\$0	\$1,567,333
Brawley	5-Lane Collector	Madison	Nielsen	\$2,131,694	\$0	100%	\$2,131,694	\$0	\$2,131,694
Valentine	3-Lane Collector	California	Nielsen	\$2,231,060	\$0	100%	\$2,231,060	\$0	\$2,231,060
Hughes	3-Lane Collector	North	Nielsen	\$6,868,212	\$0	100%	\$6,868,212	\$0	\$6,868,212
West	3-Lane Collector	North	Hughes/Nielsen	\$3,301,913	\$0	100%	\$3,301,913	\$0	\$3,301,913
Fruit	3-Lane Collector	North	Church	\$2,238,001	\$0	100%	\$2,238,001	\$0	\$2,238,001
Walnut	3-Lane Collector	North	Jensen	\$2,442,200	\$0	100%	\$2,442,200	\$0	\$2,442,200
Walnut	3-Lane Collector	Jensen	Church	\$602,071	\$0	100%	\$602,071	\$0	\$602,071
MLK/Fig	3-Lane Collector	Central	Church	\$2,773,984	\$0	100%	\$2,773,984	\$0	\$2,773,984
Cherry	3-Lane Collector	Central	North	\$1,616,874	\$0	100%	\$1,616,874	\$0	\$1,616,874
East	3-Lane Collector	Central	North	\$1,117,031	\$0	100%	\$1,117,031	\$0	\$1,117,031
Orange	3-Lane Collector	American	North	\$3,565,101	\$0	100%	\$3,565,101	\$0	\$3,565,101
Subtotal Collector				\$47,025,777	\$0		\$47,025,777	\$0	\$47,025,777
Arterial									
Jensen	4-Lane Arterial	Marks	MLK/Fig	\$0	\$7,539,469	100%	\$0	\$7,539,469	\$7,539,469
North	3-Lane Arterial	Marks	SR99	\$8,077,350	\$0	100%	\$8,077,350	\$0	\$8,077,350
Central	3-Lane Arterial	Elm	Cedar	\$3,190,265	\$0	100%	\$3,190,265	\$0	\$3,190,265
American	3-Lane Arterial	Orange	Cedar	\$1,007,640	\$0	100%	\$1,007,640	\$0	\$1,007,640
Marks	3-Lane/4-Lane Arterial	North	Nielsen	\$0	\$8,092,734	100%	\$0	\$8,092,734	\$8,092,734
Elm	3-Lane Arterial	Central	North	\$1,842,019	\$0	100%	\$1,842,019	\$0	\$1,842,019
Cedar	3-Lane Arterial	American	North	\$5,138,354	\$0	100%	\$5,138,354	\$0	\$5,138,354
Subtotal Arterial				\$19,255,629	\$15,632,204		\$19,255,629	\$15,632,204	\$34,887,833
Subtotal Street Improvements				\$66,281,406	\$15,632,204		\$66,281,406	\$15,632,204	\$81,913,610

Table B-4
Fresno Major Street Impact Fee Program Update
FMSI Fee Program CIP - Southwest Quadrant (2022 \$)

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									
	Mobilization, Traffic Control, Dust Control, SWPPP (15%)			\$9,942,211	\$2,344,831		\$9,942,211	\$2,344,831	\$12,287,042
	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
	Subtotal			\$11,159,256	\$2,344,831		\$11,159,256	\$2,344,831	\$13,504,087
	Cost Contingency (20%)			\$15,488,133	\$3,595,407		\$15,488,133	\$3,595,407	\$19,083,539
	Total - Southwest Quadrant			\$92,928,795	\$21,572,441		\$92,928,795	\$21,572,441	\$114,501,237

SW

Source: City of Fresno.

**Table B-5
Fresno Major Street Impact Fee Program Update
FMSI Fee Program CIP - Southeast Quadrant (2022 \$)**

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	5-Lane Collector	Fowler	Armstrong	\$1,183,925	\$0	100%	\$1,183,925	\$0	\$1,183,925
Dakota	3-Lane Collector	Armstrong	Temperance	\$764,568	\$0	100%	\$764,568	\$0	\$764,568
Clinton	3-Lane Collector	1100' W of Sunnyside	Locan	\$3,982,150	\$0	100%	\$3,982,150	\$0	\$3,982,150
McKinley	3-Lane Collector	Clovis	Locan	\$0	\$4,871,063	100%	\$0	\$4,871,063	\$4,871,063
Olive	5-Lane Collector	1280' W of Clovis	Temperance	\$3,489,200	\$0	100%	\$3,489,200	\$0	\$3,489,200
Tulare	3-Lane Collector	Fancher Creek	Fowler	\$31,957	\$0	100%	\$31,957	\$0	\$31,957
Hamilton	3-Lane Collector	Fowler	Temperance	\$112,302	\$0	100%	\$112,302	\$0	\$112,302
California	Collector	600' E of Cedar	Maple	\$0	\$0	100%	\$0	\$0	\$0
Church	5-Lane Collector	1300' E of Cedar	Sunnyside	\$1,170,217	\$0	100%	\$1,170,217	\$0	\$1,170,217
Church	3-Lane Collector	Fowler	Temperance	\$1,677,808	\$0	100%	\$1,677,808	\$0	\$1,677,808
Locan	3-Lane Collector	Jensen	3000' N of Shields	\$1,419,215	\$0	100%	\$1,419,215	\$0	\$1,419,215
Armstrong	5-Lane Collector	Jensen	Roundabout	\$4,161,078	\$0	100%	\$4,161,078	\$0	\$4,161,078
Armstrong	3-Lane Collector	Belmont	Shields	\$3,393,091	\$0	100%	\$3,393,091	\$0	\$3,393,091
Armstrong	5-Lane Collector	Shields	2000' N of Dakota	\$929,538	\$0	100%	\$929,538	\$0	\$929,538
Sunnyside	5-Lane Collector	Jensen	California	\$119,534	\$0	100%	\$119,534	\$0	\$119,534
Minnewawa	3-Lane Collector	Jensen	Church	\$493,100	\$0	100%	\$493,100	\$0	\$493,100
Willow	3-Lane Collector	North	4200' N of Church	\$2,568,122	\$0	100%	\$2,568,122	\$0	\$2,568,122
Maple	5-Lane Collector	Jensen	California	\$14,857	\$0	100%	\$14,857	\$0	\$14,857
Subtotal Collector				\$25,510,661	\$4,871,063		\$25,510,661	\$4,871,063	\$30,381,725
Arterial									
Shields	4-Lane Arterial	1320' west of Fowler	Locan	\$384,351	\$0	100%	\$384,351	\$0	\$384,351
Belmont	4-lane Arterial	1970' West of Clovis	Temperance	\$2,578,749	\$0	100%	\$2,578,749	\$0	\$2,578,749
Kings Canyon	4-Lane Arterial	Sunnyside	Armstrong	\$0	\$80,546	100%	\$0	\$80,546	\$80,546
Kings Canyon	4-Lane Arterial	Armstrong	Temperance	\$0	\$696,667	100%	\$0	\$696,667	\$696,667
California	4-Lane Arterial	Clovis	Fowler	\$349,154	\$0	100%	\$349,154	\$0	\$349,154
California	2-lane Arterial	Fowler	Armstrong	\$1,017,171	\$0	100%	\$1,017,171	\$0	\$1,017,171
California	4-Lane Arterial	Armstrong	Temperance	\$1,248,955	\$0	100%	\$1,248,955	\$0	\$1,248,955
Church	4-Lane Arterial	Sunnyside	Fowler	\$244,120	\$0	100%	\$244,120	\$0	\$244,120
North	4-lane Industrial Arterial	Chestnut	Minnewawa	\$4,202,189	\$0	100%	\$4,202,189	\$0	\$4,202,189
Central	3-Lane Industrial Arterial	Cedar	Maple	\$263,946	\$0	100%	\$263,946	\$0	\$263,946
American	3-Lane Industrial Arterial	Cedar	Maple	\$226,639	\$0	100%	\$226,639	\$0	\$226,639

**Table B-5
Fresno Major Street Impact Fee Program Update
FMSI Fee Program CIP - Southeast Quadrant (2022 \$)**

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>	
Fowler	4-lane Arterial	Jensen	Belmont	\$3,843,368	\$0	100%	\$3,843,368	\$0	\$3,843,368
Fowler	4-Lane Arterial	Belmont	Olive	\$552,552	\$0	31%	\$170,346	\$0	\$170,346
Fowler	4-Lane Arterial	Olive	2000' N of Dakota	\$5,942,999	\$0	100%	\$5,942,999	\$0	\$5,942,999
Clovis	4-lane Arterial	Jensen	800ft N of California	\$126,395	\$0	100%	\$126,395	\$0	\$126,395
Peach	4-Lane Arterial	North	SJVRR	\$5,253,381	\$0	100%	\$5,253,381	\$0	\$5,253,381
Chestnut	4-lane Arterial	North	California	\$455,627	\$0	100%	\$455,627	\$0	\$455,627
Cedar	3-Lane Industrial Arterial	American	Parkway	\$3,305,050	\$0	100%	\$3,305,050	\$0	\$3,305,050
Subtotal Arterial				\$29,994,647	\$777,213		\$29,612,441	\$777,213	\$30,389,654
Other									
Jensen	6-lane Super Arterial	1300' E of Cedar	Temperance	\$0	\$9,390,014	100%	\$0	\$9,390,014	\$9,390,014
Temperance	6-Lane Super Arterial	Jensen	Butler	\$0	\$9,072,479	100%	\$0	\$9,072,479	\$9,072,479
Temperance	6-Lane Super Arterial	Butler	Kings Canyon	\$0	\$1,985,260	42%	\$0	\$824,881	\$824,881
Temperance	6-Lane Super Arterial	Kings Canyon	McKinley	\$0	\$10,887,825	100%	\$0	\$10,887,825	\$10,887,825
Temperance	6-Lane Super Arterial	McKinley	Shields	\$0	\$5,992,202	30%	\$0	\$1,801,134	\$1,801,134
Temperance	6-Lane Super Arterial	Shields	1000' N of Dakota	\$0	\$1,515,773	100%	\$0	\$1,515,773	\$1,515,773
Subtotal Other				\$0	\$38,843,553		\$0	\$33,492,107	\$33,492,107
Subtotal Street Improvements				\$55,505,308	\$44,491,829		\$55,123,103	\$39,140,383	\$94,263,486
Other Improvements									
Mobilization, Traffic Control, Dust Control, SWPPP (15%)				\$8,325,796	\$6,673,774		\$8,268,465	\$5,871,057	\$14,139,523
60' R/W: McKinley: Clovis to Temperance				\$0	\$749,174		\$0	\$749,174	\$749,174
60' R/W: Clinton-Sunnyside-Fowler Collector				\$621,901	\$0		\$621,901	\$0	\$621,901
60' R/W: California: Fowler to 25 Miles E/O Fowler				\$188,017	\$0		\$188,017	\$0	\$188,017
Roundabout at Armstrong and Fowler				\$161,000	\$0		\$161,000	\$0	\$161,000
Roundabout at Clinton and Locan				\$161,000	\$0		\$161,000	\$0	\$161,000
Subtotal				\$9,457,714	\$7,422,948		\$9,400,383	\$6,620,231	\$16,020,614
Cost Contingency (20%)				\$12,992,604	\$10,382,955		\$12,904,697	\$9,152,123	\$22,056,820
Total - Southeast Quadrant				\$77,955,626	\$62,297,733		\$77,428,183	\$54,912,737	\$132,340,919

se

Source: City of Fresno.



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

Last updated: Oct-21

MAJOR STREET FEE UPDATE

QUADRANT: Northwest

YEAR: 2021

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	
						LF MISSING (6/01/15)	UNIT COST/LF	SUBTOTAL COST	LF MISSING ISLAND (6/01/15)	UNIT COST/LF	SUBTOTAL COST	PERCENT MISSING LANDSCAPIN G	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
River Vista	3-Lane Collector	72	Santa Fe	Carnegie	CENTER N S	0	\$261.84	\$0.00							0	\$24.76	\$0.00				
	3-Lane Collector	72	Carnegie	Polk	CENTER N S	0	\$261.84	\$0.00							0	\$24.76	\$0.00				
	3-Lane Collector	72	Polk	Alluvial	CENTER N S	0	\$261.84	\$0.00							0	\$24.76	\$0.00				
Alluvial	3-Lane Collector	72	Santa Fe	Carnegie	CENTER N S	0	\$261.84	\$0.00							0	\$24.76	\$0.00				
	3-Lane Collector	72	Carnegie	Polk	CENTER N S	0	\$261.84	\$0.00							0	\$24.76	\$0.00				
	3-Lane Collector	72	Polk	River Vista	CENTER N S	0	\$261.84	\$0.00							0	\$24.76	\$0.00				
	3-Lane Collector	72	River Vista	Milburn	CENTER N S	0	\$261.84	\$0.00							0	\$24.76	\$0.00				
Spruce	3-Lane Collector	72	Riverside	Hayes	CENTER N S	1300	\$261.84	\$340,397.10							1300	\$90.19	\$117,246.23	0	\$0.00	0	\$0.00
	5-Lane Collector	92	Hayes	Polk	CENTER N S	0	\$261.84	\$0.00							1970	\$90.19	\$177,673.13	0	\$0.00	1	\$7,580.45
															0	\$90.19	\$0.00	0	\$0.00	0	\$0.00
															0	\$90.19	\$0.00	0	\$0.00	0	\$0.00
Spruce - Spaatz	5-Lane Collector	92	Milburn	Blythe	CENTER N S	0	\$261.84	\$0.00							0	\$24.76	\$0.00	0	\$0.00	0	\$0.00
															0	\$24.76	\$0.00	0	\$0.00	0	\$0.00
Herndon	3-Lane Collector	72	Garfield	Parkway	CENTER N S	460	\$261.84	\$120,448.20							460	\$24.76	\$11,390.46	0	\$0.00	0	\$0.00
	4-Lane Super Arterial	Var	Parkway	Golden State	CENTER N S	0	\$368.81	\$0.00	0	\$48.31	\$0.00				460	\$24.76	\$11,390.46	0	\$0.00	1	\$7,580.45
	Missing C&G														0	\$234.88	\$0.00	0	\$0.00	0	\$0.00
	6-Lane Super Arterial	134	Golden State	Riverside	CENTER N S	0	\$368.81	\$0.00	0	\$48.31	\$0.00	0%	\$236,979.40	\$0.00	0	\$234.88	\$0.00	0	\$0.00	0	\$0.00
	6-Lane Expressway	134	Riverside	Hayes	CENTER N S	0	\$336.05	\$0.00	0	\$48.31	\$0.00	0%	\$236,979.40	\$0.00	0	\$234.88	\$0.00	0	\$0.00	0	\$0.00
	Missing a 18' of AC in Center Section														0	\$234.88	\$0.00	0	\$0.00	0	\$0.00
	6-Lane Expressway	134	Hayes	Polk	CENTER N S	0	\$336.05	\$0.00	2700	\$48.31	\$130,442.12	20%	\$236,979.40	\$47,395.88	0	\$234.88	\$0.00	1	\$8,878.20	0	\$0.00
	6-Lane Expressway	134	Polk	Milburn	CENTER N S	0	\$336.05	\$0.00	0	\$48.31	\$0.00	0%	\$236,979.40	\$0.00	3510	\$234.88	\$824,422.63	1	\$8,878.20	1	\$0.00
	6-Lane Expressway	134	Milburn	Blythe	CENTER N S	0	\$336.05	\$0.00	0	\$48.31	\$0.00	0%	\$236,979.40	\$0.00	0	\$234.88	\$0.00	1	\$8,878.20	0	\$0.00
	6-Lane Expressway	134	Blythe	Brawley	CENTER N S	0	\$336.05	\$0.00	0	\$48.31	\$0.00	0%	\$236,979.40	\$0.00	0	\$234.88	\$0.00	0	\$0.00	1	\$0.00
	6-Lane Expressway	120	Brawley	Valentine	CENTER N S	0	\$336.05	\$0.00	0	\$48.31	\$0.00	0%	\$236,979.40	\$0.00	0	\$234.88	\$0.00	0	\$0.00	0	\$0.00
	6-Lane Expressway	120	Valentine	Marks	CENTER N S	0	\$336.05	\$0.00	0	\$48.31	\$0.00	0%	\$236,979.40	\$0.00	0	\$234.88	\$0.00	0	\$0.00	0	\$0.00
	6-Lane Expressway	120	Marks	Van Ness	CENTER N S	0	\$336.05	\$0.00	0	\$48.31	\$0.00	0%	\$236,979.40	\$0.00	0	\$234.88	\$0.00	0	\$0.00	0	\$0.00
	6-Lane Expressway	120	Van Ness	West	CENTER N S	0	\$336.05	\$0.00	0	\$48.31	\$0.00	0%	\$236,979.40	\$0.00	0	\$234.88	\$0.00	0	\$0.00	0	\$0.00
Herndon EB	3-Lane Expressway	Var	Herndon	Veterans	CENTER	0	\$336.05	\$0.00							0	\$234.88	\$0.00				

Last updated: Oct-21

MAJOR STREET FEE UPDATE

QUADRANT: Northwest

YEAR: 2021

STREET NAME	CLASSIFICATION	R/W WIDTH INTEGRATED IN FEE PROGRAM (FT)	LIMIT (S. OR W.)	LIMIT (N. OR E.)	SIDE OF STREET	MISSING LANES			IRR PIPES	IRR STRCTR	RR UPGRDS	REGIONAL	Deficiency Anlysis					TOTAL	
						LF FT OF MISSING LANE	UNIT COST/LF	SUBTOTAL	DITCH PIPING/ UPGRADE /EA	CANAL CROSSINGS/EA	RAILROAD CROSSING UPGRADES/EA	ENTER "R" FOR REGIONAL STREETS	2019 PM Peak Hour (GP PEIR Feb 2020 - Table 2.D)	Estimated 2022 Peak Hour Volume	GP buildout PM Peak Hour (GP PEIR Feb 2020 - Table 4.A)	Deficiency Threshold (GP PEIR Feb 2020 Table 2.D)	Impact Fee Contribution	TOTAL COST (GROWTH AREA STREETS)	TOTAL COST (REGIONAL STREETS)
River Vista	3-Lane Collector	72	Santa Fe	Carnegie	CENTER N								190	195	200	1550	100%	\$0.00	\$0.00
	3-Lane Collector	72	Carnegie	Polk	CENTER N								290	300	310	1550	100%	\$0.00	\$0.00
	3-Lane Collector	72	Polk	Alluvial	CENTER N								390	405	420	1550	100%	\$0.00	\$0.00
Alluvial	3-Lane Collector	72	Santa Fe	Carnegie	CENTER N								250	255	260	1550	100%	\$0.00	\$0.00
	3-Lane Collector	72	Carnegie	Polk	CENTER N								250	255	260	1550	100%	\$0.00	\$0.00
	3-Lane Collector	72	Polk	River Vista	CENTER N								420	430	440	1550	100%	\$0.00	\$0.00
	3-Lane Collector	72	River Vista	Milburn	CENTER N								420	455	490	1550	100%	\$0.00	\$0.00
Spruce	3-Lane Collector	72	Riverside	Hayes	CENTER N								NA		150	1550	100%	\$340,397.10	\$0.00
	5-Lane Collector	92	Hayes	Polk	CENTER N								290	365	440	3290	100%	\$117,246.23	\$0.00
																		\$185,253.57	\$0.00
Spruce - Spaatz	5-Lane Collector	92	Milburn	Blythe	CENTER N								156	568	980	3290	100%	\$0.00	\$0.00
Herndon	3-Lane Collector	72	Garfield	Parkway	CENTER N								NA		NA	NA	100%	\$120,448.20	\$0.00
	4-Lane Super Arterial	Var	Parkway	Golden State	CENTER N							R	2044	3247	4450	3170	27%	\$11,390.46	\$0.00
	Missing C&G				S	0	\$24.76	\$0.00				R						\$18,970.91	\$0.00
	6-Lane Super Arterial	134	Golden State	Riverside	CENTER N							R	2044	3247	4450	4910	100%	\$0.00	\$0.00
	6-Lane Expressway	134	Riverside	Hayes	CENTER N	2530	\$109.83	\$428,167.78				R	2044	2557	3070	4050	100%	\$0.00	\$0.00
	Missing a 18' of AC in Center Section				S	1260	\$109.83	\$138,390.11				R						\$0.00	\$428,167.78
	6-Lane Expressway	134	Hayes	Polk	CENTER N	1330	\$117.49	\$156,257.76				R	2044	2557	3070	5110	100%	\$0.00	\$177,838.00
	6-Lane Expressway	134	Polk	Milburn	CENTER N	1660	\$109.83	\$182,323.48				R						\$0.00	\$165,135.96
	6-Lane Expressway	134	Polk	Milburn	CENTER N	1800	\$94.53	\$170,147.13				R	2330	2462	3210	4050	100%	\$0.00	\$1,015,624.31
	6-Lane Expressway	134	Milburn	Blythe	CENTER N	2350	\$94.53	\$222,136.53				R						\$0.00	\$179,025.33
	6-Lane Expressway	134	Blythe	Brawley	CENTER N							R	2044	3847	5650	6170	100%	\$0.00	\$222,136.53
	6-Lane Expressway	134	Blythe	Brawley	CENTER N							R				6170		\$0.00	\$0.00
	6-Lane Expressway	120	Brawley	Valentine	CENTER N							R	2631	4261	5890		28%	\$0.00	\$0.00
	6-Lane Expressway	120	Valentine	Marks	CENTER N							R				6170		\$0.00	\$0.00
	6-Lane Expressway	120	Valentine	Marks	CENTER N							R	2631	4286	5940		28%	\$0.00	\$0.00
	6-Lane Expressway	120	Marks	Van Ness	CENTER N							R				6170	100%	\$0.00	\$0.00
	6-Lane Expressway	120	Marks	Van Ness	CENTER N							R	3191	4241	5290	6170	100%	\$0.00	\$0.00
	6-Lane Expressway	120	Van Ness	West	CENTER N							R				6170	100%	\$0.00	\$0.00
Herndon EB	3-Lane Expressway	Var	Herndon	Veterans	CENTER N							R	NA		2920	3085	100%	\$0.00	\$0.00

MAJOR STREET FEE UPDATE

QUADRANT: Northwest

YEAR: 2021

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	
						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
29 ft cub to cub															460	\$24.76	\$11,390.46	0	\$0.00	0	\$0.00
Palo Alto-Jeanne Cecelia	3-Lane Collector	Var	Polk	Escalon	CENTER N S	0	\$261.84	\$0.00						460	\$24.76	\$11,390.46	1	\$8,878.20	0	\$0.00	
Cecelia	5-Lane Collector	92	Bullard	Escalon	CENTER W E	0	\$261.84	\$0.00						810	\$90.19	\$73,053.42					
Sierra	5-Lane Collector	92	Riverside	Polk	CENTER N S	0	\$261.84	\$0.00						700	\$90.19	\$63,132.58	0	\$0.00	0	\$0.00	
	5-Lane Collector	92	Fig Garden	Valentine	CENTER N S	0	\$261.84	\$0.00						1190	\$90.19	\$107,325.39	1	\$11,219.30	1	\$7,580.45	
Escalon	3-Lane Collector	72	Dante	Cecelia	CENTER N S	0	\$261.84	\$0.00						0	\$24.76	\$0.00	0	\$0.00	0	\$0.00	
Dante/San Jose	5-Lane Collector	92	Salinas	Bullard	CENTER N S	1510	\$261.84	\$395,384.32						1510	\$90.19	\$136,186.00	0	\$0.00	0	\$0.00	
	3-Lane Collector	72	Bullard	Polk	CENTER W E	0	\$261.84	\$0.00						1510	\$90.19	\$136,186.00	0	\$0.00	0	\$0.00	
San Jose	3-Lane Collector	72	Gates	Brawley	CENTER N S	0	\$261.84	\$0.00						690	\$90.19	\$62,230.69	0	\$0.00	0	\$0.00	
	3-Lane Collector	72	Brawley	Valentine	CENTER N S	0	\$261.84	\$0.00						680	\$90.19	\$61,328.79	0	\$0.00	1	\$7,580.45	
	3-Lane Collector	72	Valentine	Feland	CENTER N S	0	\$261.84	\$0.00						0	\$24.76	\$0.00					
Figarden	4-Lane Arterial	100	Barstow	Bullard	CENTER W E	0	\$305.22	\$0.00	0	\$48.31	\$0.00	0%	\$63,897.00	\$0.00	0	\$122.11	\$0.00				
	4-Lane Arterial	100	Bullard	Brunswick	CENTER N S	0	\$305.22	\$0.00	0	\$48.31	\$0.00	0%	\$63,897.00	\$0.00	0	\$122.11	\$0.00				
	4-Lane Arterial	100	Brunswick	Sierra	CENTER W E	0	\$305.22	\$0.00	0	\$48.31	\$0.00	0%	\$63,897.00	\$0.00	0	\$122.11	\$0.00				
	4-Lane Arterial	100	Sierra	Bullard	CENTER W E	0	\$305.22	\$0.00	0	\$48.31	\$0.00	0%	\$63,897.00	\$0.00	0	\$122.11	\$0.00				
Bullard	3-Lane Collector	72	Garfield	Grantland	CENTER N S	1308	\$261.84	\$342,491.85						2598	\$24.76	\$64,331.34	1	\$11,219.30	1	\$7,580.45	
	5-Lane Collector	92	Grantland	Bryan TO CASPIAN	CENTER N S	0	\$261.84	\$0.00						1308	\$24.76	\$32,388.53	0	\$0.00	1	\$7,580.45	
	4-Lane Arterial	100	Veterans	Carnegie	CENTER N S	0	\$305.22	\$0.00	0	\$48.31	\$0.00	75%	\$63,897.00	\$47,922.75	315	\$90.19	\$28,409.66	0	\$0.00	0	\$0.00
	4-Lane Arterial	100	Carnegie	Polk	CENTER N S	0	\$305.22	\$0.00	0	\$48.31	\$0.00	0%	\$63,897.00	\$0.00	0	\$90.19	\$0.00	0	\$0.00	0	\$0.00
	4-Lane Arterial	100	Polk	Dante	CENTER N S	0	\$305.22	\$0.00	0	\$48.31	\$0.00	0%	\$63,897.00	\$0.00	2270	\$122.11	\$277,199.99	1	\$12,237.57	1	\$7,814.11
	4-Lane Arterial	100	Dante	Cecelia	CENTER N S	0	\$305.22	\$0.00	0	\$48.31	\$0.00	0%	\$63,897.00	\$0.00	2270	\$122.11	\$277,199.99	1	\$12,237.57	1	\$7,814.11
	4-Lane Arterial	100	Cecelia	Figarden	CENTER N S	0	\$305.22	\$0.00	0	\$48.31	\$0.00	0%	\$63,897.00	\$0.00	0	\$122.11	\$0.00	0	\$0.00	0	\$0.00
	5-Lane Collector	92	Figarden	Brunswick	CENTER N S	0	\$261.84	\$0.00						0	\$122.11	\$0.00	0	\$0.00	0	\$0.00	
														0	\$24.76	\$0.00	0	\$0.00	0	\$0.00	
														0	\$24.76	\$0.00	0	\$0.00	0	\$0.00	

MAJOR STREET FEE UPDATE

QUADRANT: Northwest

YEAR: 2021

STREET NAME	CLASSIFICATION	R/W WIDTH INTEGRATED IN FEE PROGRAM (FT)	LIMIT (S. OR W.)	LIMIT (N. OR E.)	SIDE OF STREET	MISSING LANES			IRR PIPES DITCH PIPING/ UPGRADE /EA	IRR STRCTR CANAL CROSSINGS/EA	RR UPGRDS RAILROAD CROSSING UPGRADES/EA	REGIONAL ENTER "R" FOR REGIONAL STREETS	Deficiency Anlysis					TOTAL	
						LF FT OF MISSING LANE	UNIT COST/LF	SUBTOTAL					2019 PM Peak Hour (GP PEIR Feb 2020 - Table 2.D)	Estimated 2022 Peak Hour Volume	GP buildout PM Peak Hour (GP PEIR Feb 2020 - Table 4.A)	Deficiency Threshold (GP PEIR Feb 2020 Table 2.D)	Impact Fee Contribution	TOTAL COST (GROWTH AREA STREETS)	TOTAL COST (REGIONAL STREETS)
29 ft cub to cub						N	460	\$160.73	\$73,933.95			R						\$0.00	\$85,324.41
						S	460	\$160.73	\$73,933.95			R						\$0.00	\$94,202.61
Palo Alto-Jeanne Cecelia	3-Lane Collector	Var	Polk	Escalon	CENTER								468	529	590	1550	100%	\$0.00	\$0.00
						N												\$0.00	\$0.00
						S												\$73,053.42	\$0.00
Cecelia	5-Lane Collector	92	Bullard	Escalon	CENTER								468	529	590	3290	100%	\$0.00	\$0.00
						W												\$0.00	\$0.00
						E												\$0.00	\$0.00
Sierra	5-Lane Collector	92	Riverside	Polk	CENTER								259	410	560	1550	100%	\$0.00	\$0.00
						N												\$63,132.58	\$0.00
						S												\$126,125.14	\$0.00
	5-Lane Collector	92	Fig Garden	Valentine	CENTER								605	933	1260	1550	100%	\$0.00	\$0.00
						N												\$0.00	\$0.00
						S												\$0.00	\$0.00
Escalon	3-Lane Collector	72	Dante	Cecelia	CENTER								20	125	230	1270	100%	\$0.00	\$0.00
						N							????					\$0.00	\$0.00
						S												\$0.00	\$0.00
Dante/San Jose	5-Lane Collector	92	Salinas	Bullard	CENTER								200	390	580	1550	100%	\$395,384.32	\$0.00
						N												\$136,186.00	\$0.00
						S												\$136,186.00	\$0.00
	3-Lane Collector	72	Bullard	Polk	CENTER								259	410	560	3290	100%	\$0.00	\$0.00
						W												\$62,230.69	\$0.00
						E												\$68,909.24	\$0.00
San Jose	3-Lane Collector	72	Gates	Brawley	CENTER								200	565	930	1550	100%	\$0.00	\$0.00
						N												\$0.00	\$0.00
						S												\$0.00	\$0.00
	3-Lane Collector	72	Brawley	Valentine	CENTER								133	542	950	1550	100%	\$0.00	\$0.00
						N												\$0.00	\$0.00
						S												\$0.00	\$0.00
	3-Lane Collector	72	Valentine	Feland	CENTER								245	598	950	1550	100%	\$0.00	\$0.00
						N												\$0.00	\$0.00
						S												\$0.00	\$0.00
Figarden	4-Lane Arterial	100	Barstow	Bullard	CENTER								3490	3540	3820	3470	7%	\$0.00	\$0.00
						W												\$0.00	\$0.00
						E												\$0.00	\$0.00
	4-Lane Arterial	100	Bullard	Brunswick	CENTER								1798	2494	3190	3470	100%	\$0.00	\$0.00
						N												\$0.00	\$0.00
						S												\$0.00	\$0.00
	4-Lane Arterial	100	Brunswick	Sierra	CENTER								380	1385	2390	3470	100%	\$0.00	\$0.00
						W												\$0.00	\$0.00
						E												\$0.00	\$0.00
	4-Lane Arterial	100	Sierra	Bullard	CENTER								358	1017	1675	3470	100%	\$0.00	\$0.00
						W												\$0.00	\$0.00
						E												\$0.00	\$0.00
Bullard	3-Lane Collector	72	Garfield	Grantland	CENTER								50	49	40	1270	100%	\$342,491.85	\$0.00
						N												\$83,131.08	\$0.00
						S												\$39,968.97	\$0.00
	5-Lane Collector	92	Grantland	Bryan TO CASPIAN	CENTER				\$54,188.00				210	216	250	3290	100%	\$54,188.00	\$0.00
						N	315	\$29.68	\$9,349.41									\$37,759.08	\$0.00
						S												\$0.00	\$0.00
	4-Lane Arterial	100	Veterans	Carnegie	CENTER								300	1173	2045	1640	100%	\$47,922.75	\$0.00
						N												\$297,251.68	\$0.00
						S												\$297,251.68	\$0.00
	4-Lane Arterial	100	Carnegie	Polk	CENTER								300	1180	2060	3470	100%	\$0.00	\$0.00
						N												\$0.00	\$0.00
						S												\$0.00	\$0.00
	4-Lane Arterial	100	Polk	Dante	CENTER								808	1554	2300	3470	100%	\$0.00	\$0.00
						N												\$0.00	\$0.00
						S												\$0.00	\$0.00
	4-Lane Arterial	100	Dante	Cecelia	CENTER								808	1314	1820	3470	100%	\$0.00	\$0.00
						N												\$0.00	\$0.00
						S												\$0.00	\$0.00
	4-Lane Arterial	100	Cecelia	Figarden	CENTER								808	1314	1820	3470	100%	\$0.00	\$0.00
						N												\$0.00	\$0.00
						S												\$0.00	\$0.00
	5-Lane Collector	92	Figarden	Brunswick	CENTER								91	261	430	1550	100%	\$0.00	\$0.00
						N												\$0.00	\$0.00
						S												\$0.00	\$0.00

MAJOR STREET FEE UPDATE

QUADRANT: Northwest

YEAR: 2021

						GROWTH AREA TOTAL			REGIONAL TOTAL		
STREET NAME	CLASSIFICATION	R/W WIDTH INTEGRATED IN FEE PROGRAM (FT)	LIMIT (S. OR W.)	LIMIT (N. OR E.)	SIDE OF STREET	TOTAL CENTER SECTION + MEDIAN (GROWTH AREA STREETS)	TOTAL COST FOR OUTSIDE TRAVEL LANE(S) (GROWTH AREA STREETS)	TOTAL COST FOR ALL IRRIGATION, CANAL, AND RR UPGRADES (NEW GROWTH STREETS)	TOTAL CENTER SECTION + MEDIAN (REGIONAL STREETS)	TOTAL COST FOR OUTSIDE TRAVEL LANE (REGIONAL STREETS)	TOTAL COST FOR ALL IRRIGATION, CANAL, AND RR UPGRADES (NEW GROWTH STREETS)
29 ft cub to cub					N S		\$0.00 \$0.00			\$85,324.41 \$94,202.61	
Palo Alto-Jeanne Cecelia	3-Lane Collector	Var	Polk	Escalon	CENTER N S	\$0.00	\$0.00 \$73,053.42	\$0.00	\$0.00	\$0.00 \$0.00	\$0.00
Cecelia	5-Lane Collector	92	Bullard	Escalon	CENTER W E	\$0.00	\$0.00 \$0.00	\$0.00	\$0.00	\$0.00 \$0.00	\$0.00
Sierra	5-Lane Collector	92	Riverside	Polk	CENTER N S	\$0.00	\$63,132.58 \$126,125.14	\$0.00	\$0.00	\$0.00 \$0.00	\$0.00
	5-Lane Collector	92	Fig Garden	Valentine	CENTER N S	\$0.00	\$0.00 \$0.00	\$0.00	\$0.00	\$0.00 \$0.00	\$0.00
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
Dante/San Jose	5-Lane Collector	92	Salinas	Bullard	CENTER N S	\$395,384.32	\$136,186.00 \$136,186.00	\$0.00	\$0.00	\$0.00 \$0.00	\$0.00
	3-Lane Collector	72	Bullard	Polk	CENTER W E	\$0.00	\$62,230.69 \$68,909.24	\$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
	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
	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
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
	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
	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
	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
Bullard	3-Lane Collector	72	Garfield	Grantland	CENTER N S	\$342,491.85	\$83,131.08 \$39,968.97	\$0.00	\$0.00	\$0.00 \$0.00	\$0.00
	5-Lane Collector	92	Grantland	Bryan TO CASPIAN	CENTER N S	\$0.00	\$37,759.08 \$0.00	\$54,188.00	\$0.00	\$0.00 \$0.00	\$0.00
	4-Lane Arterial	100	Veterans	Carnegie	CENTER N S	\$47,922.75	\$297,251.68 \$297,251.68	\$0.00	\$0.00	\$0.00 \$0.00	\$0.00
	4-Lane Arterial	100	Carnegie	Polk	CENTER N S	\$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
	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
	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
	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

MAJOR STREET FEE UPDATE

QUADRANT: Northwest

YEAR: 2021

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	
						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
Barstow	3-Lane Collector	72	Garfield	Grantland	CENTER N	0	\$261.84	\$0.00							420	\$24.76	\$10,399.99	0	\$0.00	1	\$7,580.45
					S										650	\$24.76	\$16,095.22	1	\$11,219.30	1	\$7,580.45
	3-Lane Collector	72	Grantland Epstein No. 48	Veterans	CENTER N	2320	\$261.84	\$607,477.90							2170	\$24.76	\$53,733.26	1	\$11,219.30	1	\$7,580.45
					S										2370	\$24.76	\$58,685.63	1	\$11,219.30	1	\$7,580.45
5-Lane Collector		92	Veterans	Vista	CENTER N	0	\$261.84	\$0.00													
					S																
															1200	\$90.19	\$108,227.29	0	\$0.00	0	\$0.00
															752	\$90.19	\$67,822.43	0	\$0.00	0	\$0.00
Shaw	3-Lane Arterial	72	Garfield	Grantland	CENTER N	2590	\$304.43	\$788,478.67							2590	\$34.50	\$89,362.41	1	\$12,237.57	1	\$7,814.11
					S										2590	\$34.50	\$89,362.41	1	\$12,237.57	1	\$7,814.11
	4-Lane Arterial	100	Grantland	Veterans	CENTER N	875	\$305.22	\$267,066.58	1075	\$48.31	\$51,935.29	100%	\$31,948.50	\$31,948.50							
					S										1420	\$122.11	\$173,402.64	1	\$12,237.57	1	\$7,814.11
	4-Lane Arterial	100	Veterans	Bryan	CENTER N	0	\$305.22	\$0.00	810	\$48.31	\$39,132.64	100%	\$31,948.50	\$31,948.50							
					S										1420	\$122.11	\$173,402.64	1	\$12,237.57	1	\$7,814.11
	4-Lane Arterial	100	Bryan	Hayes	CENTER N	2587	\$305.22	\$789,601.43	2587	\$48.31	\$124,982.88	100%	\$63,897.00	\$63,897.00							
					S										1055	\$122.11	\$128,830.83	0	\$0.00	1	\$7,814.11
	4-Lane Arterial	100	Hayes	Polk	CENTER N	2585	\$305.22	\$788,990.99	2585	\$48.31	\$124,886.25	100%	\$63,897.00	\$63,897.00							
					S										1055	\$122.11	\$128,830.83	1	\$12,237.57	1	\$7,814.11
	4-Lane Arterial	100	Polk	Golden State	CENTER N	0	\$325.21	\$0.00	0	\$48.31	\$0.00	0%	\$63,897.00	\$0.00							
					S										2587	\$122.11	\$315,910.30	1	\$12,237.57	1	\$7,814.11
	4-Lane Arterial	100	Golden State	Blythe	CENTER N	0	\$325.21	\$0.00	0	\$48.31	\$0.00	0%	\$63,897.00	\$0.00							
					S										2587	\$122.11	\$315,910.30	1	\$12,237.57	1	\$7,814.11
	4-Lane Arterial	100	Blythe	Brawley	CENTER N	0	\$325.21	\$0.00	0	\$48.31	\$0.00	0%	\$63,897.00	\$0.00							
					S										2567	\$122.11	\$313,468.01	1	\$12,237.57	1	\$7,814.11
	4-Lane Arterial	100	Brawley	Marty	CENTER N	0	\$325.21	\$0.00	0	\$48.31	\$0.00	0%	\$63,897.00	\$0.00							
					S										1935	\$122.11	\$236,291.62	0	\$0.00	1	\$7,814.11
	4-Lane Arterial	100	Marty	Valentine	CENTER N	0	\$325.21	\$0.00	0	\$48.31	\$0.00	0%	\$63,897.00	\$0.00							
					S										0	\$208.58	\$0.00	0	\$0.00	0	\$0.00
4-Lane Arterial	100	Valentine	Feland	CENTER N	0	\$325.21	\$0.00	0	\$48.31	\$0.00	0%	\$63,897.00	\$0.00								
				S										0	\$208.58	\$0.00	0	\$0.00	0	\$0.00	
4-Lane Arterial	100	Feland	Marks	CENTER N	0	\$325.21	\$0.00	0	\$48.31	\$0.00	0%	\$63,897.00	\$0.00								
				S										0	\$208.58	\$0.00	0	\$0.00	0	\$0.00	
														0	\$208.58	\$0.00	0	\$0.00	0	\$0.00	
Gettysburg	3-Lane Collector	72	Veterans	Bryan	CENTER N	900	\$261.84	\$235,659.53							2100	\$24.76	\$51,999.93	1	\$11,219.30	1	\$7,580.45
					S										900	\$24.76	\$22,285.68	0	\$0.00	1	\$7,580.45
	3-Lane Collector	72	Bryan	Hayes	CENTER N	2590	\$261.84	\$678,175.76							2590	\$24.76	\$64,133.25	1	\$11,219.30	1	\$7,580.45
					S										2590	\$24.76	\$64,133.25	1	\$11,219.30	1	\$7,580.45
	3-Lane Collector	72	Hayes	Carnegie	CENTER N	0	\$261.84	\$0.00							0	\$24.76	\$0.00	0	\$0.00	0	\$0.00
					S										0	\$24.76	\$0.00	0	\$0.00	0	\$0.00
	3-Lane Collector	72	Carnegie	Polk	CENTER N	0	\$261.84	\$0.00							550	\$24.76	\$13,619.03	0	\$0.00	0	\$0.00
					S										0	\$24.76	\$0.00	0	\$0.00	0	\$0.00
3-Lane Collector	72	Polk	Cornelia	CENTER N	1300	\$261.84	\$340,397.10							1300	\$24.76	\$32,190.43	0	\$0.00	0	\$0.00	
				S										1300	\$24.76	\$32,190.43	1	\$11,219.30	0	\$0.00	
3-Lane Collector	72	Cornelia	Golden State	CENTER N	2975	\$261.84	\$778,985.67							2975	\$24.76	\$73,666.57	1	\$11,219.30	1	\$7,580.45	
				S										2975	\$24.76	\$73,666.57	1	\$11,219.30	0	\$0.00	
Ashlan	3-Lane Arterial/Collector	72-92.5	Garfield	Grantland	CENTER N	2544	\$305.22	\$776,477.02	870	\$48.31	\$42,031.35	100%	\$63,897.00	\$63,897.00							
					S										2544	\$122.11	\$310,659.38	1	\$12,237.57	1	\$7,814.11
	4-Lane Arterial	100	Grantland	Bryan	CENTER N	0	\$305.22	\$0.00	0	\$48.31	\$0.00	50%	\$63,897.00	\$31,948.50							
														0	\$122.11	\$0.00	0	\$0.00	0	\$0.00	

MAJOR STREET FEE UPDATE

QUADRANT: Northwest

YEAR: 2021

STREET NAME	CLASSIFICATION	R/W WIDTH INTEGRATED IN FEE PROGRAM (FT)	LIMIT (S. OR W.)	LIMIT (N. OR E.)	SIDE OF STREET	MISSING LANES			IRR PIPES	IRR STRCTR	RR UPGRDS	REGIONAL	Deficiency Anlaysis					TOTAL	
						LF FT OF MISSING LANE	UNIT COST/LF	SUBTOTAL	DITCH PIPING/ UPGRADE /EA	CANAL CROSSINGS/EA	RAILROAD CROSSING UPGRADES/EA	ENTER "R" FOR REGIONAL STREETS	2019 PM Peak Hour (GP PEIR Feb 2020 - Table 2.D)	Estimated 2022 Peak Hour Volume	GP buildout PM Peak Hour (GP PEIR Feb 2020 - Table 4.A)	Deficiency Threshold (GP PEIR Feb 2020 Table 2.D)	Impact Fee Contribution	TOTAL COST (GROWTH AREA STREETS)	TOTAL COST (REGIONAL STREETS)
Barstow	3-Lane Collector	72	Garfield	Grantland	CENTER								50	61	120	1270	100%	\$0.00	\$0.00
					N													\$17,980.43	\$0.00
					S													\$34,894.96	\$0.00
	3-Lane Collector	72	Grantland	Veterans	CENTER				\$42,408.00				NA		1040	1270	100%	\$649,885.90	\$0.00
			Epstein No. 48		N													\$72,533.00	\$0.00
					S													\$77,485.38	\$0.00
	5-Lane Collector	92	Veterans	Vista	CENTER								530	1180	1830	3290	100%	\$0.00	\$0.00
					N													\$108,227.29	\$0.00
					S													\$67,822.43	\$0.00
Shaw	3-Lane Arterial	72	Garfield	Grantland	CENTER								580	682	1260	1270	100%	\$788,478.67	\$0.00
					N													\$109,414.09	\$0.00
					S													\$109,414.09	\$0.00
	4-Lane Arterial	100	Grantland	Veterans	CENTER								1004	2177	3350	1550	35%	\$122,885.01	\$0.00
					N													\$67,737.89	\$0.00
					S													\$67,737.89	\$0.00
	4-Lane Arterial	100	Veterans	Bryan	CENTER							R	1044	1737	2430	1550	29%	\$0.00	\$20,271.29
					N							R						\$0.00	\$38,969.11
					S							R						\$0.00	\$42,459.09
	4-Lane Arterial	100	Bryan	Hayes	CENTER				\$58,900.00			R	890	953	1310	1270	100%	\$0.00	\$1,037,381.31
					N							R						\$0.00	\$335,961.98
					S							R						\$0.00	\$335,961.98
	4-Lane Arterial	100	Hayes	Polk	CENTER				\$58,900.00			R	840	879	1100	1270	100%	\$0.00	\$1,036,674.25
					N							R						\$0.00	\$333,519.69
					S							R						\$0.00	\$244,105.73
	4-Lane Arterial	100	Polk	Golden State	CENTER							R	2550	2606	2920	3290	100%	\$0.00	\$0.00
	HSR work				N							R						\$0.00	\$0.00
	HSR work				S							R						\$0.00	\$0.00
	4-Lane Arterial	100	Golden State	Blythe	CENTER							R	2550	2606	2920	3470	100%	\$0.00	\$0.00
	HSR work				N							R						\$0.00	\$0.00
	HSR work				S							R						\$0.00	\$0.00
	4-Lane Arterial	100	Blythe	Brawley	CENTER							R	2199	3070	3940	3470	100%	\$0.00	\$0.00
					N							R						\$0.00	\$0.00
					S							R						\$0.00	\$0.00
	4-Lane Arterial	100	Brawley	Marty	CENTER							R	2940	3000	3340	5270	100%	\$0.00	\$0.00
					N							R						\$0.00	\$0.00
					S							R						\$0.00	\$0.00
	4-Lane Arterial	100	Marty	Valentine	CENTER							R	2940	3000	3340	5270	100%	\$0.00	\$0.00
					N							R						\$0.00	\$0.00
					S							R						\$0.00	\$0.00
	4-Lane Arterial	100	Valentine	Feland	CENTER							R	2940	3000	3340	5270	100%	\$0.00	\$0.00
					N							R						\$0.00	\$0.00
					S							R						\$0.00	\$0.00
	4-Lane Arterial	100	Feland	Marks	CENTER							R	2940	3000	3340	5270	100%	\$0.00	\$0.00
					N							R						\$0.00	\$0.00
					S							R						\$0.00	\$0.00
Gettysburg	3-Lane Collector	72	Veterans	Bryan	CENTER								NA		350	1550	100%	\$235,659.53	\$0.00
					N													\$70,799.67	\$0.00
					S													\$29,866.13	\$0.00
	3-Lane Collector	72	Bryan	Hayes	CENTER								NA		370	1550	100%	\$678,175.76	\$0.00
					N													\$82,932.99	\$0.00
					S													\$82,932.99	\$0.00
	3-Lane Collector	72	Hayes	Carnegie	CENTER								NA		460	1550	100%	\$0.00	\$0.00
					N													\$0.00	\$0.00
					S													\$0.00	\$0.00
	3-Lane Collector	72	Carnegie	Polk	CENTER								NA		460	1550	100%	\$0.00	\$0.00
	Missing Bike Lane				N	550	\$29.68	\$16,324.38										\$29,943.40	\$0.00
					S													\$0.00	\$0.00
	3-Lane Collector	72	Polk	Cornelia	CENTER								NA		760	1550	100%	\$340,397.10	\$0.00
					N													\$32,190.43	\$0.00
					S													\$43,409.73	\$0.00
	3-Lane Collector	72	Cornelia	Golden State	CENTER								NA		1060	1550	100%	\$778,985.67	\$0.00
					N													\$92,466.31	\$0.00
					S													\$84,885.86	\$0.00
Ashlan	3-Lane Arterial/Collector	72-92.5	Garfield	Grantland	CENTER								NA		NA	NA	100%	\$882,405.37	\$0.00
					N													\$330,711.06	\$0.00
					S													\$330,711.06	\$0.00
	4-Lane Arterial	100	Grantland	Bryan	CENTER								155	348	540	1640	100%	\$31,948.50	\$0.00
					N													\$0.00	\$0.00

MAJOR STREET FEE UPDATE

QUADRANT: Northwest

YEAR: 2021

STREET NAME	CLASSIFICATION	R/W WIDTH INTEGRATED IN FEE PROGRAM (FT)	LIMIT (S. OR W.)	LIMIT (N. OR E.)	SIDE OF STREET	GROWTH AREA TOTAL			REGIONAL TOTAL		
						TOTAL CENTER SECTION + MEDIAN (GROWTH AREA STREETS)	TOTAL COST FOR OUTSIDE TRAVEL LANE(S) (GROWTH AREA STREETS)	TOTAL COST FOR ALL IRRIGATION, CANAL, AND RR UPGRADES (NEW GROWTH STREETS)	TOTAL CENTER SECTION + MEDIAN (REGIONAL STREETS)	TOTAL COST FOR OUTSIDE TRAVEL LANE (REGIONAL STREETS)	TOTAL COST FOR ALL IRRIGATION, CANAL, AND RR UPGRADES (NEW GROWTH STREETS)
Barstow	3-Lane Collector	72	Garfield	Grantland	CENTER N	\$0.00	\$17,980.43	\$0.00	\$0.00	\$0.00	\$0.00
					S		\$34,894.96			\$0.00	\$0.00
	3-Lane Collector	72	Grantland Epstein No. 48	Veterans	CENTER N	\$607,477.90	\$72,533.00	\$42,408.00	\$0.00	\$0.00	\$0.00
					S		\$77,485.38			\$0.00	\$0.00
	5-Lane Collector	92	Veterans	Vista	CENTER N	\$0.00	\$108,227.29	\$0.00	\$0.00	\$0.00	\$0.00
					S		\$67,822.43			\$0.00	\$0.00
Shaw	3-Lane Arterial	72	Garfield	Grantland	CENTER N	\$788,478.67	\$109,414.09	\$0.00	\$0.00	\$0.00	\$0.00
					S		\$109,414.09			\$0.00	\$0.00
	4-Lane Arterial	100	Grantland	Veterans	CENTER N	\$122,885.01	\$67,737.89	\$0.00	\$0.00	\$0.00	\$0.00
					S		\$67,737.89			\$0.00	\$0.00
	4-Lane Arterial	100	Veterans	Bryan	CENTER N	\$0.00	\$0.00	\$0.00	\$20,271.29	\$38,969.11	\$0.00
					S		\$0.00			\$42,459.09	\$0.00
	4-Lane Arterial	100	Bryan	Hayes	CENTER N	\$0.00	\$0.00	\$0.00	\$978,481.31	\$335,961.98	\$58,900.00
					S		\$0.00			\$335,961.98	\$0.00
	4-Lane Arterial	100	Hayes	Polk	CENTER N	\$0.00	\$0.00	\$0.00	\$977,774.25	\$333,519.69	\$58,900.00
					S		\$0.00			\$244,105.73	\$0.00
	4-Lane Arterial	100	Polk	Golden State	CENTER N	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
	HSR work				S		\$0.00			\$0.00	\$0.00
	4-Lane Arterial	100	Golden State	Blythe	CENTER N	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
	HSR work				S		\$0.00			\$0.00	\$0.00
	4-Lane Arterial	100	Blythe	Brawley	CENTER N	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
				S		\$0.00			\$0.00	\$0.00	
4-Lane Arterial	100	Brawley	Marty	CENTER N	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	
				S		\$0.00			\$0.00	\$0.00	
4-Lane Arterial	100	Marty	Valentine	CENTER N	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	
				S		\$0.00			\$0.00	\$0.00	
4-Lane Arterial	100	Valentine	Feland	CENTER N	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	
				S		\$0.00			\$0.00	\$0.00	
4-Lane Arterial	100	Feland	Marks	CENTER N	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	
				S		\$0.00			\$0.00	\$0.00	
Gettysburg	3-Lane Collector	72	Veterans	Bryan	CENTER N	\$235,659.53	\$70,799.67	\$0.00	\$0.00	\$0.00	\$0.00
					S		\$29,866.13			\$0.00	\$0.00
	3-Lane Collector	72	Bryan	Hayes	CENTER N	\$678,175.76	\$82,932.99	\$0.00	\$0.00	\$0.00	\$0.00
					S		\$82,932.99			\$0.00	\$0.00
	3-Lane Collector	72	Hayes	Carnegie	CENTER N	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
					S		\$0.00			\$0.00	\$0.00
	3-Lane Collector	72	Carnegie	Polk	CENTER N	\$0.00	\$29,943.40	\$0.00	\$0.00	\$0.00	\$0.00
Missing Bike Lane				S		\$0.00			\$0.00	\$0.00	
3-Lane Collector	72	Polk	Cornelia	CENTER N	\$340,397.10	\$32,190.43	\$0.00	\$0.00	\$0.00	\$0.00	
				S		\$43,409.73			\$0.00	\$0.00	
3-Lane Collector	72	Cornelia	Golden State	CENTER N	\$778,985.67	\$92,466.31	\$0.00	\$0.00	\$0.00	\$0.00	
				S		\$84,885.86			\$0.00	\$0.00	
Ashlan	3-Lane Arterial/Collector	72-92.5	Garfield	Grantland	CENTER N	\$882,405.37	\$330,711.06	\$0.00	\$0.00	\$0.00	\$0.00
					S		\$330,711.06			\$0.00	\$0.00
	4-Lane Arterial	100	Grantland	Bryan	CENTER N	\$31,948.50	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00

MAJOR STREET FEE UPDATE

QUADRANT: Northwest

YEAR: 2021

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	
						LF MISSING (6/01/15)	UNIT COST/LF	SUBTOTAL COST	LF MISSING MEDIAN ISLAND (6/01/15)	UNIT COST/LF	SUBTOTAL COST	PERCENT MISSING LANDSCAPIN G	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
	4-Lane Arterial	100	Bryan	Hayes	S CENTER	2138	\$305.22	\$652,558.12	2138	\$48.31	\$103,290.84	100%	\$63,897.00	\$63,897.00	2605	\$122.11	\$318,108.36	1	\$12,237.57	1	\$7,814.11
					N S										2585	\$122.11	\$315,666.07	1	\$12,237.57	1	\$7,814.11
	4-Lane Arterial	100	Hayes	Polk	S CENTER	2582	\$305.22	\$788,075.34	2582	\$48.31	\$124,741.32	100%	\$63,897.00	\$63,897.00	2585	\$122.11	\$315,666.07	1	\$12,237.57	1	\$7,814.11
					N S										2582	\$122.11	\$315,299.73	1	\$12,237.57	1	\$7,814.11
	4-Lane Arterial	100	Polk	Cornelia	S CENTER	0	\$305.22	\$0.00	2545	\$48.31	\$122,953.78	50%	\$63,897.00	\$31,948.50	2582	\$122.11	\$315,299.73	1	\$12,237.57	1	\$7,814.11
					N S										2545	\$122.11	\$310,781.49	1	\$12,237.57	1	\$7,814.11
	4-Lane Arterial	100	Cornelia	Blythe	S CENTER	0	\$305.22	\$0.00	0	\$48.31	\$0.00	0%	\$63,897.00	\$0.00	2075	\$122.11	\$253,387.66	0	\$0.00	1	\$7,814.11
					N S										0	\$122.11	\$0.00	0	\$0.00	0	\$0.00
	4-Lane Arterial	100	Blythe	Parkway	S CENTER	0	\$305.22	\$0.00	0	\$48.31	\$0.00	0%	\$63,897.00	\$0.00	0	\$122.11	\$0.00	0	\$0.00	0	\$0.00
					N S										0	\$122.11	\$0.00	0	\$0.00	0	\$0.00
	4-Lane Arterial	100	Parkway	Golden State	S CENTER	0	\$305.22	\$0.00	0	\$48.31	\$0.00	0%	\$63,897.00	\$0.00	0	\$122.11	\$0.00	0	\$0.00	0	\$0.00
					N S										0	\$122.11	\$0.00	0	\$0.00	0	\$0.00
Dakota	3-Lane Collector	72	Garfield	Grantland	S CENTER	2596	\$261.84	\$679,746.82							2596	\$24.76	\$64,281.82	1	\$11,219.30	1	\$7,580.45
					N S										2596	\$24.76	\$64,281.82	1	\$11,219.30	1	\$7,580.45
	3-Lane Collector	72	Grantland	Bryan	S CENTER	2581	\$261.84	\$675,819.16							2581	\$24.76	\$63,910.39	1	\$11,219.30	1	\$7,580.45
					N S										2581	\$24.76	\$63,910.39	1	\$11,219.30	1	\$7,580.45
	3-Lane Collector	72	Bryan	Hayes	S CENTER	2596	\$261.84	\$679,746.82							2596	\$24.76	\$64,281.82	1	\$11,219.30	1	\$7,580.45
					N S										2596	\$24.76	\$64,281.82	1	\$11,219.30	1	\$7,580.45
	3-Lane Collector	72	Hayes	Polk	S CENTER	1170	\$261.84	\$306,357.39							2598	\$24.76	\$64,331.34	1	\$11,219.30	1	\$7,580.45
					N S										1170	\$24.76	\$28,971.39	1	\$11,219.30	0	\$0.00
	3-Lane Collector	72	Polk	Cornelia	S CENTER	0	\$261.84	\$0.00							965	\$24.76	\$23,895.21	1	\$11,219.30	0	\$0.00
					N S										0	\$24.76	\$0.00	0	\$0.00	0	\$0.00
	3-Lane Collector	72	Cornelia	Blythe	S CENTER	2597	\$261.84	\$680,008.67							2290	\$24.76	\$56,704.68	1	\$11,219.30	1	\$7,580.45
					N S										2583	\$24.76	\$63,959.91	1	\$11,219.30	1	\$7,580.45
	3-Lane Collector	72	Blythe	Brawley	S CENTER	1645	\$261.84	\$430,733.25							2580	\$24.76	\$63,885.63	1	\$11,219.30	1	\$7,580.45
					N S										1645	\$24.76	\$40,733.28	1	\$11,219.30	1	\$7,580.45
	3-Lane Collector Missing Bike Lane Tracy No. 44	72	Brawley	Parkway	S CENTER	0	\$261.84	\$0.00							383	\$24.76	\$9,483.80	0	\$0.00	0	\$0.00
					N S										0	\$24.76	\$0.00	0	\$0.00	0	\$0.00
Shields	3-Lane Collector	72	Garfield	Grantland	S CENTER	2581	\$261.84	\$675,819.16							2581	\$24.76	\$63,910.39	1	\$12,237.57	1	\$7,814.11
					N S										2581	\$24.76	\$63,910.39	1	\$12,237.57	1	\$7,814.11
	3-Lane Collector	72	Grantland	Bryan	S CENTER	2596	\$261.84	\$679,746.82							2596	\$24.76	\$64,281.82	1	\$12,237.57	1	\$7,814.11
					N S										2596	\$24.76	\$64,281.82	1	\$12,237.57	1	\$7,814.11
	3-Lane Collector	72	Bryan	Hayes	S CENTER	2586	\$261.84	\$677,128.38							2586	\$24.76	\$64,034.20	1	\$12,237.57	1	\$7,814.11
					N S										2586	\$24.76	\$64,034.20	1	\$12,237.57	1	\$7,814.11
	3-Lane Collector	72	Hayes	Polk	S CENTER	2574	\$261.84	\$673,986.26							2574	\$24.76	\$63,737.06	1	\$12,237.57	1	\$7,814.11
					N S										2574	\$24.76	\$63,737.06	1	\$12,237.57	1	\$7,814.11
	4-Lane Arterial	100	Polk	Cornelia	S CENTER	1310	\$305.22	\$399,836.83	1310	\$48.31	\$63,288.59	50%	\$63,897.00	\$31,948.50	2559	\$122.11	\$312,491.09	1	\$12,237.57	1	\$7,814.11
					N S										1294	\$122.11	\$158,016.21	0	\$0.00	1	\$7,814.11
	4-Lane Arterial	100	Cornelia	Blythe	S CENTER	2611	\$305.22	\$796,926.69	2611	\$48.31	\$126,142.36	100%	\$63,897.00	\$63,897.00	2611	\$122.11	\$318,841.05	1	\$12,237.57	1	\$7,814.11
					N S										2572	\$122.11	\$314,078.58	1	\$12,237.57	1	\$7,814.11
	4-Lane Arterial	100	Blythe	Brawley	S CENTER	1249	\$305.22	\$381,218.47	1249	\$48.31	\$60,341.56	100%	\$63,897.00	\$63,897.00	1850	\$122.11	\$225,911.89	1	\$12,237.57	1	\$7,814.11
					N S										2572	\$122.11	\$314,078.58	1	\$12,237.57	1	\$7,814.11
	4-Lane Arterial	100	Brawley	Valentine	S CENTER	615	\$305.22	\$187,709.66	1283	\$48.31	\$61,984.16	50%	\$63,897.00	\$31,948.50	625	\$122.11	\$76,321.58	0	\$0.00	1	\$7,814.11
					N S										625	\$122.11	\$76,321.58	1	\$12,237.57	0	\$0.00
	4-Lane Arterial	100	Valentine	Parkway	S CENTER	1713	\$305.22	\$522,840.07	950	\$48.31	\$45,896.30	100%	\$63,897.00	\$63,897.00							

MAJOR STREET FEE UPDATE

QUADRANT: Northwest

YEAR: 2021

STREET NAME	CLASSIFICATION	R/W WIDTH INTEGRATED IN FEE PROGRAM (FT)	LIMIT (S. OR W.)	LIMIT (N. OR E.)	SIDE OF STREET	GROWTH AREA TOTAL			REGIONAL TOTAL		
						TOTAL CENTER SECTION + MEDIAN (GROWTH AREA STREETS)	TOTAL COST FOR OUTSIDE TRAVEL LANE(S) (GROWTH AREA STREETS)	TOTAL COST FOR ALL IRRIGATION, CANAL, AND RR UPGRADES (NEW GROWTH STREETS)	TOTAL CENTER SECTION + MEDIAN (REGIONAL STREETS)	TOTAL COST FOR OUTSIDE TRAVEL LANE (REGIONAL STREETS)	TOTAL COST FOR ALL IRRIGATION, CANAL, AND RR UPGRADES (NEW GROWTH STREETS)
	4-Lane Arterial	100	Bryan	Hayes	CENTER S	\$819,745.96	\$338,160.05	\$0.00	\$0.00	\$0.00	\$0.00
	4-Lane Arterial	100	Hayes	Polk	CENTER N S	\$976,713.66	\$335,717.75	\$58,900.00	\$0.00	\$0.00	\$0.00
	4-Lane Arterial	100	Polk	Cornelia	CENTER N S	\$154,902.28	\$335,351.41	\$0.00	\$0.00	\$0.00	\$0.00
	4-Lane Arterial	100	Cornelia	Blythe	CENTER N S	\$0.00	\$330,833.17	\$0.00	\$0.00	\$0.00	\$0.00
	4-Lane Arterial	100	Blythe	Parkway	CENTER N S	\$0.00	\$261,201.77	\$0.00	\$0.00	\$0.00	\$0.00
	4-Lane Arterial	100	Parkway	Golden State	CENTER N S	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Dakota	3-Lane Collector	72	Garfield	Grantland	CENTER N S	\$679,746.82	\$83,081.56	\$0.00	\$0.00	\$0.00	\$0.00
	3-Lane Collector	72	Grantland	Bryan	CENTER N S	\$675,819.16	\$83,081.56	\$0.00	\$0.00	\$0.00	\$0.00
	3-Lane Collector	72	Bryan	Hayes	CENTER N S	\$679,746.82	\$82,710.13	\$0.00	\$0.00	\$0.00	\$0.00
	3-Lane Collector	72	Hayes	Polk	CENTER N S	\$306,357.39	\$83,081.56	\$0.00	\$0.00	\$0.00	\$0.00
	3-Lane Collector	72	Polk	Cornelia	CENTER N S	\$0.00	\$83,131.08	\$0.00	\$0.00	\$0.00	\$0.00
	3-Lane Collector	72	Cornelia	Blythe	CENTER N S	\$680,008.67	\$40,190.69	\$0.00	\$0.00	\$0.00	\$0.00
	3-Lane Collector	72	Blythe	Brawley	CENTER N S	\$430,733.25	\$35,114.50	\$0.00	\$0.00	\$0.00	\$0.00
	3-Lane Collector	72	Brawley	Parkway	CENTER N S	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
	3-Lane Collector Missing Bike Lane Tracy No. 44	72	Brawley	Parkway	CENTER N S	\$0.00	\$75,504.43	\$0.00	\$0.00	\$0.00	\$0.00
	3-Lane Collector	72	Garfield	Grantland	CENTER N S	\$675,819.16	\$82,759.66	\$0.00	\$0.00	\$0.00	\$0.00
	3-Lane Collector	72	Grantland	Bryan	CENTER N S	\$679,746.82	\$82,685.37	\$0.00	\$0.00	\$0.00	\$0.00
	3-Lane Collector	72	Bryan	Hayes	CENTER N S	\$677,128.38	\$59,533.02	\$0.00	\$0.00	\$0.00	\$0.00
	3-Lane Collector	72	Hayes	Polk	CENTER N S	\$673,986.26	\$20,851.50	\$0.00	\$0.00	\$0.00	\$0.00
	3-Lane Collector	72	Polk	Cornelia	CENTER N S	\$495,073.91	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
	3-Lane Collector	72	Hayes	Polk	CENTER N S	\$673,986.26	\$84,333.50	\$0.00	\$0.00	\$0.00	\$0.00
	4-Lane Arterial	100	Polk	Cornelia	CENTER N S	\$495,073.91	\$84,333.50	\$0.00	\$0.00	\$0.00	\$0.00
	4-Lane Arterial	100	Cornelia	Blythe	CENTER N S	\$986,966.05	\$84,085.88	\$0.00	\$0.00	\$0.00	\$0.00
	4-Lane Arterial	100	Blythe	Brawley	CENTER N S	\$505,457.03	\$84,085.88	\$117,800.00	\$0.00	\$0.00	\$0.00
	4-Lane Arterial	100	Brawley	Valentine	CENTER N S	\$281,642.32	\$83,788.74	\$0.00	\$0.00	\$0.00	\$0.00
	4-Lane Arterial	100	Valentine	Parkway	CENTER N S	\$632,633.37	\$332,542.78	\$0.00	\$0.00	\$0.00	\$0.00

MAJOR STREET FEE UPDATE

QUADRANT: Northwest

YEAR: 2021

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			
						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		
					N												950	\$122.11	\$116,008.81	1	\$12,237.57	0	\$0.00
					S												950	\$122.11	\$116,008.81	0	\$0.00	1	\$7,814.11
Clinton	3-Lane Collector	72	Grantland	Bryan	CENTER	2581	\$261.84	\$675,819.16									2581	\$90.19	\$232,778.85	1	\$11,219.30	1	\$7,580.45
					N												2581	\$90.19	\$232,778.85	1	\$11,219.30	1	\$7,580.45
	3-Lane Collector	72	Bryan	Hayes	CENTER	2591	\$261.84	\$678,437.60									2591	\$90.19	\$233,680.75	1	\$11,219.30	1	\$7,580.45
					N												2591	\$90.19	\$233,680.75	1	\$11,219.30	1	\$7,580.45
	3-Lane Collector	72	Hayes	Polk	CENTER	2568	\$261.84	\$672,415.19									2568	\$90.19	\$231,606.39	1	\$11,219.30	1	\$7,580.45
					N												2568	\$90.19	\$231,606.39	1	\$11,219.30	1	\$7,580.45
	5-Lane Collector	92	Polk	Cornelia	CENTER	1514	\$261.84	\$396,431.70									1514	\$90.19	\$136,546.76	0	\$0.00	1	\$7,580.45
					N												2573	\$90.19	\$232,057.34	1	\$11,219.30	1	\$7,580.45
	Missing a 12' lane 5-Lane Collector	92	Cornelia	Blythe	CENTER	0	\$261.84	\$0.00									0	\$90.19	\$0.00	0	\$0.00	0	\$0.00
					N												240	\$90.19	\$21,645.46	0	\$0.00	1	\$7,580.45
	5-Lane Collector	92	Blythe	Brawley	CENTER	0	\$261.84	\$0.00									0	\$90.19	\$0.00	0	\$0.00	0	\$0.00
					N												0	\$90.19	\$0.00	0	\$0.00	0	\$0.00
	5-Lane Collector	92	Brawley	Valentine	CENTER	963	\$261.84	\$252,155.70									1361	\$90.19	\$122,747.78	0	\$0.00	1	\$7,580.45
					N												1098	\$90.19	\$99,027.97	1	\$11,219.30	0	\$0.00
	5-Lane Collector Victoria Colony No. 43	92	Valentine	Marks	CENTER	1686	\$261.84	\$441,468.85									1495	\$90.19	\$134,833.16	0	\$0.00	0	\$0.00
					N												1286	\$90.19	\$115,983.57	1	\$11,219.30	1	\$7,580.45
McKinley	3-Lane Collector	72	Grantland	Bryan	CENTER	2581	\$261.84	\$675,819.16									2581	\$90.19	\$232,778.85	1	\$11,219.30	1	\$7,580.45
					N												2581	\$90.19	\$232,778.85	1	\$11,219.30	1	\$7,580.45
	3-Lane Collector	72	Bryan	Hayes	CENTER	2591	\$261.84	\$678,437.60									2591	\$90.19	\$233,680.75	1	\$11,219.30	1	\$7,580.45
					N												2591	\$90.19	\$233,680.75	1	\$11,219.30	1	\$7,580.45
	4-Lane Collector	72	Hayes	Polk	CENTER	1607	\$305.22	\$490,486.86	1607	\$48.31	\$77,637.22	100%	\$63,897.00	\$63,897.00			2570	\$122.11	\$313,834.35	1	\$12,237.57	1	\$7,814.11
					N												1586	\$122.11	\$193,673.65	1	\$12,237.57	1	\$7,814.11
	4-Lane Arterial	100	Polk	Cornelia	CENTER	0	\$305.22	\$0.00	0	\$48.31	\$0.00	75%	\$63,897.00	\$47,922.75			1301	\$122.11	\$158,871.01	0	\$0.00	1	\$7,814.11
					N												1654	\$122.11	\$201,977.44	1	\$12,237.57	1	\$7,814.11
	4-Lane Arterial	100	Cornelia	Blythe	CENTER	630	\$305.22	\$192,287.94	630	\$48.31	\$30,436.50	75%	\$63,897.00	\$47,922.75			1908	\$122.11	\$232,994.53	1	\$12,237.57	1	\$7,814.11
					N												1249	\$122.11	\$152,521.05	1	\$12,237.57	1	\$7,814.11
	4-Lane Arterial	100	Blythe	Brawley	CENTER	2581	\$305.22	\$787,770.12	2581	\$48.31	\$124,693.01	100%	\$63,897.00	\$63,897.00			2581	\$122.11	\$315,177.61	1	\$12,237.57	1	\$7,814.11
					N												2581	\$122.11	\$315,177.61	1	\$12,237.57	1	\$7,814.11
	4-Lane Arterial	100	Brawley	Valentine	CENTER	2581	\$305.22	\$787,770.12	2581	\$48.31	\$124,693.01	100%	\$63,897.00	\$63,897.00			2581	\$122.11	\$315,177.61	1	\$12,237.57	1	\$7,814.11
					N												2581	\$122.11	\$315,177.61	1	\$12,237.57	1	\$7,814.11
	4-Lane Arterial	100	Valentine	Marks	CENTER	2622	\$305.22	\$800,284.10	2622	\$48.31	\$126,673.79	100%	\$63,897.00	\$63,897.00			2622	\$122.11	\$320,184.31	1	\$12,237.57	1	\$7,814.11
					N												1981	\$122.11	\$241,908.89	1	\$12,237.57	1	\$7,814.11
	4-Lane Arterial	100	Marks	1300ft E of Marks	CENTER	1263	\$305.22	\$385,491.54	1263	\$48.31	\$61,017.93	50%	\$63,897.00	\$31,948.50			1263	\$122.11	\$154,230.66	1	\$12,237.57	0	\$0.00
					N												260	\$122.11	\$31,749.78	0	\$0.00	1	\$7,814.11
Olive	3-Lane Collector	72	Grantland	Bryan	CENTER	2581	\$261.84	\$675,819.16									2581	\$24.76	\$63,910.39	1	\$11,219.30	1	\$7,580.45
					N												2581	\$24.76	\$63,910.39	1	\$11,219.30	1	\$7,580.45
	3-Lane Collector	72	Bryan	Hayes	CENTER	2591	\$261.84	\$678,437.60									2591	\$24.76	\$64,158.01	1	\$11,219.30	1	\$7,580.45
					N												2591	\$24.76	\$64,158.01	1	\$11,219.30	1	\$7,580.45
	3-Lane Collector	72	Hayes	Polk	CENTER	2568	\$261.84	\$261.84									2428	\$24.76	\$60,121.82	1	\$11,219.30	1	\$7,580.45
					N												2568	\$24.76	\$63,588.48	1	\$11,219.30	1	\$7,580.45
	3-Lane Collector	72	Polk	Cornelia	CENTER	2564	\$261.84	\$261.84									2564	\$24.76	\$63,489.44	1	\$11,219.30	1	\$7,580.45
					N												2564	\$24.76	\$63,489.44	1	\$11,219.30	1	\$7,580.45
	3-Lane Collector	72	Cornelia	Blythe	CENTER	2596	\$261.84	\$679,746.82									2596	\$24.76	\$64,281.82	1	\$11,219.30	1	\$7,580.45
					N												2596	\$24.76	\$64,281.82	1	\$11,219.30	1	\$7,580.45

MAJOR STREET FEE UPDATE

QUADRANT: Northwest

YEAR: 2021

STREET NAME	CLASSIFICATION	R/W WIDTH INTEGRATED IN FEE PROGRAM (FT)	LIMIT (S. OR W.)	LIMIT (N. OR E.)	SIDE OF STREET	MISSING LANES			IRR PIPES	IRR STRCTR	RR UPGRDS	REGIONAL	Deficiency Anlaysis					TOTAL		
						LF FT OF MISSING LANE	UNIT COST/LF	SUBTOTAL	DITCH PIPING/ UPGRADE /EA	CANAL CROSSINGS/EA	RAILROAD CROSSING UPGRADES/EA	ENTER "R" FOR REGIONAL STREETS	2019 PM Peak Hour (GP PEIR Feb 2020 - Table 2.D)	Estimated 2022 Peak Hour Volume	GP buildout PM Peak Hour (GP PEIR Feb 2020 - Table 4.A)	Deficiency Threshold (GP PEIR Feb 2020 Table 2.D)	Impact Fee Contribution	TOTAL COST (GROWTH AREA STREETS)	TOTAL COST (REGIONAL STREETS)	
					N S													\$128,246.38	\$0.00	
					N S													\$123,822.92	\$0.00	
Clinton	3-Lane Collector	72	Grantland	Bryan	CENTER									40	57	150	1270	100%	\$675,819.16	\$0.00
					N S													\$251,578.60	\$0.00	
	3-Lane Collector	72	Bryan	Hayes	CENTER									60	86	230	1270	100%	\$251,578.60	\$0.00
					N S													\$678,437.60	\$0.00	
	3-Lane Collector	72	Hayes	Polk	CENTER									90	114	250	1270	100%	\$252,480.49	\$0.00
					N S													\$252,480.49	\$0.00	
	5-Lane Collector	92	Polk	Cornelia	CENTER									350	355	380	1270	100%	\$672,415.19	\$0.00
					N S													\$250,406.13	\$0.00	
	Missing a 12' lane 5-Lane Collector	92	Cornelia	Blythe	CENTER	2,573	\$71.23	\$183,284.15										\$250,406.13	\$0.00	
					N S													\$396,431.70	\$0.00	
	5-Lane Collector	92	Blythe	Brawley	CENTER									976	1050	1470	3290	100%	\$144,127.20	\$0.00
					N S													\$434,141.23	\$0.00	
	5-Lane Collector	92	Brawley	Valentine	CENTER				\$54,188.00					880	891	950	3290	100%	\$0.00	\$0.00
					N S													\$29,225.90	\$0.00	
	5-Lane Collector	92	Valentine	Marks	CENTER				\$54,188.00					1058	1105	1370	1550	100%	\$0.00	\$0.00
					N S													\$0.00	\$0.00	
	5-Lane Collector Victoria Colony No. 43	92			CENTER									1130	1144	1220	1550	100%	\$306,343.70	\$0.00
					N S													\$130,328.23	\$0.00	
																		\$110,247.26	\$0.00	
																		\$495,656.85	\$0.00	
																		\$134,833.16	\$0.00	
																		\$134,783.32	\$0.00	
McKinley	3-Lane Collector	72	Grantland	Bryan	CENTER							R		229	331	910	1270	100%	\$0.00	\$675,819.16
					N S							R						\$0.00	\$251,578.60	
	3-Lane Collector	72	Bryan	Hayes	CENTER							R		229	349	1030	1270	100%	\$0.00	\$251,578.60
					N S							R						\$0.00	\$678,437.60	
	4-Lane Collector	72	Hayes	Polk	CENTER							R						\$0.00	\$252,480.49	
					N S							R						\$0.00	\$252,480.49	
	4-Lane Arterial	100	Polk	Cornelia	CENTER				\$35,340.00			R		223	337	980	1270	100%	\$0.00	\$632,021.08
					N S							R						\$0.00	\$333,886.04	
	4-Lane Arterial	100	Cornelia	Blythe	CENTER							R		393	580	1640	1640	100%	\$0.00	\$213,725.33
					N S							R						\$0.00	\$83,262.75	
	4-Lane Arterial	100	Blythe	Brawley	CENTER							R		391	605	1820	1550	100%	\$0.00	\$166,685.12
					N S							R						\$0.00	\$222,029.12	
	4-Lane Arterial	100	Brawley	Valentine	CENTER				\$58,900.00			R		560	667	1270	1270	100%	\$0.00	\$270,647.19
					N S							R						\$0.00	\$253,046.21	
	4-Lane Arterial	100	Valentine	Marks	CENTER				\$58,900.00			R		560	667	1270	1270	100%	\$0.00	\$172,572.74
					N S							R						\$0.00	\$335,229.30	
	4-Lane Arterial	100	Marks	1300ft E of Marks	CENTER							R		735	892	1780	1270	100%	\$0.00	\$335,229.30
					N S							R						\$0.00	\$1,035,260.12	
												R						\$0.00	\$335,229.30	
												R						\$0.00	\$340,235.99	
												R						\$0.00	\$261,960.58	
												R						\$0.00	\$478,457.96	
												R						\$0.00	\$166,468.23	
												R						\$0.00	\$39,563.89	
Olive	3-Lane Collector	72	Grantland	Bryan	CENTER									535	543	550	1270	100%	\$675,819.16	\$0.00
					N S													\$82,710.13	\$0.00	
	3-Lane Collector	72	Bryan	Hayes	CENTER									535	628	720	1270	100%	\$82,710.13	\$0.00
					N S													\$678,437.60	\$0.00	
	3-Lane Collector	72	Hayes	Polk	CENTER													\$82,957.75	\$0.00	
					N S													\$82,957.75	\$0.00	
	3-Lane Collector	72	Polk	Cornelia	CENTER				\$51,832.00					535	848	1160	1270	100%	\$261.84	\$0.00
					N S													\$78,921.57	\$0.00	
	3-Lane Collector	72	Cornelia	Blythe	CENTER									535	878	1220	1270	100%	\$82,388.23	\$0.00
					N S													\$52,093.84	\$0.00	
	3-Lane Collector	72			CENTER													\$82,289.18	\$0.00	
					N S													\$82,289.18	\$0.00	
																		\$679,746.82	\$0.00	
																		\$83,081.56	\$0.00	
																		\$83,081.56	\$0.00	

MAJOR STREET FEE UPDATE

QUADRANT: Northwest

YEAR: 2021

STREET NAME	CLASSIFICATION	R/W WIDTH INTEGRATED IN FEE PROGRAM (FT)	LIMIT (S. OR W.)	LIMIT (N. OR E.)	SIDE OF STREET	GROWTH AREA TOTAL			REGIONAL TOTAL		
						TOTAL CENTER SECTION + MEDIAN (GROWTH AREA STREETS)	TOTAL COST FOR OUTSIDE TRAVEL LANE(S) (GROWTH AREA STREETS)	TOTAL COST FOR ALL IRRIGATION, CANAL, AND RR UPGRADES (NEW GROWTH STREETS)	TOTAL CENTER SECTION + MEDIAN (REGIONAL STREETS)	TOTAL COST FOR OUTSIDE TRAVEL LANE (REGIONAL STREETS)	TOTAL COST FOR ALL IRRIGATION, CANAL, AND RR UPGRADES (NEW GROWTH STREETS)
					N		\$128,246.38			\$0.00	
					S		\$123,822.92			\$0.00	
Clinton	3-Lane Collector	72	Grantland	Bryan	CENTER	\$675,819.16		\$0.00	\$0.00		\$0.00
					N		\$251,578.60			\$0.00	
					S		\$251,578.60			\$0.00	
	3-Lane Collector	72	Bryan	Hayes	CENTER	\$678,437.60		\$0.00	\$0.00		\$0.00
					N		\$252,480.49			\$0.00	
					S		\$252,480.49			\$0.00	
	3-Lane Collector	72	Hayes	Polk	CENTER	\$672,415.19		\$0.00	\$0.00		\$0.00
					N		\$250,406.13			\$0.00	
					S		\$250,406.13			\$0.00	
	5-Lane Collector	92	Polk	Cornelia	CENTER	\$396,431.70		\$0.00	\$0.00		\$0.00
					N		\$144,127.20			\$0.00	
					S		\$434,141.23			\$0.00	
	Missing a 12' lane 5-Lane Collector	92	Cornelia	Blythe	CENTER	\$0.00		\$0.00	\$0.00		\$0.00
					N		\$0.00			\$0.00	
					S		\$29,225.90			\$0.00	
	5-Lane Collector	92	Blythe	Brawley	CENTER	\$0.00		\$0.00	\$0.00		\$0.00
					N		\$0.00			\$0.00	
					S		\$0.00			\$0.00	
	5-Lane Collector	92	Brawley	Valentine	CENTER	\$252,155.70		\$54,188.00	\$0.00		\$0.00
					N		\$130,328.23			\$0.00	
					S		\$110,247.26			\$0.00	
	5-Lane Collector Victoria Colony No. 43	92	Valentine	Marks	CENTER	\$441,468.85		\$54,188.00	\$0.00		\$0.00
					N		\$134,833.16			\$0.00	
					S		\$134,783.32			\$0.00	
McKinley	3-Lane Collector	72	Grantland	Bryan	CENTER	\$0.00		\$0.00	\$675,819.16		\$0.00
					N		\$0.00			\$251,578.60	
					S		\$0.00			\$251,578.60	
	3-Lane Collector	72	Bryan	Hayes	CENTER	\$0.00		\$0.00	\$678,437.60		\$0.00
					N		\$0.00			\$252,480.49	
					S		\$0.00			\$252,480.49	
	4-Lane Collector	72	Hayes	Polk	CENTER	\$0.00		\$0.00	\$632,021.08		\$0.00
					N		\$0.00			\$333,886.04	
					S		\$0.00			\$213,725.33	
	4-Lane Arterial	100	Polk	Cornelia	CENTER	\$0.00		\$0.00	\$47,922.75		\$35,340.00
					N		\$0.00			\$166,685.12	
					S		\$0.00			\$222,029.12	
	4-Lane Arterial	100	Cornelia	Blythe	CENTER	\$0.00		\$0.00	\$270,647.19		\$0.00
					N		\$0.00			\$253,046.21	
					S		\$0.00			\$172,572.74	
	4-Lane Arterial	100	Blythe	Brawley	CENTER	\$0.00		\$0.00	\$976,360.12		\$0.00
					N		\$0.00			\$335,229.30	
					S		\$0.00			\$335,229.30	
	4-Lane Arterial	100	Brawley	Valentine	CENTER	\$0.00		\$0.00	\$976,360.12		\$58,900.00
					N		\$0.00			\$335,229.30	
					S		\$0.00			\$335,229.30	
	4-Lane Arterial	100	Valentine	Marks	CENTER	\$0.00		\$0.00	\$990,854.89		\$58,900.00
					N		\$0.00			\$340,235.99	
					S		\$0.00			\$261,960.58	
	4-Lane Arterial	100	Marks	1300ft E of Marks	CENTER	\$0.00		\$0.00	\$478,457.96		\$0.00
					N		\$0.00			\$166,468.23	
					S		\$0.00			\$39,563.89	
Olive	3-Lane Collector	72	Grantland	Bryan	CENTER	\$675,819.16		\$0.00	\$0.00		\$0.00
					N		\$82,710.13			\$0.00	
					S		\$82,710.13			\$0.00	
	3-Lane Collector	72	Bryan	Hayes	CENTER	\$678,437.60		\$0.00	\$0.00		\$0.00
					N		\$82,957.75			\$0.00	
					S		\$82,957.75			\$0.00	
	3-Lane Collector	72	Hayes	Polk	CENTER	\$261.84		\$0.00	\$0.00		\$0.00
					N		\$78,921.57			\$0.00	
					S		\$82,388.23			\$0.00	
	3-Lane Collector	72	Polk	Cornelia	CENTER	\$261.84		\$51,832.00	\$0.00		\$0.00
					N		\$82,289.18			\$0.00	
					S		\$82,289.18			\$0.00	
	3-Lane Collector	72	Cornelia	Blythe	CENTER	\$679,746.82		\$0.00	\$0.00		\$0.00
					N		\$83,081.56			\$0.00	
					S		\$83,081.56			\$0.00	

MAJOR STREET FEE UPDATE

QUADRANT: Northwest

YEAR: 2021

STREET NAME	CLASSIFICATION	R/W WIDTH INTEGRATED IN FEE PROGRAM (FT)	LIMIT (S. OR W.)	LIMIT (N. OR E.)	SIDE OF STREET	MISSING LANES			IRR PIPES	IRR STRCTR	RR UPGRDS	REGIONAL	Deficiency Anlalysis					TOTAL	
						LF FT OF MISSING LANE	UNIT COST/LF	SUBTOTAL	DITCH PIPING/ UPGRADE /EA	CANAL CROSSINGS/EA	RAILROAD CROSSING UPGRADES/EA	ENTER "R" FOR REGIONAL STREETS	2019 PM Peak Hour (GP PEIR Feb 2020 - Table 2.D)	Estimated 2022 Peak Hour Volume	GP buildout PM Peak Hour (GP PEIR Feb 2020 - Table 4.A)	Deficiency Threshold (GP PEIR Feb 2020 Table 2.D)	Impact Fee Contribution	TOTAL COST (GROWTH AREA STREETS)	TOTAL COST (REGIONAL STREETS)
	3-Lane Collector	72	Blythe	Brawley	CENTER N								535	733	930	1270	100%	\$677,652.07	\$0.00
					S													\$82,883.47	\$0.00
	3-Lane Collector	72	Brawley	Valentine	CENTER N								535	773	1010	1270	100%	\$82,883.47	\$0.00
					S													\$82,833.94	\$0.00
	3-Lane Collector	72	Valentine	Marks	CENTER N			\$51,832.00					470	500	670	1270	100%	\$82,833.94	\$0.00
					S													\$715,606.34	\$0.00
																		\$78,352.04	\$0.00
																		\$81,571.09	\$0.00
Belmont	3-Lane Collector	72	Grantland	Bryan	CENTER N								211	311	410	1270	100%	\$675,819.16	\$0.00
					S													\$82,710.13	\$0.00
	3-Lane Collector	72	Bryan	Hayes	CENTER N								211	311	410	1270	100%	\$82,710.13	\$0.00
					S													\$678,437.60	\$0.00
	3-Lane Collector	72	Hayes	Polk	CENTER N								220	304	780	1270	100%	\$82,957.75	\$0.00
					S													\$82,957.75	\$0.00
	3-Lane Collector	72	Polk	Cornelia	CENTER N								220	304	780	1270	100%	\$671,367.82	\$0.00
					S													\$82,289.18	\$0.00
	Houghton No. 78 culvert																	\$82,289.18	\$0.00
	3-Lane Collector	72	Cornelia	Blythe	CENTER N			\$1,168,700.00					464	982	1500	1270	100%	\$82,289.18	\$0.00
					S													\$1,853,683.70	\$0.00
	3-Lane Collector	72	Blythe	Brawley	CENTER N			\$580,320.00					464	1112	1760	1270	100%	\$83,576.80	\$0.00
					S													\$83,576.80	\$0.00
	Houghton No. 78 canal																	\$83,353.94	\$0.00
	3-Lane Collector	72	Brawley	Valentine	CENTER N			\$42,408.00					507	1229	1950	1270	100%	\$83,353.94	\$0.00
	Victoria Colony No. 43				S													\$712,204.75	\$0.00
	3-Lane Collector	72	Valentine	Marks	CENTER N			\$42,408.00					524	1227	1930	1270	100%	\$82,140.61	\$0.00
	Victoria Colony No. 43				S													\$82,140.61	\$0.00
																		\$634,175.26	\$0.00
																		\$79,392.04	\$0.00
																		\$79,218.71	\$0.00
Garfield	3-Lane Collector	72	Shields	Dakota	CENTER W								NA		60	NA	100%	\$691,267.95	\$0.00
	Wheaton No. 518				E													\$84,171.08	\$0.00
	3-Lane Collector	72	Dakota	Ashlan	CENTER W								NA		50	NA	100%	\$84,171.08	\$0.00
	Silva No. 47				E													\$84,171.08	\$0.00
	3-Lane Collector	72	Ashlan	Gettysburg	CENTER W			\$42,408.00					NA		30	NA	100%	\$84,171.08	\$0.00
	Bishop No. 462				E													\$733,675.95	\$0.00
	3-Lane Collector	72	Gettysburg	Shaw	CENTER W			\$42,408.00					30	48	150	1270	100%	\$84,171.08	\$0.00
	Bishop No. 462		FAIRMONT		E													\$84,171.08	\$0.00
	3-Lane Collector	72	Shaw	Barstow	CENTER W			\$709,280.00					140	143	160	1270	100%	\$84,171.08	\$0.00
	Herndon Canal				E													\$1,187,145.16	\$0.00
	3-Lane Collector	72	Barstow	Bullard	CENTER W			\$42,408.00					52	66	80	1270	100%	\$84,171.08	\$0.00
	Missing 4' of AC				E	2640	\$23.74	\$62,685.60										\$57,453.02	\$0.00
	3-Lane Collector	72	Bullard	Tenaya	CENTER W			\$42,408.00					52	61	70	1270	100%	\$479,687.35	\$0.00
					E													\$146,856.68	\$0.00
	3-Lane Collector	72	Tenaya	Herndon	CENTER W			\$42,408.00					52	61	70	1270	100%	\$52,571.62	\$0.00
	Epstein No. 48				E													\$645,696.40	\$0.00
																		\$75,851.09	\$0.00
																		\$75,851.09	\$0.00
																		\$823,750.26	\$0.00
																		\$92,689.17	\$0.00
																		\$92,689.17	\$0.00
Parkway	3-Lane Collector	73	Herndon	Herndon	CENTER W								NA		NA	NA	100%	\$680,794.20	\$0.00
					E													\$64,380.86	\$0.00
	4-Lane Arterial	96	Herndon	Grantland	CENTER W								NA		NA	NA	100%	\$71,961.31	\$0.00
					E													\$200,925.07	\$0.00
	5-Lane Collector	92	Ashlan	Brawley	CENTER W								NA		NA	NA	100%	\$81,132.77	\$0.00
	Missing 18' of pavement				E	980	\$106.85	\$104,713.45										\$81,132.77	\$0.00
																		\$0.00	\$0.00
																		\$193,099.06	\$0.00
																		\$0.00	\$0.00
Grantland	4-Lane Super Arterial	100	Belmont	Olive	CENTER W								187	544	900	1585	100%	\$1,144,844.38	\$0.00
																		\$380,989.20	\$0.00

MAJOR STREET FEE UPDATE

QUADRANT: Northwest

YEAR: 2021

						GROWTH AREA TOTAL			REGIONAL TOTAL		
STREET NAME	CLASSIFICATION	R/W WIDTH INTEGRATED IN FEE PROGRAM (FT)	LIMIT (S. OR W.)	LIMIT (N. OR E.)	SIDE OF STREET	TOTAL CENTER SECTION + MEDIAN (GROWTH AREA STREETS)	TOTAL COST FOR OUTSIDE TRAVEL LANE(S) (GROWTH AREA STREETS)	TOTAL COST FOR ALL IRRIGATION, CANAL, AND RR UPGRADES (NEW GROWTH STREETS)	TOTAL CENTER SECTION + MEDIAN (REGIONAL STREETS)	TOTAL COST FOR OUTSIDE TRAVEL LANE (REGIONAL STREETS)	TOTAL COST FOR ALL IRRIGATION, CANAL, AND RR UPGRADES (NEW GROWTH STREETS)
	3-Lane Collector	72	Blythe	Brawley	CENTER N	\$677,652.07		\$0.00	\$0.00		\$0.00
					S		\$82,883.47			\$0.00	
	3-Lane Collector	72	Brawley	Valentine	CENTER N	\$677,128.38		\$0.00	\$0.00		\$0.00
					S		\$82,833.94			\$0.00	
	3-Lane Collector	72	Valentine	Marks	CENTER N	\$663,774.34		\$51,832.00	\$0.00		\$0.00
					S		\$78,352.04			\$0.00	
							\$81,571.09			\$0.00	
Belmont	3-Lane Collector	72	Grantland	Bryan	CENTER N	\$675,819.16		\$0.00	\$0.00		\$0.00
					S		\$82,710.13			\$0.00	
	3-Lane Collector	72	Bryan	Hayes	CENTER N	\$678,437.60		\$0.00	\$0.00		\$0.00
					S		\$82,957.75			\$0.00	
	3-Lane Collector	72	Hayes	Polk	CENTER N	\$671,367.82		\$0.00	\$0.00		\$0.00
					S		\$82,289.18			\$0.00	
	3-Lane Collector	72	Polk	Cornelia	CENTER N	\$671,367.82		\$0.00	\$0.00		\$0.00
					S		\$82,289.18			\$0.00	
	Houghton No. 78 culvert 3-Lane Collector	72	Cornelia	Blythe	CENTER N	\$684,983.70		\$1,168,700.00	\$0.00		\$0.00
					S		\$83,576.80			\$0.00	
	3-Lane Collector	72	Blythe	Brawley	CENTER N	\$682,627.11		\$580,320.00	\$0.00		\$0.00
					S		\$83,353.94			\$0.00	
	Houghton No. 78 canal 3-Lane Collector	72	Brawley	Valentine	CENTER N	\$669,796.75		\$42,408.00	\$0.00		\$0.00
	Victoria Colony No. 43				S		\$82,140.61			\$0.00	
	3-Lane Collector	72	Valentine	Marks	CENTER N	\$591,767.26		\$42,408.00	\$0.00		\$0.00
	Victoria Colony No. 43				S		\$79,392.04			\$0.00	
							\$79,218.71			\$0.00	
Garfield	3-Lane Collector Wheaton No. 518	72	Shields	Dakota	CENTER W	\$691,267.95		\$0.00	\$0.00		\$0.00
					E		\$84,171.08			\$0.00	
	3-Lane Collector Silva No. 47	72	Dakota	Ashlan	CENTER W	\$691,267.95		\$0.00	\$0.00		\$0.00
					E		\$84,171.08			\$0.00	
	3-Lane Collector Bishop No. 462	72	Ashlan	Gettysburg	CENTER W	\$691,267.95		\$42,408.00	\$0.00		\$0.00
					E		\$84,171.08			\$0.00	
	3-Lane Collector Bishop No. 462	72	Gettysburg FAIRMONT	Shaw	CENTER W	\$691,267.95		\$42,408.00	\$0.00		\$0.00
					E		\$84,171.08			\$0.00	
	3-Lane Collector Herndon Canal	72	Shaw	Barstow	CENTER W	\$477,865.16		\$709,280.00	\$0.00		\$0.00
					E		\$84,171.08			\$0.00	
	3-Lane Collector Missing 4' of AC	72	Barstow	Bullard	CENTER W	\$437,279.35		\$42,408.00	\$0.00		\$0.00
					E		\$146,856.68			\$0.00	
	3-Lane Collector	72	Bullard	Tenaya	CENTER W	\$603,288.40		\$42,408.00	\$0.00		\$0.00
					E		\$75,851.09			\$0.00	
	3-Lane Collector Epstein No. 48	72	Tenaya	Herndon	CENTER W	\$781,342.26		\$42,408.00	\$0.00		\$0.00
					E		\$92,689.17			\$0.00	
							\$92,689.17			\$0.00	
Parkway	3-Lane Collector	73	Herndon	Herndon	CENTER W	\$680,794.20		\$0.00	\$0.00		\$0.00
					E		\$64,380.86			\$0.00	
	4-Lane Arterial	96	Herndon	Grantland	CENTER W	\$200,925.07		\$0.00	\$0.00		\$0.00
					E		\$81,132.77			\$0.00	
	5-Lane Collector Missing 18' of pavement	92	Ashlan	Brawley	CENTER W	\$0.00		\$0.00	\$0.00		\$0.00
					E		\$193,099.06			\$0.00	
							\$0.00			\$0.00	
Grantland	4-Lane Super Arterial	100	Belmont	Olive	CENTER W	\$1,144,844.38		\$0.00	\$0.00		\$0.00
							\$380,989.20			\$0.00	

MAJOR STREET FEE UPDATE

QUADRANT: Northwest

YEAR: 2021

STREET NAME	CLASSIFICATION	R/W WIDTH INTEGRATED IN FEE PROGRAM (FT)	LIMIT (S. OR W.)	LIMIT (N. OR E.)	SIDE OF STREET	GROWTH AREA TOTAL			REGIONAL TOTAL		
						TOTAL CENTER SECTION + MEDIAN (GROWTH AREA STREETS)	TOTAL COST FOR OUTSIDE TRAVEL LANE(S) (GROWTH AREA STREETS)	TOTAL COST FOR ALL IRRIGATION, CANAL, AND RR UPGRADES (NEW GROWTH STREETS)	TOTAL CENTER SECTION + MEDIAN (REGIONAL STREETS)	TOTAL COST FOR OUTSIDE TRAVEL LANE (REGIONAL STREETS)	TOTAL COST FOR ALL IRRIGATION, CANAL, AND RR UPGRADES (NEW GROWTH STREETS)
	4-Lane Super Arterial	100	Olive	McKinley	E CENTER	\$1,144,844.38	\$380,989.20	\$0.00	\$0.00	\$0.00	\$0.00
	4-Lane Super Arterial	100	McKinley	Clinton	W CENTER	\$0.00	\$380,989.20	\$0.00	\$1,144,844.38	\$380,989.20	\$0.00
	4-Lane Super Arterial	100	Clinton	Shields	E CENTER	\$0.00	\$0.00	\$0.00	\$1,144,844.38	\$380,989.20	\$0.00
	4-Lane Super Arterial	100	Shields	Dakota	W CENTER	\$0.00	\$0.00	\$0.00	\$1,144,844.38	\$380,989.20	\$0.00
	4-Lane Super Arterial	100	Dakota	Ashlan	E CENTER	\$0.00	\$0.00	\$0.00	\$1,128,961.50	\$380,989.20	\$0.00
	4-Lane Super Arterial	100	Ashlan	Gettysburg	W CENTER	\$0.00	\$0.00	\$0.00	\$445,359.13	\$375,579.61	\$0.00
	4-Lane Arterial is a collector	100	Gettysburg	Shaw	E CENTER	\$1,011,359.68	\$0.00	\$117,800.00	\$0.00	\$159,195.74	\$0.00
	4-Lane Arterial	100	Shaw	Barstow	W CENTER	\$685,980.57	\$347,318.64	\$0.00	\$0.00	\$0.00	\$0.00
	4-Lane Arterial	100	Barstow	Bullard	E CENTER	\$21,086.01	\$245,963.57	\$58,900.00	\$0.00	\$0.00	\$0.00
	4-Lane Arterial	100	Bullard	Parkway	W CENTER	\$1,293.15	\$341,823.48	\$2,384.05	\$0.00	\$0.00	\$0.00
Bryan	3-Lane Collector	72	Belmont	Olive	E CENTER	\$691,267.95	\$10,449.94	\$0.00	\$0.00	\$0.00	\$0.00
	3-Lane Collector	72	Olive	McKinley	W CENTER	\$691,267.95	\$9,461.40	\$0.00	\$0.00	\$0.00	\$0.00
	3-Lane Collector	72	McKinley	Clinton	E CENTER	\$691,267.95	\$84,171.08	\$0.00	\$0.00	\$0.00	\$0.00
	3-Lane Collector	72	Clinton	Shields	W CENTER	\$691,267.95	\$84,171.08	\$0.00	\$0.00	\$0.00	\$0.00
	3-Lane Collector	72	Shields	Dakota	E CENTER	\$692,577.17	\$84,171.08	\$0.00	\$0.00	\$0.00	\$0.00
	3-Lane Collector	72	Dakota	Ashlan	W CENTER	\$619,260.88	\$84,294.89	\$0.00	\$0.00	\$0.00	\$0.00
	3-Lane Collector	72	Ashlan	Gettysburg	E CENTER	\$0.00	\$84,294.89	\$42,408.00	\$0.00	\$0.00	\$0.00
	Missing 1-12' lane 3-Lane Collector Silva No. 47	72	Gettysburg	Shaw	W CENTER	\$274,936.12	\$0.00	\$42,408.00	\$0.00	\$0.00	\$0.00
	3-Lane Collector	72	Barstow	Bullard	E CENTER	\$0.00	\$225,152.65	\$0.00	\$0.00	\$0.00	\$0.00
Riverside	4-Lane Arterial	100	Veterans	Palo Alto	W CENTER	\$63,897.00	\$60,894.92	\$0.00	\$0.00	\$0.00	\$0.00
	4-Lane Arterial	100	Palo Alto	Herndon	E CENTER	\$0.00	\$130,472.95	\$0.00	\$0.00	\$0.00	\$0.00
	Missing Curb and Gutter 5-Lane Collector	100	Herndon	Spruce	W CENTER	\$301,120.51	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Hayes	3-Lane Collector	72	Belmont	Olive	E CENTER	\$691,267.95	\$87,631.73	\$0.00	\$0.00	\$0.00	\$0.00

MAJOR STREET FEE UPDATE

QUADRANT: Northwest

YEAR: 2021

STREET NAME	CLASSIFICATION	R/W WIDTH INTEGRATED IN FEE PROGRAM (FT)	LIMIT (S. OR W.)	LIMIT (N. OR E.)	SIDE OF STREET	MISSING LANES			IRR PIPES DITCH PIPING/ UPGRADE /EA	IRR STRCTR CANAL CROSSINGS/EA	RR UPGRDS RAILROAD CROSSING UPGRADES/EA	REGIONAL ENTER "R" FOR REGIONAL STREETS	Deficiency Anlysis					TOTAL	
						LF FT OF MISSING LANE	UNIT COST/LF	SUBTOTAL					2019 PM Peak Hour (GP PEIR Feb 2020 - Table 2.D)	Estimated 2022 Peak Hour Volume	GP buildout PM Peak Hour (GP PEIR Feb 2020 - Table 4.A)	Deficiency Threshold (GP PEIR Feb 2020 Table 2.D)	Impact Fee Contribution	TOTAL COST (GROWTH AREA STREETS)	TOTAL COST (REGIONAL STREETS)
					W E													\$84,171.08	\$0.00
	3-Lane Collector	72	Olive	McKinley	CENTER								101	451	800	1270	100%	\$84,171.08	\$0.00
					W E													\$691,267.95	\$0.00
	3-Lane Collector	72	McKinley	Clinton	CENTER								190	259	650	1270	100%	\$84,171.08	\$0.00
					W E													\$84,171.08	\$0.00
	3-Lane Collector	72	Clinton	Shields	CENTER								180	249	640	1270	100%	\$691,791.64	\$0.00
					W E													\$84,468.23	\$0.00
	3-Lane Collector	72	Shields	Dakota	CENTER								80	450	820	1270	100%	\$84,220.61	\$0.00
					W E	2,639	\$35.62	\$93,992.79										\$346,157.67	\$0.00
	3-Lane Collector	72	Dakota	Ashlan	CENTER								68	444	820	1270	100%	\$178,139.11	\$0.00
					W E													\$51,534.94	\$0.00
	3-Lane Collector	72	Ashlan	Gettysburg	CENTER								220	325	920	1270	100%	\$687,340.30	\$0.00
					W E													\$83,799.66	\$0.00
	3-Lane Collector	72	Gettysburg	Shaw	CENTER								270	368	920	1270	100%	\$157,106.35	\$0.00
					W E	2,000	\$35.62	\$71,233.64										\$155,404.72	\$0.00
	3-Lane Collector	72	Herndon	Spruce	CENTER								200	255	310	1270	100%	\$33,656.87	\$0.00
					W E													\$350,870.86	\$0.00
	5-Lane Collector	72	Veterans	Herndon	CENTER								200	255	310	1270	100%	\$84,171.08	\$0.00
					W E													\$51,980.65	\$0.00
	3-Lane Collector	72	Herndon	Spruce	CENTER								200	255	310	1270	100%	\$0.00	\$0.00
					W E													\$40,590.19	\$0.00
																		\$53,466.36	\$0.00
																		\$0.00	\$0.00
																		\$52,352.08	\$0.00
																		\$19,466.14	\$0.00
Barstow Exten/ Hayes north of Shaw	3-Lane Collector	72	Veterans	Herndon	CENTER					\$693,160.00			NA		NA	NA	100%	\$1,303,256.34	\$0.00
					W E													\$221,360.61	\$0.00
																		\$217,721.76	\$0.00
Polk	4-Lane Arterial	100	Belmont	Olive	CENTER								NA		1150		100%	\$997,218.44	\$0.00
					W E													\$342,434.05	\$0.00
	4-Lane Arterial	100	Olive	McKinley	CENTER								130	160	330	1640	100%	\$342,434.05	\$0.00
					W E													\$63,897.00	\$0.00
	4-Lane Arterial	100	McKinley	Clinton	CENTER								350	430	880	1270	100%	\$214,213.79	\$0.00
					W E													\$233,141.55	\$0.00
	4-Lane Arterial	100	Clinton	Shields	CENTER								370	426	740	1270	100%	\$267,046.52	\$0.00
					W E													\$220,319.52	\$0.00
	4-Lane Arterial	100	Shields	Dakota	CENTER								599	1205	1810	1270	100%	\$181,242.87	\$0.00
					W E													\$638,319.27	\$0.00
	4-Lane Arterial	100	Dakota	Ashlan	CENTER								710	830	1510	1270	100%	\$342,434.05	\$0.00
					W E	1,300	\$115.51	\$150,166.79										\$216,168.85	\$0.00
	4-Lane Arterial	100	Ashlan	Gettysburg	CENTER								580	681	1250	1270	100%	\$498,609.22	\$0.00
					W E													\$261,227.89	\$0.00
	4-Lane Arterial	100	Gettysburg	Shaw	CENTER								616	1026	1435	1270	100%	\$169,005.29	\$0.00
					W E													\$417,427.85	\$0.00
	5-Lane Collector	92	Bullard	Escalon	CENTER								849	855	860	1270	100%	\$460,851.07	\$0.00
					W E													\$134,352.11	\$0.00
	5-Lane Collector	92	Escalon	Sierra	CENTER								849	855	860	1550	100%	\$12,779.40	\$0.00
					W E													\$92,833.17	\$0.00
	5-Lane Collector	92	Sierra	Herndon	CENTER								290	600	910	3290	100%	\$133,130.96	\$0.00
					W E													\$493,581.36	\$0.00
																		\$186,127.45	\$0.00
																		\$228,867.54	\$0.00
																		\$0.00	\$0.00
																		\$0.00	\$0.00
																		\$40,048.63	\$0.00
																		\$64,431.05	\$0.00
																		\$0.00	\$0.00
																		\$0.00	\$0.00
Cornelia	3-Lane Collector	72	Belmont	Olive	CENTER								210	600	990	1270	100%	\$581,293.51	\$0.00
					W E													\$84,171.08	\$0.00
																		\$84,171.08	\$0.00

MAJOR STREET FEE UPDATE

QUADRANT: Northwest

YEAR: 2021

						GROWTH AREA TOTAL			REGIONAL TOTAL		
STREET NAME	CLASSIFICATION	R/W WIDTH INTEGRATED IN FEE PROGRAM (FT)	LIMIT (S. OR W.)	LIMIT (N. OR E.)	SIDE OF STREET	TOTAL CENTER SECTION + MEDIAN (GROWTH AREA STREETS)	TOTAL COST FOR OUTSIDE TRAVEL LANE(S) (GROWTH AREA STREETS)	TOTAL COST FOR ALL IRRIGATION, CANAL, AND RR UPGRADES (NEW GROWTH STREETS)	TOTAL CENTER SECTION + MEDIAN (REGIONAL STREETS)	TOTAL COST FOR OUTSIDE TRAVEL LANE (REGIONAL STREETS)	TOTAL COST FOR ALL IRRIGATION, CANAL, AND RR UPGRADES (NEW GROWTH STREETS)
					W		\$84,171.08			\$0.00	
					E		\$84,171.08			\$0.00	
	3-Lane Collector	72	Olive	McKinley	CENTER	\$691,267.95		\$0.00	\$0.00		\$0.00
					W		\$84,171.08			\$0.00	
					E		\$84,171.08			\$0.00	
	3-Lane Collector	72	McKinley	Clinton	CENTER	\$694,410.08		\$0.00	\$0.00		\$0.00
					W		\$84,468.23			\$0.00	
					E		\$84,468.23			\$0.00	
	3-Lane Collector	72	Clinton	Shields	CENTER	\$691,791.64		\$0.00	\$0.00		\$0.00
					W		\$84,220.61			\$0.00	
					E		\$84,220.61			\$0.00	
	3-Lane Collector	72	Shields	Dakota	CENTER	\$346,157.67		\$0.00	\$0.00		\$0.00
					W		\$178,139.11			\$0.00	
					E		\$51,534.94			\$0.00	
	3-Lane Collector	72	Dakota	Ashlan	CENTER	\$687,340.30		\$0.00	\$0.00		\$0.00
					W		\$83,799.66			\$0.00	
					E		\$83,799.66			\$0.00	
	3-Lane Collector	72	Ashlan	Gettysburg	CENTER	\$157,106.35		\$0.00	\$0.00		\$0.00
					W		\$155,404.72			\$0.00	
					E		\$33,656.87			\$0.00	
	3-Lane Collector	72	Gettysburg	Shaw	CENTER	\$350,870.86		\$0.00	\$0.00		\$0.00
					W		\$84,171.08			\$0.00	
					E		\$51,980.65			\$0.00	
	5-Lane Collector	72	Veterans	Herndon	CENTER	\$0.00		\$0.00	\$0.00		\$0.00
					W		\$40,590.19			\$0.00	
					E		\$53,466.36			\$0.00	
	3-Lane Collector	72	Herndon	Spruce	CENTER	\$0.00		\$0.00	\$0.00		\$0.00
					W		\$52,352.08			\$0.00	
					E		\$19,466.14			\$0.00	
Barstow Exten/ Hayes north of Shaw	3-Lane Collector	72	Veterans	Herndon	CENTER	\$610,096.34		\$693,160.00	\$0.00		\$0.00
					W		\$221,360.61			\$0.00	
					E		\$217,721.76			\$0.00	
Polk	4-Lane Arterial	100	Belmont	Olive	CENTER	\$997,218.44		\$0.00	\$0.00		\$0.00
					W		\$342,434.05			\$0.00	
					E		\$342,434.05			\$0.00	
	4-Lane Arterial	100	Olive	McKinley	CENTER	\$63,897.00		\$0.00	\$0.00		\$0.00
					W		\$214,213.79			\$0.00	
					E		\$233,141.55			\$0.00	
	4-Lane Arterial	100	McKinley	Clinton	CENTER	\$267,046.52		\$0.00	\$0.00		\$0.00
					W		\$220,319.52			\$0.00	
					E		\$181,242.87			\$0.00	
	4-Lane Arterial	100	Clinton	Shields	CENTER	\$638,319.27		\$0.00	\$0.00		\$0.00
					W		\$342,434.05			\$0.00	
					E		\$216,168.85			\$0.00	
	4-Lane Arterial	100	Shields	Dakota	CENTER	\$498,609.22		\$0.00	\$0.00		\$0.00
					W		\$261,227.89			\$0.00	
					E		\$169,005.29			\$0.00	
	4-Lane Arterial	100	Dakota	Ashlan	CENTER	\$417,427.85		\$0.00	\$0.00		\$0.00
					W		\$460,851.07			\$0.00	
					E		\$134,352.11			\$0.00	
	4-Lane Arterial	100	Ashlan	Gettysburg	CENTER	\$12,779.40		\$0.00	\$0.00		\$0.00
					W		\$92,833.17			\$0.00	
					E		\$133,130.96			\$0.00	
	4-Lane Arterial	100	Gettysburg	Shaw	CENTER	\$493,581.36		\$0.00	\$0.00		\$0.00
					W		\$186,127.45			\$0.00	
					E		\$228,867.54			\$0.00	
	5-Lane Collector	92	Bullard	Escalon	CENTER	\$0.00		\$0.00	\$0.00		\$0.00
					W		\$0.00			\$0.00	
					E		\$0.00			\$0.00	
	5-Lane Collector	92	Escalon	Sierra	CENTER	\$0.00		\$0.00	\$0.00		\$0.00
					W		\$40,048.63			\$0.00	
					E		\$64,431.05			\$0.00	
	5-Lane Collector	92	Sierra	Herndon	CENTER	\$0.00		\$0.00	\$0.00		\$0.00
					W		\$0.00			\$0.00	
					E		\$0.00			\$0.00	
Cornelia	3-Lane Collector	72	Belmont	Olive	CENTER	\$581,293.51		\$0.00	\$0.00		\$0.00
					W		\$84,171.08			\$0.00	
					E		\$84,171.08			\$0.00	

MAJOR STREET FEE UPDATE

QUADRANT: Northwest

YEAR: 2021

STREET NAME	CLASSIFICATION	R/W WIDTH INTEGRATED IN FEE PROGRAM (FT)	LIMIT (S. OR W.)	LIMIT (N. OR E.)	SIDE OF STREET	MISSING LANES			IRR PIPES	IRR STRCTR	RR UPGRDS	REGIONAL	Deficiency Anlysis					TOTAL	
						LF FT OF MISSING LANE	UNIT COST/LF	SUBTOTAL	DITCH PIPING/ UPGRADE /EA	CANAL CROSSINGS/EA	RAILROAD CROSSING UPGRADES/EA	ENTER "R" FOR REGIONAL STREETS	2019 PM Peak Hour (GP PEIR Feb 2020 - Table 2.D)	Estimated 2022 Peak Hour Volume	GP buildout PM Peak Hour (GP PEIR Feb 2020 - Table 4.A)	Deficiency Threshold (GP PEIR Feb 2020 Table 2.D)	Impact Fee Contribution	TOTAL COST (GROWTH AREA STREETS)	TOTAL COST (REGIONAL STREETS)
	3-Lane Collector	72	Olive	McKinley	CENTER W								210	630	1050	1270	100%	\$691,267.95	\$0.00
	3-Lane Collector Tracy No. 44	72	McKinley	Clinton	CENTER W			\$42,408.00					298	704	1110	1270	100%	\$84,171.08	\$0.00
	3-Lane Collector	72	Clinton	Shields	CENTER W								970	1015	1270	1270	100%	\$724,511.42	\$0.00
	3-Lane Collector	72	Shields	Dakota	CENTER W								970	1006	1210	1270	100%	\$79,713.95	\$0.00
	3-Lane Collector	72	Dakota	Ashlan	CENTER W								910	948	1160	1550	100%	\$74,761.57	\$0.00
	3-Lane Collector	72	Ashlan	Gettysburg	CENTER W								626	813	1000	1550	100%	\$167,580.11	\$0.00
Milburn	4-Lane Arterial	100	Santa Fe	Herndon	CENTER W								1211	1466	1720	3470	100%	\$27,562.13	\$0.00
	4-Lane Arterial	100	Herndon	Spruce	CENTER W								1211	1466	1720	3470	100%	\$27,314.51	\$0.00
	4-Lane Arterial	100	Spruce	Alluvial	CENTER W								1211	1466	1720	3470	100%	\$471,319.06	\$0.00
Santa Fe	4-Lane Arterial	100	Figarden	Palo Alto	CENTER W			\$0.00	\$0.00				1089	1327	1565		15%	\$51,209.72	\$0.00
Blythe	3-Lane Collector	72	Nielsen	Belmont	CENTER W					\$1,000,000.00			77	529	980	1270	100%	\$84,171.08	\$0.00
	3-Lane Collector Houghton No. 78	72	Belmont	Olive	CENTER W			\$580,320.00					77	584	1090	1270	100%	\$85,037.75	\$0.00
	3-Lane Collector	72	Olive	McKinley	CENTER W								77	564	1050	1270	100%	\$84,542.51	\$0.00
	3-Lane Collector	72	McKinley	Clinton	CENTER W								500	521	640	1905	100%	\$84,542.51	\$0.00
	3-Lane Collector Missing Bike Lane	72	Clinton	Shields	CENTER W	1,270	\$37.58	\$47,725.23					608	739	870	1550	100%	\$84,542.51	\$0.00
	3-Lane Collector Missing Bike Lane	72	Shields	Dakota	CENTER W	575	\$37.58	\$21,607.88					608	739	870	1270	100%	\$319,449.59	\$0.00
	5-Lane Collector	92	Dakota	Ashlan	CENTER W								608	869	1130	1550	100%	\$51,237.80	\$0.00
	5-Lane Collector	92	Shaw	Gates	CENTER W								NA		NA	NA	100%	\$144,014.16	\$0.00
	5-Lane Collector	121	Herndon	Spruce	Center W								156	568	980	3290	100%	\$87,496.10	\$0.00
Brawley	5-Lane Industrial Collector Houghton No. 78 RR	92	Nielsen	Belmont	CENTER W				\$741,520.00	\$2,000,000.00			620	710	1220	1270	100%	\$51,646.20	\$0.00
	5-Lane Collector	92	Belmont	Olive	CENTER W								329	1085	1840	1270	100%	\$693,886.39	\$0.00
	5-Lane Collector	92	Olive	McKinley	CENTER W								890	941	1230	1270	100%	\$84,418.70	\$0.00
	5-Lane Collector Missing a Lane	92	McKinley	Clinton	CENTER W	610	\$90.19	\$55,015.54					329	865	1400	1270	100%	\$170,198.55	\$0.00
																		\$190,696.21	\$0.00
																		\$128,885.20	\$0.00
																		\$0.00	\$0.00
																		\$0.00	\$0.00
																		\$2,763,897.00	\$0.00
																		\$0.00	\$0.00
																		\$0.00	\$0.00
																		\$3,467,786.23	\$0.00
																		\$265,467.51	\$0.00
																		\$265,467.51	\$0.00
																		\$696,504.83	\$0.00
																		\$258,703.56	\$0.00
																		\$258,703.56	\$0.00
																		\$693,886.39	\$0.00
																		\$257,801.67	\$0.00
																		\$257,801.67	\$0.00
																		\$346,943.20	\$0.00
																		\$185,735.80	\$0.00

MAJOR STREET FEE UPDATE

QUADRANT: Northwest

YEAR: 2021

						GROWTH AREA TOTAL			REGIONAL TOTAL		
STREET NAME	CLASSIFICATION	R/W WIDTH INTEGRATED IN FEE PROGRAM (FT)	LIMIT (S. OR W.)	LIMIT (N. OR E.)	SIDE OF STREET	TOTAL CENTER SECTION + MEDIAN (GROWTH AREA STREETS)	TOTAL COST FOR OUTSIDE TRAVEL LANE(S) (GROWTH AREA STREETS)	TOTAL COST FOR ALL IRRIGATION, CANAL, AND RR UPGRADES (NEW GROWTH STREETS)	TOTAL CENTER SECTION + MEDIAN (REGIONAL STREETS)	TOTAL COST FOR OUTSIDE TRAVEL LANE (REGIONAL STREETS)	TOTAL COST FOR ALL IRRIGATION, CANAL, AND RR UPGRADES (NEW GROWTH STREETS)
	3-Lane Collector	72	Olive	McKinley	CENTER W E	\$691,267.95	\$84,171.08 \$84,171.08	\$0.00	\$0.00	\$0.00 \$0.00	\$0.00
	3-Lane Collector Tracy No. 44	72	McKinley	Clinton	CENTER W E	\$682,103.42	\$79,713.95 \$74,761.57	\$42,408.00	\$0.00	\$0.00 \$0.00	\$0.00
	3-Lane Collector	72	Clinton	Shields	CENTER W E	\$167,580.11	\$27,562.13 \$27,314.51	\$0.00	\$0.00	\$0.00 \$0.00	\$0.00
	3-Lane Collector	72	Shields	Dakota	CENTER W E	\$471,319.06	\$51,209.72 \$84,171.08	\$0.00	\$0.00	\$0.00 \$0.00	\$0.00
	3-Lane Collector	72	Dakota	Ashlan	CENTER W E	\$0.00	\$0.00 \$32,342.32	\$0.00	\$0.00	\$0.00 \$0.00	\$0.00
	3-Lane Collector	72	Ashlan	Gettysburg	CENTER W E	\$0.00	\$34,569.74 \$0.00	\$0.00	\$0.00	\$0.00 \$0.00	\$0.00
Milburn	4-Lane Arterial	100	Santa Fe	Herndon	CENTER W E	\$0.00	\$0.00 \$0.00	\$0.00	\$0.00	\$0.00 \$0.00	\$0.00
	4-Lane Arterial	100	Herndon	Spruce	CENTER W E	\$0.00	\$0.00 \$0.00	\$0.00	\$0.00	\$0.00 \$0.00	\$0.00
	4-Lane Arterial	100	Spruce	Alluvial	CENTER W E	\$0.00	\$0.00 \$0.00	\$0.00	\$0.00	\$0.00 \$0.00	\$0.00
Santa Fe	4-Lane Arterial	100	Figarden	Palo Alto	CENTER W E	\$7,287.93	\$0.00 \$0.00	\$0.00	\$0.00	\$0.00 \$0.00	\$0.00
Blythe	3-Lane Collector	72	Nielsen	Belmont	CENTER W E	\$730,361.71	\$85,037.75 \$85,037.75	\$1,000,000.00	\$0.00	\$0.00 \$0.00	\$0.00
	3-Lane Collector Houghton No. 78	72	Belmont	Olive	CENTER W E	\$695,195.61	\$84,542.51 \$84,542.51	\$580,320.00	\$0.00	\$0.00 \$0.00	\$0.00
	3-Lane Collector	72	Olive	McKinley	CENTER W E	\$695,195.61	\$84,542.51 \$84,542.51	\$0.00	\$0.00	\$0.00 \$0.00	\$0.00
	3-Lane Collector	72	McKinley	Clinton	CENTER W E	\$319,449.59	\$0.00 \$51,237.80	\$0.00	\$0.00	\$0.00 \$0.00	\$0.00
	3-Lane Collector Missing Bike Lane Missing Bike Lane	72	Clinton	Shields	CENTER W E	\$144,014.16	\$87,496.10 \$51,646.20	\$0.00	\$0.00	\$0.00 \$0.00	\$0.00
	3-Lane Collector	72	Shields	Dakota	CENTER W E	\$693,886.39	\$84,418.70 \$84,418.70	\$0.00	\$0.00	\$0.00 \$0.00	\$0.00
	5-Lane Collector	92	Dakota	Ashlan	CENTER W E	\$170,198.55	\$190,696.21 \$128,885.20	\$0.00	\$0.00	\$0.00 \$0.00	\$0.00
	5-Lane Collector	92	Shaw	Gates	CENTER W E	\$0.00	\$0.00 \$0.00	\$0.00	\$0.00	\$0.00 \$0.00	\$0.00
	5-Lane Collector	121	Herndon	Spruce	Center W E	\$2,763,897.00	\$0.00 \$0.00	\$0.00	\$0.00	\$0.00 \$0.00	\$0.00
Brawley	5-Lane Industrial Collector Houghton No. 78 RR	92	Nielsen	Belmont	CENTER W E	\$726,266.23	\$265,467.51 \$265,467.51	\$2,741,520.00	\$0.00	\$0.00 \$0.00	\$0.00
	5-Lane Collector	92	Belmont	Olive	CENTER W E	\$696,504.83	\$258,703.56 \$258,703.56	\$0.00	\$0.00	\$0.00 \$0.00	\$0.00
	5-Lane Collector	92	Olive	McKinley	CENTER W E	\$693,886.39	\$257,801.67 \$257,801.67	\$0.00	\$0.00	\$0.00 \$0.00	\$0.00
	5-Lane Collector Missing a Lane	92	McKinley	Clinton	CENTER W	\$346,943.20	\$185,735.80	\$0.00	\$0.00	\$0.00	\$0.00

MAJOR STREET FEE UPDATE

QUADRANT: Northwest

YEAR: 2021

STREET NAME	CLASSIFICATION	R/W WIDTH INTEGRATED IN FEE PROGRAM (FT)	LIMIT (S. OR W.)	LIMIT (N. OR E.)	SIDE OF STREET	MISSING LANES			IRR PIPES	IRR STRCTR	RR UPGRDS	REGIONAL	Deficiency Anlysis					TOTAL	
						LF FT OF MISSING LANE	UNIT COST/LF	SUBTOTAL	DITCH PIPING/ UPGRADE /EA	CANAL CROSSINGS/EA	RAILROAD CROSSING UPGRADES/EA	ENTER "R" FOR REGIONAL STREETS	2019 PM Peak Hour (GP PEIR Feb 2020 - Table 2.D)	Estimated 2022 Peak Hour Volume	GP buildout PM Peak Hour (GP PEIR Feb 2020 - Table 4.A)	Deficiency Threshold (GP PEIR Feb 2020 Table 2.D)	Impact Fee Contribution	TOTAL COST (GROWTH AREA STREETS)	TOTAL COST (REGIONAL STREETS)
	3-Lane Collector	72	Clinton	Shields	E CENTER								1020	1044	1180	1270	100%	\$127,081.41	\$0.00
					W E													\$39,276.59	\$0.00
	3-Lane Collector	72	Shields	Dakota	E CENTER								537	829	1120	1270	100%	\$27,389.94	\$0.00
					W E													\$16,095.22	\$0.00
	3-Lane Collector	72	Dakota	Parkway	E CENTER								870	876	910	1270	100%	\$0.00	\$0.00
					W E	800	\$90.19	\$72,151.52										\$41,085.43	\$0.00
	4-Lane Arterial	100	Shaw	San Jose	E CENTER								1780	1818	2030	3470	100%	\$8,295.23	\$0.00
					W E													\$0.00	\$0.00
	4-Lane Arterial	100	San Jose	Barstow	E CENTER								1798	2299	2800	3470	100%	\$0.00	\$0.00
					W E													\$0.00	\$0.00
	4-Lane Arterial	100	Figarden	Palo Alto	E CENTER								793	987	1180	3470	100%	\$0.00	\$0.00
					W E													\$0.00	\$0.00
	4-Lane Arterial	100	Palo Alto	Herndon	E CENTER								793	987	1180	3470	100%	\$0.00	\$0.00
					W E	380	\$81.54	\$30,984.64										\$40,317.18	\$0.00
	4-Lane Arterial	100	Herndon	Beechwood	E CENTER								NA		NA	NA	100%	\$125,038.95	\$0.00
					W E													\$0.00	\$0.00
Valentine	3-Lane Industrial Collector RR	72	Nielsen	Belmont	E CENTER				\$63,612.00		\$1,000,000.00		106	398	690	1270	100%	\$0.00	\$0.00
	Houghton No. 78				W E													\$84,418.70	\$0.00
	3-Lane Collector	72	Belmont	Olive	E CENTER								151	351	550	1270	100%	\$84,418.70	\$0.00
					W E													\$692,577.17	\$0.00
	3-Lane Collector	72	Olive	McKinley	E CENTER								160	187	340	1270	100%	\$84,294.89	\$0.00
					W E													\$84,294.89	\$0.00
	3-Lane Collector	72	McKinley	Clinton	E CENTER								340	366	510	1270	100%	\$84,294.89	\$0.00
					W E													\$692,577.17	\$0.00
	3-Lane Collector	72	Clinton	Shields	E CENTER				\$106,020.00				151	311	470	1270	100%	\$84,294.89	\$0.00
					W E													\$797,287.95	\$0.00
	3-Lane Collector	72	Shields	Dakota	E CENTER				\$63,612.00				151	441	730	1270	100%	\$84,171.08	\$0.00
					W E													\$84,171.08	\$0.00
	3-Lane Collector	72	Shaw	San Jose	E CENTER								361	401	440	1550	100%	\$676,326.78	\$0.00
					W E													\$69,162.08	\$0.00
	4-Lane Arterial	100	Nielsen	Belmont	E CENTER							R	529	1525	2520	3470	100%	\$41,476.13	\$0.00
					W E							R						\$0.00	\$0.00
	4-Lane Arterial	100	Belmont	Olive	E CENTER							R	373	1017	1660	1270	100%	\$0.00	\$0.00
					W E							R						\$0.00	\$914,786.64
	4-Lane Arterial	100	Olive	McKinley	E CENTER							R	447	1224	2000	1270	100%	\$0.00	\$164,146.83
					W E							R						\$0.00	\$209,329.21
	4-Lane Arterial	100	McKinley	Clinton	E CENTER							R	662	1371	2080	1640	100%	\$0.00	\$574,453.53
					W E							R						\$0.00	\$330,196.48
	4-Lane Arterial	100	Clinton	Princeton	E CENTER							R	876	1093	1310	1640	100%	\$0.00	\$334,619.94
					W E							R						\$118,094.65	\$0.00
	4-Lane Arterial	100	Princeton	Shields	E CENTER							R	876	1093	1310	1270	100%	\$329,001.46	\$0.00
					W E							R						\$89,630.85	\$0.00
	4-Lane Arterial	100	Shaw	San Jose	E CENTER							R	1088	1924	2760	3290	100%	\$115,303.35	\$0.00
					W E							R						\$35,413.21	\$0.00
	3-Lane Collector	72	Herndon	Alluvial	E CENTER							R	162	309	455	1270	100%	\$24,422.91	\$0.00
					W E							R						\$431,438.36	\$0.00
					W E							R						\$137,989.42	\$0.00
					W E							R						\$137,989.42	\$0.00
					W E							R						\$0.00	\$0.00
					W E							R						\$0.00	\$0.00
					W E							R						\$0.00	\$0.00

MAJOR STREET FEE UPDATE

QUADRANT: Northwest

YEAR: 2021

STREET NAME	CLASSIFICATION	R/W WIDTH INTEGRATED IN FEE PROGRAM (FT)	LIMIT (S. OR W.)	LIMIT (N. OR E.)	SIDE OF STREET	GROWTH AREA TOTAL			REGIONAL TOTAL		
						TOTAL CENTER SECTION + MEDIAN (GROWTH AREA STREETS)	TOTAL COST FOR OUTSIDE TRAVEL LANE(S) (GROWTH AREA STREETS)	TOTAL COST FOR ALL IRRIGATION, CANAL, AND RR UPGRADES (NEW GROWTH STREETS)	TOTAL CENTER SECTION + MEDIAN (REGIONAL STREETS)	TOTAL COST FOR OUTSIDE TRAVEL LANE (REGIONAL STREETS)	TOTAL COST FOR ALL IRRIGATION, CANAL, AND RR UPGRADES (NEW GROWTH STREETS)
					E		\$127,081.41			\$0.00	
	3-Lane Collector	72	Clinton	Shields	CENTER	\$39,276.59		\$0.00	\$0.00		\$0.00
					W		\$27,389.94			\$0.00	
					E		\$16,095.22			\$0.00	
	3-Lane Collector	72	Shields	Dakota	CENTER	\$0.00		\$0.00	\$0.00		\$0.00
					W		\$41,085.43			\$0.00	
					E		\$8,295.23			\$0.00	
	3-Lane Collector	72	Dakota	Parkway	CENTER	\$0.00		\$0.00	\$0.00		\$0.00
					W		\$120,184.12			\$0.00	
					E		\$42,447.06			\$0.00	
	4-Lane Arterial	100	Shaw	San Jose	CENTER	\$0.00		\$0.00	\$0.00		\$0.00
					W		\$0.00			\$0.00	
					E		\$0.00			\$0.00	
	4-Lane Arterial	100	San Jose	Barstow	CENTER	\$0.00		\$0.00	\$0.00		\$0.00
					W		\$0.00			\$0.00	
					E		\$0.00			\$0.00	
	4-Lane Arterial	100	Figarden	Palo Alto	CENTER	\$0.00		\$0.00	\$0.00		\$0.00
					W		\$0.00			\$0.00	
					E		\$0.00			\$0.00	
	4-Lane Arterial	100	Palo Alto	Herndon	CENTER	\$40,317.18		\$0.00	\$0.00		\$0.00
					W		\$0.00			\$0.00	
					E		\$125,038.95			\$0.00	
	4-Lane Arterial	100	Herndon	Beechwood	CENTER	\$0.00		\$0.00	\$0.00		\$0.00
					W		\$0.00			\$0.00	
					E		\$0.00			\$0.00	
Valentine	3-Lane Industrial Collector RR	72	Nielsen	Belmont	CENTER	\$723,535.90		\$1,063,612.00	\$0.00		\$0.00
	Houghton No. 78				W		\$84,418.70			\$0.00	
					E		\$84,418.70			\$0.00	
	3-Lane Collector	72	Belmont	Olive	CENTER	\$692,577.17		\$0.00	\$0.00		\$0.00
					W		\$84,294.89			\$0.00	
					E		\$84,294.89			\$0.00	
	3-Lane Collector	72	Olive	McKinley	CENTER	\$692,577.17		\$0.00	\$0.00		\$0.00
					W		\$84,294.89			\$0.00	
					E		\$84,294.89			\$0.00	
	3-Lane Collector	72	McKinley	Clinton	CENTER	\$692,577.17		\$0.00	\$0.00		\$0.00
					W		\$84,294.89			\$0.00	
					E		\$84,294.89			\$0.00	
	3-Lane Collector	72	Clinton	Shields	CENTER	\$691,267.95		\$106,020.00	\$0.00		\$0.00
					W		\$84,171.08			\$0.00	
					E		\$84,171.08			\$0.00	
	3-Lane Collector	72	Shields	Dakota	CENTER	\$612,714.78		\$63,612.00	\$0.00		\$0.00
					W		\$69,162.08			\$0.00	
					E		\$41,476.13			\$0.00	
	3-Lane Collector	72	Shaw	San Jose	CENTER	\$0.00		\$0.00	\$0.00		\$0.00
					W		\$0.00			\$0.00	
					E		\$0.00			\$0.00	
Marks	4-Lane Arterial	100	Nielsen	Belmont	CENTER	\$0.00		\$0.00	\$0.00		\$0.00
					W		\$0.00			\$0.00	
					E		\$0.00			\$0.00	
	4-Lane Arterial	100	Belmont	Olive	CENTER	\$0.00		\$0.00	\$914,786.64		\$0.00
					W		\$0.00			\$164,146.83	
					E		\$0.00			\$209,329.21	
	4-Lane Arterial	100	Olive	McKinley	CENTER	\$0.00		\$0.00	\$574,453.53		\$0.00
					W		\$0.00			\$330,196.48	
					E		\$0.00			\$334,619.94	
	4-Lane Arterial	100	McKinley	Clinton	CENTER	\$118,094.65		\$0.00	\$0.00		\$0.00
					W		\$329,001.46			\$0.00	
					E		\$89,630.85			\$0.00	
	4-Lane Arterial	100	Clinton	Princeton	CENTER	\$115,303.35		\$0.00	\$0.00		\$0.00
					W		\$35,413.21			\$0.00	
					E		\$24,422.91			\$0.00	
	4-Lane Arterial	100	Princeton	Shields	CENTER	\$431,438.36		\$0.00	\$0.00		\$0.00
					W		\$137,989.42			\$0.00	
					E		\$137,989.42			\$0.00	
	4-Lane Arterial	100	Shaw	San Jose	CENTER	\$0.00		\$0.00	\$0.00		\$0.00
					W		\$0.00			\$0.00	
					E		\$0.00			\$0.00	
	3-Lane Collector	72	Herndon	Alluvial	CENTER	\$0.00		\$0.00	\$0.00		\$0.00

MAJOR STREET FEE UPDATE

QUADRANT: Northwest

YEAR: 2021

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			
						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		
					W												0	\$24.76	\$0.00	0	\$0.00	0	\$0.00
					E												0	\$24.76	\$0.00	0	\$0.00	0	\$0.00
Golden State	5-Lane Collector	96	Ashlan	Santa Ana	CENTER	0	\$273.03	\$0.00									0	\$111.28	\$0.00	1	\$11,219.30	1	\$7,580.45
	HSR to Complete				W												0	\$111.28	\$0.00	0	\$0.00	0	\$0.00
	5-Lane Collector	96	Santa Ana	Cornelia	CENTER	0	\$273.03	\$0.00									0	\$111.28	\$0.00	0	\$0.00	0	\$0.00
	HSR To complete				W												0	\$111.28	\$0.00	0	\$0.00	0	\$0.00
	3-Lane Collector	72	Cornelia	Herndon Canal	CENTER	0	\$273.03	\$0.00									0	\$111.28	\$0.00	0	\$0.00	0	\$0.00
					W												350	\$111.28	\$38,947.54	0	\$0.00	0	\$0.00
	3-Lane - 5-Lane Collector	96	Herndon Canal	South Jug Handle	CENTER	0	\$273.03	\$0.00									0	\$111.28	\$0.00	0	\$0.00	0	\$0.00
	HSR To complete				W												0	\$111.28	\$0.00	0	\$0.00	0	\$0.00
	5-Lane Collector	96	South Jug Handle	North Jug Handle	CENTER	0	\$273.03	\$0.00									0	\$111.28	\$0.00	0	\$0.00	0	\$0.00
					W												1930	\$111.28	\$214,767.88	1	\$11,219.30	1	\$7,580.45
	5-Lane Collector	96	North Jug Handle	Herndon	CENTER	0	\$273.03	\$0.00									1930	\$111.28	\$214,767.88	1	\$11,219.30	1	\$7,580.45
					W												2700	\$111.28	\$300,452.47	1	\$11,219.30	0	\$0.00
	5-Lane Collector	96	Herndon	SR-99	CENTER	0	\$273.03	\$0.00									3400	\$111.28	\$378,347.55	0	\$0.00	1	\$7,580.45
					W												0	\$111.28	\$0.00	0	\$0.00	0	\$0.00
					E												0	\$111.28	\$0.00	0	\$0.00	0	\$0.00
Veterans	6-Lane Super Arterial	134	Gettysburg	Shaw	CENTER	2900	\$368.81	\$1,069,552.93	2900	\$48.31	\$140,104.50	100%	\$175,912.93	\$175,912.93			2900	\$234.88	\$681,146.91	1	\$11,219.30	0	\$8,801.66
					W												2900	\$234.88	\$681,146.91	1	\$15,154.16	0	\$8,801.66
	6-Lane Super Arterial	134	Shaw	Barstow-Bryan	CENTER	0	\$368.81	\$0.00	0	\$48.31	\$0.00	100%	\$175,912.93	\$175,912.93			2991	\$234.88	\$702,520.83	1	\$15,154.16	0	\$8,801.66
					W												2991	\$234.88	\$702,520.83	1	\$15,154.16	0	\$8,801.66
	6-Lane Super Arterial	134	Barstow-Bryan	SR-99	CENTER	0	\$368.81	\$0.00	0	\$48.31	\$0.00	100%	\$175,912.93	\$175,912.93			0	\$234.88	\$0.00	1	\$15,154.16	0	\$8,801.66
					W												0	\$234.88	\$0.00	1	\$15,154.16	0	\$8,801.66
	6-Lane Super Arterial	134	Bullard-Bryan	Hayes	CENTER	0	\$368.81	\$0.00	0	\$48.31	\$0.00	100%	\$87,956.46	\$87,956.46			1707	\$234.88	\$400,937.16	0	\$15,154.16	0	\$8,801.66
					W												847	\$234.88	\$198,941.87	0	\$15,154.16	0	\$8,801.66
	6-Lane Super Arterial	134	Hayes	Herndon	CENTER	3135	\$368.81	\$1,156,223.60	3135	\$48.31	\$151,457.80	100%	\$175,912.93	\$175,912.93			3135	\$234.88	\$736,343.29	0	\$15,154.16	0	\$8,801.66
					W												0	\$234.88	\$0.00	0	\$15,154.16	0	\$8,801.66
					E															0	\$15,154.16	0	\$8,801.66
Total Street Improvements Required Per Exhibits								\$76,449,930.98			\$6,510,214.39			\$3,407,926.88			\$45,342,328.05			\$3,187,736.96			\$2,102,069.45
ADDITIONAL 15% FOR MOBILIZATION, TRAFFIC CONTROL, DUST CONTROL, SWPPP HERNDON GRADE SEPARATION WIDENING, POLK TO MILBURN, TO 6 LANES, 20% MATCHING FUNDS SHAW AVE BRIDGE WIDENING AT SR-99 TO 6 LANES SHAW/UPRR GRADE SEPARATION 60' R/W: SAN JOSE AVE 60' R/W: GETTYSBURG AVE 60' R/W: DAKOTA AVE 60' R/W: BRYAN AVE N/O BELMONT S/O McKinley 60' R/W: VALENTINE N/O UPRR S/O FRANKLIN ADDITIONAL 20% FOR COST CONTINGENCY TOTAL CAPITAL NEEDS - NW QUADRANT																							

MAJOR STREET FEE UPDATE

QUADRANT: Northwest

YEAR: 2021

						GROWTH AREA TOTAL			REGIONAL TOTAL		
STREET NAME	CLASSIFICATION	R/W WIDTH INTEGRATED IN FEE PROGRAM (FT)	LIMIT (S. OR W.)	LIMIT (N. OR E.)	SIDE OF STREET	TOTAL CENTER SECTION + MEDIAN (GROWTH AREA STREETS)	TOTAL COST FOR OUTSIDE TRAVEL LANE(S) (GROWTH AREA STREETS)	TOTAL COST FOR ALL IRRIGATION, CANAL, AND RR UPGRADES (NEW GROWTH STREETS)	TOTAL CENTER SECTION + MEDIAN (REGIONAL STREETS)	TOTAL COST FOR OUTSIDE TRAVEL LANE (REGIONAL STREETS)	TOTAL COST FOR ALL IRRIGATION, CANAL, AND RR UPGRADES (NEW GROWTH STREETS)
					W		\$0.00			\$0.00	
					E		\$0.00			\$0.00	
Golden State	5-Lane Collector	96	Ashlan	Santa Ana	CENTER	\$0.00		\$0.00	\$0.00		\$0.00
	HSR to Complete				W		\$18,799.74			\$0.00	
	5-Lane Collector	96	Santa Ana	Cornelia	CENTER	\$0.00		\$0.00	\$0.00		\$0.00
	HSR To complete				W		\$0.00			\$0.00	
	3-Lane Collector	72	Cornelia	Herndon Canal	CENTER	\$0.00		\$0.00	\$0.00		\$0.00
					W		\$38,947.54			\$0.00	
	3-Lane - 5-Lane Collector	96	Herndon Canal	South Jug Handle	CENTER	\$0.00		\$0.00	\$0.00		\$0.00
	HSR To complete				W		\$0.00			\$0.00	
	5-Lane Collector	96	South Jug Handle	North Jug Handle	CENTER	\$0.00		\$0.00	\$0.00		\$0.00
					W		\$233,567.62			\$0.00	
	5-Lane Collector	96	North Jug Handle	Herndon	CENTER	\$0.00		\$0.00	\$0.00		\$0.00
					W		\$311,671.77			\$0.00	
	5-Lane Collector	96	Herndon	SR-99	CENTER	\$0.00		\$0.00	\$0.00		\$0.00
					W		\$11,333.70			\$0.00	
					E		\$11,963.35			\$0.00	
Veterans	6-Lane Super Arterial	134	Gettysburg	Shaw	CENTER	\$0.00		\$0.00	\$1,385,570.36		\$197,315.00
					W		\$0.00			\$701,167.86	
	6-Lane Super Arterial	134	Shaw	Barstow-Bryan	CENTER	\$0.00		\$0.00	\$175,912.93		\$705,102.73
					W		\$0.00			\$726,476.65	
	6-Lane Super Arterial	134	Barstow-Bryan	SR-99	CENTER	\$0.00		\$0.00	\$175,912.93		\$726,476.65
					W		\$0.00			\$23,955.83	
	6-Lane Super Arterial	134	Bullard-Bryan	Hayes	CENTER	\$0.00		\$0.00	\$87,956.46		\$23,955.83
					W		\$0.00			\$424,892.99	
	6-Lane Super Arterial	134	Hayes	Herndon	CENTER	\$0.00		\$0.00	\$1,483,594.33		\$222,897.70
					W		\$0.00			\$760,299.12	
					E		\$0.00			\$23,955.83	
Total Street Improvements Required Per Exhibits						\$68,329,620.21	\$35,261,179.69	\$9,795,044.05	\$17,688,286.67	\$17,141,060.66	\$468,255.00
ADDITIONAL 15% FOR MOBILIZATION, TRAFFIC CONTROL, DUST CONTROL, SWPPP						\$17,007,876.59			\$5,294,640.35		
HERNDON GRADE SEPARATION WIDENING, POLK TO MILBURN, TO 6 LANES, 20% MATCHING FUNDS									\$2,800,000.00		
SHAW AVE BRIDGE WIDENING AT SR-99 TO 6 LANES									\$4,750,000.00		
SHAW/UPRR GRADE SEPARATION									\$0.00		
60' R/W: SAN JOSE AVE						\$258,264.46			\$0.00		
60' R/W: GETTYSBURG AVE						\$723,140.50			\$0.00		
60' R/W: DAKOTA AVE						\$895,316.80			\$0.00		
60' R/W: BRYAN AVE N/O BELMONT S/O McKinley						\$1,330,922.87			\$0.00		
60' R/W: VALENTINE N/O UPRR S/O FRANKLIN						\$103,305.79			\$0.00		
ADDITIONAL 20% FOR COST CONTINGENCY						\$17,729,689.44	\$7,052,235.94	\$1,959,008.81	\$6,106,585.40	\$3,428,212.13	\$93,651.00
TOTAL CAPITAL NEEDS - NW QUADRANT						\$106,378,136.65	\$42,313,415.63	\$11,754,052.86	\$36,639,512.42	\$20,569,272.80	\$561,906.00

THIS PAGE INTENTIONALLY LEFT BLANK

Last updated: Oct-21

MAJOR STREET FEE UPDATE
QUADRANT Northeast

YEAR: 2021

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	
						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
Copper	4-Lane Super Arterial	100	Friant	Cedar	CENTER N	0	\$348.76	\$0.00	0	\$48.31	\$0.00	0%	\$96,574.15	\$0.00	0	\$137.44	\$0.00	0	\$0.00	0	\$0.00
					S										0	\$137.44	\$0.00	0	\$0.00	0	\$0.00
	4-Lane SuperArterial Missing bike lane	100	Cedar	Maple	CENTER N	0	\$348.76	\$0.00	0	\$48.31	\$0.00	0%	\$96,574.15	\$0.00	0	\$137.44	\$0.00	1	\$15,154.16	0	\$0.00
					S										0	\$137.44	\$0.00	0	\$0.00	0	\$0.00
	4-Lane SuperArterial Missing C&G	100	Maple	Chestnut	CENTER N	0	\$348.76	\$0.00	0	\$48.31	\$0.00	25%	\$96,574.15	\$24,143.54	0	\$137.44	\$0.00	0	\$0.00	0	\$0.00
				S										615	\$137.44	\$84,527.92	1	\$15,154.16	0	\$0.00	
4-Lane SuperArterial	100	Chestnut	Willow	CENTER N	2400	\$348.76	\$837,024.38	2400	\$48.31	\$115,948.55	100%	\$96,574.15	\$96,574.15	2400	\$137.44	\$329,865.05	1	\$15,154.16	1	\$8,801.66	
				S										2400	\$137.44	\$329,865.05	1	\$15,154.16	1	\$8,801.66	
International	5-Lane Collector	92	Cedar	Maple	CENTER N	0	\$261.84	\$0.00							0	\$91.57	\$0.00	0	\$0.00	0	\$0.00
					S										0	\$91.57	\$0.00	0	\$0.00	0	\$0.00
	5-Lane Collector	92	Maple	Chestnut	CENTER N	0	\$261.84	\$0.00							460	\$91.57	\$42,120.73	0	\$0.00	0	\$0.00
					S										0	\$91.57	\$0.00	0	\$0.00	0	\$0.00
5-Lane Collector	92	Chestnut	Willow	CENTER N	0	\$261.84	\$0.00							0	\$91.57	\$0.00	0	\$0.00	0	\$0.00	
				S										0	\$91.57	\$0.00	0	\$0.00	0	\$0.00	
Behymer	3-Lane Collector	72	Granville	Maple	CENTER N	0	\$261.84	\$0.00							0	\$24.76	\$0.00	0	\$0.00	0	\$0.00
					S										0	\$24.76	\$0.00	0	\$0.00	0	\$0.00
	4-Lane Arterial	100	Maple	Chestnut	CENTER N	0	\$305.22	\$0.00	0	\$48.31	\$0.00	0%	\$63,897.00	\$0.00	900	\$124.32	\$111,886.55	1	\$12,237.57	0	\$0.00
					S										0	\$124.32	\$0.00	0	\$0.00	0	\$0.00
4-Lane Arterial	100	Chestnut	Willow	CENTER N	0	\$305.22	\$0.00	0	\$48.31	\$0.00	25%	\$63,897.00	\$15,974.25	500	\$124.32	\$62,159.20	0	\$0.00	1	\$7,814.11	
				S										0	\$124.32	\$0.00	0	\$0.00	0	\$0.00	
Champlain	4-Lane Arterial	100	Friant	Fort Washington	CENTER N	0	\$305.22	\$0.00	0	\$48.31	\$0.00	0%	\$63,897.00	\$0.00	0	\$124.32	\$0.00	0	\$0.00	0	\$0.00
					S										0	\$124.32	\$0.00	0	\$0.00	0	\$0.00
	4-Lane Arterial	100	Fort Washington	Perrin	CENTER N	0	\$305.22	\$0.00	0	\$48.31	\$0.00	0%	\$63,897.00	\$0.00	0	\$124.32	\$0.00	0	\$0.00	0	\$0.00
					S										0	\$124.32	\$0.00	0	\$0.00	0	\$0.00
4-Lane Arterial	100	Perrin	Shepherd	CENTER N	0	\$305.22	\$0.00	0	\$48.31	\$0.00	0%	\$63,897.00	\$0.00	0	\$124.32	\$0.00	0	\$0.00	0	\$0.00	
				S										0	\$124.32	\$0.00	0	\$0.00	0	\$0.00	
Perrin	5-Lane Collector	92	Shepherd	Champlain	CENTER N	0	\$261.84	\$0.00							0	\$91.57	\$0.00	0	\$0.00	0	\$0.00
					S										0	\$91.57	\$0.00	0	\$0.00	0	\$0.00
	5-Lane Collector	92	Champlain	Granville	CENTER N	0	\$261.84	\$0.00							0	\$91.57	\$0.00	0	\$0.00	0	\$0.00
					S										0	\$91.57	\$0.00	0	\$0.00	0	\$0.00
	5-Lane Collector	92	Granville	Maple	CENTER N	0	\$261.84	\$0.00							0	\$91.57	\$0.00	0	\$0.00	0	\$0.00
					S										0	\$91.57	\$0.00	0	\$0.00	0	\$0.00
5-Lane Collector	92	Maple	Sommerville	CENTER N	0	\$261.84	\$0.00							0	\$91.57	\$0.00	0	\$0.00	0	\$0.00	
				S										0	\$91.57	\$0.00	0	\$0.00	0	\$0.00	
5-Lane Collector	92	Sommerville	Willow	CENTER N	0	\$261.84	\$0.00	0	\$48.31	\$0.00	0%	\$31,948.50	\$0.00	0	\$91.57	\$0.00	0	\$0.00	0	\$0.00	
				S										0	\$91.57	\$0.00	0	\$0.00	0	\$0.00	
Shepherd	4-Lane Arterial	100	Friant	Perrin	CENTER N	0	\$305.22	\$0.00	0	\$48.31	\$0.00	0%	\$63,897.00	\$0.00	0	\$124.32	\$0.00	0	\$0.00	0	\$0.00
					S										0	\$124.32	\$0.00	0	\$0.00	0	\$0.00
	4-Lane Arterial	100	Perrin	Millbrook	CENTER N	0	\$305.22	\$0.00	0	\$48.31	\$0.00	0%	\$63,897.00	\$0.00	0	\$124.32	\$0.00	0	\$0.00	0	\$0.00
					S										0	\$124.32	\$0.00	0	\$0.00	0	\$0.00
	4-Lane Arterial	100	Millbrook	Cedar	CENTER N	0	\$305.22	\$0.00	0	\$48.31	\$0.00	0%	\$63,897.00	\$0.00	0	\$124.32	\$0.00	0	\$0.00	0	\$0.00
				S										0	\$124.32	\$0.00	0	\$0.00	0	\$0.00	
4-Lane Arterial	100	Cedar	Maple	CENTER N	0	\$305.22	\$0.00	0	\$48.31	\$0.00	50%	\$63,897.00	\$31,948.50	0	\$124.32	\$0.00	1	\$12,237.57	0	\$0.00	

Last updated: Oct-21

MAJOR STREET FEE UPDATE
QUADRANT Northeast

YEAR: 2021

STREET NAME	CLASSIFICATION	R/W WIDTH INTEGRATED IN FEE PROGRAM (FT)	LIMIT (S. OR W.)	LIMIT (N. OR E.)	SIDE OF STREET	MISSING LANES			IRR PIPES	IRR STRCTR	RR UPGRDS	REGIONAL	Deficiency Anlysis					TOTAL		
						LF FT OF MISSING LANE	UNIT COST/LF	SUBTOTAL	DITCH PIPING/ UPGRADE /EA	CANAL/DITCH CROSSINGS/EA	RAILROAD CROSSING UPGRADES/EA	ENTER "R" FOR REGIONAL STREETS	2019 PM Peak Hour (GP PEIR Feb 2020 - Table 2.D)	Estimated 2022 Peak Hour Volume	GP buildout PM Peak Hour (GP PEIR Feb 2020 - Table 4.A)	Deficiency Threshold (GP PEIR Feb 2020 Table 2.D)	Impact Fee Contribution	TOTAL COST (GROWTH AREA STREETS)	TOTAL COST (REGIONAL STREETS)	
Copper	4-Lane Super Arterial	100	Friant	Cedar	CENTER								775	855	1310	3170	100%	\$0.00	\$0.00	
					N													\$0.00	\$0.00	
					S													\$0.00	\$0.00	
	4-Lane SuperArterial Missing bike lane	100	Cedar	Maple	CENTER		1770	\$38.27	\$67,734.52					720	753	940	3170	100%	\$0.00	\$0.00
					N														\$82,888.69	\$0.00
International	4-Lane SuperArterial Missing C&G	100	Maple	Chestnut	CENTER		1185	\$24.76	\$29,342.82					760	784	920	2380	100%	\$24,143.54	\$0.00
					N														\$29,342.82	\$0.00
					S														\$99,682.08	\$0.00
	4-Lane SuperArterial	100	Chestnut	Willow	CENTER									603	607	610	3170	100%	\$1,049,547.09	\$0.00
					N														\$353,820.88	\$0.00
Behymer					S														\$353,820.88	\$0.00
	5-Lane Collector	92	Cedar	Maple	CENTER									80	105	130	3290	100%	\$0.00	\$0.00
					N														\$0.00	\$0.00
					S														\$0.00	\$0.00
	5-Lane Collector	92	Maple	Chestnut	CENTER									80	113	145	3290	100%	\$0.00	\$0.00
Champlain					N														\$42,120.73	\$0.00
					S														\$0.00	\$0.00
	5-Lane Collector	92	Chestnut	Willow	CENTER									80	90	100	3290	100%	\$0.00	\$0.00
					N														\$0.00	\$0.00
					S														\$0.00	\$0.00
Behymer	3-Lane Collector	72	Granville	Maple	CENTER									427	654	880	1550	100%	\$0.00	\$0.00
					N														\$0.00	\$0.00
					S														\$0.00	\$0.00
	4-Lane Arterial	100	Maple	Chestnut	CENTER									332	421	510	3470	100%	\$0.00	\$0.00
					N														\$124,124.13	\$0.00
Champlain					S														\$0.00	\$0.00
	4-Lane Arterial	100	Chestnut	Willow	CENTER									332	409	485	3470	100%	\$15,974.25	\$0.00
					N														\$69,973.30	\$0.00
					S														\$0.00	\$0.00
					S														\$0.00	\$0.00
Champlain	4-Lane Arterial	100	Friant	Fort Washington	CENTER									386	458	530	3470	100%	\$0.00	\$0.00
					N														\$0.00	\$0.00
					S														\$0.00	\$0.00
	4-Lane Arterial	100	Fort Washington	Perrin	CENTER									986	1188	1390	3470	100%	\$0.00	\$0.00
					N														\$0.00	\$0.00
Perrin					S														\$0.00	\$0.00
	4-Lane Arterial	100	Perrin	Shepherd	CENTER									986	1273	1560	3470	100%	\$0.00	\$0.00
					N														\$0.00	\$0.00
					S														\$0.00	\$0.00
					S														\$0.00	\$0.00
Perrin	5-Lane Collector	92	Shepherd	Champlain	CENTER									1626	1908	2190	3290	100%	\$0.00	\$0.00
					N														\$0.00	\$0.00
					S														\$0.00	\$0.00
	5-Lane Collector	92	Champlain	Granville	CENTER									771	1036	1300	3290	100%	\$0.00	\$0.00
					N														\$0.00	\$0.00
Shepherd					S														\$0.00	\$0.00
	5-Lane Collector	92	Granville	Maple	CENTER									771	1056	1340	3290	100%	\$0.00	\$0.00
					N														\$0.00	\$0.00
					S														\$0.00	\$0.00
	5-Lane Collector	92	Maple	Sommerville	CENTER									771	1071	1370	3290	100%	\$0.00	\$0.00
Perrin					N														\$0.00	\$0.00
					S														\$0.00	\$0.00
	5-Lane Collector	92	Sommerville	Willow	CENTER									771	1266	1760	3290	100%	\$0.00	\$0.00
					N														\$0.00	\$0.00
					S														\$0.00	\$0.00
Shepherd	4-Lane Arterial	100	Friant	Perrin	CENTER									1268	1584	1900	3470	100%	\$0.00	\$0.00
					N														\$0.00	\$0.00
					S														\$0.00	\$0.00
	4-Lane Arterial	100	Perrin	Millbrook	CENTER									1268	1449	1630	3470	100%	\$0.00	\$0.00
					N														\$0.00	\$0.00
Perrin					S														\$0.00	\$0.00
	4-Lane Arterial	100	Millbrook	Cedar	CENTER									2000	2069	2460	3470	100%	\$0.00	\$0.00
					N														\$0.00	\$0.00
					S														\$0.00	\$0.00
	4-Lane Arterial	100	Cedar	Maple	CENTER									2050	2154	2740	2555	100%	\$31,948.50	\$0.00
				N														\$12,237.57	\$0.00	

Last updated: Oct-21

MAJOR STREET FEE UPDATE
QUADRANT Northeast

YEAR: 2021

STREET NAME	CLASSIFICATION	R/W WIDTH INTEGRATED IN FEE PROGRAM (FT)	LIMIT (S. OR W.)	LIMIT (N. OR E.)	SIDE OF STREET	GROWTH AREA TOTAL			REGIONAL TOTAL		
						TOTAL CENTER SECTION + MEDIAN (GROWTH AREA STREETS)	TOTAL COST FOR OUTSIDE TRAVEL LANE(S) (GROWTH AREA STREETS)	TOTAL COST FOR ALL IRRIGATION, CANAL, AND RR UPGRADES (NEW GROWTH STREETS)	TOTAL CENTER SECTION + MEDIAN (REGIONAL STREETS)	TOTAL COST FOR OUTSIDE TRAVEL LANE (REGIONAL STREETS)	TOTAL COST FOR ALL IRRIGATION, CANAL, AND RR UPGRADES (NEW GROWTH STREETS)
Copper	4-Lane Super Arterial	100	Friant	Cedar	CENTER	\$0.00		\$0.00	\$0.00	\$0.00	\$0.00
					N		\$0.00			\$0.00	
					S		\$0.00			\$0.00	
	4-Lane SuperArterial Missing bike lane	100	Cedar	Maple	CENTER	\$0.00		\$0.00	\$0.00	\$0.00	\$0.00
					N		\$82,888.69			\$0.00	
					S		\$0.00			\$0.00	
	4-Lane SuperArterial Missing C&G	100	Maple	Chestnut	CENTER	\$24,143.54		\$0.00	\$0.00	\$0.00	\$0.00
					N		\$29,342.82			\$0.00	
					S		\$99,682.08			\$0.00	
	4-Lane SuperArterial	100	Chestnut	Willow	CENTER	\$1,049,547.09		\$0.00	\$0.00	\$0.00	\$0.00
					N		\$353,820.88			\$0.00	
					S		\$353,820.88			\$0.00	
International	5-Lane Collector	92	Cedar	Maple	CENTER	\$0.00		\$0.00	\$0.00	\$0.00	\$0.00
					N		\$0.00			\$0.00	
					S		\$0.00			\$0.00	
	5-Lane Collector	92	Maple	Chestnut	CENTER	\$0.00		\$0.00	\$0.00	\$0.00	\$0.00
					N		\$42,120.73			\$0.00	
					S		\$0.00			\$0.00	
	5-Lane Collector	92	Chestnut	Willow	CENTER	\$0.00		\$0.00	\$0.00	\$0.00	\$0.00
					N		\$0.00			\$0.00	
					S		\$0.00			\$0.00	
Behymer	3-Lane Collector	72	Granville	Maple	CENTER	\$0.00		\$0.00	\$0.00	\$0.00	\$0.00
					N		\$0.00			\$0.00	
					S		\$0.00			\$0.00	
	4-Lane Arterial	100	Maple	Chestnut	CENTER	\$0.00		\$0.00	\$0.00	\$0.00	\$0.00
					N		\$124,124.13			\$0.00	
					S		\$0.00			\$0.00	
	4-Lane Arterial	100	Chestnut	Willow	CENTER	\$15,974.25		\$0.00	\$0.00	\$0.00	\$0.00
					N		\$69,973.30			\$0.00	
					S		\$0.00			\$0.00	
Champlain	4-Lane Arterial	100	Friant	Fort Washington	CENTER	\$0.00		\$0.00	\$0.00	\$0.00	\$0.00
					N		\$0.00			\$0.00	
					S		\$0.00			\$0.00	
	4-Lane Arterial	100	Fort Washington	Perrin	CENTER	\$0.00		\$0.00	\$0.00	\$0.00	\$0.00
					N		\$0.00			\$0.00	
					S		\$0.00			\$0.00	
	4-Lane Arterial	100	Perrin	Shepherd	CENTER	\$0.00		\$0.00	\$0.00	\$0.00	\$0.00
					N		\$0.00			\$0.00	
					S		\$0.00			\$0.00	
Perrin	5-Lane Collector	92	Shepherd	Champlain	CENTER	\$0.00		\$0.00	\$0.00	\$0.00	\$0.00
					N		\$0.00			\$0.00	
					S		\$0.00			\$0.00	
	5-Lane Collector	92	Champlain	Granville	CENTER	\$0.00		\$0.00	\$0.00	\$0.00	\$0.00
					N		\$0.00			\$0.00	
					S		\$0.00			\$0.00	
	5-Lane Collector	92	Granville	Maple	CENTER	\$0.00		\$0.00	\$0.00	\$0.00	\$0.00
					N		\$0.00			\$0.00	
					S		\$0.00			\$0.00	
	5-Lane Collector	92	Maple	Sommerville	CENTER	\$0.00		\$0.00	\$0.00	\$0.00	\$0.00
					N		\$0.00			\$0.00	
					S		\$0.00			\$0.00	
	5-Lane Collector	92	Sommerville	Willow	CENTER	\$0.00		\$0.00	\$0.00	\$0.00	\$0.00
					N		\$0.00			\$0.00	
					S		\$0.00			\$0.00	
Shepherd	4-Lane Arterial	100	Friant	Perrin	CENTER	\$0.00		\$0.00	\$0.00	\$0.00	\$0.00
					N		\$0.00			\$0.00	
					S		\$0.00			\$0.00	
	4-Lane Arterial	100	Perrin	Millbrook	CENTER	\$0.00		\$0.00	\$0.00	\$0.00	\$0.00
					N		\$0.00			\$0.00	
					S		\$0.00			\$0.00	
	4-Lane Arterial	100	Millbrook	Cedar	CENTER	\$0.00		\$0.00	\$0.00	\$0.00	\$0.00
					N		\$0.00			\$0.00	
					S		\$0.00			\$0.00	
	4-Lane Arterial	100	Cedar	Maple	CENTER	\$31,948.50		\$0.00	\$0.00	\$0.00	\$0.00
					N		\$12,237.57			\$0.00	

Last updated: Oct-21

MAJOR STREET FEE UPDATE
QUADRANT Northeast

YEAR: 2021

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	
						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
	4-Lane Arterial	100	Maple	Chestnut	CENTER S	0	\$305.22	\$0.00	0	\$48.31	\$0.00	0%	\$63,897.00	\$0.00	1300	\$124.32	\$161,613.91	0	\$0.00	0	\$0.00
					CENTER N										0	\$124.32	\$0.00	0	\$0.00	0	\$0.00
	4-Lane Arterial	100	Chestnut	Willow	CENTER S	0	\$305.22	\$0.00	870	\$48.31	\$42,031.35	25%	\$63,897.00	\$15,974.25	0	\$124.32	\$0.00	0	\$0.00	0	\$0.00
					CENTER N										1180	\$124.32	\$146,695.70	0	\$0.00	1	\$7,814.11
					CENTER S										1170	\$124.32	\$145,452.52	1	\$12,237.57	0	\$0.00
Cole	3-Lane Collector	72	Audubon	Millbrook	CENTER N	0	\$261.84	\$0.00							0	\$24.76	\$0.00	0	\$0.00	0	\$0.00
					CENTER S										0	\$24.76	\$0.00	0	\$0.00	0	\$0.00
Teague	3-Lane Collector	72	Millbrook	Cedar	CENTER N	0	\$261.84	\$0.00							0	\$24.76	\$0.00	0	\$0.00	0	\$0.00
					CENTER S										0	\$24.76	\$0.00	0	\$0.00	0	\$0.00
	3-Lane Collector	72	Cedar	Maple	CENTER N	0	\$261.84	\$0.00							0	\$24.76	\$0.00	0	\$0.00	0	\$0.00
					CENTER S										0	\$24.76	\$0.00	0	\$0.00	0	\$0.00
	5-Lane Collector	92	Maple	Chestnut	CENTER N	0	\$261.84	\$0.00							590	\$91.57	\$54,024.42	1	\$11,219.30	0	\$0.00
					CENTER S										0	\$91.57	\$0.00	0	\$0.00	0	\$0.00
	5-Lane Collector	92	Chestnut	Willow	CENTER N	0	\$261.84	\$0.00							0	\$91.57	\$0.00	0	\$0.00	0	\$0.00
					CENTER S										0	\$91.57	\$0.00	0	\$0.00	0	\$0.00
Audubon	5-Lane Scenic Collector	92	Nees	Churchill	CENTER N	0	\$261.84	\$0.00							0	\$24.76	\$0.00	0	\$0.00	0	\$0.00
					CENTER S										0	\$24.76	\$0.00	0	\$0.00	0	\$0.00
	5-Lane Scenic Collector	92	Churchill	Freeway 41	CENTER N	0	\$261.84	\$0.00							0	\$24.76	\$0.00	0	\$0.00	0	\$0.00
					CENTER S										0	\$24.76	\$0.00	0	\$0.00	0	\$0.00
	4-Lane Scenic Arterial	100	Freeway 41	Friant	CENTER N	0	\$305.22	\$0.00	0	\$48.31	\$0.00	0%	\$63,897.00	\$0.00	0	\$124.32	\$0.00	0	\$0.00	0	\$0.00
					CENTER S										0	\$124.32	\$0.00	0	\$0.00	0	\$0.00
	4-Lane Scenic Arterial	100	Friant	Cole	CENTER N	0	\$305.22	\$0.00	0	\$48.31	\$0.00	0%	\$63,897.00	\$0.00	0	\$124.32	\$0.00	0	\$0.00	0	\$0.00
					CENTER S										0	\$124.32	\$0.00	0	\$0.00	0	\$0.00
	4-Lane Scenic Arterial	100	Cole	Nees	CENTER N	0	\$305.22	\$0.00	0	\$48.31	\$0.00	0%	\$63,897.00	\$0.00	0	\$124.32	\$0.00	0	\$0.00	0	\$0.00
					CENTER S										0	\$124.32	\$0.00	0	\$0.00	0	\$0.00
Nees	4-Lane Arterial	100	Palm	Maroa	CENTER N	0	\$305.22	\$0.00	0	\$48.31	\$0.00	0%	\$63,897.00	\$0.00	0	\$124.32	\$0.00	0	\$0.00	0	\$0.00
					CENTER S										0	\$124.32	\$0.00	0	\$0.00	0	\$0.00
	4-Lane Arterial	100	Maroa	Blackstone	CENTER N	0	\$305.22	\$0.00	0	\$48.31	\$0.00	0%	\$63,897.00	\$0.00	0	\$124.32	\$0.00	0	\$0.00	0	\$0.00
					CENTER S										0	\$124.32	\$0.00	0	\$0.00	0	\$0.00
	4-Lane Arterial	100	Blackstone	Fresno	CENTER N	0	\$305.22	\$0.00	0	\$48.31	\$0.00	0%	\$63,897.00	\$0.00	0	\$124.32	\$0.00	0	\$0.00	0	\$0.00
					CENTER S										0	\$124.32	\$0.00	0	\$0.00	0	\$0.00
	4-Lane Arterial	100	Fresno	First	CENTER N	0	\$305.22	\$0.00	0	\$48.31	\$0.00	0%	\$63,897.00	\$0.00	0	\$124.32	\$0.00	0	\$0.00	0	\$0.00
					CENTER S										0	\$124.32	\$0.00	0	\$0.00	0	\$0.00
	4-Lane Arterial	100	First	Millbrook	CENTER N	0	\$305.22	\$0.00	0	\$48.31	\$0.00	0%	\$63,897.00	\$0.00	0	\$124.32	\$0.00	0	\$0.00	0	\$0.00
					CENTER S										0	\$124.32	\$0.00	0	\$0.00	0	\$0.00
	4-Lane Arterial	100	Millbrook	Cedar	CENTER N	0	\$305.22	\$0.00	0	\$48.31	\$0.00	0%	\$63,897.00	\$0.00	0	\$124.32	\$0.00	0	\$0.00	0	\$0.00
					CENTER S										0	\$124.32	\$0.00	0	\$0.00	0	\$0.00
	4-Lane Arterial	100	Cedar	Maple	CENTER N	0	\$305.22	\$0.00	0	\$48.31	\$0.00	0%	\$63,897.00	\$0.00	0	\$124.32	\$0.00	0	\$0.00	0	\$0.00
					CENTER S										0	\$124.32	\$0.00	0	\$0.00	0	\$0.00
	4-Lane Arterial	100	Maple	Chestnut	CENTER N	0	\$305.22	\$0.00	0	\$48.31	\$0.00	0%	\$63,897.00	\$0.00	0	\$124.32	\$0.00	0	\$0.00	0	\$0.00
					CENTER S										0	\$124.32	\$0.00	0	\$0.00	0	\$0.00
	4-Lane Arterial Missing C&G	100	Maple	Chestnut	CENTER N	0	\$305.22	\$0.00	0	\$48.31	\$0.00	0%	\$63,897.00	\$0.00	0	\$124.32	\$0.00	1	\$12,237.57	0	\$0.00
					CENTER S										0	\$124.32	\$0.00	0	\$0.00	0	\$0.00
	4-Lane Arterial	100	Chestnut	Willow	CENTER N	0	\$305.22	\$0.00	0	\$48.31	\$0.00	0%	\$63,897.00	\$0.00	0	\$124.32	\$0.00	0	\$0.00	0	\$0.00
				JORDAN TO PAULA	CENTER S										0	\$124.32	\$0.00	0	\$0.00	0	\$0.00
Alluvial	5-Lane Collector	92	Palm	Ingram	CENTER	0	\$261.84	\$0.00							0	\$24.76	\$0.00	0	\$0.00	0	\$0.00

Last updated: Oct-21

MAJOR STREET FEE UPDATE
QUADRANT Northeast

YEAR: 2021

STREET NAME	CLASSIFICATION	R/W WIDTH INTEGRATED IN FEE PROGRAM (FT)	LIMIT (S. OR W.)	LIMIT (N. OR E.)	SIDE OF STREET	MISSING LANES			IRR PIPES	IRR STRCTR	RR UPGRDS	REGIONAL	Deficiency Anlysis					TOTAL	
						LF FT OF MISSING LANE	UNIT COST/LF	SUBTOTAL	DITCH PIPING/ UPGRADE /EA	CANAL/DITCH CROSSINGS/EA	RAILROAD CROSSING UPGRADES/EA	ENTER "R" FOR REGIONAL STREETS	2019 PM Peak Hour (GP PEIR Feb 2020 - Table 2.D)	Estimated 2022 Peak Hour Volume	GP buildout PM Peak Hour (GP PEIR Feb 2020 - Table 4.A)	Deficiency Threshold (GP PEIR Feb 2020 Table 2.D)	Impact Fee Contribution	TOTAL COST (GROWTH AREA STREETS)	TOTAL COST (REGIONAL STREETS)
	4-Lane Arterial	100	Maple	Chestnut	CENTER S								1182	1809	2435	3470	100%	\$161,613.91	\$0.00
	4-Lane Arterial	100	Chestnut	Willow	CENTER S								1130	1267	2040	3470	100%	\$58,005.60	\$0.00
Cole	3-Lane Collector	72	Audubon	Millbrook	CENTER N								423	662	900	1550	100%	\$154,509.81	\$0.00
Teague	3-Lane Collector	72	Millbrook	Cedar	CENTER N								877	1039	1200	1550	100%	\$157,690.09	\$0.00
	3-Lane Collector	72	Cedar	Maple	CENTER N								877	1264	1650	1550	100%	\$0.00	\$0.00
	5-Lane Collector	92	Maple	Chestnut	CENTER N								877	1264	1650	3290	100%	\$0.00	\$0.00
	5-Lane Collector	92	Chestnut	Willow	CENTER N								877	1434	1990	3290	100%	\$65,243.72	\$0.00
Audubon	5-Lane Scenic Collector	92	Nees	Churchill	CENTER N								1480	1506	1650	1550	100%	\$0.00	\$0.00
	5-Lane Scenic Collector	92	Churchill	Freeway 41	CENTER N								1480	1506	1650	1550	100%	\$0.00	\$0.00
	4-Lane Scenic Arterial	100	Freeway 41	Friant	CENTER N								1519	2130	2740	3470	100%	\$0.00	\$0.00
	4-Lane Scenic Arterial	100	Friant	Cole	CENTER N								800	1295	1790	3470	100%	\$0.00	\$0.00
	4-Lane Scenic Arterial	100	Cole	Nees	CENTER N								1145	1698	2250	3470	100%	\$0.00	\$0.00
Nees	4-Lane Arterial	100	Palm	Maroa	CENTER N								1150	1204	1510	3470	100%	\$0.00	\$0.00
	4-Lane Arterial	100	Maroa	Blackstone	CENTER N								1150	1000	151	3470	100%	\$0.00	\$0.00
	4-Lane Arterial	100	Blackstone	Fresno	CENTER N								1150	1204	1510	3470	100%	\$0.00	\$0.00
	4-Lane Arterial	100	Fresno	First	CENTER N								1150	1204	1510	3470	100%	\$0.00	\$0.00
	4-Lane Arterial	100	First	Millbrook	CENTER N								1150	1204	1510	3470	100%	\$0.00	\$0.00
	4-Lane Arterial	100	Millbrook	Cedar	CENTER N								2044	2444	2845	3470	100%	\$0.00	\$0.00
	4-Lane Arterial	100	Cedar	Maple	CENTER N								2020	2038	2140	3470	100%	\$0.00	\$0.00
	4-Lane Arterial	100	Maple	Chestnut	CENTER N								1699	1927	3220	3470	100%	\$0.00	\$0.00
	Missing C&G					370	\$24.76	\$9,161.89										\$21,399.47	\$0.00
	4-Lane Arterial	100	Chestnut	Willow	CENTER N								2060	2096	2300	3470	100%	\$0.00	\$0.00
Alluvial	5-Lane Collector	92	Palm	Ingram	CENTER N								840	1320	1800	3290	100%	\$0.00	\$0.00

Last updated: Oct-21

MAJOR STREET FEE UPDATE
QUADRANT Northeast

YEAR: 2021

STREET NAME	CLASSIFICATION	R/W WIDTH INTEGRATED IN FEE PROGRAM (FT)	LIMIT (S. OR W.)	LIMIT (N. OR E.)	SIDE OF STREET	MISSING LANES			IRR PIPES	IRR STRCTR	RR UPGRDS	REGIONAL	Deficiency Anlysis					TOTAL		
						LF FT OF MISSING LANE	UNIT COST/LF	SUBTOTAL	DITCH PIPING/ UPGRADE /EA	CANAL/DITCH CROSSINGS/EA	RAILROAD CROSSING UPGRADES/EA	ENTER "R" FOR REGIONAL STREETS	2019 PM Peak Hour (GP PEIR Feb 2020 - Table 2.D)	Estimated 2022 Peak Hour Volume	GP buildout PM Peak Hour (GP PEIR Feb 2020 - Table 4.A)	Deficiency Threshold (GP PEIR Feb 2020 Table 2.D)	Impact Fee Contribution	TOTAL COST (GROWTH AREA STREETS)	TOTAL COST (REGIONAL STREETS)	
	5-Lane Collector	92	Ingram	Blackstone	CENTER														\$0.00	\$0.00
	5-Lane Collector	92	Blackstone	Fresno	CENTER								840	1320	1800	1550	100%		\$0.00	\$0.00
	5-Lane Collector	92	Fresno	First	CENTER								1459	1750	2040	3290	100%		\$0.00	\$0.00
	5-Lane Collector	92	First	Millbrook	CENTER								1459	1990	2520	3290	100%		\$0.00	\$0.00
	5-Lane Collector	92	Millbrook	Cedar	CENTER								912	1596	2280	3290	100%		\$0.00	\$0.00
	5-Lane Collector	92	Millbrook	Cedar	CENTER								912	1394	1875	3290	100%		\$0.00	\$0.00
	3-Lane Collector	72	Cedar masionette	Maple	CENTER								1080	1098	1200	1550	100%		\$0.00	\$0.00
	3-Lane Collector	72	Maple Pinedale	Chestnut	CENTER								1210	1260	1540	1550	100%		\$0.00	\$0.00
	3-Lane Collector	72	Chestnut	Willow	CENTER								1200	1236	1440	1550	100%		\$40,488.97	\$0.00
	3-Lane Collector	72	Chestnut	Willow	CENTER														\$0.00	\$0.00
	3-Lane Collector	72	Chestnut	Willow	CENTER														\$174,126.21	\$0.00
	3-Lane Collector	72	Chestnut	Willow	CENTER														\$16,466.64	\$0.00
	3-Lane Collector	72	Chestnut	Willow	CENTER														\$81,942.52	\$0.00
Locust	5-Lane Collector	92	Palm	Ingram	CENTER								NA		NA	NA	100%		\$0.00	\$0.00
	5-Lane Collector	92	Palm	Ingram	CENTER														\$0.00	\$0.00
	5-Lane Collector	92	Palm	Ingram	CENTER														\$0.00	\$0.00
Herndon	6-Lane Expressway	134	West	Fruit	CENTER								5020	5085	5450	6170	100%		\$0.00	\$0.00
	6-Lane Expressway	134	Fruit	Palm	CENTER								4960	5023	5380	6170	100%		\$0.00	\$0.00
	6-Lane Expressway	134	Palm	Maroa	CENTER								3973	4457	4940	6170	100%		\$0.00	\$0.00
	6-Lane Expressway	134	Maroa	Blackstone	CENTER								3973	4402	4830	6170	100%		\$0.00	\$0.00
	6-Lane Expressway	134	Blackstone	Fresno	CENTER								4380	4428	4700	6170	100%		\$0.00	\$0.00
	6-Lane Expressway	134	Blackstone	Fresno 41 sb ramps	CENTER														\$0.00	\$0.00
	6-Lane Expressway	134	Fresno	First	CENTER								4169	5075	5980	6170	100%		\$0.00	\$0.00
	6-Lane Expressway	134	First	Millbrook	CENTER								4660	4701	4930	6170	100%		\$0.00	\$0.00
	6-Lane Expressway	134	Millbrook	Cedar	CENTER								4660	4701	4930	6170	100%		\$0.00	\$0.00
	6-Lane Expressway	134	Millbrook	Cedar	CENTER														\$0.00	\$0.00
	6-Lane Expressway	134	Cedar	Maple	CENTER								2900	2924	3060	6170	100%		\$0.00	\$0.00
	6-Lane Expressway	134	Maple	Chestnut	CENTER														\$0.00	\$0.00
	6-Lane Expressway	134	Maple	Chestnut	CENTER								3301	4016	4730	6170	100%		\$0.00	\$0.00
	6-Lane Expressway	134	Chestnut	Willow	CENTER														\$0.00	\$0.00
	6-Lane Expressway	134	Chestnut	Willow	CENTER								2242	3476	4710	6170	100%		\$0.00	\$0.00
	6-Lane Expressway	134	Chestnut	Willow	CENTER														\$0.00	\$0.00
	6-Lane Expressway	134	Chestnut	Willow	CENTER														\$0.00	\$0.00
Sierra	3-Lane Collector	72	Fruit thome	Palm	CENTER								700	717	810	1270	100%		\$0.00	\$0.00
	3-Lane Collector	72	Fruit thome	Palm	CENTER														\$0.00	\$0.00
	3-Lane Collector	72	Fruit thome	Palm	CENTER														\$0.00	\$0.00

Last updated: Oct-21

MAJOR STREET FEE UPDATE
QUADRANT Northeast

YEAR: 2021

STREET NAME	CLASSIFICATION	R/W WIDTH INTEGRATED IN FEE PROGRAM (FT)	LIMIT (S. OR W.)	LIMIT (N. OR E.)	SIDE OF STREET	GROWTH AREA TOTAL			REGIONAL TOTAL		
						TOTAL CENTER SECTION + MEDIAN (GROWTH AREA STREETS)	TOTAL COST FOR OUTSIDE TRAVEL LANE(S) (GROWTH AREA STREETS)	TOTAL COST FOR ALL IRRIGATION, CANAL, AND RR UPGRADES (NEW GROWTH STREETS)	TOTAL CENTER SECTION + MEDIAN (REGIONAL STREETS)	TOTAL COST FOR OUTSIDE TRAVEL LANE (REGIONAL STREETS)	TOTAL COST FOR ALL IRRIGATION, CANAL, AND RR UPGRADES (NEW GROWTH STREETS)
					N		\$0.00			\$0.00	
	5-Lane Collector	92	Ingram	Blackstone	S		\$0.00			\$0.00	
	5-Lane Collector	92	Blackstone	Fresno	CENTER		\$0.00	\$0.00		\$0.00	\$0.00
	5-Lane Collector	92	Fresno	First	N		\$0.00			\$0.00	
	5-Lane Collector	92	First	Millbrook	S		\$0.00			\$0.00	
	5-Lane Collector	92	Millbrook	Cedar	CENTER		\$0.00	\$0.00		\$0.00	\$0.00
	3-Lane Collector	72	Cedar masionette	Maple	N		\$0.00			\$0.00	
	3-Lane Collector	72	Maple Pinedale	Chestnut	S		\$0.00			\$0.00	
	3-Lane Collector	72	Chestnut	Willow	CENTER		\$174,126.21	\$40,488.97	\$0.00	\$0.00	\$0.00
					N			\$16,466.64		\$0.00	
					S			\$81,942.52		\$0.00	
Locust	5-Lane Collector	92	Palm	Ingram	CENTER		\$0.00			\$0.00	\$0.00
					N			\$0.00		\$0.00	
					S			\$0.00		\$0.00	
Herndon	6-Lane Expressway	134	West	Fruit	CENTER		\$0.00			\$0.00	\$0.00
	6-Lane Expressway	134	Fruit	Palm	N			\$0.00		\$0.00	
	6-Lane Expressway	134	Palm	Maroa	S			\$0.00		\$0.00	
	6-Lane Expressway	134	Maroa	Blackstone	CENTER		\$0.00			\$0.00	\$0.00
	6-Lane Expressway	134	Blackstone	Fresno	N			\$0.00		\$0.00	
	6-Lane Expressway	134	Fresno	41 sb ramps	S			\$0.00		\$0.00	
	6-Lane Expressway	134	First	Millbrook	CENTER		\$0.00			\$0.00	\$0.00
	6-Lane Expressway	134	Millbrook	Cedar	N			\$0.00		\$0.00	
	6-Lane Expressway	134	Cedar	Maple	S			\$0.00		\$0.00	
	6-Lane Expressway	134	Maple	Chestnut	CENTER		\$0.00			\$0.00	\$0.00
	6-Lane Expressway	134	Chestnut	Willow	N			\$0.00		\$0.00	
	6-Lane Expressway	134	Willow		S			\$0.00		\$0.00	
Sierra	3-Lane Collector	72	Fruit thorne	Palm	CENTER		\$0.00			\$0.00	\$0.00
					N			\$0.00		\$0.00	
					S			\$0.00		\$0.00	

Last updated: Oct-21

MAJOR STREET FEE UPDATE
QUADRANT Northeast

YEAR: 2021

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	
						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
Copper River Dr	3-Lane Collector	72	Friant	Maple	CENTER W E	0	\$261.84	\$0.00							0	\$24.76	\$0.00	0	\$0.00	0	\$0.00
Winery	3-Lane Collector	73	Copper	Alicante	CENTER W E	2671	\$261.84	\$699,385.12							2671	\$24.76	\$66,138.96	0	\$0.00	0	\$0.00
Alicante	2-Lane Collector	Var	E. Copper River Dr.	Club House Drive	CENTER W E	0	\$226.14	\$0.00	0	\$48.31	\$0.00	0%	\$54,066.69	\$0.00	0	\$24.76	\$0.00	0	\$0.00	0	\$0.00
used undivided threshold	2-Lane Collector	Var	Club House	Road D	CENTER W E	3990	\$226.14	\$902,290.35	1600	\$48.31	\$77,299.04	0%	\$54,066.69	\$0.00	0	\$24.76	\$0.00	0	\$0.00	0	\$0.00
	2-Lane Collector	Var	Road D	Round-about	CENTER W E	1760	\$226.14	\$398,002.76	1760	\$48.31	\$85,028.94	0%	\$54,066.69	\$0.00	0	\$24.76	\$0.00	0	\$0.00	0	\$0.00
	2-Lane Collector	Var	Round-about	Willow	CENTER W E	2260	\$226.14	\$511,071.73	2260	\$48.31	\$109,184.89	100%	\$54,066.69	\$54,066.69	2260	\$24.76	\$55,961.83	1	\$11,219.30	0	\$0.00
															2260	\$24.76	\$55,961.83	0	\$0.00	1	\$7,580.45
West	4-Lane Arterial	100	Palo Alto	Herndon	CENTER W E	0	\$305.22	\$0.00	0	\$48.31	\$0.00	0%	\$63,897.00	\$0.00	0	\$124.32	\$0.00	0	\$0.00	0	\$0.00
	3-Lane Collector	72	Herndon	Alluvial	CENTER W E	0	\$261.84	\$0.00							0	\$124.32	\$0.00	0	\$0.00	0	\$0.00
															0	\$24.76	\$0.00	0	\$0.00	0	\$0.00
															0	\$24.76	\$0.00	0	\$0.00	0	\$0.00
Fruit	3-Lane Collector	72	Sierra	Herndon	CENTER W E	0	\$261.84	\$0.00							0	\$24.76	\$0.00	0	\$0.00	0	\$0.00
															0	\$24.76	\$0.00	0	\$0.00	0	\$0.00
Palm	4-Lane Arterial	100	Sierra	Herndon	CENTER W E	0	\$305.22	\$0.00	0	\$48.31	\$0.00	0%	\$63,897.00	\$0.00	0	\$124.32	\$0.00	0	\$0.00	0	\$0.00
	4-Lane Arterial	100	Herndon LOCUST	Pinedale REMINGTON	CENTER W E	0	\$305.22	\$0.00	0	\$48.31	\$0.00	0%	\$63,897.00	\$0.00	0	\$124.32	\$0.00	0	\$0.00	0	\$0.00
	4-Lane Arterial	100	Pinedale ALLUVIAL	Nees	CENTER W E	0	\$305.22	\$0.00	0	\$48.31	\$0.00	0%	\$63,897.00	\$0.00	0	\$124.32	\$0.00	0	\$0.00	0	\$0.00
															0	\$124.32	\$0.00	0	\$0.00	0	\$0.00
Ingram	5-Lane Collector	92	Herndon	Alluvial	CENTER W E	0	\$261.84	\$0.00							0	\$91.57	\$0.00	0	\$0.00	0	\$0.00
	5-Lane Collector	92	Alluvial	Nees	CENTER W E	0	\$261.84	\$0.00							0	\$91.57	\$0.00	0	\$0.00	0	\$0.00
															0	\$91.57	\$0.00	0	\$0.00	0	\$0.00
															0	\$91.57	\$0.00	0	\$0.00	0	\$0.00
Blackstone	6-Lane Arterial	124	Herndon	Alluvial	CENTER W E	0	\$325.21	\$0.00	0	\$48.31	\$0.00	0%	\$63,897.00	\$0.00	0	\$212.44	\$0.00	0	\$0.00	0	\$0.00
	6-Lane Arterial	124	Alluvial	Nees	CENTER W E	0	\$325.21	\$0.00	0	\$48.31	\$0.00	0%	\$63,897.00	\$0.00	0	\$212.44	\$0.00	0	\$0.00	0	\$0.00
	6-Lane Arterial	124	Nees	Freeway 41	CENTER W E	0	\$325.21	\$0.00	0	\$48.31	\$0.00	0%	\$63,897.00	\$0.00	0	\$212.44	\$0.00	0	\$0.00	0	\$0.00
															0	\$212.44	\$0.00	0	\$0.00	0	\$0.00
															0	\$212.44	\$0.00	0	\$0.00	0	\$0.00
Fresno	6-Lane Arterial	124	Herndon	Alluvial	CENTER W E	0	\$325.21	\$0.00	0	\$48.31	\$0.00	0%	\$63,897.00	\$0.00	0	\$212.44	\$0.00	0	\$0.00	0	\$0.00
	6-Lane Arterial	124	Alluvial	Nees	CENTER W E	0	\$325.21	\$0.00	0	\$48.31	\$0.00	0%	\$63,897.00	\$0.00	0	\$212.44	\$0.00	0	\$0.00	0	\$0.00
	6-Lane Arterial	124	Nees	Friant	CENTER W E	0	\$325.21	\$0.00	0	\$48.31	\$0.00	0%	\$63,897.00	\$0.00	0	\$212.44	\$0.00	0	\$0.00	0	\$0.00
															0	\$212.44	\$0.00	0	\$0.00	0	\$0.00
Friant	6-Lane Super Arterial	124	Freeway 41	Audubon	CENTER W E	0	\$368.81	\$0.00	0	\$48.31	\$0.00	0%	\$114,681.80	\$0.00	0	\$239.42	\$0.00	0	\$0.00	0	\$0.00
	6-Lane Scenic Expsrwy	124	Audubon	Shepherd	CENTER W	0	\$336.05	\$0.00	0	\$48.31	\$0.00	0%	\$195,765.59	\$0.00	0	\$239.42	\$0.00	0	\$0.00	0	\$0.00

Last updated: Oct-21

MAJOR STREET FEE UPDATE
QUADRANT Northeast

YEAR: 2021

STREET NAME	CLASSIFICATION	R/W WIDTH INTEGRATED IN FEE PROGRAM (FT)	LIMIT (S. OR W.)	LIMIT (N. OR E.)	SIDE OF STREET	MISSING LANES			IRR PIPES DITCH PIPING/ UPGRADE /EA	IRR STRCTR CANAL/DITCH CROSSINGS/EA	RR UPGRDS RAILROAD CROSSING UPGRADES/EA	REGIONAL ENTER "R" FOR REGIONAL STREETS	Deficiency Anlysis					TOTAL	
						LF FT OF MISSING LANE	UNIT COST/LF	SUBTOTAL					2019 PM Peak Hour (GP PEIR Feb 2020 - Table 2.D)	Estimated 2022 Peak Hour Volume	GP buildout PM Peak Hour (GP PEIR Feb 2020 - Table 4.A)	Deficiency Threshold (GP PEIR Feb 2020 Table 2.D)	Impact Fee Contribution	TOTAL COST (GROWTH AREA STREETS)	TOTAL COST (REGIONAL STREETS)
Copper River Dr	3-Lane Collector	72	Friant	Maple	CENTER W E								90	190	290	1550	100%	\$0.00	\$0.00
Winery	3-Lane Collector	73	Copper	Alicante	CENTER W E								NA		NA	1270	100%	\$699,385.12	\$0.00
Alicante	2-Lane Collector	Var	E. Copper River Dr.	Club House Drive	CENTER W E								90	190	290	1270	100%	\$66,138.96	\$0.00
used undivided threshold	2-Lane Collector	Var	Club House	Road D	CENTER W E								NA		NA	NA	100%	\$66,138.96	\$0.00
	2-Lane Collector	Var	Road D	Round-about	CENTER W E								NA		NA	NA	100%	\$0.00	\$0.00
	2-Lane Collector	Var	Round-about	Willow	CENTER W E								NA		NA	NA	100%	\$483,031.70	\$0.00
West	4-Lane Arterial	100	Palo Alto	Herndon	CENTER W E								944	947	950	3470	100%	\$43,580.89	\$0.00
	3-Lane Collector	72	Herndon	Alluvial	CENTER W E								53	247	440	3470	100%	\$43,580.89	\$0.00
Fruit	3-Lane Collector	72	Sierra	Herndon	CENTER W E								728	964	1200	2740	100%	\$67,181.13	\$0.00
Palm	4-Lane Arterial	100	Sierra	Herndon	CENTER W E								1631	2058	2485	3470	100%	\$63,542.27	\$0.00
	4-Lane Arterial	100	Herndon LOCUST	Pinedale REMINGTON	CENTER W E								2800	2827	2980	3470	100%	\$0.00	\$0.00
	4-Lane Arterial	100	Pinedale ALLUVIAL	Nees	CENTER W E								2500	2526	2670	3470	100%	\$0.00	\$0.00
Ingram	5-Lane Collector	92	Herndon	Alluvial	CENTER W E								1102	1656	2210	2740	100%	\$0.00	\$0.00
	5-Lane Collector	92	Alluvial	Nees	CENTER W E								1102	1381	1660	2740	100%	\$0.00	\$0.00
Blackstone	6-Lane Arterial	124	Herndon	Alluvial	CENTER W E								2821	3211	3600	5270	100%	\$0.00	\$0.00
	6-Lane Arterial	124	Alluvial	Nees	CENTER W E								2140	2167	2320	5270	100%	\$0.00	\$0.00
	6-Lane Arterial	124	Nees	Freeway 41	CENTER W E								2821	3676	4530	5270	100%	\$0.00	\$0.00
Fresno	6-Lane Arterial	124	Herndon	Alluvial	CENTER W E								2478	2804	3130	3470	100%	\$0.00	\$0.00
	6-Lane Arterial	124	Alluvial	Nees	CENTER W E								1422	1786	2150	3470	100%	\$0.00	\$0.00
	6-Lane Arterial	124	Nees	Friant	CENTER W E								1422	2321	3220	3470	100%	\$0.00	\$0.00
Friant	6-Lane Super Arterial	124	Freeway 41	Audubon	CENTER W E							R	5820	5945	6650	4910	11%	\$0.00	\$0.00
	6-Lane Scenic Expsrwy	124	Audubon	Shepherd	CENTER W	300	\$63.91	\$19,173.51				R	5800	5926	6640	6170	100%	\$0.00	\$0.00
												R						\$0.00	\$19,173.51

Last updated: Oct-21

MAJOR STREET FEE UPDATE
QUADRANT Northeast

YEAR: 2021

STREET NAME	CLASSIFICATION	R/W WIDTH INTEGRATED IN FEE PROGRAM (FT)	LIMIT (S. OR W.)	LIMIT (N. OR E.)	SIDE OF STREET	GROWTH AREA TOTAL			REGIONAL TOTAL		
						TOTAL CENTER SECTION + MEDIAN (GROWTH AREA STREETS)	TOTAL COST FOR OUTSIDE TRAVEL LANE(S) (GROWTH AREA STREETS)	TOTAL COST FOR ALL IRRIGATION, CANAL, AND RR UPGRADES (NEW GROWTH STREETS)	TOTAL CENTER SECTION + MEDIAN (REGIONAL STREETS)	TOTAL COST FOR OUTSIDE TRAVEL LANE (REGIONAL STREETS)	TOTAL COST FOR ALL IRRIGATION, CANAL, AND RR UPGRADES (NEW GROWTH STREETS)
Copper River Dr	3-Lane Collector	72	Friant	Maple	CENTER W E	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Winery	3-Lane Collector	73	Copper	Alicante	CENTER W E	\$699,385.12	\$66,138.96	\$0.00	\$0.00	\$0.00	\$0.00
Alicante	2-Lane Collector	Var	E. Copper River Dr.	Club House Drive	CENTER W E	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
used undivided threshold	2-Lane Collector	Var	Club House	Road D	CENTER W E	\$979,589.39	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
	2-Lane Collector	Var	Road D	Round-about	CENTER W E	\$483,031.70	\$43,580.89	\$0.00	\$0.00	\$0.00	\$0.00
	2-Lane Collector	Var	Round-about	Willow	CENTER W E	\$674,323.31	\$67,181.13	\$0.00	\$0.00	\$0.00	\$0.00
							\$63,542.27			\$0.00	
West	4-Lane Arterial	100	Palo Alto	Herndon	CENTER W E	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
	3-Lane Collector	72	Herndon	Alluvial	CENTER W E	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Fruit	3-Lane Collector	72	Sierra	Herndon	CENTER W E	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Palm	4-Lane Arterial	100	Sierra	Herndon	CENTER W E	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
	4-Lane Arterial	100	Herndon LOCUST	Pinedale REMINGTON	CENTER W E	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
	4-Lane Arterial	100	Pinedale ALLUVIAL	Nees	CENTER W E	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Ingram	5-Lane Collector	92	Herndon	Alluvial	CENTER W E	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
	5-Lane Collector	92	Alluvial	Nees	CENTER W E	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Blackstone	6-Lane Arterial	124	Herndon	Alluvial	CENTER W E	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
	6-Lane Arterial	124	Alluvial	Nees	CENTER W E	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
	6-Lane Arterial	124	Nees	Freeway 41	CENTER W E	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Fresno	6-Lane Arterial	124	Herndon	Alluvial	CENTER W E	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
	6-Lane Arterial	124	Alluvial	Nees	CENTER W E	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
	6-Lane Arterial	124	Nees	Friant	CENTER W E	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Friant	6-Lane Super Arterial	124	Freeway 41	Audubon	CENTER W E	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
	6-Lane Scenic Expsrwy	124	Audubon	Shepherd	CENTER W	\$0.00	\$0.00	\$0.00	\$0.00	\$19,173.51	\$0.00

Last updated: Oct-21

MAJOR STREET FEE UPDATE
QUADRANT Northeast

YEAR: 2021

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		
						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	
6-Lane Scenic Expsrwy	124	Shepherd	Fort Washington	CENTER	E	0	\$336.05	\$0.00	0	\$48.31	\$0.00	0%	\$195,765.59	\$0.00	0	\$239.42	\$0.00	0	\$0.00	0	\$0.00	
					W	0	\$336.05	\$0.00	0	\$48.31	\$0.00	0%	\$195,765.59	\$0.00	0	\$239.42	\$0.00	0	\$0.00	1	\$8,801.66	
4-Lane Scenic Expsrwy	124	Fort Washington	Champlain	CENTER	E	0	\$336.05	\$0.00	0	\$48.31	\$0.00	0%	\$195,765.59	\$0.00	0	\$239.42	\$0.00	0	\$0.00	0	\$0.00	
					W	0	\$336.05	\$0.00	0	\$48.31	\$0.00	0%	\$195,765.59	\$0.00	0	\$239.42	\$0.00	0	\$0.00	0	\$0.00	
4-Lane Scenic Expsrwy	124	Champlain	Lakeview	CENTER	E	0	\$336.05	\$0.00	0	\$48.31	\$0.00	0%	\$195,765.59	\$0.00	0	\$239.42	\$0.00	0	\$0.00	0	\$0.00	
					W	0	\$336.05	\$0.00	0	\$48.31	\$0.00	0%	\$195,765.59	\$0.00	0	\$239.42	\$0.00	0	\$0.00	0	\$0.00	
4-Lane Scenic Expsrwy	124	Lakeview	Copper	CENTER	E	0	\$336.05	\$0.00	0	\$48.31	\$0.00	0%	\$195,765.59	\$0.00	0	\$239.42	\$0.00	0	\$0.00	1	\$8,801.66	
					W	0	\$336.05	\$0.00	0	\$48.31	\$0.00	0%	\$195,765.59	\$0.00	0	\$239.42	\$0.00	0	\$0.00	0	\$0.00	
4-Lane Scenic Expsrwy	124	Copper	Copper Dr.	CENTER	E	0	\$336.05	\$0.00	0	\$48.31	\$0.00	0%	\$195,765.59	\$0.00	0	\$239.42	\$0.00	1	\$15,154.16	0	\$0.00	
					W	0	\$336.05	\$0.00	0	\$48.31	\$0.00	0%	\$195,765.59	\$0.00	0	\$239.42	\$0.00	0	\$0.00	0	\$0.00	
4-Lane Scenic Expsrwy	124	Copper	Copper River Ranch	CENTER	E	0	\$336.05	\$0.00	0	\$48.31	\$0.00	0%	\$195,765.59	\$0.00	0	\$239.42	\$0.00	0	\$0.00	0	\$0.00	
					W	0	\$336.05	\$0.00	0	\$48.31	\$0.00	0%	\$195,765.59	\$0.00	0	\$239.42	\$0.00	0	\$0.00	0	\$0.00	
4-Lane Scenic Expsrwy	124	Copper	Copper River Drive	CENTER	E	0	\$336.05	\$0.00	0	\$48.31	\$0.00	0%	\$195,765.59	\$0.00	0	\$239.42	\$0.00	0	\$0.00	0	\$0.00	
					W	0	\$336.05	\$0.00	0	\$48.31	\$0.00	0%	\$195,765.59	\$0.00	0	\$239.42	\$0.00	0	\$0.00	0	\$0.00	
Fort Washington	3-4 Lane Collector	92	Friant	Champlain	CENTER	E	0	\$261.84	\$0.00						0	\$24.76	\$0.00	0	\$0.00	0	\$0.00	
						W	0	\$261.84	\$0.00						0	\$24.76	\$0.00	0	\$0.00	0	\$0.00	
3-Lane Collector	72	Champlain	Millbrook	CENTER	E	0	\$261.84	\$0.00						0	\$24.76	\$0.00	0	\$0.00	0	\$0.00		
					W	0	\$261.84	\$0.00						0	\$24.76	\$0.00	0	\$0.00	0	\$0.00		
First	4-Lane Arterial	100	Herndon	Alluvial	CENTER	E	0	\$305.22	\$0.00	0	\$48.31	\$0.00	0%	\$63,897.00	\$0.00	0	\$124.32	\$0.00	0	\$0.00	0	\$0.00
						W	0	\$305.22	\$0.00	0	\$48.31	\$0.00	0%	\$63,897.00	\$0.00	0	\$124.32	\$0.00	0	\$0.00	0	\$0.00
4-Lane Arterial	100	Alluvial	Nees	CENTER	E	0	\$305.22	\$0.00	0	\$48.31	\$0.00	0%	\$63,897.00	\$0.00	0	\$124.32	\$0.00	0	\$0.00	0	\$0.00	
					W	0	\$305.22	\$0.00	0	\$48.31	\$0.00	0%	\$63,897.00	\$0.00	0	\$124.32	\$0.00	0	\$0.00	0	\$0.00	
Millbrook	5-Lane Collector	92	Herndon	Alluvial	CENTER	E	0	\$261.84	\$0.00						0	\$91.57	\$0.00	0	\$0.00	0	\$0.00	
						W	0	\$261.84	\$0.00						0	\$91.57	\$0.00	0	\$0.00	0	\$0.00	
5-Lane Collector	92	Alluvial	Nees	CENTER	E	0	\$261.84	\$0.00						0	\$91.57	\$0.00	0	\$0.00	0	\$0.00		
					W	0	\$261.84	\$0.00						0	\$91.57	\$0.00	0	\$0.00	0	\$0.00		
3-Lane Collector	72	Nees	Teague	CENTER	E	0	\$261.84	\$0.00						0	\$24.76	\$0.00	0	\$0.00	0	\$0.00		
					W	0	\$261.84	\$0.00						0	\$24.76	\$0.00	0	\$0.00	0	\$0.00		
3-Lane Collector	72	Teague	Shepherd	CENTER	E	0	\$261.84	\$0.00						0	\$24.76	\$0.00	0	\$0.00	0	\$0.00		
					W	0	\$261.84	\$0.00						0	\$24.76	\$0.00	0	\$0.00	0	\$0.00		
3-Lane Collector	72	Fort Washington	Copper	CENTER	E	0	\$261.84	\$0.00						0	\$24.76	\$0.00	0	\$0.00	0	\$0.00		
					W	0	\$261.84	\$0.00						0	\$24.76	\$0.00	0	\$0.00	0	\$0.00		
Cedar	4-Lane Arterial	100	Herndon	Alluvial	CENTER	E	0	\$305.22	\$0.00	0	\$48.31	\$0.00	0%	\$63,897.00	\$0.00	0	\$124.32	\$0.00	0	\$0.00	0	\$0.00
						W	0	\$305.22	\$0.00	0	\$48.31	\$0.00	0%	\$63,897.00	\$0.00	0	\$124.32	\$0.00	0	\$0.00	0	\$0.00
4-Lane Arterial	100	Alluvial	Nees	CENTER	E	0	\$305.22	\$0.00	0	\$48.31	\$0.00	0%	\$63,897.00	\$0.00	0	\$124.32	\$0.00	0	\$0.00	0	\$0.00	
					W	0	\$305.22	\$0.00	0	\$48.31	\$0.00	0%	\$63,897.00	\$0.00	0	\$124.32	\$0.00	0	\$0.00	0	\$0.00	
4-Lane Arterial	100	Nees	Teague	CENTER	E	0	\$305.22	\$0.00	0	\$48.31	\$0.00	0%	\$63,897.00	\$0.00	0	\$124.32	\$0.00	0	\$0.00	0	\$0.00	
					W	0	\$305.22	\$0.00	0	\$48.31	\$0.00	0%	\$63,897.00	\$0.00	0	\$124.32	\$0.00	0	\$0.00	0	\$0.00	
4-Lane Arterial	100	Teague	Shepherd	CENTER	E	0	\$305.22	\$0.00	0	\$48.31	\$0.00	0%	\$63,897.00	\$0.00	0	\$124.32	\$0.00	0	\$0.00	0	\$0.00	
					W	0	\$305.22	\$0.00	0	\$48.31	\$0.00	0%	\$63,897.00	\$0.00	0	\$124.32	\$0.00	0	\$0.00	0	\$0.00	
5-Lane Collector	92	Olympic	Copper	CENTER	E	0	\$261.84	\$0.00						0	\$91.57	\$0.00	0	\$0.00	0	\$0.00		
					W	0	\$261.84	\$0.00						0	\$91.57	\$0.00	0	\$0.00	0	\$0.00		
5-Lane Collector	92	Copper	Copper River Ranch	CENTER	E	0	\$261.84	\$0.00						0	\$91.57	\$0.00	0	\$0.00	0	\$0.00		
					W	0	\$261.84	\$0.00						0	\$91.57	\$0.00	0	\$0.00	0	\$0.00		

Last updated: Oct-21

MAJOR STREET FEE UPDATE
QUADRANT Northeast

YEAR: 2021

STREET NAME	CLASSIFICATION	R/W WIDTH INTEGRATED IN FEE PROGRAM (FT)	LIMIT (S. OR W.)	LIMIT (N. OR E.)	SIDE OF STREET	MISSING LANES			IRR PIPES DITCH PIPING/ UPGRADE /EA	IRR STRCTR CANAL/DITCH CROSSINGS/EA	RR UPGRDS RAILROAD CROSSING UPGRADES/EA	REGIONAL ENTER "R" FOR REGIONAL STREETS	Deficiency Anlysis					TOTAL		
						LF FT OF MISSING LANE	UNIT COST/LF	SUBTOTAL					2019 PM Peak Hour (GP PEIR Feb 2020 - Table 2.D)	Estimated 2022 Peak Hour Volume	GP buildout PM Peak Hour (GP PEIR Feb 2020 - Table 4.A)	Deficiency Threshold (GP PEIR Feb 2020 Table 2.D)	Impact Fee Contribution	TOTAL COST (GROWTH AREA STREETS)	TOTAL COST (REGIONAL STREETS)	
	6-Lane Scenic Expsrwy	124	Shepherd	Fort Washington	CENTER	E						R							\$0.00	\$0.00
					W		2050	\$109.83	\$225,158.51			R	2347	3184	4020	6170	100%		\$0.00	\$0.00
	4-Lane Scenic Expsrwy	124	Fort Washington	Champlain	CENTER	E						R							\$0.00	\$233,960.17
					W		1880	\$24.76	\$46,552.32			R	2347	2579	2810	4050	100%		\$0.00	\$0.00
	4-Lane Scenic Expsrwy	124	Champlain	Lakeview	CENTER	E						R							\$0.00	\$46,552.32
					W		2540	\$24.76	\$62,895.15			R	2347	2499	2650	4050	100%		\$0.00	\$0.00
	4-Lane Scenic Expsrwy	124	Lakeview	Copper	CENTER	E						R							\$0.00	\$71,696.81
					W		6190	\$24.76	\$153,275.98			R	2347	2559	2770	4050	100%		\$0.00	\$0.00
	4-Lane Scenic Expsrwy	124	Copper	Copper Dr.	CENTER	E						R							\$0.00	\$0.00
					W		1820	\$24.76	\$45,066.61			R	2347	2424	2500	4050	100%		\$0.00	\$0.00
	4-Lane Scenic Expsrwy	124	Copper	Copper River Ranch	CENTER	E						R							\$0.00	\$45,066.61
					W							R	810	876	1250	4050	100%		\$0.00	\$0.00
	4-Lane Scenic Expsrwy	124	Copper	Copper River Drive	CENTER	E						R							\$0.00	\$0.00
					W							R	810	876	1250	4050	100%		\$0.00	\$0.00
					E							R							\$0.00	\$0.00
Fort Washington	3-4 Lane Collector	92	Friant	Champlain	CENTER	E													\$0.00	\$0.00
					W														\$0.00	\$0.00
	3-Lane Collector	72	Champlain	Millbrook	CENTER	E													\$0.00	\$0.00
					W														\$0.00	\$0.00
First	4-Lane Arterial	100	Herndon	Alluvial	CENTER	E													\$0.00	\$0.00
					W														\$0.00	\$0.00
	4-Lane Arterial	100	Alluvial	Nees	CENTER	E													\$0.00	\$0.00
					W														\$0.00	\$0.00
					E														\$0.00	\$0.00
Millbrook	5-Lane Collector	92	Herndon	Alluvial	CENTER	E													\$0.00	\$0.00
					W														\$0.00	\$0.00
	5-Lane Collector	92	Alluvial	Nees	CENTER	E													\$0.00	\$0.00
					W														\$0.00	\$0.00
	3-Lane Collector	72	Nees	Teague	CENTER	E													\$0.00	\$0.00
					W														\$0.00	\$0.00
	3-Lane Collector	72	Teague	Shepherd	CENTER	E													\$0.00	\$0.00
					W														\$0.00	\$0.00
	3-Lane Collector	72	Fort Washington	Copper	CENTER	E													\$0.00	\$0.00
					W														\$0.00	\$0.00
					E		1064	\$45.17	\$48,060.36										\$0.00	\$0.00
																			\$48,060.36	\$0.00
Cedar	4-Lane Arterial	100	Herndon	Alluvial	CENTER	E													\$0.00	\$0.00
					W														\$0.00	\$0.00
	4-Lane Arterial	100	Alluvial	Nees	CENTER	E													\$0.00	\$0.00
					W														\$0.00	\$0.00
	4-Lane Arterial	100	Nees	Teague	CENTER	E													\$0.00	\$0.00
					W														\$0.00	\$0.00
	4-Lane Arterial	100	Teague	Shepherd	CENTER	E													\$0.00	\$0.00
					W														\$0.00	\$0.00
	5-Lane Collector	92	Olympic	Copper	CENTER	E													\$0.00	\$0.00
					W														\$0.00	\$0.00
	5-Lane Collector	92	Copper	Copper River Ranch	CENTER	E													\$0.00	\$0.00
					W														\$0.00	\$0.00
					E														\$0.00	\$0.00

Last updated: Oct-21

MAJOR STREET FEE UPDATE
QUADRANT Northeast

YEAR: 2021

STREET NAME	CLASSIFICATION	R/W WIDTH INTEGRATED IN FEE PROGRAM (FT)	LIMIT (S. OR W.)	LIMIT (N. OR E.)	SIDE OF STREET	MISSING LANES			IRR PIPES	IRR STRCTR	RR UPGRDS	REGIONAL	Deficiency Anlysis					TOTAL		
						LF FT OF MISSING LANE	UNIT COST/LF	SUBTOTAL	DITCH PIPING/ UPGRADE /EA	CANAL/DITCH CROSSINGS/EA	RAILROAD CROSSING UPGRADES/EA	ENTER "R" FOR REGIONAL STREETS	2019 PM Peak Hour (GP PEIR Feb 2020 - Table 2.D)	Estimated 2022 Peak Hour Volume	GP buildout PM Peak Hour (GP PEIR Feb 2020 - Table 4.A)	Deficiency Threshold (GP PEIR Feb 2020 Table 2.D)	Impact Fee Contribution	TOTAL COST (GROWTH AREA STREETS)	TOTAL COST (REGIONAL STREETS)	
					W													\$0.00	\$0.00	
					E													\$0.00	\$0.00	
Maple	3-Lane Collector	72	Herndon	Alluvial	CENTER									648	654	660	1270	100%	\$0.00	\$0.00
					W													\$0.00	\$0.00	
					E													\$0.00	\$0.00	
	3-Lane Collector	72	Alluvial	Nees	CENTER									648	687	725	1270	100%	\$0.00	\$0.00
					W													\$0.00	\$0.00	
	Missing 12' lane				E	500	\$74.29	\$37,142.52										\$49,523.46	\$0.00	
	3-Lane Collector	72	Nees	Teague	CENTER									648	702	755	1270	100%	\$261.84	\$0.00
					W	640	\$74.29	\$47,542.43										\$74,609.32	\$0.00	
					E													\$0.00	\$0.00	
	5-Lane Collector	92	Teague	Shepherd	CENTER									648	699	750	1270	100%	\$261.84	\$0.00
					W													\$65,267.54	\$0.00	
					E													\$108,303.94	\$0.00	
	5-Lane Collector	92	Shepherd	Perrin	CENTER									525	770	1015	1270	100%	\$0.00	\$0.00
					W													\$54,940.09	\$0.00	
					E													\$0.00	\$0.00	
	3-Lane Collector	72	Perrin	Plymouth	CENTER									760	865	970	1270	100%	\$0.00	\$0.00
					W													\$0.00	\$0.00	
					E	1035	\$37.14	\$38,442.51										\$64,071.05	\$0.00	
	4-Lane Arterial	100	Behymer	International	CENTER									630	1030	1430	3470	100%	\$0.00	\$0.00
					W													\$0.00	\$0.00	
					E	520	\$51.96	\$27,021.48										\$27,021.48	\$0.00	
	bike lane and C&G				CENTER													\$0.00	\$0.00	
	4-Lane Arterial	100	International	Copper	CENTER									270	673	1075	1640	100%	\$0.00	\$0.00
					W													\$82,050.14	\$0.00	
					E													\$64,645.56	\$0.00	
	4-Lane Arterial	100	Copper	Copper River Ranch	CENTER									90	335	580	1640	100%	\$0.00	\$0.00
					W													\$0.00	\$0.00	
					E													\$0.00	\$0.00	
Chestnut	4-Lane Arterial	100	Herndon	Alluvial	CENTER									1320	1353	1540	3470	100%	\$0.00	\$0.00
					W													\$0.00	\$0.00	
					E													\$123,105.85	\$0.00	
	4-Lane Arterial	100	Alluvial	Nees	CENTER									1610	1634	1770	3470	100%	\$0.00	\$0.00
					W													\$80,806.95	\$0.00	
					E													\$0.00	\$0.00	
	4-Lane Arterial	100	Nees	Teague	CENTER									940	954	1030	3470	100%	\$0.00	\$0.00
					W													\$75,834.22	\$0.00	
					E													\$62,159.20	\$0.00	
	4-Lane Arterial	100	Teague	Shepherd	CENTER									1710	1733	1860	3470	100%	\$0.00	\$0.00
					W													\$80,185.36	\$0.00	
					E													\$0.00	\$0.00	
	3-Lane Collector	72	Sommerville	Behymer	CENTER									75	160	245	1550	100%	\$0.00	\$0.00
					W													\$0.00	\$0.00	
					E													\$0.00	\$0.00	
	5-Lane Collector	92	Behymer	International	CENTER				\$54,188.00					30	455	880	1270	100%	\$386,729.78	\$0.00
					W													\$116,289.85	\$0.00	
					E	860	\$81.54	\$70,123.13										\$277,979.80	\$0.00	
	5-Lane Collector worst case 2 lane twtl	92	International	Copper	CENTER									10	115	220	1550	100%	\$0.00	\$0.00
					W													\$39,171.00	\$0.00	
					E													\$74,400.40	\$0.00	
Sommerville	4-Lane Arterial	100	Shepherd	Perrin	CENTER									970	1283	1595	3470	100%	\$0.00	\$0.00
					W													\$0.00	\$0.00	
					E													\$0.00	\$0.00	
	4-Lane Arterial	100	Perrin	Plymouth	CENTER									520	735	950	3470	100%	\$0.00	\$0.00
					W													\$121,832.02	\$0.00	
					E													\$0.00	\$0.00	
Willow	6-Lane Super Arterial	124	Herndon	Alluvial	CENTER							R		2210	2321	2950	4040	100%	\$0.00	\$0.00
					W	2310	\$91.84	\$212,158.30				R						\$0.00	\$842,229.39	
					E							R						\$0.00	\$0.00	
	6-Lane Super Arterial	124	Alluvial	Nees	CENTER							R		2210	2321	2950	4910	100%	\$0.00	\$0.00
					W							R						\$0.00	\$0.00	
					E							R						\$0.00	\$0.00	
	6-Lane Super Arterial	124	Nees	Teague	CENTER							R		1687	2669	3650	4910	100%	\$0.00	\$0.00
					W							R						\$0.00	\$0.00	
					E							R						\$0.00	\$0.00	

Last updated: Oct-21

MAJOR STREET FEE UPDATE
QUADRANT Northeast

YEAR: 2021

STREET NAME	CLASSIFICATION	R/W WIDTH INTEGRATED IN FEE PROGRAM (FT)	LIMIT (S. OR W.)	LIMIT (N. OR E.)	SIDE OF STREET	GROWTH AREA TOTAL			REGIONAL TOTAL		
						TOTAL CENTER SECTION + MEDIAN (GROWTH AREA STREETS)	TOTAL COST FOR OUTSIDE TRAVEL LANE(S) (GROWTH AREA STREETS)	TOTAL COST FOR ALL IRRIGATION, CANAL, AND RR UPGRADES (NEW GROWTH STREETS)	TOTAL CENTER SECTION + MEDIAN (REGIONAL STREETS)	TOTAL COST FOR OUTSIDE TRAVEL LANE (REGIONAL STREETS)	TOTAL COST FOR ALL IRRIGATION, CANAL, AND RR UPGRADES (NEW GROWTH STREETS)
					W		\$0.00			\$0.00	
					E		\$0.00			\$0.00	
Maple	3-Lane Collector	72	Herndon	Alluvial	CENTER	\$0.00		\$0.00	\$0.00		\$0.00
					W		\$0.00			\$0.00	
					E		\$0.00			\$0.00	
	3-Lane Collector	72	Alluvial	Nees	CENTER	\$0.00		\$0.00	\$0.00		\$0.00
					W		\$0.00			\$0.00	
					E		\$49,523.46			\$0.00	
	Missing 12' lane 3-Lane Collector	72	Nees	Teague	CENTER	\$261.84		\$0.00	\$0.00		\$0.00
					W		\$74,609.32			\$0.00	
					E		\$0.00			\$0.00	
	5-Lane Collector	92	Teague	Shepherd	CENTER	\$261.84		\$0.00	\$0.00		\$0.00
					W		\$65,267.54			\$0.00	
					E		\$108,303.94			\$0.00	
	5-Lane Collector	92	Shepherd	Perrin	CENTER	\$0.00		\$0.00	\$0.00		\$0.00
					W		\$54,940.09			\$0.00	
					E		\$0.00			\$0.00	
	3-Lane Collector	72	Perrin	Plymouth	CENTER	\$0.00		\$0.00	\$0.00		\$0.00
					W		\$0.00			\$0.00	
					E		\$64,071.05			\$0.00	
	4-Lane Arterial	100	Behymer	International	CENTER	\$0.00		\$0.00	\$0.00		\$0.00
					W		\$0.00			\$0.00	
					E		\$27,021.48			\$0.00	
	bike lane and C&G 4-Lane Arterial	100	International	Copper	CENTER	\$0.00		\$0.00	\$0.00		\$0.00
					W		\$82,050.14			\$0.00	
					E		\$64,645.56			\$0.00	
	4-Lane Arterial	100	Copper	Copper River Ranch	CENTER	\$0.00		\$0.00	\$0.00		\$0.00
					W		\$0.00			\$0.00	
					E		\$0.00			\$0.00	
Chestnut	4-Lane Arterial	100	Herndon	Alluvial	CENTER	\$0.00		\$0.00	\$0.00		\$0.00
					W		\$0.00			\$0.00	
					E		\$123,105.85			\$0.00	
	4-Lane Arterial	100	Alluvial	Nees	CENTER	\$0.00		\$0.00	\$0.00		\$0.00
					W		\$80,806.95			\$0.00	
					E		\$0.00			\$0.00	
	4-Lane Arterial	100	Nees	Teague	CENTER	\$0.00		\$0.00	\$0.00		\$0.00
					W		\$75,834.22			\$0.00	
					E		\$62,159.20			\$0.00	
	4-Lane Arterial	100	Teague	Shepherd	CENTER	\$0.00		\$0.00	\$0.00		\$0.00
					W		\$80,185.36			\$0.00	
					E		\$0.00			\$0.00	
	3-Lane Collector	72	Sommerville	Behymer	CENTER	\$0.00		\$0.00	\$0.00		\$0.00
					W		\$0.00			\$0.00	
					E		\$0.00			\$0.00	
	5-Lane Collector	92	Behymer	International	CENTER	\$332,541.78		\$54,188.00	\$0.00		\$0.00
					W		\$116,289.85			\$0.00	
					E		\$277,979.80			\$0.00	
	5-Lane Collector worst case 2 lane twtl	92	International	Copper	CENTER	\$0.00		\$0.00	\$0.00		\$0.00
					W		\$39,171.00			\$0.00	
					E		\$74,400.40			\$0.00	
Sommerville	4-Lane Arterial	100	Shepherd	Perrin	CENTER	\$0.00		\$0.00	\$0.00		\$0.00
					W		\$0.00			\$0.00	
					E		\$0.00			\$0.00	
	4-Lane Arterial	100	Perrin	Plymouth	CENTER	\$0.00		\$0.00	\$0.00		\$0.00
					W		\$121,832.02			\$0.00	
					E		\$0.00			\$0.00	
Willow	6-Lane Super Arterial	124	Herndon	Alluvial	CENTER	\$0.00		\$0.00	\$0.00		\$0.00
					W		\$0.00			\$842,229.39	
					E		\$0.00			\$0.00	
	6-Lane Super Arterial	124	Alluvial	Nees	CENTER	\$0.00		\$0.00	\$0.00		\$0.00
					W		\$0.00			\$0.00	
					E		\$0.00			\$0.00	
	6-Lane Super Arterial	124	Nees	Teague	CENTER	\$0.00		\$0.00	\$0.00		\$0.00
					W		\$0.00			\$0.00	
					E		\$0.00			\$0.00	

Last updated: Oct-21

MAJOR STREET FEE UPDATE
QUADRANT Northeast

YEAR: 2021

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						
						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					
	6-Lane Super Arterial	124	Teague	Shepherd	CENTER W	0	\$174.38	\$0.00	0	\$24.16	\$0.00	100%	\$48,287.08	\$48,287.08	0	\$235.87	\$0.00	0	\$0.00	0	\$0.00					
					E																					
	6-Lane Super Arterial	124	Shepherd	Perrin	CENTER W	0	\$174.38	\$0.00	0	\$24.16	\$0.00	100%	\$48,287.08	\$48,287.08	0	\$235.87	\$0.00	0	\$0.00	0	\$0.00					
					E																					
	6-Lane Super Arterial	124	Perrin	Behymer	CENTER W	0	\$174.38	\$0.00	0	\$24.16	\$0.00	0%	\$48,287.08	\$0.00	0	\$235.87	\$0.00	0	\$0.00	0	\$0.00					
					E																					
	6-Lane Super Arterial	124	Behymer	International	CENTER W	0	\$174.38	\$0.00	0	\$24.16	\$0.00	0%	\$48,287.08	\$0.00	0	\$235.87	\$0.00	0	\$0.00	0	\$0.00					
					E																					
	6-Lane Super Arterial	124	International	Copper	CENTER W	660	\$174.38	\$115,090.85	660	\$24.16	\$15,942.93	20%	\$48,287.08	\$9,657.42	660	\$235.87	\$155,671.16	0	\$0.00	1	\$8,801.66					
					E																					
	3-Lane Arterial	72	Copper	Alicante	CENTER W	2840	\$304.43	\$864,586.65	2840	\$48.31	\$137,205.79				2205	\$34.78	\$76,686.25	1	\$15,154.16	1	\$8,801.66					
					E										2205	\$34.78	\$76,686.25	1	\$15,154.16	1	\$8,801.66					
	2-Lane Collector	72	Alicante	Silaxo	CENTER W	3000	\$304.43	\$913,295.76	3000	\$24.16	\$72,467.85				3000	\$34.32	\$102,957.62	1	\$15,154.16	1	\$8,801.66					
					E										3000	\$34.14	\$102,406.66	1	\$15,154.16	0	\$0.00					
Total Street Improvements Required Per Exhibits								\$5,747,939.29				\$655,109.33				\$344,912.94				\$4,413,295.65			\$252,653.56			\$140,325.85

ADDITIONAL 15% FOR MOBILIZATION, TRAFFIC CONTROL, DUST CONTROL, SWPPP RAILROAD CROSSINGS

ADDITIONAL 20% FOR COST CONTINGENCY

TOTAL CAPITAL NEEDS - NE QUADRANT

Last updated: Oct-21

MAJOR STREET FEE UPDATE
QUADRANT Northeast

YEAR: 2021

STREET NAME	CLASSIFICATION	R/W WIDTH INTEGRATED IN FEE PROGRAM (FT)	LIMIT (S. OR W.)	LIMIT (N. OR E.)	SIDE OF STREET	MISSING LANES			IRR PIPES	IRR STRCTR	RR UPGRDS	REGIONAL	Deficiency Anlysis					TOTAL	
						LF FT OF MISSING LANE	UNIT COST/LF	SUBTOTAL	DITCH PIPING/ UPGRADE /EA	CANAL/DITCH CROSSINGS/EA	RAILROAD CROSSING UPGRADES/EA	ENTER "R" FOR REGIONAL STREETS	2019 PM Peak Hour (GP PEIR Feb 2020 - Table 2.D)	Estimated 2022 Peak Hour Volume	GP buildout PM Peak Hour (GP PEIR Feb 2020 - Table 4.A)	Deficiency Threshold (GP PEIR Feb 2020 Table 2.D)	Impact Fee Contribution	TOTAL COST (GROWTH AREA STREETS)	TOTAL COST (REGIONAL STREETS)
	6-Lane Super Arterial	124	Teague	Shepherd	CENTER							R	1350	1494	2310	4040	100%	\$0.00	\$48,287.08
					W							R						\$0.00	\$0.00
					E							R						\$0.00	\$0.00
	6-Lane Super Arterial	124	Shepherd	Perrin	CENTER							R	1700	1865	2800	3170	100%	\$0.00	\$48,287.08
					W							R						\$0.00	\$0.00
					E							R						\$0.00	\$0.00
	6-Lane Super Arterial	124	Perrin	Behymer	CENTER							R	1700	1865	2800	3170	100%	\$0.00	\$0.00
					W							R						\$0.00	\$0.00
					E							R						\$0.00	\$0.00
	6-Lane Super Arterial	124	Behymer	International	CENTER							R	1390	1519	2250	3170	100%	\$0.00	\$0.00
					W							R						\$0.00	\$0.00
					E							R						\$0.00	\$0.00
	6-Lane Super Arterial	124	International	Copper	CENTER							R	1390	1519	2250	3170	100%	\$0.00	\$140,691.19
					W							R						\$0.00	\$164,472.82
					E							R						\$0.00	\$0.00
	3-Lane Arterial	72	Copper	Alicante	CENTER							R	390	483	1010	1585	100%	\$1,001,792.44	\$0.00
					W							R						\$100,642.07	\$0.00
					E							R						\$100,642.07	\$0.00
	2-Lane Collector	72	Alicante	Silaxo	CENTER							R	390	483	1010	1585	100%	\$985,763.61	\$0.00
					W							R						\$126,913.44	\$0.00
					E							R						\$117,560.82	\$0.00
Total Street Improvements Required Per Exhibits								\$1,138,852.05	\$54,188.00	\$0.00	\$0.00							\$10,918,429.54	\$1,828,847.12
ADDITIONAL 15% FOR MOBILIZATION, TRAFFIC CONTROL, DUST CONTROL, SWPPP RAILROAD CROSSINGS																\$1,637,764.43	\$274,327.07		
ADDITIONAL 20% FOR COST CONTINGENCY																\$2,511,238.79	\$420,634.84		
TOTAL CAPITAL NEEDS - NE QUADRANT																\$15,067,432.77	\$2,523,809.02		

Last updated: Oct-21

MAJOR STREET FEE UPDATE

QUADRANT Northeast

YEAR: 2021

STREET NAME	CLASSIFICATION	R/W WIDTH INTEGRATED IN FEE PROGRAM (FT)	LIMIT (S. OR W.)	LIMIT (N. OR E.)	SIDE OF STREET	GROWTH AREA TOTAL			REGIONAL TOTAL		
						TOTAL CENTER SECTION + MEDIAN (GROWTH AREA STREETS)	TOTAL COST FOR OUTSIDE TRAVEL LANE(S) (GROWTH AREA STREETS)	TOTAL COST FOR ALL IRRIGATION, CANAL, AND RR UPGRADES (NEW GROWTH STREETS)	TOTAL CENTER SECTION + MEDIAN (REGIONAL STREETS)	TOTAL COST FOR OUTSIDE TRAVEL LANE (REGIONAL STREETS)	TOTAL COST FOR ALL IRRIGATION, CANAL, AND RR UPGRADES (NEW GROWTH STREETS)
	6-Lane Super Arterial	124	Teague	Shepherd	CENTER	\$0.00		\$0.00	\$48,287.08		\$0.00
					W		\$0.00			\$0.00	
					E		\$0.00			\$0.00	
	6-Lane Super Arterial	124	Shepherd	Perrin	CENTER	\$0.00		\$0.00	\$48,287.08		\$0.00
					W		\$0.00			\$0.00	
					E		\$0.00			\$0.00	
	6-Lane Super Arterial	124	Perrin	Behymer	CENTER	\$0.00		\$0.00	\$0.00		\$0.00
					W		\$0.00			\$0.00	
					E		\$0.00			\$0.00	
	6-Lane Super Arterial	124	Behymer	International	CENTER	\$0.00		\$0.00	\$0.00		\$0.00
					W		\$0.00			\$0.00	
					E		\$0.00			\$0.00	
	6-Lane Super Arterial	124	International	Copper	CENTER	\$0.00		\$0.00	\$140,691.19		\$0.00
					W		\$0.00			\$164,472.82	
					E		\$0.00			\$0.00	
	3-Lane Arterial	72	Copper	Alicante	CENTER	\$1,001,792.44		\$0.00	\$0.00		\$0.00
					W		\$100,642.07			\$0.00	
					E		\$100,642.07			\$0.00	
	2-Lane Collector	72	Alicante	Silaxo	CENTER	\$985,763.61		\$0.00	\$0.00		\$0.00
					W		\$126,913.44			\$0.00	
					E		\$117,560.82			\$0.00	
Total Street Improvements Required Per Exhibits						\$6,510,696.21	\$4,353,545.33	\$54,188.00	\$237,265.34	\$1,591,581.77	\$0.00
ADDITIONAL 15% FOR MOBILIZATION, TRAFFIC CONTROL, DUST CONTROL, SWPPP RAILROAD CROSSINGS						\$1,637,764.43			\$274,327.07		
						\$0.00			\$0.00		
ADDITIONAL 20% FOR COST CONTINGENCY						\$1,629,692.13	\$870,709.07	\$10,837.60	\$102,318.48	\$318,316.35	\$0.00
TOTAL CAPITAL NEEDS - NE QUADRANT						\$9,778,152.77	\$5,224,254.39	\$65,025.60	\$613,910.89	\$1,909,898.13	\$0.00

THIS PAGE INTENTIONALLY LEFT BLANK

Last updated: Oct-21

MAJOR STREET FEE UPDATE

QUADRANT: Southwest

YEAR: 2021

STREET NAME	CLASSIFICATION	R/W WIDTH INTEGRATED IN FEE PROGRAM (FT)	LIMIT (S. OR W.)	LIMIT (N. OR E.)	SIDE OF STREET	MISSING LANES			IRR PIPES	IRR STRCTR	RR UPGRDS	REGIONAL	Deficiency Anlysis					TOTAL	
						LF FT OF MISSING LANE	UNIT COST/LF	SUBTOTAL	DITCH PIPING/ UPGRADE /EA	CANAL/DITCH CROSSINGS/EA	RAILROAD CROSSING UPGRADES/EA	ENTER "R" FOR REGIONAL STREETS	2019 PM Peak Hour (GP PEIR Feb 2020 - Table 2.D)	Estimated 2022 Peak Hour Volume	GP buildout PM Peak Hour (GP PEIR Feb 2020 - Table 4.A)	Deficiency Threshold (GP PEIR Feb 2020 Table 2.D)	Impact Fee Contribution	TOTAL COST (GROWTH AREA STREETS)	TOTAL COST (REGIONAL STREETS)
Nielsen	3-Lane Collector	72	Blythe	Brawley	CENTER								NA		NA	NA	100%	\$676,342.85	\$0.00
					N													\$82,759.66	\$0.00
	3-Lane Collector	72	Brawley	Valentine	CENTER								NA		NA	NA	100%	\$82,685.37	\$0.00
					N													\$676,342.85	\$0.00
	3-Lane Collector	72	Valentine	Marks	CENTER								NA		NA	NA	100%	\$82,759.66	\$0.00
					N													\$82,759.66	\$0.00
	Missing 4' of AC				S	680	\$23.74	\$16,146.29										\$466,082.18	\$0.00
	3-Lane Collector	72	Marks	Hughes	CENTER								NA		NA	NA	100%	\$55,790.67	\$0.00
					N													\$85,136.18	\$0.00
	2-Lane Collector		Hughes	West	CENTER								NA		NA	NA	100%	\$0.00	\$0.00
					N													\$0.00	\$0.00
					S													\$0.00	\$0.00
Whitesbridge	3-Lane Collector	72+	Valentine	Marks	CENTER								NA		NA	NA	100%	\$523,687.84	\$0.00
					N													\$82,759.66	\$0.00
	3-Lane Collector	72+	Marks	Hughes	CENTER								NA		NA	NA	100%	\$82,759.66	\$0.00
	Missing 10' of AC				N	1700	\$59.36	\$100,914.32										\$0.00	\$0.00
	Missing 10' of AC				S	1700	\$59.36	\$100,914.32										\$119,714.06	\$0.00
	3-Lane Collector	72	Hughes	Roeding Drive	CENTER								NA		NA	NA	100%	\$119,714.06	\$0.00
	Missing 5' AC				N	1500	\$29.68	\$44,521.02										\$0.00	\$0.00
	Missing 5' AC				S	1500	\$29.68	\$44,521.02										\$104,177.85	\$0.00
	3-Lane Collector	72	Roeding Drive	West	CENTER					\$580,320.00			NA		NA	NA	100%	\$104,177.85	\$0.00
	Missing 25' of AC				N	480	\$142.47	\$68,384.29										\$580,320.00	\$0.00
	Lower dry creek No.77 (canal)				S	650	\$5.94	\$3,858.49										\$89,431.88	\$0.00
Madison	3-Lane Collector	72	Brawley	Valentine	CENTER								NA		NA	NA	100%	\$28,125.12	\$0.00
					N													\$676,342.85	\$0.00
					S													\$82,759.66	\$0.00
	3-Lane Collector	72	Valentine	Marks	CENTER								NA		NA	NA	100%	\$82,759.66	\$0.00
					N													\$513,214.09	\$0.00
					S													\$59,752.56	\$0.00
Kearney	3-Lane Collector	72	Marks	Hughes	CENTER								NA		NA	NA	100%	\$82,066.32	\$0.00
					N													\$659,323.00	\$0.00
					S													\$81,150.14	\$0.00
	3-Lane Collector	72	Hughes	Crystal	CENTER								NA		NA	NA	100%	\$81,150.14	\$0.00
					N													\$340,397.10	\$0.00
					S													\$50,990.18	\$0.00
California	3-Lane Collector	72	Brawley	Valentine	CENTER								NA		NA	NA	100%	\$50,990.18	\$0.00
					N													\$676,342.85	\$0.00
					S													\$82,759.66	\$0.00
	3-Lane Collector	72	Valentine	Marks	CENTER								NA		NA	NA	100%	\$82,759.66	\$0.00
					N													\$676,342.85	\$0.00
	Lower dry creek No.77 (canal)				S													\$82,759.66	\$0.00
	3-Lane Collector	72	Marks	Hughes	CENTER								190	255	620	1,270	100%	\$82,759.66	\$0.00
	Missing N shoulder				N	1275	\$23.74	\$30,274.30										\$320,758.80	\$0.00
					S													\$110,978.72	\$0.00
	3-Lane Collector	72	Hughes	West	CENTER								220	303	770	1,270	100%	\$41,552.59	\$0.00
					N													\$534,161.60	\$0.00
					S													\$69,313.96	\$0.00
Church	3-Lane Collector	72	Marks	Hughes	CENTER				\$63,612.00				140	158	260	1,270	100%	\$83,180.61	\$0.00
	Fanning No.76 (p)				N													\$715,603.37	\$0.00
					S													\$80,456.80	\$0.00
	3-Lane Collector	72	Hughes	West	CENTER								NA		NA	NA	100%	\$80,456.80	\$0.00
					N													\$685,245.54	\$0.00
					S													\$83,601.56	\$0.00
	3-Lane Collector	72	West	Fruit	CENTER								NA		NA	NA	100%	\$83,601.56	\$0.00
					N													\$0.00	\$0.00
					S													\$0.00	\$0.00
	3-Lane Collector	72	Fruit	Walnut	CENTER								NA		NA	NA	100%	\$81,595.85	\$0.00
					N													\$510,595.65	\$0.00
					S													\$55,866.09	\$0.00
	3-Lane Collector	72	Walnut	MLK/Fig	CENTER								NA		NA	NA	100%	\$59,504.95	\$0.00
					N													\$0.00	\$0.00
					S													\$7,580.45	\$0.00

Last updated: Oct-21

MAJOR STREET FEE UPDATE

QUADRANT: Southwest

YEAR: 2021

STREET NAME	CLASSIFICATION	R/W WIDTH INTEGRATED IN FEE PROGRAM (FT)	LIMIT (S. OR W.)	LIMIT (N. OR E.)	SIDE OF STREET	GROWTH AREA TOTAL			REGIONAL TOTAL		
						TOTAL CENTER SECTION + MEDIAN (GROWTH AREA STREETS)	TOTAL COST FOR OUTSIDE TRAVEL LANE(S) (GROWTH AREA STREETS)	TOTAL COST FOR ALL IRRIGATION, CANAL, AND RR UPGRADES (NEW GROWTH STREETS)	TOTAL CENTER SECTION + MEDIAN (REGIONAL STREETS)	TOTAL COST FOR OUTSIDE TRAVEL LANE (REGIONAL STREETS)	TOTAL COST FOR ALL IRRIGATION, CANAL, AND RR UPGRADES (NEW GROWTH STREETS)
Nielsen	3-Lane Collector	72	Blythe	Brawley	CENTER	\$676,342.85		\$0.00	\$0.00		\$0.00
					N		\$82,759.66			\$0.00	
					S		\$82,685.37			\$0.00	
	3-Lane Collector	72	Brawley	Valentine	CENTER	\$676,342.85		\$0.00	\$0.00		\$0.00
					N		\$82,759.66			\$0.00	
					S		\$82,759.66			\$0.00	
Whitesbridge	3-Lane Collector	72	Valentine	Marks	CENTER	\$466,082.18		\$0.00	\$0.00		\$0.00
					N		\$55,790.67			\$0.00	
					S		\$85,136.18			\$0.00	
	Missing 4' of AC 3-Lane Collector	72	Marks	Hughes	CENTER	\$0.00		\$0.00	\$0.00		\$0.00
					N		\$0.00			\$0.00	
					S		\$0.00			\$0.00	
Whitesbridge	2-Lane Collector		Hughes	West	CENTER	\$0.00		\$0.00	\$0.00		\$0.00
					N		\$0.00			\$0.00	
					S		\$0.00			\$0.00	
	3-Lane Collector	72+	Valentine	Marks	CENTER	\$523,687.84		\$0.00	\$0.00		\$0.00
					N		\$82,759.66			\$0.00	
					S		\$82,759.66			\$0.00	
Whitesbridge	3-Lane Collector	72+	Marks	Hughes	CENTER	\$0.00		\$0.00	\$0.00		\$0.00
					N		\$119,714.06			\$0.00	
					S		\$119,714.06			\$0.00	
	Missing 10' of AC Missing 10' of AC 3-Lane Collector	72	Hughes	Roeding Drive	CENTER	\$0.00		\$0.00	\$0.00		\$0.00
					N		\$104,177.85			\$0.00	
					S		\$104,177.85			\$0.00	
Whitesbridge	3-Lane Collector	72	Roeding Drive	West	CENTER	\$0.00		\$580,320.00	\$0.00		\$0.00
					N		\$89,431.88			\$0.00	
					S		\$28,125.12			\$0.00	
	Missing 5' AC Missing 5' AC 3-Lane Collector	72	Roeding Drive	West	CENTER	\$0.00		\$0.00	\$0.00		\$0.00
					N		\$89,431.88			\$0.00	
					S		\$28,125.12			\$0.00	
Madison	3-Lane Collector	72	Brawley	Valentine	CENTER	\$676,342.85		\$0.00	\$0.00		\$0.00
					N		\$82,759.66			\$0.00	
					S		\$82,759.66			\$0.00	
	3-Lane Collector	72	Valentine	Marks	CENTER	\$513,214.09		\$0.00	\$0.00		\$0.00
					N		\$59,752.56			\$0.00	
					S		\$82,066.32			\$0.00	
Kearney	3-Lane Collector	72	Marks	Hughes	CENTER	\$659,323.00		\$0.00	\$0.00		\$0.00
					N		\$81,150.14			\$0.00	
					S		\$81,150.14			\$0.00	
	3-Lane Collector	72	Hughes	Crystal	CENTER	\$340,397.10		\$0.00	\$0.00		\$0.00
					N		\$50,990.18			\$0.00	
					S		\$50,990.18			\$0.00	
California	3-Lane Collector	72	Brawley	Valentine	CENTER	\$676,342.85		\$0.00	\$0.00		\$0.00
					N		\$82,759.66			\$0.00	
					S		\$82,759.66			\$0.00	
	3-Lane Collector	72	Valentine	Marks	CENTER	\$676,342.85		\$0.00	\$0.00		\$0.00
					N		\$82,759.66			\$0.00	
					S		\$82,759.66			\$0.00	
California	Lower dry creek No.77 (canal) 3-Lane Collector Missing N shoulder	72	Marks	Hughes	CENTER	\$320,758.80		\$0.00	\$0.00		\$0.00
					N		\$110,978.72			\$0.00	
					S		\$41,552.59			\$0.00	
	3-Lane Collector	72	Hughes	West	CENTER	\$534,161.60		\$0.00	\$0.00		\$0.00
					N		\$69,313.96			\$0.00	
					S		\$83,180.61			\$0.00	
Church	3-Lane Collector	72	Marks	Hughes	CENTER	\$651,991.37		\$63,612.00	\$0.00		\$0.00
					N		\$80,456.80			\$0.00	
					S		\$80,456.80			\$0.00	
	3-Lane Collector	72	Hughes	West	CENTER	\$685,245.54		\$0.00	\$0.00		\$0.00
					N		\$83,601.56			\$0.00	
					S		\$83,601.56			\$0.00	
Church	3-Lane Collector	72	West	Fruit	CENTER	\$0.00		\$0.00	\$0.00		\$0.00
					N		\$0.00			\$0.00	
					S		\$81,595.85			\$0.00	
	3-Lane Collector	72	Fruit	Walnut	CENTER	\$510,595.65		\$0.00	\$0.00		\$0.00
					N		\$55,866.09			\$0.00	
					S		\$59,504.95			\$0.00	
Church	3-Lane Collector	72	Walnut	MLK/Fig	CENTER	\$0.00		\$0.00	\$0.00		\$0.00
					N		\$7,580.45			\$0.00	

Last updated: Oct-21

MAJOR STREET FEE UPDATE

QUADRANT: Southwest

YEAR: 2021

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		
						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	
Jensen	4-Lane Arterial	100	Marks	Hughes	CENTER N S	2535	\$305.22	\$773,730.05	2535	\$48.31	\$122,470.66	100%	\$63,897.00	\$63,897.00	2601	\$24.76	\$64,405.63	1	\$11,219.30	0	\$0.00	
															2465	\$119.18	\$293,768.98	1	\$12,237.57	1	\$7,814.11	
	4-Lane Arterial	100	Hughes	West	CENTER N S	2535	\$305.22	\$773,730.05	2535	\$48.31	\$122,470.66	100%	\$63,897.00	\$63,897.00	2465	\$119.18	\$293,768.98	1	\$12,237.57	1	\$7,814.11	
															2576	\$119.18	\$306,997.53	1	\$12,237.57	1	\$7,814.11	
	4-Lane Arterial	100	West	Fruit	CENTER N S	2596	\$305.22	\$792,348.40	2596	\$48.31	\$125,417.68	100%	\$63,897.00	\$63,897.00	2576	\$119.18	\$306,997.53	1	\$12,237.57	1	\$7,814.11	
															2563	\$119.18	\$305,448.24	1	\$12,237.57	1	\$7,814.11	
	4-Lane Arterial	100	Fruit	Walnut	CENTER N S	2596	\$305.22	\$792,348.40	2596	\$48.31	\$125,417.68	100%	\$63,897.00	\$63,897.00	2563	\$119.18	\$305,448.24	1	\$12,237.57	1	\$7,814.11	
															2594	\$119.18	\$309,142.70	1	\$12,237.57	1	\$7,814.11	
	4-Lane Arterial	100	Walnut	MLK/Fig	CENTER N S	2305	\$305.22	\$703,529.69	2305	\$48.31	\$111,358.92	100%	\$63,897.00	\$63,897.00	0	\$119.18	\$0.00	0	\$0.00	0	\$0.00	
															1990	\$119.18	\$237,160.36	1	\$12,237.57	0	\$0.00	
	Annadale	3-Lane Collector	72	West	Fruit	CENTER N S	2602	\$261.84	\$681,317.89							2165	\$119.18	\$258,016.17	0	\$0.00	1	\$7,814.11
																2602	\$24.76	\$64,430.39	1	\$11,219.30	1	\$7,580.45
3-Lane Collector		72	Fruit	Walnut	CENTER N S	2605	\$261.84	\$682,103.42							2602	\$24.76	\$64,430.39	1	\$11,219.30	1	\$7,580.45	
															2605	\$24.76	\$64,504.67	1	\$11,219.30	1	\$7,580.45	
3-Lane Collector		72	Walnut	MLK/Fig	CENTER N S	2609	\$261.84	\$683,150.79							2605	\$24.76	\$64,504.67	1	\$11,219.30	1	\$7,580.45	
															2154	\$24.76	\$53,337.07	1	\$11,219.30	0	\$0.00	
North	3-Lane Arterial	72	Marks	Hughes	CENTER N S	2531	\$304.43	\$770,517.19							2609	\$24.76	\$64,603.72	1	\$11,219.30	1	\$7,580.45	
															2531	\$34.14	\$86,397.08	1	\$12,237.57	1	\$7,814.11	
	3-Lane Arterial	72	Hughes	West	CENTER N S	2539	\$304.43	\$772,952.65							2531	\$34.14	\$86,397.08	1	\$12,237.57	1	\$7,814.11	
															2539	\$34.14	\$86,670.17	1	\$12,237.57	1	\$7,814.11	
	3-Lane Arterial Fresno Colony No.24 (canal)	72	West	Fruit	CENTER N S	2609	\$304.43	\$794,262.88							2539	\$34.14	\$86,670.17	1	\$12,237.57	1	\$7,814.11	
															2609	\$34.14	\$89,059.65	1	\$12,237.57	1	\$7,814.11	
	3-Lane Arterial	72	Fruit	Walnut	CENTER N S	2604	\$304.43	\$792,740.72							2609	\$34.14	\$89,059.65	1	\$12,237.57	1	\$7,814.11	
															2604	\$34.14	\$88,888.98	1	\$12,237.57	1	\$7,814.11	
	3-Lane Arterial	72	Walnut	MLK/Fig	CENTER N S	1300	\$304.43	\$395,761.50							2604	\$34.14	\$88,888.98	1	\$12,237.57	1	\$7,814.11	
															1300	\$34.14	\$44,376.22	1	\$12,237.57	1	\$7,814.11	
	5-Lane Industrial Arterial No Median	96	MLK/Fig	Elm	CENTER N S	2582	\$304.43	\$786,043.22							2603	\$34.14	\$88,854.84	0	\$0.00	1	\$7,814.11	
															2590	\$120.36	\$311,725.34	1	\$12,237.57	1	\$7,814.11	
4-lane Arterial No Median	96	Elm	Cherry	CENTER N S	570	\$304.43	\$173,526.19							2590	\$120.36	\$311,725.34	1	\$12,237.57	1	\$7,814.11		
														646	\$120.36	\$77,750.80	1	\$12,237.57	0	\$0.00		
5-Lane Industrial Arterial	96	Cherry	East	CENTER N S	0	\$304.43	\$0.00							1570	\$120.36	\$188,960.92	1	\$12,237.57	1	\$7,814.11		
														0	\$120.36	\$0.00						
5-Lane Industrial Arterial	96	East	Orange	CENTER N S	0	\$304.43	\$0.00							0	\$120.36	\$0.00						
														0	\$120.36	\$0.00						
5-Lane Industrial Arterial	96	Orange	SR99	CENTER N S	1100	\$304.43	\$334,875.11							1020	\$120.36	\$122,764.42	0	\$0.00	0	\$0.00		
														1020	\$120.36	\$122,764.42	0	\$0.00	1	\$7,814.11		
Central	3-Lane Collector	72	MLK/Fig	Elm	CENTER N S	2603	\$261.84	\$681,579.73							2603	\$24.76	\$64,455.15	1	\$11,219.30	1	\$7,580.45	
															2603	\$24.76	\$64,455.15	1	\$11,219.30	1	\$7,580.45	
	3-Lane Arterial	72	Elm	Cherry	CENTER N S	2350	\$304.43	\$715,415.01							2350	\$34.14	\$80,218.55	1	\$12,237.57	1	\$7,814.11	
															2350	\$34.14	\$80,218.55	1	\$12,237.57	1	\$7,814.11	
3-Lane Arterial	72	Cherry	East	CENTER N S	1311	\$304.43	\$399,110.25							1311	\$34.14	\$44,751.71	1	\$12,237.57	0	\$0.00		
														1311	\$34.14	\$44,751.71	0	\$0.00	1	\$7,814.11		

Last updated: Oct-21

MAJOR STREET FEE UPDATE

QUADRANT: Southwest

YEAR: 2021

STREET NAME	CLASSIFICATION	R/W WIDTH INTEGRATED IN FEE PROGRAM (FT)	LIMIT (S. OR W.)	LIMIT (N. OR E.)	SIDE OF STREET	LF FT OF MISSING LANE	UNIT COST/LF	SUBTOTAL	IRR PIPES DITCH PIPING/ UPGRADE /EA	IRR STRCTR CANAL/DITCH CROSSINGS/EA	RR UPGRDS RAILROAD CROSSING UPGRADES/EA	REGIONAL ENTER "R" FOR REGIONAL STREETS	Deficiency Anlysis					TOTAL		
													2019 PM Peak Hour (GP PEIR Feb 2020 - Table 2.D)	Estimated 2022 Peak Hour Volume	GP buildout PM Peak Hour (GP PEIR Feb 2020 - Table 4.A)	Deficiency Threshold (GP PEIR Feb 2020 Table 2.D)	Impact Fee Contribution	TOTAL COST (GROWTH AREA STREETS)	TOTAL COST (REGIONAL STREETS)	
					S	2610	\$35.62	\$92,959.90										\$168,584.82	\$0.00	
Jensen	4-Lane Arterial	100	Marks	Hughes	CENTER							R	NA			NA	NA	100%	\$0.00	\$960,097.71
					N							R							\$0.00	\$313,820.67
					S							R							\$0.00	\$313,820.67
	4-Lane Arterial	100	Hughes	West	CENTER							R	NA			NA	NA	100%	\$0.00	\$960,097.71
					N							R							\$0.00	\$327,049.21
					S							R							\$0.00	\$327,049.21
	4-Lane Arterial	100	West	Fruit	CENTER							R	470	526	840	1,270	100%	\$0.00	\$981,663.09	
					N							R							\$0.00	\$325,499.92
					S							R							\$0.00	\$325,499.92
	4-Lane Arterial	100	Fruit	Walnut	CENTER							R	NA			NA	NA	100%	\$0.00	\$981,663.09
					N							R							\$0.00	\$0.00
					S							R							\$0.00	\$329,194.38
	4-Lane Arterial	100	Walnut	MLK/Fig	CENTER							R	500		1,030	1,270	100%	\$0.00	\$878,785.61	
					N							R							\$0.00	\$249,397.93
					S							R							\$0.00	\$265,830.28
Annadale	3-Lane Collector	72	West	Fruit	CENTER								NA			NA	NA	100%	\$681,317.89	\$0.00
					N														\$83,230.13	\$0.00
					S														\$83,230.13	\$0.00
	3-Lane Collector	72	Fruit	Walnut	CENTER								NA			NA	NA	100%	\$682,103.42	\$0.00
					N														\$83,304.42	\$0.00
					S														\$83,304.42	\$0.00
	3-Lane Collector	72	Walnut	MLK/Fig	CENTER								NA			NA	NA	100%	\$683,150.79	\$0.00
					N														\$64,556.37	\$0.00
					S														\$83,403.47	\$0.00
North	3-Lane Arterial	72	Marks	Hughes	CENTER								NA			NA	NA	100%	\$770,517.19	\$0.00
					N														\$106,448.76	\$0.00
					S														\$106,448.76	\$0.00
	3-Lane Arterial	72	Hughes	West	CENTER								NA			NA	NA	100%	\$772,952.65	\$0.00
					N														\$106,721.85	\$0.00
					S														\$106,721.85	\$0.00
	3-Lane Arterial	72	West	Fruit	CENTER					\$725,400.00			NA			NA	NA	100%	\$1,519,662.88	\$0.00
	Fresno Colony No.24 (canal)				N														\$109,111.34	\$0.00
					S														\$109,111.34	\$0.00
	3-Lane Arterial	72	Fruit	Walnut	CENTER								NA			NA	NA	100%	\$792,740.72	\$0.00
					N														\$108,940.66	\$0.00
					S														\$108,940.66	\$0.00
	3-Lane Arterial	72	Walnut	MLK/Fig	CENTER								NA			NA	NA	100%	\$395,761.50	\$0.00
					N														\$64,427.90	\$0.00
					S														\$96,668.95	\$0.00
	5-Lane Industrial Arterial	96	MLK/Fig	Elm	CENTER								480	492	560	1,480	100%	\$786,043.22	\$0.00	
	No Median				N	2590	\$47.56	\$123,191.13											\$454,968.16	\$0.00
	Missing 14' of AC				S	2590	\$47.56	\$123,191.13											\$454,968.16	\$0.00
	4-lane Arterial	96	Elm	Cherry	CENTER								570	683	1,320	1,480	100%	\$173,526.19	\$0.00	
	No Median				N														\$89,988.37	\$0.00
	Missing AC & C&G				S	875	\$51.94	\$45,448.71											\$254,461.31	\$0.00
	5-Lane Industrial Arterial	96	Cherry	East	CENTER								630	686	1,000	3,550	100%	\$0.00	\$0.00	
					N														\$0.00	\$0.00
					S														\$0.00	\$0.00
	5-Lane Industrial Arterial	96	East	Orange	CENTER								NA			NA	NA	100%	\$0.00	\$0.00
					N														\$0.00	\$0.00
					S														\$0.00	\$0.00
	5-Lane Industrial Arterial	96	Orange	SR99	CENTER								NA			NA	NA	100%	\$334,875.11	\$0.00
					N														\$122,764.42	\$0.00
					S														\$130,578.53	\$0.00
Central	3-Lane Collector	72	MLK/Fig	Elm	CENTER								NA			NA	NA	100%	\$681,579.73	\$0.00
					N														\$83,254.89	\$0.00
					S														\$83,254.89	\$0.00
	3-Lane Arterial	72	Elm	Cherry	CENTER								NA			NA	NA	100%	\$715,415.01	\$0.00
					N														\$100,270.23	\$0.00
					S														\$100,270.23	\$0.00
	3-Lane Arterial	72	Cherry	East	CENTER								NA			NA	NA	100%	\$399,110.25	\$0.00
					N														\$56,989.28	\$0.00
					S														\$52,565.82	\$0.00
	3-Lane Arterial	72	East	Orange	CENTER								170	238	620	1,480	100%	\$608,863.84	\$0.00	

Last updated: Oct-21

MAJOR STREET FEE UPDATE

QUADRANT: Southwest

YEAR: 2021

STREET NAME	CLASSIFICATION	R/W WIDTH INTEGRATED IN FEE PROGRAM (FT)	LIMIT (S. OR W.)	LIMIT (N. OR E.)	SIDE OF STREET	GROWTH AREA TOTAL			REGIONAL TOTAL		
						TOTAL CENTER SECTION + MEDIAN (GROWTH AREA STREETS)	TOTAL COST FOR OUTSIDE TRAVEL LANE(S) (GROWTH AREA STREETS)	TOTAL COST FOR ALL IRRIGATION, CANAL, AND RR UPGRADES (NEW GROWTH STREETS)	TOTAL CENTER SECTION + MEDIAN (REGIONAL STREETS)	TOTAL COST FOR OUTSIDE TRAVEL LANE (REGIONAL STREETS)	TOTAL COST FOR ALL IRRIGATION, CANAL, AND RR UPGRADES (NEW GROWTH STREETS)
					S		\$168,584.82			\$0.00	
Jensen	4-Lane Arterial	100	Marks	Hughes	CENTER	\$0.00		\$0.00	\$960,097.71		\$0.00
					N		\$0.00			\$313,820.67	
					S		\$0.00			\$313,820.67	
	4-Lane Arterial	100	Hughes	West	CENTER	\$0.00		\$0.00	\$960,097.71		\$0.00
					N		\$0.00			\$327,049.21	
					S		\$0.00			\$327,049.21	
	4-Lane Arterial	100	West	Fruit	CENTER	\$0.00		\$0.00	\$981,663.09		\$0.00
					N		\$0.00			\$325,499.92	
					S		\$0.00			\$325,499.92	
	4-Lane Arterial	100	Fruit	Walnut	CENTER	\$0.00		\$0.00	\$981,663.09		\$0.00
					N		\$0.00			\$0.00	
					S		\$0.00			\$329,194.38	
	4-Lane Arterial	100	Walnut	MLK/Fig	CENTER	\$0.00		\$0.00	\$878,785.61		\$0.00
					N		\$0.00			\$249,397.93	
					S		\$0.00			\$265,830.28	
Annadale	3-Lane Collector	72	West	Fruit	CENTER	\$681,317.89		\$0.00	\$0.00		\$0.00
					N		\$83,230.13			\$0.00	
					S		\$83,230.13			\$0.00	
	3-Lane Collector	72	Fruit	Walnut	CENTER	\$682,103.42		\$0.00	\$0.00		\$0.00
					N		\$83,304.42			\$0.00	
					S		\$83,304.42			\$0.00	
	3-Lane Collector	72	Walnut	MLK/Fig	CENTER	\$683,150.79		\$0.00	\$0.00		\$0.00
					N		\$64,556.37			\$0.00	
					S		\$83,403.47			\$0.00	
North	3-Lane Arterial	72	Marks	Hughes	CENTER	\$770,517.19		\$0.00	\$0.00		\$0.00
					N		\$106,448.76			\$0.00	
					S		\$106,448.76			\$0.00	
	3-Lane Arterial	72	Hughes	West	CENTER	\$772,952.65		\$0.00	\$0.00		\$0.00
					N		\$106,721.85			\$0.00	
					S		\$106,721.85			\$0.00	
	3-Lane Arterial	72	West	Fruit	CENTER	\$794,262.88		\$725,400.00	\$0.00		\$0.00
	Fresno Colony No.24 (canal)				N		\$109,111.34			\$0.00	
					S		\$109,111.34			\$0.00	
	3-Lane Arterial	72	Fruit	Walnut	CENTER	\$792,740.72		\$0.00	\$0.00		\$0.00
					N		\$108,940.66			\$0.00	
					S		\$108,940.66			\$0.00	
	3-Lane Arterial	72	Walnut	MLK/Fig	CENTER	\$395,761.50		\$0.00	\$0.00		\$0.00
					N		\$64,427.90			\$0.00	
					S		\$96,668.95			\$0.00	
	5-Lane Industrial Arterial	96	MLK/Fig	Elm	CENTER	\$786,043.22		\$0.00	\$0.00		\$0.00
	No Median				N		\$454,968.16			\$0.00	
	Missing 14' of AC				S		\$454,968.16			\$0.00	
	4-lane Arterial	96	Elm	Cherry	CENTER	\$173,526.19		\$0.00	\$0.00		\$0.00
	No Median			41 sb ramps	N		\$89,988.37			\$0.00	
	Missing AC & C&G				S		\$254,461.31			\$0.00	
	5-Lane Industrial Arterial	96	Cherry	East	CENTER	\$0.00		\$0.00	\$0.00		\$0.00
					N		\$0.00			\$0.00	
					S		\$0.00			\$0.00	
	5-Lane Industrial Arterial	96	East	Orange	CENTER	\$0.00		\$0.00	\$0.00		\$0.00
					N		\$0.00			\$0.00	
					S		\$0.00			\$0.00	
	5-Lane Industrial Arterial	96	Orange	SR99	CENTER	\$334,875.11		\$0.00	\$0.00		\$0.00
					N		\$122,764.42			\$0.00	
					S		\$130,578.53			\$0.00	
Central	3-Lane Collector	72	MLK/Fig	Elm	CENTER	\$681,579.73		\$0.00	\$0.00		\$0.00
					N		\$83,254.89			\$0.00	
					S		\$83,254.89			\$0.00	
	3-Lane Arterial	72	Elm	Cherry	CENTER	\$715,415.01		\$0.00	\$0.00		\$0.00
					N		\$100,270.23			\$0.00	
					S		\$100,270.23			\$0.00	
	3-Lane Arterial	72	Cherry	East	CENTER	\$399,110.25		\$0.00	\$0.00		\$0.00
					N		\$56,989.28			\$0.00	
					S		\$52,565.82			\$0.00	
	3-Lane Arterial	72	East	Orange	CENTER	\$608,863.84		\$0.00	\$0.00		\$0.00

Last updated: Oct-21

MAJOR STREET FEE UPDATE

QUADRANT: Southwest

YEAR: 2021

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	
						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
	3-Lane Arterial	72	Orange	Cedar	N S CENTER	2576	\$304.43	\$784,216.63						2000	\$34.14	\$68,271.10	1	\$12,237.57	0	\$0.00	
														2000	\$34.14	\$68,271.10	0	\$0.00	1	\$7,814.11	
					N S CENTER									2576	\$34.14	\$87,933.18	1	\$12,237.57	1	\$7,814.11	
American	3-Lane Arterial	72	Orange	Cedar	N S CENTER	2596	\$304.43	\$790,305.27						2576	\$34.14	\$87,933.18	1	\$12,237.57	1	\$7,814.11	
														2596	\$34.14	\$88,615.89	1	\$12,237.57	1	\$7,814.11	
					N S CENTER									2596	\$34.14	\$88,615.89	1	\$12,237.57	1	\$7,814.11	
Blythe	3-Lane Collector	72	Whites Bridge	Nielsen	W E CENTER	2615	\$261.84	\$684,721.86						2615	\$24.76	\$64,752.29	1	\$11,219.30	1	\$7,580.45	
														2615	\$24.76	\$64,752.29	1	\$11,219.30	1	\$7,580.45	
					W E CENTER									2635	\$24.76	\$65,247.53	1	\$11,219.30	1	\$7,580.45	
Brawley	3-Lane Collector Mortensen No. 80 (canal)	72	California	Madison	W E CENTER	2635	\$261.84	\$689,958.73						2635	\$24.76	\$65,247.53	1	\$11,219.30	1	\$7,580.45	
														2635	\$24.76	\$65,247.53	1	\$11,219.30	1	\$7,580.45	
					W E CENTER									2250	\$261.84	\$589,148.82					
	5-Lane Collector	92	Madison	Whites Bridge	W E CENTER	2250	\$261.84	\$589,148.82						2250	\$88.35	\$198,793.93	1	\$11,219.30	0	\$0.00	
														2250	\$88.35	\$198,793.93	0	\$0.00	1	\$7,580.45	
					W E CENTER									2335	\$261.84	\$611,405.56					
	5-Lane Collector Hawn No. 81 (p)	92	Whites Bridge	Nielsen	W E CENTER	2335	\$261.84	\$611,405.56						2500	\$88.35	\$220,882.14	0	\$0.00	1	\$7,580.45	
														2500	\$88.35	\$220,882.14	1	\$11,219.30	0	\$0.00	
					W E CENTER									2637	\$24.76	\$65,297.05	1	\$11,219.30	1	\$7,580.45	
Valentine	3-Lane Collector Teilman No.79 (p)	72	California	Madison	W E CENTER	2637	\$261.84	\$690,482.42						2637	\$24.76	\$65,297.05	1	\$11,219.30	1	\$7,580.45	
														2640	\$261.84	\$691,267.95					
					W E CENTER									2640	\$24.76	\$65,371.34	1	\$11,219.30	1	\$7,580.45	
														2640	\$24.76	\$65,371.34	1	\$11,219.30	1	\$7,580.45	
					W E CENTER									1420	\$261.84	\$371,818.37					
														1420	\$24.76	\$35,161.86	0	\$0.00	1	\$7,580.45	
					W E CENTER									1420	\$24.76	\$35,161.86	1	\$11,219.30	0	\$0.00	
Marks	3-Lane Arterial	72	North	Annadale	W E CENTER	2640	\$304.43	\$803,700.27						2640	\$34.14	\$90,117.86	1	\$12,237.57	1	\$7,814.11	
														2640	\$34.14	\$90,117.86	1	\$12,237.57	1	\$7,814.11	
					W E CENTER									2640	\$34.14	\$90,117.86	1	\$12,237.57	1	\$7,814.11	
	3-Lane Arterial	72	Annadale	Jensen	W E CENTER	2640	\$304.43	\$803,700.27						2640	\$34.14	\$90,117.86	1	\$12,237.57	1	\$7,814.11	
														2640	\$34.14	\$90,117.86	1	\$12,237.57	1	\$7,814.11	
					W E CENTER									2640	\$305.22	\$805,778.04					
	4-Lane Arterial	100	Jensen	Church	W E CENTER	2640	\$305.22	\$805,778.04	2640	\$48.31	\$127,543.41	100%	\$63,897.00	\$63,897.00	2640	\$119.18	\$314,624.79	1	\$12,237.57	1	\$7,814.11
														2640	\$119.18	\$314,624.79	1	\$12,237.57	1	\$7,814.11	
					W E CENTER									2640	\$119.18	\$314,624.79	1	\$12,237.57	1	\$7,814.11	
	4-Lane Arterial Missing one travel lane	100	Church	California	W E CENTER	1630	\$305.22	\$497,506.89	2640	\$48.31	\$127,543.41	100%	\$63,897.00	\$63,897.00	2649	\$119.18	\$315,697.38	1	\$12,237.57	1	\$7,814.11
														1630	\$119.18	\$194,256.98	0	\$0.00	1	\$7,814.11	
					W E CENTER									2630	\$305.22	\$802,725.85					
	4-Lane Arterial	100	California	Kearney	W E CENTER	2630	\$305.22	\$802,725.85	2630	\$48.31	\$127,060.29	100%	\$63,897.00	\$63,897.00	2630	\$119.18	\$313,433.03	1	\$12,237.57	1	\$7,814.11
														2630	\$119.18	\$313,433.03	1	\$12,237.57	1	\$7,814.11	
					W E CENTER									2650	\$305.22	\$808,830.23					
	4-Lane Arterial	100	Kearney	Whites Bridge	W E CENTER	2650	\$305.22	\$808,830.23	700	\$48.31	\$33,818.33	50%	\$63,897.00	\$31,948.50	2630	\$119.18	\$313,433.03	1	\$12,237.57	1	\$7,814.11
														2630	\$119.18	\$313,433.03	1	\$12,237.57	1	\$7,814.11	
					W E CENTER									1360	\$119.18	\$162,079.44	0	\$0.00	1	\$7,814.11	
														1950	\$119.18	\$232,393.31	0	\$0.00	1	\$7,814.11	
					W E CENTER									0	\$119.18	\$0.00	0	\$0.00	0	\$0.00	
														0	\$119.18	\$0.00	0	\$0.00	0	\$0.00	
Hughes	3-Lane Collector	72	North	Annadale	W E CENTER	2640	\$261.84	\$691,267.95						2640	\$24.76	\$65,371.34	1	\$11,219.30	1	\$7,580.45	
														2640	\$24.76	\$65,371.34	1	\$11,219.30	1	\$7,580.45	
					W E CENTER									2652	\$261.84	\$694,410.08					
	3-Lane Collector	72	Annadale	Jensen	W E CENTER	2652	\$261.84	\$694,410.08						2652	\$24.76	\$65,668.48	1	\$11,219.30	1	\$7,580.45	
														2652	\$24.76	\$65,668.48	1	\$11,219.30	1	\$7,580.45	
					W E CENTER									2642	\$261.84	\$691,791.64					
	3-Lane Collector	72	Jensen	Church	W E CENTER	2642	\$261.84	\$691,791.64						2642	\$24.76	\$65,420.86	1	\$11,219.30	1	\$7,580.45	
														2642	\$24.76	\$65,420.86	1	\$11,219.30	1	\$7,580.45	
					W E CENTER									2660	\$261.84	\$696,504.83					
	3-Lane Collector Fanning No.76 (p)	72	Church	California	W E CENTER	2660	\$261.84	\$696,504.83						2660	\$24.76	\$65,866.58	1	\$11,219.30	1	\$7,580.45	
														2660	\$24.76	\$65,866.58	1	\$11,219.30	1	\$7,580.45	
					W E CENTER									2631	\$261.84	\$688,911.36					
	3-Lane Collector	72	California	Kearney	W E CENTER	2631	\$261.84	\$688,911.36						2631	\$24.76	\$65,148.48	1	\$11,219.30	1	\$7,580.45	
														2631	\$24.76	\$65,148.48	1	\$11,219.30	1	\$7,580.45	

Last updated: Oct-21

MAJOR STREET FEE UPDATE

QUADRANT: Southwest

YEAR: 2021

STREET NAME	CLASSIFICATION	R/W WIDTH INTEGRATED IN FEE PROGRAM (FT)	LIMIT (S. OR W.)	LIMIT (N. OR E.)	SIDE OF STREET	MISSING LANES			IRR PIPES	IRR STRCTR	RR UPGRDS	REGIONAL	Deficiency Anlysis					TOTAL	
						LF FT OF MISSING LANE	UNIT COST/LF	SUBTOTAL	DITCH PIPING/ UPGRADE /EA	CANAL/DITCH CROSSINGS/EA	RAILROAD CROSSING UPGRADES/EA	ENTER "R" FOR REGIONAL STREETS	2019 PM Peak Hour (GP PEIR Feb 2020 - Table 2.D)	Estimated 2022 Peak Hour Volume	GP buildout PM Peak Hour (GP PEIR Feb 2020 - Table 4.A)	Deficiency Threshold (GP PEIR Feb 2020 Table 2.D)	Impact Fee Contribution	TOTAL COST (GROWTH AREA STREETS)	TOTAL COST (REGIONAL STREETS)
	3-Lane Arterial	72	Orange	Cedar	CENTER								NA		NA	NA	100%	\$80,508.68	\$0.00
					N													\$76,085.21	\$0.00
					S													\$784,216.63	\$0.00
American	3-Lane Arterial	72	Orange	Cedar	CENTER								NA		NA	NA	100%	\$107,984.86	\$0.00
					N													\$107,984.86	\$0.00
					S													\$790,305.27	\$0.00
Blythe	3-Lane Collector	72	Whites Bridge	Nielsen	CENTER								NA		NA	NA	100%	\$108,667.58	\$0.00
					N													\$108,667.58	\$0.00
					S													\$684,721.86	\$0.00
					W													\$83,552.04	\$0.00
					E													\$83,552.04	\$0.00
Brawley	3-Lane Collector Mortensen No. 80 (canal)	72	California	Madison	CENTER				\$709,280.00				NA		NA	NA	100%	\$1,399,238.73	\$0.00
					W													\$84,047.27	\$0.00
					E													\$84,047.27	\$0.00
	5-Lane Collector	92	Madison	Whites Bridge	CENTER								NA		NA	NA	100%	\$589,148.82	\$0.00
					W													\$210,013.23	\$0.00
					E													\$206,374.37	\$0.00
	5-Lane Collector Hawn No. 81 (p)	92	Whites Bridge	Nielsen	CENTER				\$54,188.00				NA		NA	NA	100%	\$665,593.56	\$0.00
					W													\$228,462.59	\$0.00
					E													\$232,101.44	\$0.00
Valentine	3-Lane Collector Teilman No.79 (p)	72	California	Madison	CENTER				\$51,832.00				NA		NA	NA	100%	\$742,314.42	\$0.00
					W													\$84,096.80	\$0.00
					E													\$84,096.80	\$0.00
		72	Madison	Whites Bridge	CENTER								NA		NA	NA	100%	\$691,267.95	\$0.00
					W													\$84,171.08	\$0.00
					E													\$84,171.08	\$0.00
		72	Whites Bridge	Nielsen	CENTER								NA		NA	NA	100%	\$371,818.37	\$0.00
					W													\$42,742.30	\$0.00
					E													\$46,381.15	\$0.00
Marks	3-Lane Arterial	72	North	Annadale	CENTER							R	NA		NA	NA	100%	\$0.00	\$803,700.27
					W							R						\$0.00	\$110,169.54
					E							R						\$0.00	\$110,169.54
	3-Lane Arterial	72	Annadale	Jensen	CENTER							R	NA		NA	NA	100%	\$0.00	\$803,700.27
					W							R						\$0.00	\$110,169.54
					E							R						\$0.00	\$110,169.54
	4-Lane Arterial	100	Jensen	Church	CENTER				\$58,900.00			R	190	199	250	1,270	100%	\$0.00	\$1,056,118.44
					W							R						\$0.00	\$334,676.48
					E							R						\$0.00	\$334,676.48
	4-Lane Arterial Missing one travel lane	100	Church	California	CENTER		1020	\$81.54	\$83,169.30			R	220	231	290	1,270	100%	\$0.00	\$688,947.30
					W							R						\$0.00	\$418,918.36
					E							R						\$0.00	\$202,071.08
	4-Lane Arterial	100	California	Kearney	CENTER							R	NA		NA	NA	100%	\$0.00	\$993,683.14
					W							R						\$0.00	\$333,484.72
					E							R						\$0.00	\$333,484.72
	4-Lane Arterial	100	Kearney	Whites Bridge	CENTER							R	830	869	1,090	1,270	100%	\$0.00	\$874,597.05
					W							R						\$0.00	\$169,893.55
					E							R						\$0.00	\$240,207.42
	4-Lane Arterial	100	Whites Bridge	Nielsen	CENTER							R	840	914	1,330	3,470	100%	\$0.00	\$63,897.00
					W							R						\$0.00	\$0.00
					E							R						\$0.00	\$0.00
Hughes	3-Lane Collector	72	North	Annadale	CENTER								NA		NA	NA	100%	\$691,267.95	\$0.00
					W													\$84,171.08	\$0.00
					E													\$84,171.08	\$0.00
	3-Lane Collector	72	Annadale	Jensen	CENTER								NA		NA	NA	100%	\$694,410.08	\$0.00
					W													\$84,468.23	\$0.00
					E													\$84,468.23	\$0.00
	3-Lane Collector	72	Jensen	Church	CENTER								NA		NA	NA	100%	\$691,791.64	\$0.00
					W													\$84,220.61	\$0.00
					E													\$84,220.61	\$0.00
	3-Lane Collector Fanning No.76 (p)	72	Church	California	CENTER				\$53,010.00				NA		NA	NA	100%	\$749,514.83	\$0.00
					W													\$84,666.32	\$0.00
					E													\$84,666.32	\$0.00
	3-Lane Collector	72	California	Kearney	CENTER								NA		NA	NA	100%	\$688,911.36	\$0.00
					W													\$83,948.23	\$0.00
					E													\$83,948.23	\$0.00

Last updated: Oct-21

MAJOR STREET FEE UPDATE

QUADRANT: Southwest

YEAR: 2021

STREET NAME	CLASSIFICATION	R/W WIDTH INTEGRATED IN FEE PROGRAM (FT)	LIMIT (S. OR W.)	LIMIT (N. OR E.)	SIDE OF STREET	GROWTH AREA TOTAL			REGIONAL TOTAL		
						TOTAL CENTER SECTION + MEDIAN (GROWTH AREA STREETS)	TOTAL COST FOR OUTSIDE TRAVEL LANE(S) (GROWTH AREA STREETS)	TOTAL COST FOR ALL IRRIGATION, CANAL, AND RR UPGRADES (NEW GROWTH STREETS)	TOTAL CENTER SECTION + MEDIAN (REGIONAL STREETS)	TOTAL COST FOR OUTSIDE TRAVEL LANE (REGIONAL STREETS)	TOTAL COST FOR ALL IRRIGATION, CANAL, AND RR UPGRADES (NEW GROWTH STREETS)
	3-Lane Arterial	72	Orange	Cedar	CENTER		\$80,508.68 \$76,085.21			\$0.00 \$0.00	
American	3-Lane Arterial	72	Orange	Cedar	CENTER	\$784,216.63	\$107,984.86 \$107,984.86	\$0.00	\$0.00	\$0.00 \$0.00	\$0.00
Blythe	3-Lane Collector	72	Whites Bridge	Nielsen	CENTER	\$684,721.86	\$83,552.04 \$83,552.04	\$0.00	\$0.00	\$0.00 \$0.00	\$0.00
Brawley	3-Lane Collector Mortensen No. 80 (canal)	72	California	Madison	CENTER	\$689,958.73	\$84,047.27 \$84,047.27	\$709,280.00	\$0.00	\$0.00 \$0.00	\$0.00
	5-Lane Collector	92	Madison	Whites Bridge	CENTER	\$589,148.82	\$210,013.23 \$206,374.37	\$0.00	\$0.00	\$0.00 \$0.00	\$0.00
	5-Lane Collector Hawn No. 81 (p)	92	Whites Bridge	Nielsen	CENTER	\$611,405.56	\$228,462.59 \$232,101.44	\$54,188.00	\$0.00	\$0.00 \$0.00	\$0.00
Valentine	3-Lane Collector Teilman No.79 (p)	72	California	Madison	CENTER	\$690,482.42	\$84,096.80 \$84,096.80	\$51,832.00	\$0.00	\$0.00 \$0.00	\$0.00
		72	Madison	Whites Bridge	CENTER	\$691,267.95	\$84,171.08 \$84,171.08	\$0.00	\$0.00	\$0.00 \$0.00	\$0.00
		72	Whites Bridge	Nielsen	CENTER	\$371,818.37	\$42,742.30 \$46,381.15	\$0.00	\$0.00	\$0.00 \$0.00	\$0.00
Marks	3-Lane Arterial	72	North	Annadale	CENTER	\$0.00	\$0.00	\$0.00	\$803,700.27	\$110,169.54 \$110,169.54	\$0.00
	3-Lane Arterial	72	Annadale	Jensen	CENTER	\$0.00	\$0.00	\$0.00	\$803,700.27	\$110,169.54 \$110,169.54	\$0.00
	4-Lane Arterial	100	Jensen	Church	CENTER	\$0.00	\$0.00	\$0.00	\$997,218.44	\$334,676.48 \$334,676.48	\$58,900.00
	4-Lane Arterial Missing one travel lane	100	Church	California	CENTER	\$0.00	\$0.00	\$0.00	\$688,947.30	\$418,918.36 \$202,071.08	\$0.00
	4-Lane Arterial	100	California	Kearney	CENTER	\$0.00	\$0.00	\$0.00	\$993,683.14	\$333,484.72 \$333,484.72	\$0.00
	4-Lane Arterial	100	Kearney	Whites Bridge	CENTER	\$0.00	\$0.00	\$0.00	\$874,597.05	\$169,893.55 \$240,207.42	\$0.00
	4-Lane Arterial	100	Whites Bridge	Nielsen	CENTER	\$0.00	\$0.00	\$0.00	\$63,897.00	\$0.00 \$0.00	\$0.00
Hughes	3-Lane Collector	72	North	Annadale	CENTER	\$691,267.95	\$84,171.08 \$84,171.08	\$0.00	\$0.00	\$0.00 \$0.00	\$0.00
	3-Lane Collector	72	Annadale	Jensen	CENTER	\$694,410.08	\$84,468.23 \$84,468.23	\$0.00	\$0.00	\$0.00 \$0.00	\$0.00
	3-Lane Collector	72	Jensen	Church	CENTER	\$691,791.64	\$84,220.61 \$84,220.61	\$0.00	\$0.00	\$0.00 \$0.00	\$0.00
	3-Lane Collector Fanning No.76 (p)	72	Church	California	CENTER	\$696,504.83	\$84,666.32 \$84,666.32	\$53,010.00	\$0.00	\$0.00 \$0.00	\$0.00
	3-Lane Collector	72	California	Kearney	CENTER	\$688,911.36	\$83,948.23 \$83,948.23	\$0.00	\$0.00	\$0.00 \$0.00	\$0.00

Last updated: Oct-21

MAJOR STREET FEE UPDATE

QUADRANT: Southwest

YEAR: 2021

STREET NAME	CLASSIFICATION	R/W WIDTH INTEGRATED IN FEE PROGRAM (FT)	LIMIT (S. OR W.)	LIMIT (N. OR E.)	SIDE OF STREET	MISSING LANES			IRR PIPES	IRR STRCTR	RR UPGRDS	REGIONAL	Deficiency Anlalysis					TOTAL	
						LF FT OF MISSING LANE	UNIT COST/LF	SUBTOTAL	DITCH PIPING/ UPGRADE /EA	CANAL/DITCH CROSSINGS/EA	RAILROAD CROSSING UPGRADES/EA	ENTER "R" FOR REGIONAL STREETS	2019 PM Peak Hour (GP PEIR Feb 2020 - Table 2.D)	Estimated 2022 Peak Hour Volume	GP buildout PM Peak Hour (GP PEIR Feb 2020 - Table 4.A)	Deficiency Threshold (GP PEIR Feb 2020 Table 2.D)	Impact Fee Contribution	TOTAL COST (GROWTH AREA STREETS)	TOTAL COST (REGIONAL STREETS)
	3-Lane Collector Lower dry creek No. 77 (canal)	72	Kearney	Whites Bridge	CENTER W E				\$725,400.00				NA		NA	NA	100%	\$1,418,500.86	\$0.00
	3-Lane Collector Houghton No. 78 (canal)	72	Whites Bridge	Nielsen	CENTER W E				\$870,480.00				NA		NA	NA	100%	\$84,344.42	\$0.00
West	3-Lane Collector	72	North	Annadale	CENTER W E								NA		NA	NA	100%	\$904,519.71	\$0.00
	3-Lane Collector	72	Annadale	Jensen	CENTER W E								NA		NA	NA	100%	\$3,219.04	\$0.00
	3-Lane Collector	72	Jensen	Church	CENTER W E								NA		NA	NA	100%	\$14,438.34	\$0.00
	3-Lane Collector	72	Church	California	CENTER W E				\$42,408.00				NA		NA	NA	100%	\$691,267.95	\$0.00
	3-Lane Collector	72	California	680' N of California	CENTER W E								NA		NA	NA	100%	\$84,517.75	\$0.00
	3-Lane Collector	72	Whites Bridge	Hughes/Nielsen	CENTER W E								NA		NA	NA	100%	\$84,171.08	\$0.00
Fruit	3-Lane Collector	72	North	Annadale	CENTER W E								NA		NA	NA	100%	\$84,171.08	\$0.00
	3-Lane Collector Fresno Colony No.24 (canal)	72	Annadale	Jensen	CENTER W E				\$42,408.00				NA		NA	NA	100%	\$84,517.75	\$0.00
	3-Lane Collector Missing 2' of AC	72	Jensen	Church	CENTER W E	2600	\$13.59	\$35,333.36					NA		NA	NA	100%	\$84,171.08	\$0.00
Walnut	3-Lane Collector	72	North	Annadale	CENTER W E								NA		NA	NA	100%	\$7,580.45	\$0.00
	3-Lane Collector Fresno Colony No.24 (canal)	72	Annadale	Jensen	CENTER W E								NA		NA	NA	100%	\$0.00	\$0.00
	5-Lane Collector	92	Jensen	Church	CENTER W E								NA		NA	NA	100%	\$16,838.07	\$0.00
MLK/Fig	3-Lane Collector	72	Central	Muscat (Alignment)	CENTER W E								NA		NA	NA	100%	\$18,799.74	\$0.00
	3-Lane Collector	72	Muscat (Alignment)	North	CENTER W E				\$42,408.00				NA		NA	NA	100%	\$0.00	\$0.00
	3-Lane Collector Missing 6' of AC	72	North	Annadale	CENTER W E	1920	\$40.77	\$78,276.99					NA		NA	NA	100%	\$15,847.60	\$0.00
	3-Lane Collector	72	Annadale	Jensen	CENTER W E								NA		NA	NA	100%	\$10,647.60	\$0.00
	3-Lane Collector Missing Shoulder	72	Jensen	Church	CENTER W E	2575	\$33.97	\$87,484.05					NA		NA	NA	100%	\$10,647.60	\$0.00
Elm	3-Lane Arterial	72	Central	Muscat (Alignment)	CENTER W E								NA		NA	NA	100%	\$693,886.39	\$0.00
	3-Lane Arterial North Central No.26 (canal)	72	Muscat (Alignment)	North	CENTER W E				\$42,408.00				NA		NA	NA	100%	\$84,418.70	\$0.00
Cherry	3-Lane Collector	72	Central	Muscat	CENTER W								NA		NA	NA	100%	\$84,418.70	\$0.00

Last updated: Oct-21

MAJOR STREET FEE UPDATE

QUADRANT: Southwest

YEAR: 2021

STREET NAME	CLASSIFICATION	R/W WIDTH INTEGRATED IN FEE PROGRAM (FT)	LIMIT (S. OR W.)	LIMIT (N. OR E.)	SIDE OF STREET	GROWTH AREA TOTAL			REGIONAL TOTAL		
						TOTAL CENTER SECTION + MEDIAN (GROWTH AREA STREETS)	TOTAL COST FOR OUTSIDE TRAVEL LANE(S) (GROWTH AREA STREETS)	TOTAL COST FOR ALL IRRIGATION, CANAL, AND RR UPGRADES (NEW GROWTH STREETS)	TOTAL CENTER SECTION + MEDIAN (REGIONAL STREETS)	TOTAL COST FOR OUTSIDE TRAVEL LANE (REGIONAL STREETS)	TOTAL COST FOR ALL IRRIGATION, CANAL, AND RR UPGRADES (NEW GROWTH STREETS)
	3-Lane Collector Lower dry creek No. 77 (canal)	72	Kearney	Whites Bridge	CENTER W E	\$693,100.86	\$84,344.42 \$84,344.42	\$725,400.00	\$0.00	\$0.00 \$0.00	\$0.00
	3-Lane Collector Houghton No. 78 (canal)	72	Whites Bridge	Nielsen	CENTER W E	\$34,039.71	\$3,219.04 \$14,438.34	\$870,480.00	\$0.00	\$0.00 \$0.00	\$0.00
West	3-Lane Collector	72	North	Annadale	CENTER W E	\$691,267.95	\$84,517.75 \$84,517.75	\$0.00	\$0.00	\$0.00 \$0.00	\$0.00
	3-Lane Collector	72	Annadale	Jensen	CENTER W E	\$691,267.95	\$84,171.08 \$84,171.08	\$0.00	\$0.00	\$0.00 \$0.00	\$0.00
	3-Lane Collector	72	Jensen	Church	CENTER W E	\$694,933.77	\$84,517.75 \$84,517.75	\$0.00	\$0.00	\$0.00 \$0.00	\$0.00
	3-Lane Collector	72	Church	California	CENTER W E	\$521,069.41	\$84,839.65 \$7,580.45	\$42,408.00	\$0.00	\$0.00 \$0.00	\$0.00
	3-Lane Collector	72	California	680' N of California	CENTER W E	\$0.00	\$16,838.07 \$18,799.74	\$0.00	\$0.00	\$0.00 \$0.00	\$0.00
	3-Lane Collector	72	Whites Bridge	Hughes/Nielsen	CENTER W E	\$0.00	\$15,847.60 \$10,647.60	\$0.00	\$0.00	\$0.00 \$0.00	\$0.00
Fruit	3-Lane Collector	72	North	Annadale	CENTER W E	\$693,886.39	\$84,418.70 \$84,418.70	\$0.00	\$0.00	\$0.00 \$0.00	\$0.00
	3-Lane Collector Fresno Colony No.24 (canal)	72	Annadale	Jensen	CENTER W E	\$693,886.39	\$84,418.70 \$84,418.70	\$42,408.00	\$0.00	\$0.00 \$0.00	\$0.00
	3-Lane Collector Missing 2' of AC	72	Jensen	Church	CENTER W E	\$314,212.71	\$118,513.97 \$37,418.50	\$0.00	\$0.00	\$0.00 \$0.00	\$0.00
Walnut	3-Lane Collector	72	North	Annadale	CENTER W E	\$693,886.39	\$84,418.70 \$84,418.70	\$0.00	\$0.00	\$0.00 \$0.00	\$0.00
	3-Lane Collector Fresno Colony No.24 (canal)	72	Annadale	Jensen	CENTER W E	\$700,170.65	\$85,012.99 \$85,012.99	\$709,280.00	\$0.00	\$0.00 \$0.00	\$0.00
	5-Lane Collector	92	Jensen	Church	CENTER W E	\$348,252.42	\$128,728.60 \$125,089.75	\$0.00	\$0.00	\$0.00 \$0.00	\$0.00
MLK/Fig	3-Lane Collector	72	Central	Muscat (Alignment)	CENTER W E	\$687,340.30	\$72,580.36 \$76,219.21	\$0.00	\$0.00	\$0.00 \$0.00	\$0.00
	3-Lane Collector	72	Muscat (Alignment)	North	CENTER W E	\$687,340.30	\$72,580.36 \$69,162.08	\$42,408.00	\$0.00	\$0.00 \$0.00	\$0.00
	3-Lane Collector Missing 6' of AC	72	North	Annadale	CENTER W E	\$0.00	\$144,619.52 \$0.00	\$42,408.00	\$0.00	\$0.00 \$0.00	\$0.00
	3-Lane Collector	72	Annadale	Jensen	CENTER W E	\$0.00	\$0.00 \$0.00	\$709,280.00	\$0.00	\$0.00 \$0.00	\$0.00
	3-Lane Collector Missing Shoulder	72	Jensen	Church	CENTER W E	\$0.00	\$170,045.61 \$0.00	\$0.00	\$0.00	\$0.00 \$0.00	\$0.00
Elm	3-Lane Arterial	72	Central	Muscat (Alignment)	CENTER W E	\$691,060.46	\$100,483.77 \$96,844.91	\$0.00	\$0.00	\$0.00 \$0.00	\$0.00
	3-Lane Arterial North Central No.26 (canal)	72	Muscat (Alignment)	North	CENTER W E	\$713,892.85	\$96,844.91 \$100,483.77	\$42,408.00	\$0.00	\$0.00 \$0.00	\$0.00
Cherry	3-Lane Collector	72	Central	Muscat	CENTER W	\$683,936.32	\$75,897.30	\$0.00	\$0.00	\$0.00	\$0.00

Last updated: Oct-21

MAJOR STREET FEE UPDATE

QUADRANT: Southwest

YEAR: 2021

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			
						LF MISSING (6/01/15)	UNIT COST/LF	SUBTOTAL COST	LF MISSING MEDIAN ISLAND (6/01/15)	UNIT COST/LF	SUBTOTAL COST	PERCENT MISSING LANDSCAPIN G	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		
North Central No.26 (canal)	3-Lane Collector Missing 4' of AC	72	Muscat	North	CENTER W E	2230	\$261.84	\$583,911.95							2612	\$24.76	\$64,678.01	0	\$0.00	1	\$7,580.45		
						2612	\$24.76	\$64,678.01						2230	\$24.76	\$55,218.97	0	\$0.00	1	\$7,580.45			
																		0	\$0.00	0	\$0.00		
East	3-Lane Collector	72	Central	Muscat (Alignment)	CENTER W E	2565	\$261.84	\$671,629.66							2565	\$24.76	\$63,514.20	1	\$11,219.30	0	\$0.00		
						620	\$261.84	\$162,343.23						2565	\$24.76	\$63,514.20	0	\$0.00	1	\$7,580.45			
	3-Lane Collector	72	Muscat (Alignment)	North	CENTER W E	1400	\$24.76	\$34,666.62							1300	\$24.76	\$32,190.43	0	\$0.00	1	\$7,580.45		
																	0	\$0.00	0	\$0.00			
Orange	3-Lane Collector American Colony No. 27	72	American	Malaga	CENTER W E	2642	\$261.84	\$691,791.64							2642	\$24.76	\$65,420.86	1	\$11,219.30	1	\$7,580.45		
																	2642	\$24.76	\$65,420.86	1	\$11,219.30	1	\$7,580.45
	3-Lane Collector Central No.23	72	Malaga	Central	CENTER W E	2680	\$261.84	\$701,741.71							2680	\$24.76	\$66,361.81	1	\$11,219.30	1	\$7,580.45		
																	2680	\$24.76	\$66,361.81	1	\$11,219.30	1	\$7,580.45
	3-Lane Collector	72	Central	Muscat (Alignment)	CENTER W E	2600	\$261.84	\$680,794.20							2600	\$24.76	\$64,380.86	1	\$11,219.30	1	\$7,580.45		
																	2600	\$24.76	\$64,380.86	0	\$0.00	0	\$0.00
	3-Lane Collector	72	Muscat (Alignment)	North	CENTER W E	760	\$261.84	\$199,001.38							760	\$24.76	\$18,819.02	0	\$0.00	0	\$0.00		
																760	\$24.76	\$18,819.02	0	\$0.00	0	\$0.00	
Cedar	3-Lane Arterial American Colony No. 27	72	American	Malaga	CENTER W E	2644	\$304.43	\$804,918.00							2644	\$34.14	\$90,254.40	1	\$12,237.57	1	\$7,814.11		
																	2644	\$34.14	\$90,254.40	1	\$12,237.57	1	\$7,814.11
	3-Lane Arterial	72	Malaga	Central	CENTER W E	2685	\$304.43	\$817,399.71							2685	\$34.14	\$91,653.96	1	\$11,219.30	1	\$7,580.45		
																	2685	\$34.14	\$91,653.96	1	\$11,219.30	1	\$7,580.45
	3-Lane Arterial	72	Central	Muscat	CENTER W E	2594	\$304.43	\$789,696.40							2594	\$34.14	\$88,547.62	0	\$0.00	1	\$7,580.45		
																	2594	\$34.14	\$88,547.62	1	\$11,219.30	0	\$0.00
	3-Lane Arterial	72	Muscat	North	CENTER W E	2330	\$304.43	\$709,326.37							2560	\$34.14	\$87,387.01	0	\$0.00	1	\$7,580.45		
																	2390	\$34.14	\$81,583.97	0	\$0.00	0	\$0.00
								\$52,629,630.50			\$1,023,101.05			\$607,021.50			\$16,224,326.59			\$1,611,432.76			\$1,109,445.87

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
 ADDITIONAL 20% FOR COST CONTINGENCY
 TOTAL CAPITAL NEEDS - SW QUADRANT

Last updated: Oct-21

MAJOR STREET FEE UPDATE

QUADRANT: Southwest

YEAR: 2021

STREET NAME	CLASSIFICATION	R/W WIDTH INTEGRATED IN FEE PROGRAM (FT)	LIMIT (S. OR W.)	LIMIT (N. OR E.)	SIDE OF STREET	MISSING LANES			IRR PIPES DITCH PIPING/ UPGRADE /EA	IRR STRCTR CANAL/DITCH CROSSINGS/EA	RR UPGRDS RAILROAD CROSSING UPGRADES/EA	REGIONAL ENTER "R" FOR REGIONAL STREETS	Deficiency Anlysis					TOTAL	
						LF FT OF MISSING LANE	UNIT COST/LF	SUBTOTAL					2019 PM Peak Hour (GP PEIR Feb 2020 - Table 2.D)	Estimated 2022 Peak Hour Volume	GP buildout PM Peak Hour (GP PEIR Feb 2020 - Table 4.A)	Deficiency Threshold (GP PEIR Feb 2020 Table 2.D)	Impact Fee Contribution	TOTAL COST (GROWTH AREA STREETS)	TOTAL COST (REGIONAL STREETS)
	3-Lane Collector Missing 4' of AC North Central No.26 (canal)	72	Muscat	North	E CENTER W		1140	\$27.18	\$30,984.64	\$42,408.00			NA		NA	NA	100%	\$72,258.45	\$0.00
East	3-Lane Collector	72	Central	Muscat (Alignment)	E CENTER W								NA		NA	NA	100%	\$626,319.95	\$0.00
	3-Lane Collector	72	Muscat (Alignment)	North	E CENTER W		600	\$20.38	\$12,230.78	\$42,408.00			NA		NA	NA	100%	\$103,243.09	\$0.00
					E		400	\$20.38	\$8,153.85									\$55,218.97	\$0.00
Orange	3-Lane Collector American Colony No. 27	72	American	Malaga	E CENTER W					\$42,408.00	\$725,400.00		NA		NA	NA	100%	\$71,094.65	\$0.00
	3-Lane Collector Central No.23	72	Malaga	Central	E CENTER W								NA		NA	NA	100%	\$204,751.23	\$0.00
	3-Lane Collector	72	Central	Muscat (Alignment)	E CENTER W								NA		NA	NA	100%	\$54,477.84	\$0.00
	3-Lane Collector	72	Muscat (Alignment)	North	E CENTER W								NA		NA	NA	100%	\$40,344.29	\$0.00
					E													\$1,459,599.64	\$0.00
					E													\$84,220.61	\$0.00
					E													\$84,220.61	\$0.00
					E													\$85,161.56	\$0.00
					E													\$85,161.56	\$0.00
					E													\$680,794.20	\$0.00
					E													\$83,180.61	\$0.00
					E													\$64,380.86	\$0.00
					E													\$199,001.38	\$0.00
					E													\$18,819.02	\$0.00
					E													\$18,819.02	\$0.00
Cedar	3-Lane Arterial American Colony No. 27	72	American	Malaga	E CENTER W								190	219	380	1,480	100%	\$804,918.00	\$0.00
	3-Lane Arterial	72	Malaga	Central	E CENTER W					\$1,160,640.00			190	219	380	1,480	100%	\$110,306.08	\$0.00
	3-Lane Arterial	72	Central	Muscat	E CENTER W											NA	100%	\$110,306.08	\$0.00
	3-Lane Arterial	72	Muscat	North	E CENTER W					\$42,408.00						NA	100%	\$110,453.70	\$0.00
					E													\$789,696.40	\$0.00
					E													\$96,128.07	\$0.00
					E													\$99,766.92	\$0.00
					E													\$751,734.37	\$0.00
					E													\$94,967.46	\$0.00
					E													\$81,583.97	\$0.00
									\$1,129,957.88	\$663,214.00	\$6,915,480.00	\$0.00						\$66,281,406.33	\$15,632,203.82
ADDITIONAL 15% FOR MOBILIZATION, TRAFFIC CONTROL, DUST CONTROL, SWPPP																	\$9,942,210.95	\$2,344,830.57	
60' R/W: HUGHES AVE, CHURCH TO NORTH																	\$913,223.14		
60' R/W: Nielsen AVE, Blythe to Brawley																	\$303,822.31		
ADDITIONAL 20% FOR COST CONTINGENCY																	\$15,488,132.55	\$3,595,406.88	
TOTAL CAPITAL NEEDS - SW QUADRANT																	\$92,928,795.28	\$21,572,441.28	

Last updated: Oct-21

MAJOR STREET FEE UPDATE

QUADRANT: Southwest

YEAR: 2021

STREET NAME	CLASSIFICATION	R/W WIDTH INTEGRATED IN FEE PROGRAM (FT)	LIMIT (S. OR W.)	LIMIT (N. OR E.)	SIDE OF STREET	GROWTH AREA TOTAL			REGIONAL TOTAL		
						TOTAL CENTER SECTION + MEDIAN (GROWTH AREA STREETS)	TOTAL COST FOR OUTSIDE TRAVEL LANE(S) (GROWTH AREA STREETS)	TOTAL COST FOR ALL IRRIGATION, CANAL, AND RR UPGRADES (NEW GROWTH STREETS)	TOTAL CENTER SECTION + MEDIAN (REGIONAL STREETS)	TOTAL COST FOR OUTSIDE TRAVEL LANE (REGIONAL STREETS)	TOTAL COST FOR ALL IRRIGATION, CANAL, AND RR UPGRADES (NEW GROWTH STREETS)
	3-Lane Collector Missing 4' of AC North Central No.26 (canal)	72	Muscat	North	E CENTER W E	\$583,911.95	\$72,258.45 \$103,243.09 \$55,218.97	\$42,408.00	\$0.00	\$0.00 \$0.00 \$0.00	\$0.00
East	3-Lane Collector	72	Central	Muscat (Alignment)	CENTER W E	\$671,629.66	\$74,733.50 \$71,094.65	\$0.00	\$0.00	\$0.00 \$0.00	\$0.00
	3-Lane Collector	72	Muscat (Alignment)	North	CENTER W E	\$162,343.23	\$54,477.84 \$40,344.29	\$42,408.00	\$0.00	\$0.00 \$0.00	\$0.00
Orange	3-Lane Collector American Colony No. 27	72	American	Malaga	CENTER W E	\$691,791.64	\$84,220.61 \$84,220.61	\$767,808.00	\$0.00	\$0.00 \$0.00	\$0.00
	3-Lane Collector Central No.23	72	Malaga	Central	CENTER W E	\$701,741.71	\$85,161.56 \$85,161.56	\$0.00	\$0.00	\$0.00 \$0.00	\$0.00
	3-Lane Collector	72	Central	Muscat (Alignment)	CENTER W E	\$680,794.20	\$83,180.61 \$64,380.86	\$0.00	\$0.00	\$0.00 \$0.00	\$0.00
	3-Lane Collector	72	Muscat (Alignment)	North	CENTER W E	\$199,001.38	\$18,819.02 \$18,819.02	\$0.00	\$0.00	\$0.00 \$0.00	\$0.00
Cedar	3-Lane Arterial American Colony No. 27	72	American	Malaga	CENTER W E	\$804,918.00	\$110,306.08 \$110,306.08	\$0.00	\$0.00	\$0.00 \$0.00	\$0.00
	3-Lane Arterial	72	Malaga	Central	CENTER W E	\$817,399.71	\$110,453.70 \$110,453.70	\$1,160,640.00	\$0.00	\$0.00 \$0.00	\$0.00
	3-Lane Arterial	72	Central	Muscat	CENTER W E	\$789,696.40	\$96,128.07 \$99,766.92	\$0.00	\$0.00	\$0.00 \$0.00	\$0.00
	3-Lane Arterial	72	Muscat	North	CENTER W E	\$709,326.37	\$94,967.46 \$81,583.97	\$42,408.00	\$0.00	\$0.00 \$0.00	\$0.00
						\$44,271,702.38	\$14,489,909.95	\$7,519,794.00	\$9,988,050.67	\$5,585,253.15	\$58,900.00
ADDITIONAL 15% FOR MOBILIZATION, TRAFFIC CONTROL, DUST CONTROL, SWPPP						\$9,942,210.95			\$2,344,830.57		
60' R/W: HUGHES AVE, CHURCH TO NORTH						\$913,223.14			\$0.00		
60' R/W: Nielsen AVE, Blythe to Brawley						\$303,822.31			\$0.00		
ADDITIONAL 20% FOR COST CONTINGENCY						\$11,086,191.76	\$2,897,981.99	\$1,503,958.80	\$2,466,576.25	\$1,117,050.63	\$11,780.00
TOTAL CAPITAL NEEDS - SW QUADRANT						\$66,517,150.54	\$17,387,891.95	\$9,023,752.80	\$14,799,457.49	\$6,702,303.78	\$70,680.00

THIS PAGE INTENTIONALLY LEFT BLANK

Last updated: Oct-21

MAJOR STREET FEE UPDATE

QUADRANT: Southeast

YEAR: 2021

STREET NAME	CLASSIFICATION	R/W WIDTH INTEGRATED IN FEE PROGRAM (FT)	LIMIT (S. OR W.)	LIMIT (N. OR E.)	SIDE OF STREET	GROWTH AREA TOTAL			REGIONAL TOTAL		
						TOTAL CENTER SECTION + MEDIAN (GROWTH AREA STREETS)	TOTAL COST FOR OUTSIDE TRAVEL LANE(S) (GROWTH AREA STREETS)	TOTAL COST FOR ALL IRRIGATION, CANAL, AND RR UPGRADES (NEW GROWTH STREETS)	TOTAL CENTER SECTION + MEDIAN (REGIONAL STREETS)	TOTAL COST FOR OUTSIDE TRAVEL LANE (REGIONAL STREETS)	TOTAL COST FOR ALL IRRIGATION, CANAL, AND RR UPGRADES (NEW GROWTH STREETS)
Dakota	5-Lane Collector	92	Fowler	Armstrong	CENTER	\$681,579.73		\$0.00	\$0.00		\$0.00
					N		\$251,172.50			\$0.00	
	3-Lane Collector	72	Armstrong	Temperance	CENTER	\$620,046.41		\$0.00	\$0.00		\$0.00
					N		\$67,085.39			\$0.00	
					S		\$77,435.85			\$0.00	
Shields	4-Lane Arterial	100	1320' west of Fowler CLOVIS	Fowler	CENTER	\$21,086.01		\$0.00	\$0.00		\$0.00
					N		\$0.00			\$0.00	
	4-Lane Arterial	100	Fowler	Armstrong	CENTER	\$31,948.50		\$0.00	\$0.00		\$0.00
					N		\$0.00			\$0.00	
	4-Lane Arterial	100	Armstrong	Temperance	CENTER	\$0.00		\$0.00	\$0.00		\$0.00
					N		\$0.00			\$0.00	
	4-Lane Arterial	100	Temperance	Locan	CENTER	\$0.00		\$0.00	\$0.00		\$0.00
					N		\$0.00			\$0.00	
					S		\$331,316.55			\$0.00	
Clinton	3-Lane Collector RR	72	1100' W of Sunnyside	Sunnyside	CENTER	\$0.00		\$1,000,000.00	\$0.00		\$0.00
					N		\$0.00			\$0.00	
	3-Lane Collector	72	Sunnyside	Fowler	CENTER	\$0.00		\$42,408.00	\$0.00		\$0.00
					N		\$0.00			\$0.00	
	3-Lane Collector	72	Fowler	Armstrong	CENTER	\$682,888.95		\$42,408.00	\$0.00		\$0.00
					N		\$83,378.70			\$0.00	
	3-Lane Collector	72	Armstrong	Temperance	CENTER	\$670,058.60		\$0.00	\$0.00		\$0.00
					N		\$83,378.70			\$0.00	
	3-Lane Collector	72	Temperance	Locan	CENTER	\$675,557.32		\$0.00	\$0.00		\$0.00
					N		\$82,165.37			\$0.00	
					S		\$82,165.37			\$0.00	
McKinley	3-Lane Collector	72	Clovis	Sunnyside	CENTER	\$0.00		\$0.00	\$0.00		\$0.00
					N		\$0.00			\$0.00	
	3-Lane Collector	72	Sunnyside	Fowler	CENTER	\$0.00		\$0.00	\$1,152,113.26		\$42,408.00
					N		\$0.00			\$127,751.98	
	3-Lane Collector	72	Fowler	Armstrong	CENTER	\$0.00		\$0.00	\$673,200.72		\$42,408.00
					N		\$0.00			\$82,462.51	
	3-Lane Collector	72	Armstrong	Temperance BRIDGE	CENTER	\$0.00		\$0.00	\$670,058.60		\$870,480.00
					N		\$0.00			\$82,462.51	
	3-Lane Collector	72	Temperance	Locan	CENTER	\$0.00		\$0.00	\$671,105.97		\$0.00
					N		\$0.00			\$82,165.37	
					S		\$0.00			\$82,264.42	
Olive	5-Lane Collector	92	1280' W of Clovis PEACH	Clovis	CENTER	\$0.00		\$0.00	\$0.00		\$0.00
					N		\$0.00			\$0.00	
	5-Lane Collector	92	Clovis	Sunnyside	CENTER	\$369,199.93		\$0.00	\$0.00		\$0.00
					N		\$192,103.87			\$0.00	
	5-Lane Collector	92	Sunnyside	Fowler	CENTER	\$681,579.73		\$0.00	\$0.00		\$0.00
					N		\$133,452.74			\$0.00	
	5-Lane Collector	92	Fowler	Armstrong	CENTER	\$0.00		\$81,282.00	\$0.00		\$0.00
					N		\$239,953.20			\$0.00	
	5-Lane Collector	92	Armstrong	Temperance	CENTER	\$675,557.32		\$0.00	\$0.00		\$0.00
					N		\$251,172.50			\$0.00	
					S		\$118,344.65			\$0.00	
							\$248,315.82			\$0.00	
Belmont	4-lane Arterial	100	1970' West of Clovis 6' Shldr & Curb	Clovis	CENTER	\$0.00		\$0.00	\$0.00		\$0.00
					N		\$106,815.75			\$0.00	

Last updated: Oct-21

MAJOR STREET FEE UPDATE

QUADRANT: Southeast

YEAR: 2021

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	
						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
	4-lane Arterial	100	PEACH Clovis	Sunnyside	CENTER S	0	\$305.22	\$0.00	0	\$48.31	\$0.00	100%	\$63,897.00	\$63,897.00	0	\$120.65	\$0.00	0	\$0.00	0	\$0.00
	4-lane Arterial	100	Sunnyside	Fowler	CENTER N	2565	\$9.16	\$23,486.60	2565	\$48.31	\$123,920.02	50%	\$63,897.00	\$31,948.50	0	\$120.65	\$0.00	0	\$0.00	0	\$0.00
	4-lane Arterial	100	Fowler	Armstrong	CENTER S	0	\$305.22	\$0.00	0	\$48.31	\$0.00	0%	\$63,897.00	\$0.00	2465	\$120.65	\$297,390.66	1	\$12,237.57	1	\$7,814.11
	4-lane Arterial	100	Armstrong	Temperance	CENTER N	2569	\$305.22	\$784,107.49	2569	\$48.31	\$124,113.26	100%	\$63,897.00	\$63,897.00	0	\$120.65	\$0.00	0	\$0.00	0	\$0.00
	4-lane Arterial	100	Armstrong	Temperance	CENTER S	2569	\$305.22	\$784,107.49	2569	\$48.31	\$124,113.26	100%	\$63,897.00	\$63,897.00	1480	\$120.65	\$178,555.04	1	\$12,237.57	0	\$0.00
	4-lane Arterial	100	Armstrong	Temperance	CENTER N	2569	\$305.22	\$784,107.49	2569	\$48.31	\$124,113.26	100%	\$63,897.00	\$63,897.00	0	\$120.65	\$0.00	0	\$0.00	0	\$0.00
	4-lane Arterial	100	Armstrong	Temperance	CENTER S	2569	\$305.22	\$784,107.49	2569	\$48.31	\$124,113.26	100%	\$63,897.00	\$63,897.00	2569	\$120.65	\$309,937.77	1	\$12,237.57	1	\$7,814.11
	4-lane Arterial	100	Armstrong	Temperance	CENTER N	2569	\$305.22	\$784,107.49	2569	\$48.31	\$124,113.26	100%	\$63,897.00	\$63,897.00	2569	\$120.65	\$309,937.77	1	\$12,237.57	1	\$7,814.11
Tulare	3-Lane Collector	72	Fancher Creek	Fowler	CENTER N	0	\$261.84	\$0.00							975	\$24.76	\$24,142.82	0	\$0.00	1	\$7,814.11
	3-Lane Collector	72	Fancher Creek	Fowler	CENTER S	0	\$261.84	\$0.00							0	\$24.76	\$0.00	0	\$0.00	0	\$0.00
Kings Canyon	4-Lane Arterial	100	Sunnyside CLOVIS	Fowler	CENTER N	0	\$305.22	\$0.00	0	\$48.31	\$0.00	0%	\$63,897.00	\$0.00	0	\$120.65	\$0.00	0	\$0.00	0	\$0.00
	4-Lane Arterial	100	Fowler	Armstrong	CENTER S	0	\$305.22	\$0.00	0	\$48.31	\$0.00	0%	\$63,897.00	\$0.00	0	\$120.65	\$0.00	0	\$0.00	0	\$0.00
	4-lane Arterial	100	Missing C&G	Armstrong	CENTER N	0	\$305.22	\$0.00	0	\$48.31	\$0.00	0%	\$63,897.00	\$0.00	0	\$120.65	\$0.00	0	\$0.00	0	\$0.00
	4-lane Arterial	100	Missing bike lane and C&G	Armstrong	CENTER S	0	\$305.22	\$0.00	0	\$48.31	\$0.00	0%	\$63,897.00	\$0.00	0	\$120.65	\$0.00	0	\$0.00	0	\$0.00
	4-lane Arterial	100	Armstrong	Temperance	CENTER N	625	\$305.22	\$190,761.85	2515	\$48.31	\$121,504.42	0%	\$63,897.00	\$0.00	1750	\$120.65	\$211,129.27	0	\$0.00	1	\$7,814.11
	4-lane Arterial	100	Armstrong	Temperance	CENTER S	625	\$305.22	\$190,761.85	2515	\$48.31	\$121,504.42	0%	\$63,897.00	\$0.00	1270	\$120.65	\$153,219.53	1	\$12,237.57	0	\$0.00
Hamilton	3-Lane Collector	72	Fowler	Armstrong	CENTER N	0	\$261.84	\$0.00							0	\$24.76	\$0.00	0	\$0.00	0	\$0.00
	3-Lane Collector	72	Missing C&G and 5' of AC	Armstrong	CENTER S	0	\$261.84	\$0.00							0	\$24.76	\$0.00	0	\$0.00	0	\$0.00
	3-Lane Collector	72	Armstrong	Temperance	CENTER N	0	\$261.84	\$0.00							0	\$24.76	\$0.00	0	\$0.00	0	\$0.00
	3-Lane Collector	72	Missing C&G & 10' of AC	Armstrong	CENTER S	0	\$261.84	\$0.00							1205	\$24.76	\$29,838.05	1	\$11,219.30	0	\$0.00
California	Collector		600' E of Cedar	Maple	CENTER N	0	\$261.84	\$0.00							0	\$24.76	\$0.00	0	\$0.00	0	\$0.00
	Collector		600' E of Cedar	Maple	CENTER S	0	\$261.84	\$0.00							0	\$24.76	\$0.00	0	\$0.00	0	\$0.00
	4-Lane Arterial	100	Clovis	Sunnyside	CENTER N	600	\$305.22	\$183,131.37							600	\$121.64	\$72,985.72	1	\$12,237.57	0	\$0.00
	4-Lane Arterial	100	Clovis	Sunnyside	CENTER S	600	\$305.22	\$183,131.37							600	\$121.64	\$72,985.72	0	\$0.00	1	\$7,814.11
	4-Lane Arterial	100	Sunnyside	Fowler	CENTER N	0	\$305.22	\$0.00							0	\$24.76	\$0.00	0	\$0.00	0	\$0.00
	4-Lane Arterial	100	Sunnyside	Fowler	CENTER S	0	\$305.22	\$0.00							0	\$24.76	\$0.00	0	\$0.00	0	\$0.00
	2-lane Arterial	100	Fowler	Armstrong	CENTER N	2583	\$305.22	\$788,380.56	2583	\$48.31	\$124,789.63	100%	\$63,897.00	\$63,897.00	0	\$120.65	\$0.00	1	\$12,237.57	1	\$7,814.11
	2-lane Arterial	100	Fowler	Armstrong	CENTER S	2583	\$305.22	\$788,380.56	2583	\$48.31	\$124,789.63	100%	\$63,897.00	\$63,897.00	0	\$120.65	\$0.00	1	\$12,237.57	1	\$7,814.11
	4-Lane Arterial	100	Armstrong	Temperance	CENTER N	2571	\$305.22	\$784,717.93	2571	\$48.31	\$124,209.89	0%	\$63,897.00	\$0.00	1243	\$120.65	\$149,962.10	1	\$12,237.57	1	\$7,814.11
	4-Lane Arterial	100	Armstrong	Temperance	CENTER S	2571	\$305.22	\$784,717.93	2571	\$48.31	\$124,209.89	0%	\$63,897.00	\$0.00	1243	\$120.65	\$149,962.10	1	\$12,237.57	1	\$7,814.11
Church	5-Lane Collector	92	1300' E of Cedar	Maple	CENTER N	0	\$261.84	\$0.00							0	\$89.27	\$0.00	0	\$0.00	0	\$0.00
	5-Lane Collector	92	1300' E of Cedar	Maple	CENTER S	0	\$261.84	\$0.00							0	\$89.27	\$0.00	0	\$0.00	0	\$0.00
	5-Lane Collector	92	Maple	Chesnut	CENTER N	0	\$261.84	\$0.00							370	\$89.27	\$33,030.32	0	\$0.00	0	\$0.00
	5-Lane Collector	92	Maple	Chesnut	CENTER S	0	\$261.84	\$0.00							0	\$89.27	\$0.00	0	\$0.00	0	\$0.00
	5-Lane Collector	92	Chestnut	Willow	CENTER N	600	\$261.84	\$157,106.35							1700	\$89.27	\$151,760.92	0	\$0.00	0	\$0.00
	5-Lane Collector	92	Chestnut	Willow	CENTER S	600	\$261.84	\$157,106.35							1540	\$89.27	\$137,477.54	0	\$0.00	1	\$7,580.45
	5-Lane Collector	92	Willow	Peach	CENTER N	0	\$261.84	\$0.00							0	\$89.27	\$0.00	0	\$0.00	0	\$0.00
	5-Lane Collector	92	Willow	Peach	CENTER S	0	\$261.84	\$0.00							1940	\$89.27	\$173,185.99	1	\$11,219.30	1	\$7,580.45
	5-Lane Collector	92	Peach	Minnewawa	CENTER N	0	\$261.84	\$0.00							950	\$89.27	\$84,807.57	0	\$0.00	0	\$0.00
	5-Lane Collector	92	Peach	Minnewawa	CENTER S	0	\$261.84	\$0.00							400	\$89.27	\$35,708.45	0	\$0.00	0	\$0.00
	5-Lane Collector	92	Minnewawa	Clovis	CENTER N	0	\$261.84	\$0.00							0	\$89.27	\$0.00	0	\$0.00	0	\$0.00
	5-Lane Collector	92	Minnewawa	Clovis	CENTER S	0	\$261.84	\$0.00							0	\$89.27	\$0.00	0	\$0.00	0	\$0.00
	5-Lane Collector	92	Clovis	Sunnyside	CENTER N	0	\$261.84	\$0.00							0	\$89.27	\$0.00	0	\$0.00	0	\$0.00
	5-Lane Collector	92	Clovis	Sunnyside	CENTER S	0	\$261.84	\$0.00							0	\$89.27	\$0.00	0	\$0.00	0	\$0.00

Last updated: Oct-21

MAJOR STREET FEE UPDATE

QUADRANT: Southeast

YEAR: 2021

STREET NAME	CLASSIFICATION	R/W WIDTH INTEGRATED IN FEE PROGRAM (FT)	LIMIT (S. OR W.)	LIMIT (N. OR E.)	SIDE OF STREET	GROWTH AREA TOTAL			REGIONAL TOTAL		
						TOTAL CENTER SECTION + MEDIAN (GROWTH AREA STREETS)	TOTAL COST FOR OUTSIDE TRAVEL LANE(S) (GROWTH AREA STREETS)	TOTAL COST FOR ALL IRRIGATION, CANAL, AND RR UPGRADES (NEW GROWTH STREETS)	TOTAL CENTER SECTION + MEDIAN (REGIONAL STREETS)	TOTAL COST FOR OUTSIDE TRAVEL LANE (REGIONAL STREETS)	TOTAL COST FOR ALL IRRIGATION, CANAL, AND RR UPGRADES (NEW GROWTH STREETS)
	4-lane Arterial	100	PEACH Clovis	Sunnyside	S CENTER	\$63,897.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
	4-lane Arterial	100	Sunnyside	Fowler	N S CENTER	\$179,355.11	\$0.00 \$0.00	\$0.00	\$0.00	\$0.00 \$0.00	\$0.00
	4-lane Arterial	100	Fowler	Armstrong	N S CENTER	\$0.00	\$317,442.34 \$0.00	\$0.00	\$0.00	\$0.00 \$0.00	\$0.00
	4-lane Arterial	100	Armstrong	Temperance	N S CENTER	\$972,117.75	\$190,792.61 \$0.00	\$88,350.00	\$0.00	\$0.00 \$0.00	\$0.00
					N S		\$329,989.45 \$329,989.45			\$0.00 \$0.00	
Tulare	3-Lane Collector	72	Fancher Creek	Fowler	CENTER N S	\$0.00	\$31,956.93 \$0.00	\$0.00	\$0.00	\$0.00 \$0.00	\$0.00
Kings Canyon	4-Lane Arterial	100	Sunnyside CLOVIS	Fowler	CENTER N S	\$0.00	\$0.00 \$0.00	\$0.00	\$0.00	\$0.00 \$0.00	\$0.00
	4-Lane Arterial	100	Fowler	Armstrong	CENTER N S	\$0.00	\$0.00 \$0.00	\$0.00	\$0.00	\$0.00 \$80,545.99	\$0.00
	4-lane Arterial Canal	100	Armstrong 50% of AC is usable	Temperance	CENTER N S	\$0.00	\$0.00 \$0.00	\$0.00	\$312,266.27	\$218,943.38 \$165,457.10	\$0.00
Hamilton	3-Lane Collector	72	Fowler	Armstrong	CENTER N S	\$0.00	\$0.00 \$0.00	\$0.00	\$0.00	\$0.00 \$0.00	\$0.00
	3-Lane Collector	72	Missing C&G and 5' of AC Armstrong	Temperance	CENTER N S	\$0.00	\$0.00 \$112,301.68	\$0.00	\$0.00	\$0.00 \$0.00	\$0.00
California	Collector		600' E of Cedar	Maple	CENTER N S	\$0.00	\$0.00 \$0.00	\$0.00	\$0.00	\$0.00 \$0.00	\$0.00
	4-Lane Arterial	100	Clovis	Sunnyside	CENTER N S	\$183,131.37	\$85,223.29 \$80,799.82	\$0.00	\$0.00	\$0.00 \$0.00	\$0.00
	4-Lane Arterial	100	Sunnyside	Fowler	CENTER N S	\$0.00	\$0.00 \$0.00	\$0.00	\$0.00	\$0.00 \$0.00	\$0.00
	2-lane Arterial	100	Fowler	Armstrong	CENTER N S	\$977,067.19	\$20,051.68 \$20,051.68	\$0.00	\$0.00	\$0.00 \$0.00	\$0.00
	4-Lane Arterial	100	Armstrong	Temperance	CENTER N S	\$908,927.82	\$170,013.79 \$170,013.79	\$0.00	\$0.00	\$0.00 \$0.00	\$0.00
Church	5-Lane Collector	92	1300' E of Cedar	Maple	CENTER N S	\$0.00	\$0.00 \$0.00	\$0.00	\$0.00	\$0.00 \$0.00	\$0.00
	5-Lane Collector	92	Maple	Chesnut	CENTER N S	\$0.00	\$33,030.32 \$0.00	\$0.00	\$0.00	\$0.00 \$0.00	\$0.00
	5-Lane Collector	92	Chestnut	Willow	CENTER N S	\$157,106.35	\$151,760.92 \$145,057.99	\$0.00	\$0.00	\$0.00 \$0.00	\$0.00
	5-Lane Collector	92	Willow	Peach	CENTER N S	\$0.00	\$0.00 \$191,985.74	\$370,760.00	\$0.00	\$0.00 \$0.00	\$0.00
	5-Lane Collector	92	Peach	Minnewawa	CENTER N S	\$0.00	\$84,807.57 \$35,708.45	\$0.00	\$0.00	\$0.00 \$0.00	\$0.00
	5-Lane Collector	92	Minnewawa	Clovis	CENTER N S	\$0.00	\$0.00 \$0.00	\$0.00	\$0.00	\$0.00 \$0.00	\$0.00
	5-Lane Collector	92	Clovis	Sunnyside	CENTER	\$0.00		\$0.00	\$0.00		\$0.00

Last updated: Oct-21

MAJOR STREET FEE UPDATE

QUADRANT: Southeast

YEAR: 2021

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	
						LF MISSING (6/01/15)	UNIT COST/LF	SUBTOTAL COST	LF MISSING MEDIAN ISLAND (6/01/15)	UNIT COST/LF	SUBTOTAL COST	PERCENT MISSING LANDSCAPIN G	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
	4-Lane Arterial	100	Sunnyside	Fowler	N S CENTER	0	\$305.22	\$0.00						0	\$89.27	\$0.00	0	\$0.00	0	\$0.00	
			Used Cost for Industrial Arterial											0	\$89.27	\$0.00	0	\$0.00	0	\$0.00	
	3-Lane Collector	72	Fowler	Armstrong	N S CENTER	2576	\$261.84	\$674,509.94						2524	\$89.27	\$225,320.33	1	\$11,219.30	1	\$7,580.45	
														0	\$89.27	\$0.00	0	\$0.00	0	\$0.00	
	3-Lane Collector	72	Armstrong	Temperance	N S CENTER	2571	\$261.84	\$673,200.72						2576	\$24.76	\$63,786.58	1	\$11,219.30	1	\$7,580.45	
														2576	\$24.76	\$63,786.58	1	\$11,219.30	1	\$7,580.45	
														2571	\$24.76	\$63,662.77	1	\$11,219.30	1	\$7,580.45	
														2571	\$24.76	\$63,662.77	1	\$11,219.30	1	\$7,580.45	
Jensen	6-lane Super Arterial	130	1300' E of Cedar	Maple	N S CENTER	0	\$368.81	\$0.00	0	\$48.31	\$0.00	0%	\$145,319.37	\$0.00			0	\$0.00	0	\$0.00	
														0	\$231.85	\$0.00	0	\$0.00	0	\$0.00	
	6-Lane Super Arterial	130	Maple	Chestnut	N S CENTER	0	\$368.81	\$0.00	0	\$48.31	\$0.00	0%	\$145,319.37	\$0.00			0	\$0.00	0	\$0.00	
			Missing Curb											0	\$231.85	\$0.00	0	\$0.00	0	\$0.00	
	6-Lane Super Arterial	130	Chestnut	Willow	N S CENTER	0	\$368.81	\$0.00	1420	\$48.31	\$68,602.89	100%	\$145,319.37	\$145,319.37			0	\$0.00	0	\$0.00	
														0	\$231.85	\$0.00	0	\$0.00	0	\$0.00	
	Outside travel lanes consists of 1-12' lane, 1-5' lane, & C&G													0	\$231.85	\$0.00	1	\$15,154.16	1	\$8,801.66	
	6-Lane Super Arterial	130	Willow	Peach	N S CENTER	0	\$368.81	\$0.00	2563	\$48.31	\$123,823.39	100%	\$145,319.37	\$145,319.37			0	\$0.00	0	\$0.00	
														0	\$231.85	\$0.00	0	\$0.00	0	\$0.00	
	6-Lane Super Arterial	130	Peach	Minnewawa	N S CENTER	0	\$368.81	\$0.00	2640	\$48.31	\$127,543.41	70%	\$145,319.37	\$101,723.56			0	\$0.00	1	\$8,801.66	
														0	\$231.85	\$0.00	0	\$0.00	0	\$0.00	
	Outside travel lanes consists of 1-12' lane, 1-5' lane, & C&G													0	\$231.85	\$0.00	0	\$0.00	0	\$0.00	
	6-Lane Super Arterial	130	Minnewawa	Clovis	N S CENTER	0	\$368.81	\$0.00	2340	\$48.31	\$113,049.84	100%	\$145,319.37	\$145,319.37			0	\$0.00	0	\$0.00	
														0	\$231.85	\$0.00	0	\$0.00	1	\$8,801.66	
	Outside travel lanes consists of 1-12' lane, 1-5' lane, & C&G													0	\$231.85	\$0.00	0	\$0.00	0	\$0.00	
	6-Lane Super Arterial	130	Clovis	Sunnyside	N S CENTER	0	\$368.81	\$0.00	2270	\$48.31	\$109,668.01	100%	\$145,319.37	\$145,319.37			0	\$0.00	0	\$0.00	
														0	\$231.85	\$0.00	0	\$0.00	0	\$0.00	
	Outside travel lanes consists of 1-12' lane, 1-5' lane, & C&G													0	\$231.85	\$0.00	1	\$15,154.16	0	\$0.00	
	6-Lane Super Arterial	130	Sunnyside	Fowler	N S CENTER	0	\$368.81	\$0.00	590	\$48.31	\$28,504.02	100%	\$145,319.37	\$145,319.37			0	\$0.00	0	\$0.00	
														0	\$231.85	\$0.00	0	\$0.00	0	\$0.00	
	Outside travel lanes consists of 1-12' lane, 1-5' lane, & C&G													0	\$231.85	\$0.00	0	\$0.00	0	\$0.00	
	6-Lane Super Arterial	130	Fowler	Armstrong	N S CENTER	0	\$368.81	\$0.00	2566	\$48.31	\$123,968.33	100%	\$145,319.37	\$145,319.37			0	\$0.00	0	\$0.00	
														0	\$231.85	\$0.00	0	\$0.00	0	\$0.00	
	Outside travel lanes consists of 1-12' lane, 1-5' lane, & C&G													0	\$231.85	\$0.00	0	\$0.00	0	\$0.00	
	6-Lane Super Arterial	130	Armstrong	Temperance	N S CENTER	0	\$368.81	\$0.00	2551	\$48.31	\$123,243.65	100%	\$145,319.37	\$145,319.37			0	\$0.00	0	\$0.00	
														0	\$231.85	\$0.00	0	\$0.00	0	\$0.00	
	Outside travel lanes consists of 1-12' lane, 1-5' lane, & C&G													0	\$231.85	\$0.00	0	\$0.00	0	\$0.00	
Annadale	No Longer a Major Street		Chestnut	Willow	N S CENTER	0	\$261.84	\$0.00									0	\$0.00	0	\$0.00	
														0	\$24.76	\$0.00	0	\$0.00	0	\$0.00	
	No Longer a Major Street		Willow	Peach	N S CENTER	0	\$261.84	\$0.00									0	\$0.00	0	\$0.00	
														0	\$24.76	\$0.00	0	\$0.00	0	\$0.00	
														0	\$24.76	\$0.00	0	\$0.00	0	\$0.00	
North	4-lane Industrial Arterial	96	Chestnut	Willow	N S CENTER	0	\$304.43	\$0.00									2682	\$121.64	\$326,246.15	1	\$12,237.57
														760	\$121.64	\$92,448.57	0	\$0.00	0	\$0.00	
	4-lane Industrial Arterial	96	Willow	Peach	N S CENTER	2582	\$304.43	\$786,043.22									2582	\$121.64	\$314,081.86	1	\$12,237.57
														2582	\$121.64	\$314,081.86	1	\$12,237.57	1	\$7,814.11	
	4-lane Industrial Arterial	96	Peach	Minnewawa	N S CENTER	2730	\$304.43	\$831,099.14									2730	\$121.64	\$332,085.01	1	\$12,237.57
														2730	\$121.64	\$332,085.01	1	\$12,237.57	1	\$7,814.11	
	FID Structure																				
Central	3-Lane Industrial Arterial	72	Cedar	Maple	N S CENTER	600	\$304.43	\$182,659.15									600	\$34.32	\$20,591.52	1	\$12,237.57
														600	\$34.32	\$20,591.52	1	\$12,237.57	1	\$7,814.11	
American	3-Lane Industrial Arterial	72	Cedar	Maple	N S CENTER	500	\$304.43	\$152,215.96									500	\$34.32	\$17,159.60	1	\$12,237.57
														500	\$34.32	\$17,159.60	1	\$12,237.57	1	\$7,814.11	
	HSR to Construct																				
Locan	3-Lane Collector	72	Clinton	Shields	N W E CENTER	2640	\$261.84	\$691,267.95									1317	\$24.76	\$32,611.38	0	\$0.00
														2631	\$24.76	\$65,148.48	0	\$0.00	0	\$0.00	

Last updated: Oct-21

MAJOR STREET FEE UPDATE

QUADRANT: Southeast

YEAR: 2021

STREET NAME	CLASSIFICATION	R/W WIDTH INTEGRATED IN FEE PROGRAM (FT)	LIMIT (S. OR W.)	LIMIT (N. OR E.)	SIDE OF STREET	MISSING LANES			IRR PIPES	IRR STRCTR	RR UPGRDS	REGIONAL	Deficiency Anlysis					TOTAL			
						LF FT OF MISSING LANE	UNIT COST/LF	SUBTOTAL	DITCH PIPING/ UPGRADE /EA	CANAL/DITCH CROSSINGS/EA	RAILROAD CROSSING UPGRADES/EA	ENTER "R" FOR REGIONAL STREETS	2019 PM Peak Hour (GP PEIR Feb 2020 - Table 2.D)	Estimated 2022 Peak Hour Volume	GP buildout PM Peak Hour (GP PEIR Feb 2020 - Table 4.A)	Deficiency Threshold (GP PEIR Feb 2020 Table 2.D)	Impact Fee Contribution	TOTAL COST (GROWTH AREA STREETS)	TOTAL COST (REGIONAL STREETS)		
	4-Lane Arterial	100	Sunnyside	Fowler	CENTER															\$0.00	\$0.00
			Used Cost for Industrial Arterial																	\$0.00	\$0.00
	3-Lane Collector	72	Fowler	Armstrong	CENTER															\$244,120.08	\$0.00
																				\$0.00	\$0.00
	3-Lane Collector	72	Armstrong	Temperance	CENTER															\$82,586.32	\$0.00
																				\$82,586.32	\$0.00
																				\$673,200.72	\$0.00
																				\$82,462.51	\$0.00
																				\$82,462.51	\$0.00
Jensen	6-lane Super Arterial	130	1300' E of Cedar	Maple	CENTER							R	1440	1646	2810	4150	100%			\$0.00	\$0.00
												R								\$0.00	\$0.00
	6-Lane Super Arterial	130	Maple Missing Curb	Chestnut	CENTER	980	\$24.76	\$24,266.63		\$1,047,800.00		R	1070	1262	2350	4150	100%			\$0.00	\$1,047,800.00
												R								\$0.00	\$24,266.63
	6-Lane Super Arterial	130	Chestnut	Willow	CENTER							R	890	1129	2480	4150	100%			\$0.00	\$0.00
						1,275	\$154.87	\$197,463.56				R								\$0.00	\$213,922.27
						2,570	\$154.87	\$398,024.59				R								\$0.00	\$197,463.56
	Outside travel lanes consists of 1-12' lane, 1-5' lane, & C&G											R								\$0.00	\$421,980.42
	6-Lane Super Arterial	130	Willow	Peach	CENTER							R	1150	1383	2700	3170	100%			\$0.00	\$269,142.77
	Cost reduced; only missing landscaing					1,250	\$154.87	\$193,591.73				R								\$0.00	\$193,591.73
						2,563	\$154.87	\$396,940.48				R								\$0.00	\$396,940.48
	6-Lane Super Arterial	130	Peach	Minnewawa	CENTER					\$1,047,800.00		R								\$0.00	\$1,277,066.97
	Outside travel lanes consists of 1-12' lane, 1-5' lane, & C&G					725	\$154.87	\$112,283.20				R								\$0.00	\$121,084.86
						2,670	\$154.87	\$413,511.93				R								\$0.00	\$413,511.93
	6-Lane Super Arterial	130	Minnewawa	Clovis	CENTER							R								\$0.00	\$258,369.21
	Outside travel lanes consists of 1-12' lane, 1-5' lane, & C&G					2,630	\$154.87	\$407,316.99				R								\$0.00	\$416,118.66
						2,630	\$154.87	\$407,316.99				R								\$0.00	\$407,316.99
	6-Lane Super Arterial	130	Clovis	Sunnyside	CENTER							R	1130	1288	2180	3170	100%			\$0.00	\$254,987.38
	Outside travel lanes consists of 1-12' lane, 1-5' lane, & C&G					1,760	\$154.87	\$272,577.15				R								\$0.00	\$272,577.15
						2,560	\$154.87	\$396,475.86				R								\$0.00	\$411,630.02
	6-Lane Super Arterial	130	Sunnyside	Fowler	CENTER							R	1130	1288	2180	3170	100%			\$0.00	\$173,823.39
	Outside travel lanes consists of 1-12' lane, 1-5' lane, & C&G					620	\$154.87	\$96,021.50				R								\$0.00	\$96,021.50
						2,580	\$154.87	\$399,573.33				R								\$0.00	\$399,573.33
	6-Lane Super Arterial	130	Fowler	Armstrong	CENTER							R								\$0.00	\$269,287.70
	Outside travel lanes consists of 1-12' lane, 1-5' lane, & C&G					2,566	\$154.87	\$397,405.10				R								\$0.00	\$397,405.10
						2,566	\$154.87	\$397,405.10				R								\$0.00	\$397,405.10
	6-Lane Super Arterial	130	Armstrong	Temperance	CENTER							R								\$0.00	\$268,563.02
	Outside travel lanes consists of 1-12' lane, 1-5' lane, & C&G					2,551	\$154.87	\$395,082.00				R								\$0.00	\$395,082.00
						2,551	\$154.87	\$395,082.00				R								\$0.00	\$395,082.00
Annadale	No Longer a Major Street		Chestnut	Willow	CENTER															\$0.00	\$0.00
																				\$0.00	\$0.00
	No Longer a Major Street		Willow	Peach	CENTER															\$0.00	\$0.00
																				\$0.00	\$0.00
North	4-lane Industrial Arterial	96	Chestnut	Willow	CENTER															\$0.00	\$0.00
																				\$346,297.83	\$0.00
	4-lane Industrial Arterial	96	Willow	Peach	CENTER															\$92,448.57	\$0.00
																				\$786,043.22	\$0.00
																				\$334,133.55	\$0.00
																				\$334,133.55	\$0.00
	4-lane Industrial Arterial FID Structure	96	Peach	Minnewawa	CENTER					\$773,760.00										\$1,604,859.14	\$0.00
																				\$352,136.69	\$0.00
																				\$352,136.69	\$0.00
Central	3-Lane Industrial Arterial HSR to Construct	72	Cedar	Maple	CENTER															\$182,659.15	\$0.00
																				\$40,643.21	\$0.00
																				\$40,643.21	\$0.00
American	3-Lane Industrial Arterial HSR to Construct	72	Cedar	Maple	CENTER															\$152,215.96	\$0.00
																				\$37,211.29	\$0.00
																				\$37,211.29	\$0.00
Locan	3-Lane Collector	72	Clinton	Shields	CENTER															\$691,267.95	\$0.00
																				\$32,611.38	\$0.00
																				\$65,148.48	\$0.00

Last updated: Oct-21

MAJOR STREET FEE UPDATE

QUADRANT: Southeast

YEAR: 2021

STREET NAME	CLASSIFICATION	R/W WIDTH INTEGRATED IN FEE PROGRAM (FT)	LIMIT (S. OR W.)	LIMIT (N. OR E.)	SIDE OF STREET	GROWTH AREA TOTAL			REGIONAL TOTAL		
						TOTAL CENTER SECTION + MEDIAN (GROWTH AREA STREETS)	TOTAL COST FOR OUTSIDE TRAVEL LANE(S) (GROWTH AREA STREETS)	TOTAL COST FOR ALL IRRIGATION, CANAL, AND RR UPGRADES (NEW GROWTH STREETS)	TOTAL CENTER SECTION + MEDIAN (REGIONAL STREETS)	TOTAL COST FOR OUTSIDE TRAVEL LANE (REGIONAL STREETS)	TOTAL COST FOR ALL IRRIGATION, CANAL, AND RR UPGRADES (NEW GROWTH STREETS)
					N		\$0.00			\$0.00	
					S		\$0.00			\$0.00	
	4-Lane Arterial	100	Sunnyside	Fowler	CENTER	\$0.00		\$0.00	\$0.00		\$0.00
			Used Cost for Industrial Arterial								
					N		\$244,120.08			\$0.00	
					S		\$0.00			\$0.00	
	3-Lane Collector	72	Fowler	Armstrong	CENTER	\$674,509.94		\$0.00	\$0.00		\$0.00
					N		\$82,586.32			\$0.00	
					S		\$82,586.32			\$0.00	
	3-Lane Collector	72	Armstrong	Temperance	CENTER	\$673,200.72		\$0.00	\$0.00		\$0.00
					N		\$82,462.51			\$0.00	
					S		\$82,462.51			\$0.00	
Jensen	6-lane Super Arterial	130	1300' E of Cedar	Maple	CENTER	\$0.00		\$0.00	\$0.00		\$0.00
					N		\$0.00			\$0.00	
					S		\$0.00			\$0.00	
	6-Lane Super Arterial	130	Maple Missing Curb	Chestnut	CENTER	\$0.00		\$0.00	\$0.00	\$24,266.63	\$1,047,800.00
					N		\$0.00			\$0.00	
					S		\$0.00			\$0.00	
	6-Lane Super Arterial	130	Chestnut	Willow	CENTER	\$0.00		\$0.00	\$213,922.27		\$0.00
					N		\$0.00			\$197,463.56	
					S		\$0.00			\$421,980.42	
	Outside travel lanes consists of 1-12' lane, 1-5' lane, & C&G										
	6-Lane Super Arterial	130	Willow	Peach	CENTER	\$0.00		\$0.00	\$269,142.77		\$0.00
			Cost reduced; only missing landscaing							\$193,591.73	
					N		\$0.00			\$396,940.48	
					S		\$0.00			\$0.00	
	6-Lane Super Arterial	130	Peach	Minnewawa	CENTER	\$0.00		\$0.00	\$229,266.97		\$1,047,800.00
			Outside travel lanes consists of 1-12' lane, 1-5' lane, & C&G							\$121,084.86	
					N		\$0.00			\$413,511.93	
					S		\$0.00			\$0.00	
	6-Lane Super Arterial	130	Minnewawa	Clovis	CENTER	\$0.00		\$0.00	\$258,369.21		\$0.00
			Outside travel lanes consists of 1-12' lane, 1-5' lane, & C&G							\$416,118.66	
					N		\$0.00			\$407,316.99	
					S		\$0.00			\$0.00	
	6-Lane Super Arterial	130	Clovis	Sunnyside	CENTER	\$0.00		\$0.00	\$254,987.38		\$0.00
			Outside travel lanes consists of 1-12' lane, 1-5' lane, & C&G							\$272,577.15	
					N		\$0.00			\$411,630.02	
					S		\$0.00			\$0.00	
	6-Lane Super Arterial	130	Sunnyside	Fowler	CENTER	\$0.00		\$0.00	\$173,823.39		\$0.00
			Outside travel lanes consists of 1-12' lane, 1-5' lane, & C&G							\$96,021.50	
					N		\$0.00			\$399,573.33	
					S		\$0.00			\$0.00	
	6-Lane Super Arterial	130	Fowler	Armstrong	CENTER	\$0.00		\$0.00	\$269,287.70		\$0.00
			Outside travel lanes consists of 1-12' lane, 1-5' lane, & C&G							\$397,405.10	
					N		\$0.00			\$397,405.10	
					S		\$0.00			\$0.00	
	6-Lane Super Arterial	130	Armstrong	Temperance	CENTER	\$0.00		\$0.00	\$268,563.02		\$0.00
			Outside travel lanes consists of 1-12' lane, 1-5' lane, & C&G							\$395,082.00	
					N		\$0.00			\$395,082.00	
					S		\$0.00			\$0.00	
Annadale	No Longer a Major Street		Chestnut	Willow	CENTER	\$0.00		\$0.00	\$0.00		\$0.00
					N		\$0.00			\$0.00	
					S		\$0.00			\$0.00	
	No Longer a Major Street		Willow	Peach	CENTER	\$0.00		\$0.00	\$0.00		\$0.00
					N		\$0.00			\$0.00	
					S		\$0.00			\$0.00	
North	4-lane Industrial Arterial	96	Chestnut	Willow	CENTER	\$0.00		\$0.00	\$0.00		\$0.00
					N		\$346,297.83			\$0.00	
					S		\$92,448.57			\$0.00	
	4-lane Industrial Arterial	96	Willow	Peach	CENTER	\$786,043.22		\$0.00	\$0.00		\$0.00
					N		\$334,133.55			\$0.00	
					S		\$334,133.55			\$0.00	
	4-lane Industrial Arterial FID Structure	96	Peach	Minnewawa	CENTER	\$831,099.14		\$773,760.00	\$0.00		\$0.00
					N		\$352,136.69			\$0.00	
					S		\$352,136.69			\$0.00	
Central	3-Lane Industrial Arterial HSR to Construct	72	Cedar	Maple	CENTER	\$182,659.15		\$0.00	\$0.00		\$0.00
					N		\$40,643.21			\$0.00	
					S		\$40,643.21			\$0.00	
American	3-Lane Industrial Arterial HSR to Construct	72	Cedar	Maple	CENTER	\$152,215.96		\$0.00	\$0.00		\$0.00
					N		\$37,211.29			\$0.00	
					S		\$37,211.29			\$0.00	
Locan	3-Lane Collector	72	Clinton	Shields	CENTER	\$691,267.95		\$0.00	\$0.00		\$0.00
					W		\$32,611.38			\$0.00	
					E		\$65,148.48			\$0.00	

Last updated: Oct-21

MAJOR STREET FEE UPDATE

QUADRANT: Southeast

YEAR: 2021

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			
						LF MISSING (6/01/15)	UNIT COST/LF	SUBTOTAL COST	LF MISSING MEDIAN ISLAND (6/01/15)	UNIT COST/LF	SUBTOTAL COST	PERCENT MISSING LANDSCAPIN G	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		
	3-Lane Collector Locan Bridge; Gould 97 Missing 5' Shoulder	72	Shields	3000' N of Shields	CENTER W E	0	\$261.84	\$0.00									0	\$24.76	\$0.00	0	\$0.00	0	\$0.00
Temperence	6-Lane Super Arterial	124	Jensen	Church	CENTER W E	2700	\$348.76	\$941,652.43	2700	\$48.31	\$130,442.12	100%	\$96,574.15	\$96,574.15	2700	\$229.44	\$619,481.17	1	\$15,154.16	1	\$8,801.66	1	\$8,801.66
	6-Lane Super Arterial RR Crossing	124	Church CALIFORNIA	SJVRR HAMILTON	CENTER W E	2640	\$348.76	\$920,726.82	2640	\$48.31	\$127,543.41	100%	\$96,574.15	\$96,574.15	2640	\$229.44	\$605,714.93	0	\$0.00	0	\$0.00	0	\$0.00
	6-Lane Super Art RR Crossing	124	SJVRR CALIFORNIA	Butler HAMILTON	CENTER W E	1360	\$348.76	\$474,313.82	1360	\$48.31	\$65,704.18	100%	\$96,574.15	\$96,574.15	1360	\$229.44	\$312,034.96	0	\$0.00	0	\$0.00	0	\$0.00
	6-Lane Super Art Canal Briggs No.7	124	Butler	Kings Canyon LOWE	CENTER W E	2150	\$348.76	\$749,834.34	2640	\$48.31	\$127,543.41	100%	\$96,574.15	\$96,574.15	1755	\$229.44	\$402,662.76	0	\$0.00	1	\$8,801.66	1	\$8,801.66
	6-Lane Super Art Canal East Branch W Br. No.5 Missing Curb	124	Kings Canyon	Tulare 180 EB RAMPS	CENTER W E	840	\$348.76	\$292,958.53	840	\$48.31	\$40,581.99	30%	\$96,574.15	\$28,972.25	760	\$229.44	\$174,372.48	1	\$15,154.16	1	\$8,801.66	1	\$8,801.66
	6-Lane Super Art Canal Briggs No.7 Fancher No.6	124	Tulare	Belmont	CENTER W E	2260	\$348.76	\$788,197.96	2260	\$48.31	\$109,184.89	100%	\$96,574.15	\$96,574.15	1080	\$229.44	\$247,792.47	0	\$0.00	0	\$0.00	0	\$0.00
	6-Lane Super Art Eisen No7	124	Belmont	Olive	CENTER W E	2640	\$348.76	\$920,726.82	2640	\$48.31	\$127,543.41	100%	\$96,574.15	\$96,574.15	2260	\$229.44	\$518,528.69	1	\$15,154.16	1	\$8,801.66	1	\$8,801.66
	6-Lane Super Art Temperance No. 37 (p)	124	Olive	McKinley	CENTER W E	2690	\$348.76	\$938,164.83	2690	\$48.31	\$129,959.00	100%	\$96,574.15	\$96,574.15	2640	\$229.44	\$605,714.93	1	\$15,154.16	1	\$8,801.66	1	\$8,801.66
	6-Lane Super Art Mill Ditch	124	McKinley	Clinton	CENTER W E	2640	\$348.76	\$920,726.82	2640	\$48.31	\$127,543.41	100%	\$96,574.15	\$96,574.15	2690	\$229.44	\$617,186.80	1	\$15,154.16	1	\$8,801.66	1	\$8,801.66
	6-Lane Super Art Counted 5343 (Bonadelle's construction as existing)	124	Clinton	Shields	CENTER W E	2640	\$348.76	\$920,726.82	2640	\$48.31	\$127,543.41	100%	\$96,574.15	\$96,574.15	2640	\$229.44	\$605,714.93	1	\$15,154.16	1	\$8,801.66	1	\$8,801.66
	6-Lane Super Art	124	Shields	Dakota	CENTER W E	2636	\$348.76	\$919,331.78	2636	\$48.31	\$127,350.16	50%	\$96,574.15	\$48,287.08	1304	\$229.44	\$299,186.46	1	\$15,154.16	0	\$0.00	0	\$0.00
	6-Lane Super Art	124	Dakota	1000' N of Dakota	CENTER W E	0	\$348.76	\$0.00	0	\$48.31	\$0.00	0%	\$96,574.15	\$0.00	2640	\$229.44	\$605,714.93	1	\$15,154.16	1	\$8,801.66	1	\$8,801.66
	6-Lane Super Art	124	Dakota	1000' N of Dakota	CENTER W E	0	\$348.76	\$0.00	0	\$48.31	\$0.00	0%	\$96,574.15	\$0.00	1310	\$231.85	\$303,720.80	0	\$0.00	0	\$0.00	0	\$0.00
	6-Lane Super Art	124	Dakota	1000' N of Dakota	CENTER W E	0	\$348.76	\$0.00	0	\$48.31	\$0.00	0%	\$96,574.15	\$0.00	0	\$231.85	\$0.00	0	\$0.00	0	\$0.00	0	\$0.00
	6-Lane Super Art	124	Dakota	1000' N of Dakota	CENTER W E	0	\$348.76	\$0.00	0	\$48.31	\$0.00	0%	\$96,574.15	\$0.00	505	\$231.85	\$117,083.21	0	\$0.00	0	\$0.00	0	\$0.00
	6-Lane Super Art	124	Dakota	1000' N of Dakota	CENTER W E	0	\$348.76	\$0.00	0	\$48.31	\$0.00	0%	\$96,574.15	\$0.00	0	\$231.85	\$0.00	0	\$0.00	0	\$0.00	0	\$0.00
Armstrong	5-Lane Collector	92	Jensen	Church	CENTER W E	2040	\$261.84	\$534,161.60							2640	\$89.27	\$235,675.79	1	\$11,219.30	1	\$7,580.45	1	\$7,580.45
	5-Lane Collector	92	Church HAMILTON	SJVRR BUTLER	CENTER W E	2650	\$261.84	\$693,886.39							2040	\$89.27	\$182,113.11	1	\$11,219.30	1	\$7,580.45	1	\$7,580.45
	5-Lane Collector	92	SJVRR HAMILTON	Butler BUTLER	CENTER W E	0	\$261.84	\$0.00							2650	\$89.27	\$236,568.50	1	\$11,219.30	0	\$0.00	0	\$0.00
	5-Lane Collector	92	Butler	Kings Canyon LANE	CENTER W E	0	\$261.84	\$0.00							1340	\$89.27	\$119,623.32	0	\$0.00	1	\$7,580.45	1	\$7,580.45
	5-Lane Collector	92	Butler	Kings Canyon LANE	CENTER W E	0	\$261.84	\$0.00							665	\$89.27	\$59,365.30	0	\$0.00	0	\$0.00	0	\$0.00
	5-Lane Collector	92	Butler	Kings Canyon LANE	CENTER W E	0	\$261.84	\$0.00							695	\$89.27	\$62,043.44	0	\$0.00	0	\$0.00	0	\$0.00
	5-Lane Collector	93	Kings Canyon	Roundabout	CENTER W E	500	\$305.22	\$152,609.48							1320	\$89.27	\$117,837.89	0	\$0.00	1	\$7,580.45	1	\$7,580.45
	5-Lane Collector	93	Kings Canyon	Roundabout	CENTER W E	500	\$305.22	\$152,609.48							840	\$89.27	\$74,987.75	0	\$0.00	1	\$7,580.45	1	\$7,580.45
	3-Lane Collector	72	Belmont	Olive	CENTER W E	1305	\$261.84	\$341,706.32							500	\$120.65	\$60,322.65	0	\$0.00	0	\$0.00	0	\$0.00
	3-Lane Collector	72	Belmont	Olive	CENTER W E	1305	\$261.84	\$341,706.32							500	\$120.65	\$60,322.65	0	\$0.00	0	\$0.00	0	\$0.00
	3-Lane Collector Mill Ditch Temperance No. 37 (p)	72	Olive	McKinley	CENTER W E	2700	\$261.84	\$706,978.59							1305	\$24.76	\$32,314.24	0	\$0.00	1	\$7,580.45	1	\$7,580.45
	3-Lane Collector	72	Olive	McKinley	CENTER W E	2700	\$261.84	\$706,978.59							1930	\$24.76	\$47,790.41	1	\$11,219.30	1	\$7,580.45	1	\$7,580.45
	3-Lane Collector	72	McKinley	Clinton	CENTER W E	2640	\$261.84	\$691,267.95							2700	\$24.76	\$66,857.05	1	\$11,219.30	1	\$7,580.45	1	\$7,580.45
	3-Lane Collector	72	McKinley	Clinton	CENTER W E	2640	\$261.84	\$691,267.95							2700	\$24.76	\$66,857.05	1	\$11,219.30	1	\$7,580.45	1	\$7,580.45
	3-Lane Collector	72	Clinton	Shields	CENTER W	1320	\$261.84	\$345,633.98							2640	\$24.76	\$65,371.34	1	\$11,219.30	1	\$7,580.45	1	\$7,580.45
	3-Lane Collector	72	Clinton	Shields	CENTER W	1320	\$261.84	\$345,633.98							2640	\$24.76	\$65,371.34	1	\$11,219.30	1	\$7,580.45	1	\$7,580.45
	3-Lane Collector	72	Clinton	Shields	CENTER W	1320	\$261.84	\$345,633.98							2350	\$24.76	\$58,190.40	1	\$11,219.30	0	\$0.00	0	\$0.00

Last updated: Oct-21

MAJOR STREET FEE UPDATE

QUADRANT: Southeast

YEAR: 2021

STREET NAME	CLASSIFICATION	R/W WIDTH INTEGRATED IN FEE PROGRAM (FT)	LIMIT (S. OR W.)	LIMIT (N. OR E.)	SIDE OF STREET	GROWTH AREA TOTAL			REGIONAL TOTAL		
						TOTAL CENTER SECTION + MEDIAN (GROWTH AREA STREETS)	TOTAL COST FOR OUTSIDE TRAVEL LANE(S) (GROWTH AREA STREETS)	TOTAL COST FOR ALL IRRIGATION, CANAL, AND RR UPGRADES (NEW GROWTH STREETS)	TOTAL CENTER SECTION + MEDIAN (REGIONAL STREETS)	TOTAL COST FOR OUTSIDE TRAVEL LANE (REGIONAL STREETS)	TOTAL COST FOR ALL IRRIGATION, CANAL, AND RR UPGRADES (NEW GROWTH STREETS)
	3-Lane Collector Locan Bridge; Gould 97 Missing 5' Shoulder	72	Shields	3000' N of Shields	CENTER W E	\$0.00	\$0.00	\$466,860.00	\$0.00	\$0.00	\$0.00
Temperence	6-Lane Super Arterial	124	Jensen	Church	CENTER W E	\$0.00	\$0.00	\$0.00	\$1,168,668.71	\$643,437.00	\$0.00
	6-Lane Super Arterial RR Crossing	124	Church CALIFORNIA	SJVRR HAMILTON	CENTER W E	\$0.00	\$0.00	\$0.00	\$1,144,844.38	\$605,714.93	\$3,000,000.00
	6-Lane Super Art RR Crossing	124	SJVRR CALIFORNIA	Butler HAMILTON	CENTER W E	\$0.00	\$0.00	\$0.00	\$636,592.15	\$312,034.96	\$0.00
	6-Lane Super Art Canal Briggs No.7	124	Butler	Kings Canyon LOWE	CENTER W E	\$0.00	\$0.00	\$0.00	\$404,679.74	\$170,964.62	\$0.00
	6-Lane Super Art Canal East Branch W Br. No.5 Missing Curb	124	Kings Canyon	Tulare 180 EB RAMPS	CENTER W E	\$0.00	\$0.00	\$0.00	\$362,512.77	\$249,236.81	\$73,036.00
	6-Lane Super Art Canal Briggs No.7 Fancher No.6	124	Tulare	Belmont	CENTER W E	\$0.00	\$0.00	\$0.00	\$993,957.00	\$542,484.51	\$2,998,320.00
	6-Lane Super Art Eisen No7	124	Belmont	Olive	CENTER W E	\$0.00	\$0.00	\$0.00	\$1,144,844.38	\$629,670.75	\$0.00
	6-Lane Super Art Temperance No. 37 (p)	124	Olive	McKinley	CENTER W E	\$0.00	\$0.00	\$0.00	\$1,164,697.98	\$641,142.62	\$73,036.00
	6-Lane Super Art Mill Ditch	124	McKinley	Clinton	CENTER W E	\$0.00	\$0.00	\$0.00	\$344,116.99	\$641,142.62	\$450,617.08
	6-Lane Super Art Counted 5343 (Bonadelle's construction as existing)	124	Clinton	Shields	CENTER W E	\$0.00	\$0.00	\$0.00	\$344,116.99	\$189,266.25	\$0.00
	6-Lane Super Art	124	Shields	Dakota	CENTER W E	\$0.00	\$0.00	\$0.00	\$1,094,969.02	\$94,484.41	\$0.00
	6-Lane Super Art	124	Dakota	1000' N of Dakota	CENTER W E	\$0.00	\$0.00	\$0.00	\$0.00	\$189,266.25	\$0.00
										\$303,720.80	\$0.00
										\$0.00	\$0.00
										\$117,083.21	\$0.00
Armstrong	5-Lane Collector	92	Jensen	Church	CENTER W E	\$534,161.60	\$254,475.53	\$0.00	\$0.00	\$0.00	\$0.00
	5-Lane Collector	92	Church HAMILTON	SJVRR BUTLER	CENTER W E	\$693,886.39	\$200,912.85	\$1,500,000.00	\$0.00	\$0.00	\$0.00
	5-Lane Collector	92	SJVRR HAMILTON	Butler BUTLER	CENTER W E	\$0.00	\$247,787.79	\$0.00	\$0.00	\$0.00	\$0.00
	5-Lane Collector	92	Butler	Kings Canyon LANE	CENTER W E	\$0.00	\$62,043.44	\$0.00	\$0.00	\$0.00	\$0.00
	5-Lane Collector	93	Kings Canyon	Roundabout	CENTER W E	\$152,609.48	\$125,418.34	\$0.00	\$0.00	\$0.00	\$0.00
	3-Lane Collector	72	Belmont	Olive	CENTER W E	\$341,706.32	\$82,568.20	\$0.00	\$0.00	\$0.00	\$0.00
	3-Lane Collector Mill Ditch Temperance No. 37 (p)	72	Olive	McKinley	CENTER W E	\$706,978.59	\$60,322.65	\$751,688.00	\$0.00	\$0.00	\$0.00
	3-Lane Collector	72	McKinley	Clinton	CENTER W E	\$691,267.95	\$66,590.16	\$0.00	\$0.00	\$0.00	\$0.00
	3-Lane Collector	72	Clinton	Shields	CENTER W	\$345,633.98	\$84,171.08	\$0.00	\$0.00	\$0.00	\$0.00
							\$84,171.08			\$0.00	\$0.00
							\$69,409.69			\$0.00	\$0.00

Last updated: Oct-21

MAJOR STREET FEE UPDATE

QUADRANT: Southeast

YEAR: 2021

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	
						LF MISSING (6/01/15)	UNIT COST/LF	SUBTOTAL COST	LF MISSING MEDIAN ISLAND (6/01/15)	UNIT COST/LF	SUBTOTAL COST	PERCENT MISSING LANDSCAPIN G	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
	5-Lane Collector	92	Shields	Dakota	CENTER E	1320	\$261.84	\$345,633.98							1320	\$24.76	\$32,685.67	0	\$0.00	1	\$7,580.45
					W										1320	\$89.27	\$117,837.89	0	\$0.00	1	\$7,580.45
	5-Lane Collector	92	Dakota	2000' N of Dakota	CENTER E	670	\$261.84	\$175,435.43							1320	\$89.27	\$117,837.89	1	\$11,219.30	0	\$0.00
					W										835	\$89.27	\$74,541.39	0	\$0.00	0	\$0.00
					E										890	\$89.27	\$79,451.31	0	\$0.00	0	\$0.00
Fowler	4-lane Arterial	100	Jensen	Church	CENTER W	1300	\$305.22	\$396,784.64	2703	\$48.31	\$130,587.06	100%	\$63,897.00	\$63,897.00							
					E										1300	\$120.65	\$156,838.89	0	\$0.00	0	\$0.00
	4-Lane Arterial	100	Church RR crossing	SJVRR	CENTER W	0	\$305.22	\$0.00	230	\$48.31	\$11,111.74	50%	\$63,897.00	\$31,948.50							
					E										2640	\$120.65	\$318,503.58	0	\$0.00	0	\$0.00
	3-Lane Arterial	72+	SJVRR	700' S of Butler	CENTER W	1370	\$304.43	\$417,071.73							1300	\$120.65	\$156,838.89	1	\$12,237.57	0	\$0.00
					E										2640	\$120.65	\$318,503.58	0	\$0.00	1	\$7,814.11
	4-Lane Arterial	100	Kings Canyon	Tulare	CENTER W	0	\$305.22	\$0.00	0	\$48.31	\$0.00	100%	\$63,897.00	\$63,897.00							
					E										660	\$34.32	\$22,650.68	0	\$0.00	0	\$0.00
	4-Lane Arterial Missing Curb	100	Tulare	Belmont	CENTER W	0	\$305.22	\$0.00	520	\$48.31	\$25,122.19	66%	\$63,897.00	\$42,172.02							
	Missing Curb				E										650	\$120.65	\$78,419.44	0	\$0.00	0	\$0.00
	4-Lane Arterial	100	Belmont 180 WB	Olive	CENTER W	775	\$305.22	\$236,544.69	1070	\$48.31	\$51,693.73	100%	\$63,897.00	\$63,897.00							
					E										685	\$120.65	\$82,642.03	0	\$0.00	1	\$7,814.11
	4-Lane Arterial Mill Ditch	100	Olive	McKinley	CENTER W	2708	\$305.22	\$826,532.92	2708	\$48.31	\$130,828.62	100%	\$63,897.00	\$63,897.00							
					E										810	\$120.65	\$97,722.69	1	\$12,237.57	0	\$0.00
	4-Lane Arterial	100	McKinley	Clinton	CENTER W	2656	\$305.22	\$810,661.54	2656	\$48.31	\$128,316.40	100%	\$63,897.00	\$63,897.00							
					E										2708	\$120.65	\$326,707.46	1	\$12,237.57	1	\$7,814.11
	4-Lane Arterial	100	Clinton	Shields	CENTER W	0	\$305.22	\$0.00	0	\$48.31	\$0.00	100%	\$63,897.00	\$63,897.00							
					E										2708	\$120.65	\$326,707.46	1	\$12,237.57	1	\$7,814.11
	4-Lane Arterial	100	Shields	Dakota	CENTER W	1207	\$305.22	\$368,399.28	1207	\$48.31	\$58,312.46	100%	\$63,897.00	\$63,897.00							
					E										500	\$120.65	\$60,322.65	0	\$0.00	1	\$7,814.11
	4-Lane Arterial	100	Dakota	2000' N of Dakota	CENTER W	0	\$305.22	\$0.00	671	\$48.31	\$32,417.28	25%	\$63,897.00	\$15,974.25							
					E										0	\$120.65	\$0.00	0	\$0.00	1	\$7,814.11
															0	\$120.65	\$0.00	0	\$0.00	1	\$7,814.11
															1329	\$120.65	\$160,337.60	1	\$12,237.57	0	\$0.00
															671	\$120.65	\$80,952.99	0	\$0.00	0	\$0.00
Sunnyside	5-Lane Collector		Jensen Missing Curb Missing Curb	Church	CENTER W	0	\$261.84	\$0.00							0	\$89.27	\$0.00	0	\$0.00	0	\$0.00
					E										0	\$89.27	\$0.00	0	\$0.00	0	\$0.00
	5-Lane Collector		Church	California	CENTER W	0	\$261.84	\$0.00							0	\$89.27	\$0.00	0	\$0.00	0	\$0.00
					E										1339	\$89.27	\$119,534.04	0	\$0.00	0	\$0.00
Clovis	4-lane Arterial		Jensen	Church	CENTER W	0	\$305.22	\$0.00	0	\$48.31	\$0.00				0	\$120.65	\$0.00	1	\$12,237.57	0	\$0.00
					E										0	\$120.65	\$0.00	0	\$0.00	0	\$0.00
			Church	800ft N of California butler	CENTER W	0	\$305.22	\$0.00	0	\$48.31	\$0.00	50%	\$63,897.00	\$31,948.50							
					E										0	\$120.65	\$0.00	0	\$0.00	0	\$0.00
															0	\$120.65	\$0.00	0	\$0.00	0	\$0.00
Minnewawa	3-Lane Collector Missing bike lane on west side		Jensen	Church	CENTER W	1200	\$261.84	\$314,212.71							2740	\$24.76	\$67,847.53	0	\$0.00	0	\$0.00
					E										1200	\$24.76	\$29,714.25	0	\$0.00	0	\$0.00
Peach	4-Lane Arterial	100	North	Annadale	CENTER W	2720	\$305.22	\$830,195.55	2720	\$48.31	\$131,408.36	100%	\$63,897.00	\$63,897.00							
					E										2720	\$120.65	\$328,155.21	1	\$12,237.57	1	\$7,814.11
	4-Lane Arterial	SEDA? 100	Annadale	Jensen	CENTER W	2650	\$305.22	\$808,830.23	2650	\$48.31	\$128,026.53	100%	\$63,897.00	\$63,897.00							
					E										2720	\$120.65	\$328,155.21	1	\$12,237.57	1	\$7,814.11
	4-Lane Arterial	SEDA? 100	Jensen	Church	CENTER W	340	\$305.22	\$103,774.44	570	\$48.31	\$27,537.78	20%	\$63,897.00	\$12,779.40							
					E										2650	\$120.65	\$319,710.04	1	\$12,237.57	1	\$7,814.11
	4-Lane Arterial	100	Church	SJVRR	CENTER W	1020	\$305.22	\$311,323.33	1020	\$48.31	\$49,278.14	50%	\$63,897.00	\$31,948.50							
					E										2650	\$120.65	\$319,710.04	1	\$12,237.57	1	\$7,814.11
															2520	\$120.65	\$304,026.15	1	\$12,237.57	1	\$7,814.11
															0	\$120.65	\$0.00	0	\$0.00	0	\$0.00

Last updated: Oct-21

MAJOR STREET FEE UPDATE

QUADRANT: Southeast

YEAR: 2021

STREET NAME	CLASSIFICATION	R/W WIDTH INTEGRATED IN FEE PROGRAM (FT)	LIMIT (S. OR W.)	LIMIT (N. OR E.)	SIDE OF STREET	MISSING LANES			IRR PIPES	IRR STRCTR	RR UPGRDS	REGIONAL	Deficiency Anlysis					TOTAL	
						LF FT OF MISSING LANE	UNIT COST/LF	SUBTOTAL	DITCH PIPING/ UPGRADE /EA	CANAL/DITCH CROSSINGS/EA	RAILROAD CROSSING UPGRADES/EA	ENTER "R" FOR REGIONAL STREETS	2019 PM Peak Hour (GP PEIR Feb 2020 - Table 2.D)	Estimated 2022 Peak Hour Volume	GP buildout PM Peak Hour (GP PEIR Feb 2020 - Table 4.A)	Deficiency Threshold (GP PEIR Feb 2020 Table 2.D)	Impact Fee Contribution	TOTAL COST (GROWTH AREA STREETS)	TOTAL COST (REGIONAL STREETS)
	5-Lane Collector	92	Shields	Dakota	CENTER								500	610	1230	3290	100%	\$40,266.12	\$0.00
					W													\$345,633.98	\$0.00
					E													\$125,418.34	\$0.00
	5-Lane Collector	92	Dakota	2000' N of Dakota	CENTER											NA	100%	\$129,057.19	\$0.00
					W													\$175,435.43	\$0.00
					E													\$74,541.39	\$0.00
Fowler	4-lane Arterial	100	Jensen	Church	CENTER								390	420	590	1270	100%	\$79,451.31	\$0.00
					W													\$591,268.70	\$0.00
					E													\$156,838.89	\$0.00
	4-Lane Arterial	100	Church RR crossing	SJVRR	CENTER					\$1,500,000.00			390	420	590	1270	100%	\$318,503.58	\$0.00
					W													\$1,543,060.24	\$0.00
					E													\$169,076.46	\$0.00
	3-Lane Arterial	72+	SJVRR	700' S of Butler	CENTER								390	420	590	1270	100%	\$326,317.69	\$0.00
					W													\$417,071.73	\$0.00
					E													\$22,650.68	\$0.00
	4-Lane Arterial	100	Kings Canyon	Tulare	CENTER								1590	1623	1810	1640	100%	\$59,254.89	\$0.00
					W													\$63,897.00	\$0.00
					E													\$0.00	\$0.00
	4-Lane Arterial	100	Tulare	Belmont	CENTER								1590	1623	1810	1640	100%	\$78,419.44	\$0.00
	Missing Curb				W	400	\$24.76	\$9,904.75										\$67,294.21	\$0.00
	Missing Curb				E	800	\$24.76	\$19,809.50										\$9,904.75	\$0.00
	4-Lane Arterial	100	Belmont	Olive	CENTER								1230	1335	1930	1270	31%	\$19,809.50	\$0.00
			180 WB		W													\$108,559.88	\$0.00
					E													\$27,886.74	\$0.00
	4-Lane Arterial	100	Olive	McKinley	CENTER					\$1,612,000.00			1030	1075	1330	1270	100%	\$33,899.67	\$0.00
	Mill Ditch				W													\$2,633,258.54	\$0.00
					E													\$346,759.15	\$0.00
	4-Lane Arterial	100	McKinley	Clinton	CENTER								1030	1075	1330	1270	100%	\$346,759.15	\$0.00
					W													\$1,002,874.94	\$0.00
					E													\$340,485.59	\$0.00
	4-Lane Arterial	100	Clinton	Shields	CENTER												NA	\$340,485.59	\$0.00
					W													\$63,897.00	\$0.00
					E													\$68,136.76	\$0.00
	4-Lane Arterial	100	Shields	Dakota	CENTER								1050	1058	1100	1905	100%	\$7,814.11	\$0.00
					W													\$490,608.74	\$0.00
					E													\$0.00	\$0.00
	4-Lane Arterial	100	Dakota	2000' N of Dakota	CENTER												NA	\$172,575.17	\$0.00
					W													\$48,391.53	\$0.00
					E													\$0.00	\$0.00
																		\$80,952.99	\$0.00
Sunnyside	5-Lane Collector		Jensen	Church	CENTER												NA	\$0.00	\$0.00
			Missing Curb		W													\$0.00	\$0.00
			Missing Curb		E													\$0.00	\$0.00
	5-Lane Collector		Church	California	CENTER												NA	\$0.00	\$0.00
					W													\$0.00	\$0.00
					E													\$0.00	\$0.00
																		\$119,534.04	\$0.00
Clovis	4-lane Arterial		Jensen	Church	CENTER												NA	\$0.00	\$0.00
					W	1,630	\$24.76	\$40,361.85										\$52,599.42	\$0.00
					E	530	\$24.76	\$13,123.79										\$13,123.79	\$0.00
			Church	800ft N of California butler	CENTER								2200	2230	2400	3470	100%	\$31,948.50	\$0.00
					W													\$0.00	\$0.00
					E	1,160	\$24.76	\$28,723.77										\$28,723.77	\$0.00
Minnewawa	3-Lane Collector		Jensen	Church	CENTER												NA	\$314,212.71	\$0.00
	Missing bike lane on west side				W	2,740	\$29.68	\$81,325.07										\$149,172.60	\$0.00
					E													\$29,714.25	\$0.00
Peach	4-Lane Arterial	100	North	Annadale	CENTER				\$58,900.00				170	217	480	1270	100%	\$1,084,400.91	\$0.00
					W													\$348,206.89	\$0.00
					E													\$348,206.89	\$0.00
	4-Lane Arterial	SEDA? 100	Annadale	Jensen	CENTER				\$58,900.00				170	217	480	1270	100%	\$1,059,653.75	\$0.00
					W													\$339,761.72	\$0.00
					E													\$339,761.72	\$0.00
	4-Lane Arterial	SEDA? 100	Jensen	Church	CENTER												NA	\$144,091.63	\$0.00
					W													\$324,077.83	\$0.00
					E													\$0.00	\$0.00
	4-Lane Arterial	100	Church	SJVRR	CENTER				\$58,900.00	\$403,000.00							NA	\$854,449.97	\$0.00

Last updated: Oct-21

MAJOR STREET FEE UPDATE

QUADRANT: Southeast

YEAR: 2021

STREET NAME	CLASSIFICATION	R/W WIDTH INTEGRATED IN FEE PROGRAM (FT)	LIMIT (S. OR W.)	LIMIT (N. OR E.)	SIDE OF STREET	GROWTH AREA TOTAL			REGIONAL TOTAL		
						TOTAL CENTER SECTION + MEDIAN (GROWTH AREA STREETS)	TOTAL COST FOR OUTSIDE TRAVEL LANE(S) (GROWTH AREA STREETS)	TOTAL COST FOR ALL IRRIGATION, CANAL, AND RR UPGRADES (NEW GROWTH STREETS)	TOTAL CENTER SECTION + MEDIAN (REGIONAL STREETS)	TOTAL COST FOR OUTSIDE TRAVEL LANE (REGIONAL STREETS)	TOTAL COST FOR ALL IRRIGATION, CANAL, AND RR UPGRADES (NEW GROWTH STREETS)
	5-Lane Collector	92	Shields	Dakota	E CENTER	\$345,633.98	\$40,266.12	\$0.00	\$0.00	\$0.00	\$0.00
					W E		\$125,418.34			\$0.00	
	5-Lane Collector	92	Dakota	2000' N of Dakota	E CENTER	\$175,435.43	\$129,057.19	\$0.00	\$0.00	\$0.00	\$0.00
					W E		\$74,541.39			\$0.00	
							\$79,451.31			\$0.00	
Fowler	4-lane Arterial	100	Jensen	Church	E CENTER	\$591,268.70	\$156,838.89	\$0.00	\$0.00	\$0.00	\$0.00
					W E		\$318,503.58			\$0.00	
	4-Lane Arterial	100	Church RR crossing	SJVRR	E CENTER	\$43,060.24	\$169,076.46	\$1,500,000.00	\$0.00	\$0.00	\$0.00
					W E		\$326,317.69			\$0.00	
	3-Lane Arterial	72+	SJVRR	700' S of Butler	E CENTER	\$417,071.73	\$22,650.68	\$0.00	\$0.00	\$0.00	\$0.00
					W E		\$59,254.89			\$0.00	
	4-Lane Arterial	100	Kings Canyon	Tulare	E CENTER	\$63,897.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
					W E		\$78,419.44			\$0.00	
	4-Lane Arterial Missing Curb Missing Curb	100	Tulare	Belmont	E CENTER	\$67,294.21	\$9,904.75	\$0.00	\$0.00	\$0.00	\$0.00
	4-Lane Arterial	100	Belmont 180 WB	Olive	E CENTER	\$108,559.88	\$19,809.50	\$0.00	\$0.00	\$0.00	\$0.00
					W E		\$27,886.74			\$0.00	
	4-Lane Arterial Mill Ditch	100	Olive	McKinley	E CENTER	\$1,021,258.54	\$33,899.67	\$1,612,000.00	\$0.00	\$0.00	\$0.00
					W E		\$346,759.15			\$0.00	
	4-Lane Arterial	100	McKinley	Clinton	E CENTER	\$1,002,874.94	\$346,759.15	\$0.00	\$0.00	\$0.00	\$0.00
					W E		\$340,485.59			\$0.00	
	4-Lane Arterial	100	Clinton	Shields	E CENTER	\$63,897.00	\$340,485.59	\$0.00	\$0.00	\$0.00	\$0.00
					W E		\$68,136.76			\$0.00	
	4-Lane Arterial	100	Shields	Dakota	E CENTER	\$490,608.74	\$7,814.11	\$0.00	\$0.00	\$0.00	\$0.00
					W E		\$0.00			\$0.00	
	4-Lane Arterial	100	Dakota	2000' N of Dakota	E CENTER	\$48,391.53	\$172,575.17	\$0.00	\$0.00	\$0.00	\$0.00
					W E		\$80,952.99			\$0.00	
Sunnyside	5-Lane Collector		Jensen Missing Curb Missing Curb	Church	E CENTER	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
					W E		\$0.00			\$0.00	
	5-Lane Collector		Church	California	E CENTER	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
					W E		\$119,534.04			\$0.00	
Clovis	4-lane Arterial		Jensen	Church	E CENTER	\$0.00	\$52,599.42	\$0.00	\$0.00	\$0.00	\$0.00
					W E		\$13,123.79			\$0.00	
			Church	800ft N of California butler	E CENTER	\$31,948.50	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
					W E		\$28,723.77			\$0.00	
Minnewawa	3-Lane Collector Missing bike lane on west side		Jensen	Church	E CENTER	\$314,212.71	\$149,172.60	\$0.00	\$0.00	\$0.00	\$0.00
					W E		\$29,714.25			\$0.00	
Peach	4-Lane Arterial	100	North	Annadale	E CENTER	\$1,025,500.91	\$348,206.89	\$58,900.00	\$0.00	\$0.00	\$0.00
		SEDA?			W E		\$348,206.89			\$0.00	
	4-Lane Arterial	100	Annadale	Jensen	E CENTER	\$1,000,753.75	\$339,761.72	\$58,900.00	\$0.00	\$0.00	\$0.00
		SEDA?			W E		\$339,761.72			\$0.00	
	4-Lane Arterial	100	Jensen	Church	E CENTER	\$144,091.63	\$324,077.83	\$0.00	\$0.00	\$0.00	\$0.00
					W E		\$0.00			\$0.00	
	4-Lane Arterial	100	Church	SJVRR	E CENTER	\$392,549.97	\$0.00	\$461,900.00	\$0.00	\$0.00	\$0.00

Last updated: Oct-21

MAJOR STREET FEE UPDATE

QUADRANT: Southeast

YEAR: 2021

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		
						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	
	Braly N.14(p) Centrail No.23 [C]				W E										1320 2020	\$120.65 \$120.65	\$159,251.79 \$243,703.50	0 0	\$0.00 \$0.00	0 1	\$0.00 \$7,814.11	
Willow	3-Lane Industrial Collecto Wilder No. 289 (p) RR	72	North	Annadale	CENTER W E	2670	\$273.03	\$728,996.55							2670 2670	\$24.76 \$24.76	\$66,114.20 \$66,114.20	1 0	\$11,699.89 \$0.00	0 1	\$0.00 \$7,905.17	
	3-Lane Industrial Collecto Benefield No.239(p)	72	Annadale	Jensen	CENTER W E	2480	\$273.03	\$677,120.39							2610 2610	\$24.76 \$24.76	\$64,628.48 \$64,628.48	1 1	\$11,699.89 \$11,699.89	1 1	\$7,905.17 \$7,905.17	
	3-Lane Collector	72	Jensen	Church	CENTER W E	665	\$261.84	\$174,126.21							665 1330	\$24.76 \$24.76	\$16,466.64 \$32,933.29	0 1	\$0.00 \$11,219.30	0 0	\$0.00 \$0.00	
	3-Lane Collector RR Missing a 12' lane	72	Church	4200' N of Church	CENTER W E	1320	\$261.84	\$345,633.98							1320 2500	\$24.76 \$24.76	\$32,685.67 \$61,904.68	0 0	\$0.00 \$0.00	0 0	\$0.00 \$0.00	
Chestnut	4-lane Arterial 1' of AC and curb and gutter 1' of AC and curb and gutter	96	North	Annadale	CENTER W E	0	\$305.22	\$0.00	0	\$48.31	\$0.00	0%	\$63,897.00	\$0.00	0 0	\$120.65 \$120.65	\$0.00 \$0.00	0 0	\$0.00 \$0.00	0 0	\$0.00 \$0.00	
	4-Lane Arterial 3' of AC and C&G 7' of AC and C&G	96	Annadale	Jensen	CENTER W E	0	\$305.22	\$0.00	0	\$48.31	\$0.00	0%	\$63,897.00	\$0.00	0 0	\$120.65 \$120.65	\$0.00 \$0.00	1 0	\$12,237.57 \$0.00	1 1	\$7,814.11 \$7,814.11	
	4-Lane Arterial	96	Jensen	Church	CENTER W E	0	\$305.22	\$0.00	0	\$48.31	\$0.00	0%	\$63,897.00	\$0.00	0 0	\$120.65 \$120.65	\$0.00 \$0.00	0 0	\$0.00 \$0.00	0 0	\$0.00 \$0.00	
	4-Lane Arterial C&G	96	Church	California	CENTER W E	0	\$305.22	\$0.00	0	\$48.31	\$0.00	0%	\$63,897.00	\$0.00	0 0	\$120.65 \$120.65	\$0.00 \$0.00	0 0	\$0.00 \$0.00	0 0	\$0.00 \$0.00	
Maple	Local; removed from cost		American	Malaga	CENTER W E	0	\$261.84	\$0.00							0 0	\$89.27 \$89.27	\$0.00 \$0.00	0 0	\$0.00 \$0.00	0 0	\$0.00 \$0.00	
	5-Lane Collector	92	Jensen	Church	CENTER W E	0	\$261.84	\$0.00							0 0	\$89.27 \$89.27	\$0.00 \$0.00	0 0	\$0.00 \$0.00	0 0	\$0.00 \$0.00	
	5-Lane Collector	92	Church	California	CENTER W E	0	\$261.84	\$0.00							0 0	\$89.27 \$89.27	\$0.00 \$0.00	0 0	\$0.00 \$0.00	0 0	\$0.00 \$0.00	
Cedar	3-Lane Industrial Arterial	72	American	Malaga	CENTER W E	2645	\$304.43	\$805,222.43							2645 2645	\$34.32 \$34.32	\$90,774.30 \$90,774.30	1 1	\$12,237.57 \$12,237.57	1 1	\$7,814.11 \$7,814.11	
	3-Lane Industrial Arterial Central Canal	72	Malaga	Central	CENTER W E	2685	\$304.43	\$817,399.71							2685 2685	\$34.32 \$34.32	\$92,147.07 \$92,147.07	1 1	\$12,237.57 \$12,237.57	1 1	\$0.00 \$7,814.11	
	3-Lane Industrial Arterial	72	Central	Parkway	CENTER W E	3260	\$304.43	\$992,448.06							3440 3440	\$34.32 \$34.32	\$118,058.07 \$118,058.07	0 0	\$0.00 \$0.00	1 1	\$7,814.11 \$7,814.11	
								\$37,865,587.87			\$3,582,520.42			\$3,083,904.02			\$27,182,140.57			\$1,214,822.92		\$827,261.84

ADDITIONAL 15% FOR MOBILIZATION, TRAFFIC CONTROL, DUST CONTROL, SWPPP
 60' R/W: MCKINLEY, CLOVIS TO TEMPERANCE
 60' R/W: CLINTON-SUNNYSIDE-FOWLER COLLECTOR
 60' R/W: CALIFORNIA, FOWLER TO 0.25 MI E/O FOWLER
 ROUNDABOUT AT ARMSTRONG AND FOWLER
 ROUNDABOUT AT CLINTON AND LOCAN
 ADDITIONAL 20% FOR COST CONTINGENCY
 TOTAL CAPITAL NEEDS - SE QUADRANT

Last updated: Oct-21

MAJOR STREET FEE UPDATE

QUADRANT: Southeast

YEAR: 2021

						GROWTH AREA TOTAL			REGIONAL TOTAL		
STREET NAME	CLASSIFICATION	R/W WIDTH INTEGRATED IN FEE PROGRAM (FT)	LIMIT (S. OR W.)	LIMIT (N. OR E.)	SIDE OF STREET	TOTAL CENTER SECTION + MEDIAN (GROWTH AREA STREETS)	TOTAL COST FOR OUTSIDE TRAVEL LANE(S) (GROWTH AREA STREETS)	TOTAL COST FOR ALL IRRIGATION, CANAL, AND RR UPGRADES (NEW GROWTH STREETS)	TOTAL CENTER SECTION + MEDIAN (REGIONAL STREETS)	TOTAL COST FOR OUTSIDE TRAVEL LANE (REGIONAL STREETS)	TOTAL COST FOR ALL IRRIGATION, CANAL, AND RR UPGRADES (NEW GROWTH STREETS)
	Braly N.14(p) Central No.23 [C]				W E		\$159,251.79 \$251,517.61			\$0.00 \$0.00	
Willow	3-Lane Industrial Collecto Wilder No. 289 (p) RR	72	North	Annadale	CENTER W E	\$728,996.55	\$77,814.09 \$74,019.36	\$42,408.00	\$0.00	\$0.00 \$0.00	\$0.00
	3-Lane Industrial Collecto Benefield No.239(p)	72	Annadale	Jensen	CENTER W E	\$677,120.39	\$84,233.54 \$84,233.54	\$42,408.00	\$0.00	\$0.00 \$0.00	\$0.00
	3-Lane Collector	72	Jensen	Church	CENTER W E	\$174,126.21	\$16,466.64 \$44,152.59	\$0.00	\$0.00	\$0.00 \$0.00	\$0.00
	3-Lane Collector RR Missing a 12' lane	72	Church	4200' N of Church	CENTER W E	\$345,633.98	\$32,685.67 \$143,823.36	\$0.00	\$0.00	\$0.00 \$0.00	\$0.00
Chestnut	4-lane Arterial 1' of AC and curb and gutter 1' of AC and curb and gutter	96	North	Annadale	CENTER W E	\$0.00	\$70,354.37 \$69,667.99	\$0.00	\$0.00	\$0.00 \$0.00	\$0.00
	4-Lane Arterial 3' of AC and C&G 7' of AC and C&G	96	Annadale	Jensen	CENTER W E	\$0.00	\$117,907.00 \$160,555.26	\$0.00	\$0.00	\$0.00 \$0.00	\$0.00
	4-Lane Arterial	96	Jensen	Church	CENTER W E	\$0.00	\$0.00 \$0.00	\$0.00	\$0.00	\$0.00 \$0.00	\$0.00
	4-Lane Arterial C&G	96	Church	California	CENTER W E	\$0.00	\$0.00 \$37,142.81	\$0.00	\$0.00	\$0.00 \$0.00	\$0.00
Maple	Local; removed from cost		American	Malaga	CENTER W E	\$0.00	\$0.00 \$0.00	\$0.00	\$0.00	\$0.00 \$0.00	\$0.00
	5-Lane Collector	92	Jensen	Church	CENTER W E	\$0.00	\$0.00 \$14,857.12	\$0.00	\$0.00	\$0.00 \$0.00	\$0.00
	5-Lane Collector	92	Church	California	CENTER W E	\$0.00	\$0.00 \$0.00	\$0.00	\$0.00	\$0.00 \$0.00	\$0.00
Cedar	3-Lane Industrial Arterial	72	American	Malaga	CENTER W E	\$805,222.43	\$110,825.98 \$110,825.98	\$0.00	\$0.00	\$0.00 \$0.00	\$0.00
	3-Lane Industrial Arterial Central Canal	72	Malaga	Central	CENTER W E	\$817,399.71	\$104,384.64 \$112,198.75	\$0.00	\$0.00	\$0.00 \$0.00	\$0.00
	3-Lane Industrial Arterial	72	Central	Parkway	CENTER W E	\$992,448.06	\$125,872.18 \$125,872.18	\$0.00	\$0.00	\$0.00 \$0.00	\$0.00
						\$27,897,602.19	\$18,331,468.49	\$8,894,032.00	\$14,220,107.64	\$15,274,370.17	\$9,645,905.08
ADDITIONAL 15% FOR MOBILIZATION, TRAFFIC CONTROL, DUST CONTROL, SWPPP						\$8,268,465.40			\$5,871,057.43		
60' R/W: MCKINLEY, CLOVIS TO TEMPERANCE						\$0.00			\$749,173.55		
60' R/W: CLINTON-SUNNYSIDE-FOWLER COLLECTOR						\$621,900.83			\$0.00		
60' R/W: CALIFORNIA, FOWLER TO 0.25 MI E/O FOWLER						\$188,016.53			\$0.00		
ROUNDBOUT AT ARMSTRONG AND FOWLER						\$161,000.00					
ROUNDBOUT AT CLINTON AND LOCAN						\$161,000.00					
ADDITIONAL 20% FOR COST CONTINGENCY						\$7,459,596.99	\$3,666,293.70	\$1,778,806.40	\$4,168,067.73	\$3,054,874.03	\$1,929,181.02
TOTAL CAPITAL NEEDS - SE QUADRANT						\$44,757,581.93	\$21,997,762.19	\$10,672,838.40	\$25,008,406.35	\$18,329,244.20	\$11,575,086.09



APPENDIX C: Cost Allocation Factors

Table C-1	Streets Cost Allocation Factors	C-1
Table C-2	Residential Vehicle Miles Traveled per Acre	C-2
Table C-3	Nonresidential Vehicle Miles Traveled per Acre by Fee Land Use	C-3
Table C-4	Nonresidential VMT per Acre—Citywide.....	C-4
Table C-5	Nonresidential VMT per Acre—New Growth.....	C-5
Table C-6	Employees by Sector	C-6
Table C-7	VMT per Unit/Employee by Trip Purpose and Land Use Type—Citywide.....	C-7
Table C-8	VMT per Unit/Employee by Trip Purpose and Land Use Type—New Growth	C-8
Table C-9	Daily Person Trip Generation Rates	C-9
Table C-10	Average Trip Lengths by Trip Purpose	C-10

**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	1,015	66%	670
Commercial Office	702	100%	702
Light Industrial	201	100%	201
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	1,097	66%	724
Commercial Office	674	100%	674
Light Industrial	220	100%	220
Heavy Industrial	131	100%	131

alloc factor

Source: City of Fresno; Kittelson & Associates; Fresno COG; 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>	$C = A \times B$
Citywide	<u>Table 3</u>	<u>Table C-7</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-8</u>	
Residential Low - Medium	5.5	71.35	392
Residential Medium/High - High	16.0	47.66	763

vmt

Source: City of Fresno; Kittelson & Associates; Fresno COG; 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	4.7	4.7
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
Formula Source	A Table A-3	B Table C-4	C=A*B		D = C/A	A Table A-3	B Table C-5	C=A*B		D = C/A
Retail										
Community Commercial	460.4	1,284	590,947	46%		432.3	1,367	591,110	63%	
General Commercial	9.2	782	7,227	1%		7.3	834	6,084	1%	
Highway and Auto Commercial	78.5	764	59,953	5%		71.7	814	58,380	6%	
Main Street Commercial	5.0	1,686	8,352	1%		0.0	0	0	0%	
Recreation Commercial	24.5	954	23,430	2%		7.4	1,018	7,510	1%	
Regional Commercial	140.9	1,193	168,141	13%		75.9	1,272	96,561	10%	
Corridor Center Mixed Use	180.0	843	151,665	12%		70.5	899	63,375	7%	
Neighborhood Mixed Use	11.2	843	9,433	1%		0.3	899	263	0%	
Regional Mixed Use	240.7	788	189,802	15%		119.4	841	100,378	11%	
Business Park	57.9	257	14,897	1%		54.2	276	14,940	2%	
Regional Business Park	23.3	257	6,008	0%		22.5	276	6,199	1%	
Downtown Retail	20.6	2,009	41,366	3%		0.0	0	0	0%	
Subtotal Retail	1,252.3		1,271,221	100%	1,015	861.4		944,799	100%	1,097
Office										
Office	279.4	1,242	347,082	48%		252.3	1,324	334,157	62%	
Corridor Center Mixed Use	180.0	843	151,665	21%		70.5	899	63,375	12%	
Neighborhood Mixed Use	2.8	843	2,358	0%		0.1	899	66	0%	
Regional Mixed Use	34.4	788	27,115	4%		17.1	841	14,340	3%	
Business Park	347.3	257	89,381	12%		325.0	276	89,639	17%	
Regional Business Park	140.1	257	36,048	5%		134.9	276	37,195	7%	
Downtown Office	40.0	1,623	64,930	9%		0.0	0	0	0%	
Subtotal Office	1,023.9		718,578	100%	702	799.8		538,771	100%	674
Light Industrial										
Light Industrial	868.1	189	163,965	70%		743.6	202	150,540	70%	
Business Park	173.7	257	44,690	19%		162.5	276	44,819	21%	
Regional Business Park	70.0	257	18,024	8%		67.4	276	18,598	9%	
Downtown Industrial	59.9	145	8,681	4%		0.0	0	0	0%	
Subtotal Light Industrial	1,171.7		235,361	100%	201	973.5		213,957	100%	220
Heavy Industrial	1,341.3	122	163,826	100%	122	1,128.6	131	148,154	100%	131
Total Nonresidential	4,789.1		2,388,986			3,763.3		1,845,681		

nr vmt

Source: City of Fresno; Kittelson & Associates; Fresno COG; EPS.

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

Citywide

Land Use	Employment Sector					TOTAL	Gross Acres	Daily VMT Per Acre		
	Retail	Services	Government	Education	Other			Original	Adj. Factor	Adjusted
Source:										
<i>Table C-6</i>										
<i>Employees</i>										
Community Commercial	8,372	2,675	240	133	613	12,033				
General Commercial	80	94	4	4	53	235				
Highway and Auto Commercial	849	271	24	14	62	1,221				
Main Street Commercial	98	107	4	3	42	254				
Recreation Commercial	262	181	68	13	12	535				
Regional Commercial	1,879	1,296	486	94	83	3,837				
Corridor Center Mixed Use	3,567	3,874	151	99	1,532	9,222				
Neighborhood Mixed Use	139	151	6	4	60	358				
Regional Mixed Use	2,411	2,821	108	108	1,602	7,049				
Business Park	909	3,634	-	-	6,360	10,903				
Regional Business Park	366	1,466	-	-	2,565	4,397				
Office	239	11,106	887	1,119	1,861	15,213				
Light Industrial	1,086	3,257	-	-	7,599	11,941				
Heavy Industrial	561	935	-	125	14,314	15,934				
Downtown Office [1]	89	4,155	332	419	696	5,692				
Downtown Retail [1]	1,172	375	34	19	86	1,685				
Downtown Industrial [1]	115	345	-	-	805	1,264				
Total	22,194	36,742	2,342	2,151	38,345	101,775				
Daily VMT Per Employee	<i>Table C-7</i>	62.74	12.91	44.42	121.67	7.08				
Total Daily VMT (Employees * Daily VMT Per Employee)										
Community Commercial	525,199	34,524	10,659	16,220	4,344	590,947	460.4	1,284	100%	1,284
General Commercial	5,041	1,213	159	436	378	7,227	9.2	782	100%	782
Highway and Auto Commercial	53,283	3,503	1,081	1,646	441	59,953	78.5	764	100%	764
Main Street Commercial	6,162	1,377	184	331	299	8,352	5.0	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	117,856	16,732	21,580	11,387	585	168,141	140.9	1,193	100%	1,193
Corridor Center Mixed Use	223,793	49,994	6,689	12,004	10,852	303,331	359.9	843	100%	843
Neighborhood Mixed Use	8,699	1,943	260	467	422	11,791	14.0	843	100%	843
Regional Mixed Use	151,285	36,403	4,782	13,099	11,348	216,917	275.1	788	100%	788
Business Park	57,002	46,907	-	-	45,058	148,968	578.8	257	100%	257
Regional Business Park	22,989	18,918	-	-	18,172	60,079	233.4	257	100%	257
Office	14,994	143,341	39,410	136,151	13,186	347,082	279.4	1,242	100%	1,242
Light Industrial	68,102	42,031	-	-	53,832	163,965	868.1	189	100%	189
Heavy Industrial	35,190	12,066	-	15,167	101,404	163,826	1,341.3	122	100%	122
Downtown Office [1]	5,610	53,631	14,745	50,941	4,934	129,861	40.0	3,246	50%	1,623
Downtown Retail [1]	73,527	4,833	1,492	2,271	608	82,732	20.6	4,017	50%	2,009
Downtown Industrial [1]	7,212	4,451	-	-	5,701	17,363	59.9	290	50%	145
Total	1,392,366	474,198	104,049	261,705	271,645	2,503,964	4,789.1			

nr vmt city

Source: City of Fresno; Kittelson & Associates; Fresno COG; EPS.

[1] See Table A-6 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						TOTAL	Acres	Daily VMT Per Acre	
	Retail	Services	Government	Education	Other					
Source:										
	Table C-6									
	Employees									
Community Commercial	7,861	2,512	225	125	576	11,298				
General Commercial	63	74	3	3	42	185				
Highway and Auto Commercial	776	248	22	12	57	1,116				
Main Street Commercial	-	-	-	-	-	-				
Recreation Commercial	79	54	20	4	3	161				
Regional Commercial	1,012	698	262	50	44	2,066				
Corridor Center Mixed Use	1,398	1,518	59	39	600	3,614				
Neighborhood Mixed Use	4	4	0	0	2	9				
Regional Mixed Use	1,196	1,399	53	53	794	3,496				
Business Park	850	3,401	-	-	5,952	10,203				
Regional Business Park	353	1,411	-	-	2,470	4,234				
Office	216	10,030	801	1,011	1,681	13,739				
Light Industrial	930	2,790	-	-	6,509	10,228				
Heavy Industrial	472	787	-	105	12,044	13,407				
Total	15,209	24,926	1,446	1,402	30,774	73,756				
Daily VMT Per Employee	<i>Table C-8</i>	66.80	13.82	47.83	128.55	7.66				

Land Use	Total Daily VMT (Employees * Daily VMT Per Employee)						TOTAL	Acres	%	Daily VMT Per Acre
	Retail	Services	Government	Education	Other					
Community Commercial	525,119	34,714	10,775	16,090	4,411	591,110	432.3	100%	1,367	
General Commercial	4,236	1,025	135	364	323	6,084	7.3	100%	834	
Highway and Auto Commercial	51,862	3,428	1,064	1,589	436	58,380	71.7	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	67,581	9,649	12,512	6,478	341	96,561	75.9	100%	1,272	
Corridor Center Mixed Use	93,381	20,979	2,822	4,970	4,598	126,750	141.0	100%	899	
Neighborhood Mixed Use	242	54	7	13	12	328	0.4	100%	899	
Regional Mixed Use	79,885	19,331	2,553	6,863	6,086	114,717	136.4	100%	841	
Business Park	56,799	47,004	-	-	45,595	149,398	541.6	100%	276	
Regional Business Park	23,569	19,504	-	-	18,920	61,992	224.8	100%	276	
Office	14,420	138,631	38,321	129,908	12,878	334,157	252.3	100%	1,324	
Light Industrial	62,119	38,555	-	-	49,866	150,540	743.6	100%	202	
Heavy Industrial	31,530	10,872	-	13,483	92,269	148,154	1,128.6	100%	131	
Total	1,015,999	344,497	69,164	180,261	235,760	1,845,681	3,763.3			

Source: City of Fresno; Kittelson & Associates; Fresno COG; EPS.

nr vmt growth

**Table C-6
Fresno Major Street Impact Fee Program Update
Employees by Sector**

Land Use	Percentage of Employees by Employment Sector [1]						Employees by Employment Sector - Citywide						Employees by Employment Sector - New Growth					
	Retail	Services	Government	Education	Other	TOTAL	Retail	Services	Government	Education	Other	TOTAL	Retail	Services	Government	Education	Other	TOTAL
Source:							<i>Table A-3</i>						<i>Table A-3</i>					
							<i>Employees</i>						<i>Employees</i>					
Community Commercial	70%	22%	2%	1%	5%	100%	8,372	2,675	240	133	613	12,033	7,861	2,512	225	125	576	11,298
General Commercial	34%	40%	2%	2%	23%	100%	80	94	4	4	53	235	63	74	3	3	42	185
Highway and Auto Commercial	70%	22%	2%	1%	5%	100%	849	271	24	14	62	1,221	776	248	22	12	57	1,116
Main Street Commercial	39%	42%	2%	1%	17%	100%	98	107	4	3	42	254	-	-	-	-	-	-
Recreation Commercial	49%	34%	13%	2%	2%	100%	262	181	68	13	12	535	79	54	20	4	3	161
Regional Commercial	49%	34%	13%	2%	2%	100%	1,879	1,296	486	94	83	3,837	1,012	698	262	50	44	2,066
Corridor Center Mixed Use	39%	42%	2%	1%	17%	100%	3,567	3,874	151	99	1,532	9,222	1,398	1,518	59	39	600	3,614
Neighborhood Mixed Use	39%	42%	2%	1%	17%	100%	139	151	6	4	60	358	4	4	0	0	2	9
Regional Mixed Use	34%	40%	2%	2%	23%	100%	2,411	2,821	108	108	1,602	7,049	1,196	1,399	53	53	794	3,496
Business Park	8%	33%	0%	0%	58%	100%	909	3,634	-	-	6,360	10,903	850	3,401	-	-	5,952	10,203
Regional Business Park	8%	33%	0%	0%	58%	100%	366	1,466	-	-	2,565	4,397	353	1,411	-	-	2,470	4,234
Office	2%	73%	6%	7%	12%	100%	239	11,106	887	1,119	1,861	15,213	216	10,030	801	1,011	1,681	13,739
Light Industrial	9%	27%	0%	0%	64%	100%	1,086	3,257	-	-	7,599	11,941	930	2,790	-	-	6,509	10,228
Heavy Industrial	4%	6%	0%	1%	90%	100%	561	935	-	125	14,314	15,934	472	787	-	105	12,044	13,407
Downtown Office	2%	73%	6%	7%	12%	100%	89	4,155	332	419	696	5,692	-	-	-	-	-	-
Downtown Retail	70%	22%	2%	1%	5%	100%	1,172	375	34	19	86	1,685	-	-	-	-	-	-
Downtown Industrial	9%	27%	0%	0%	64%	100%	115	345	-	-	805	1,264	-	-	-	-	-	-
Total							22,194	36,742	2,342	2,151	38,345	101,775	15,209	24,926	1,446	1,402	30,774	73,756

Source: City of Fresno; Kittelson & Associates; Fresno COG; EPS.

emp

[1] From Fresno General Plan traffic model data from Fehr & Pers in 2016.

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

Citywide

Land Use Type	Formula	Production					Attraction					Total VMT
		Home-Work	Home-Shop	Home-Other	Work-Other	Other-Other [1]	Home-Work	Home-Shop	Home-Other	Work-Other	Other-Other [1]	
Shared Trip Factor (Vehicle Occupancy Rate)	A	1.14	1.45	2.32	1.10	1.70	1.14	1.45	2.32	1.10	1.70	
Trip Length (in miles) [2]	B	11.10	9.29	7.34	7.98	6.06	11.10	9.29	7.34	7.98	6.06	
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; Kittelson & Associates; Fresno COG; National Cooperative Highway Research Program (NCHRP) Report 365; 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-10.

[3] See Table C-9 for daily person trips.

**Table C-8
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; Kittelson & Associates; Fresno COG; National Cooperative Highway Research Program (NCHRP) Report 365; 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-10.
 [3] See Table C-9 for daily person trips.

**Table C-9
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 [1]	-	-	-	0.26	3.64	0.52	3.06	1.02	0.97	3.64	13.10
Services [1]	-	-	-	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 [1]	-	-	-	0.20	0.06	0.37	0.00	0.16	0.16	0.06	1.00

trip

Source: City of Fresno (factors from Fresno General Plan Travel Demand Model - future year 2035 rates); NCHRP Report 365; EPS.

[1] 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-10
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

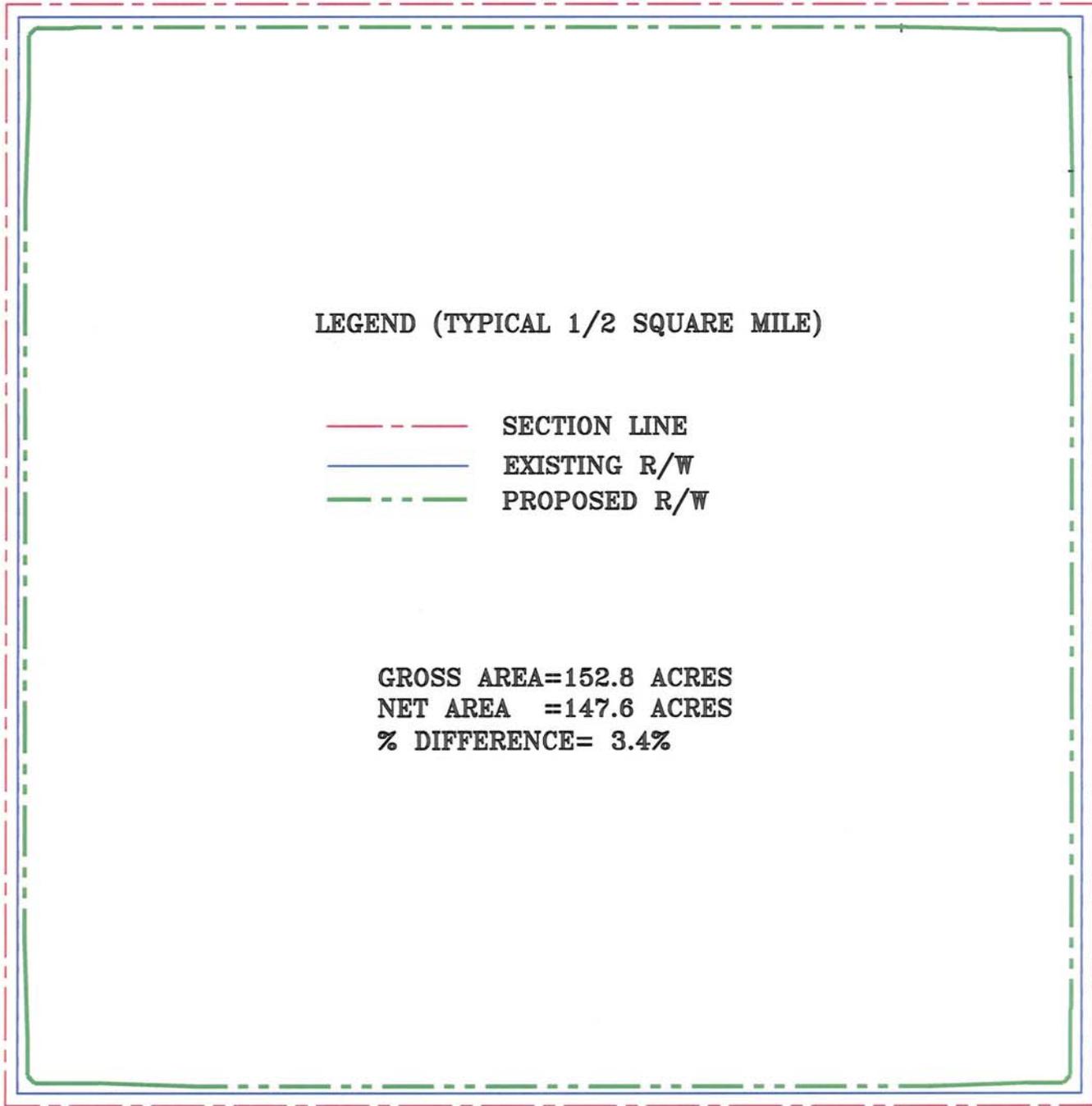
Source: Fresno General Plan Travel Demand Model.

APPENDIX D:

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



ARTERIAL

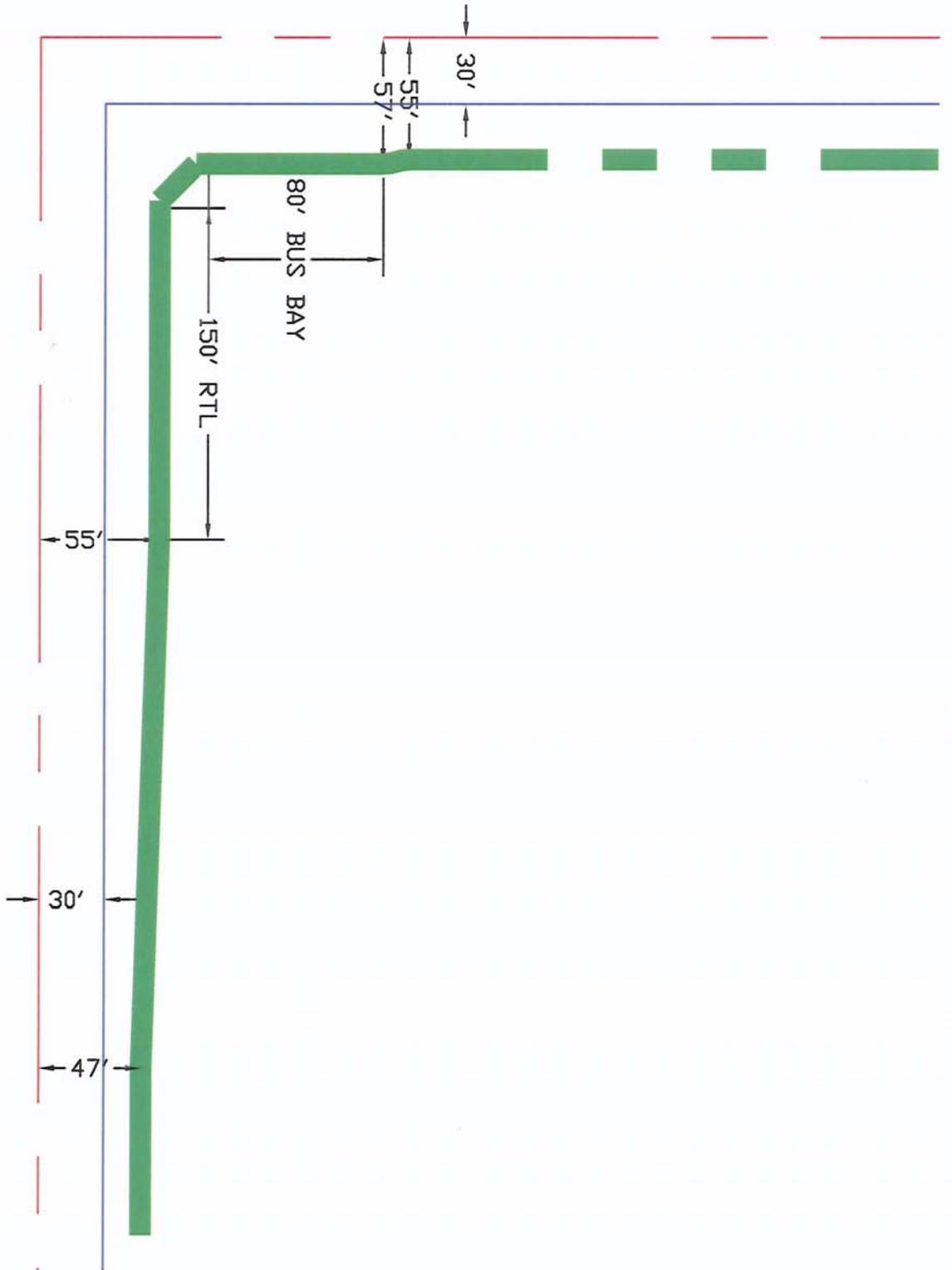


LEGEND (TYPICAL 1/2 SQUARE MILE)

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

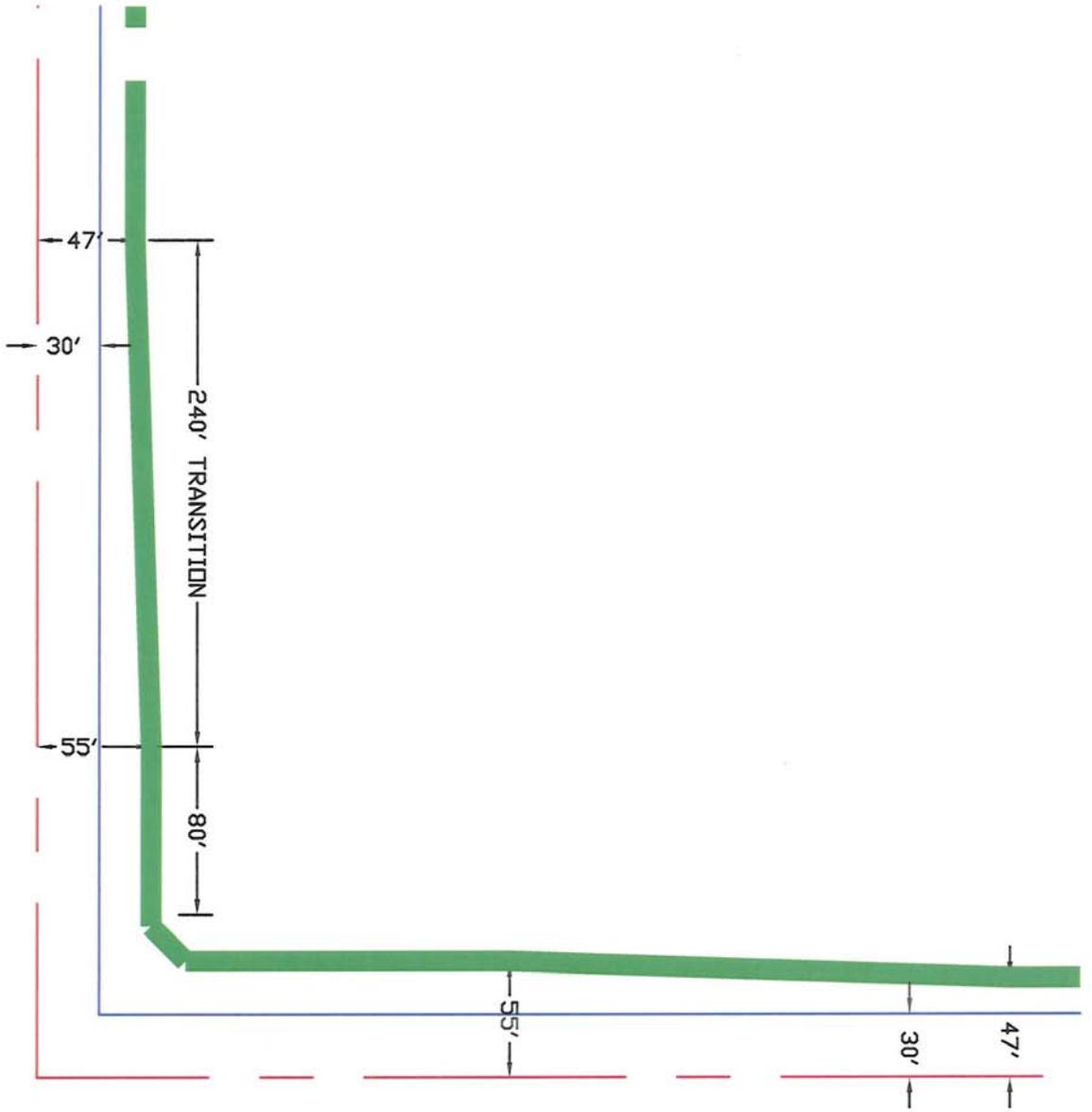
GROSS AREA=152.8 ACRES
NET AREA =147.6 ACRES
% DIFFERENCE= 3.4%

ARTERIAL



COLLECTOR

COLLECTOR



COLLECTOR