Public viewing

Transportation System et. al. Development Impact Fee Nexus Report and Capital Facility Program for the City of Rancho Cordova, California

October, 2005

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September 16, 2005

Mr. Cyrus Abhar, PE, LS, TE
Public Works Director
City of Rancho Cordova
3121 Gold Canal Drive
Rancho Cordova, CA 95670

RE: ***2005-06 Transportation System Development Impact Fee (DIF) Calculation***

Public Works Director Abhar:

The City is experiencing significant requests for the private development of the roughly 12,500 acres of vacant parcels (net) within the City's current limits and will have to absorb the increased demands for service created by that new development. This will likely be the case for the City for many years to come.

The City's Transportation System Capital Improvement Program has identified the projects necessary to offer the required level of service that will accommodate the magnitude of growth anticipated from the probable development. The specific projects, and their requisite costs, required to achieve the transportation system service demands are identified in this Report.

Revenue and Cost Specialists, L.L.C., has been contracted to calculate the development impact fees and create the nexus necessary to finance the transportation system capital projects and capital acquisitions necessary to either preserve the existing ***Levels of Service (LOS)*** currently offered to and enjoyed by (after having have been paid for by) the existing community and at the same time accommodate the significant development anticipated within the City's existing legal boundaries. The addition of the capital improvements summarized in this Report would protect the existing residential and business community from the diminution of those existing LOS due to the addition of new residential and business development in Rancho Cordova.

City Council and staff, responsible for providing services to a continually expanding residential and business community, will recognize that the magnitude of the impact fees is **a direct function** of the nearly $1.263 billion cost of the capital projects identified in the *Capital Improvement Program* (Appendix B of this document) as desired or required. Regardless, anyone in the position of the Council members may find it difficult to adopt the impact fees simply because they appear "too high". It is incumbent upon this Report to convince the Council of the justification for and financial importance of the proposed development impact fees.

The following Report calculates some new and some updated impact fees for Rancho Cordova based on the aforementioned changes and the City's changing requirements for public safety, streets and signals, storm drainage, sanitary sewer and numerous quality of life facilities. The adoption of the proposed DIFs will enable this City Council, as well as succeeding Councils, to continue to ensure that the City will be able to meet the ***basic*** infrastructure needs of new growth, without unduly burdening the existing population and business community for these development-generated capital costs.

The identification of $1.263 billion in capital needs, a major portion of which is driven by new development, is not taken lightly but must be examined in light of the cost of the existing infrastructure that a new residence or business will immediately benefit from upon City review, approval, construction and finally, occupancy of their private development projects. Adoption of the maximum impact fees contained herein and imposition upon the vast remaining development opportunities in Rancho Cordova would generate a maximum of $1.153 billion in a combination of public improvement dedications and/or capital revenues limited for use on the many capital expansion projects deemed as development-generated.

To offer such a perspective, a major element in this Report is the *proportional analysis*, or comparison of what is being asked of future residents, in the form of dedicated public improvements or an in-lieu (impact fee) payment, with the cost of the City's existing transportation infrastructure contributed by the existing population and business community. The dedications, taxes and assessments contributed to date by the existing community over numerous years of development have generated just over $333.8 million (at current replacement costs) in transportation system infrastructure in Rancho Cordova.

It is not intended for the recommended development impact fees to address all of the City's capital needs, as identified on the various schedules in this Report. As per California Government Code 66000 et. seq. and common fairness, development impact fees cannot address current capital deficiencies. The proposed fees will recognize and meet the needs of the City's growing population and business community. However, with the adoption of the proposed development impact fees, other City discretionary revenue resources that may have been used to meet growth-generated needs for expanded services and facilities will now be available for those accumulating replacement and rehabilitation projects.

The information required to develop the City's capital costs and equity data was generated by the Rancho Cordova staff without whose help and cooperation this Report would have been impossible to complete. The following management and technical personnel were instrumental in gathering or generating the projected land-use and estimated project information so critically necessary for both the calculation of the legal support of the development impact fees.

Jeffrey Clark, PE, TE ..... ***Fehr & Peers***
Pam Johns ..... ***Special Project Manager***
Christopher J. Jordan ..... ***Planner***
Paul Junker ..... ***Planning Director***
John P. Long ..... ***DKS Associates***
Ron Milam, AICP ..... ***Fehr & Peers***
Isaac O'Neill ..... ***Psomas Engineering***
Jason Pack ..... ***Fehr & Peers***
Robert Rockett, PE ..... ***Project Manager***
Elizabeth Sparkman, PE ..... ***Senior Engineer***
Steven C.Speights, PE ..... ***Psomas Engineering***
Bill Thomas ..... ***Chief Financial Officer***

Without their hard work and willingness to provide the best data available, this Report could not have been completed to the degree of accuracy and completeness that it has. I would like to highlight the efforts of ***Christopher Jordan*** for compiling the critical land-use database information and to City staff members ***Elizabeth Sparkman and Robert Rockett*** for their on-site project coordination assistance. The quality of information and resulting calculation were directly improved by all of their efforts.

The Development Impact Fee Calculation Report is now submitted for your review and consideration. RCS is prepared to assist in increasing the Council's and community's understanding of this very significant part of the City's revenue structure.

Sincerely,

Scott Thorpe
Senior Vice President

CITY OF RANCHO CORDOVA
TRANSPORTATION SYSTEM
DEVELOPMENT IMPACT FEE
CALCULATION AND NEXUS REPORT

TABLE OF CONTENTS

Chapter 1

Background and Introduction

The City of Rancho Cordova has retained Revenue & Cost Specialists[1] to calculate the City's schedule of Transportation System Development Impact Fees (henceforth "Transportation Impact Fees"). The City currently has transportation impact fees for the urban in-fill area of the City and interim fees generally in the specific plan areas south of the urban in-fill area. The City has determined a need for updated and consistent fees throughout the City. Once adopted, a periodic review and adjustment of the transportation impact fees would be appropriate and warranted to insure that the City collects sufficient revenues necessary to construct the infrastructure needed to serve new residential dwelling units and businesses being developed in the community.

This Transportation Impact Fee Calculation and Nexus Report (henceforth "Impact Fee Report) includes a significant amount of detail such as a complete list of all projects to be financed by impact fees.[2] This Impact Fee Report and the City's *Transportation System Capital Improvement Program* (Appendix B) offers detailed information allowing the Council to make important policy decisions.

Inclusion of the "Proportional Analysis." An additional component of this Report is that it includes a ***proportional analysis*** of the infrastructure needs required to support continued development of the City as compared to the existing infrastructure. This analysis is intended to recognize and reconcile the difference between the City's desired level of service required of new development, per statements in the various General Plan elements, with that of the *de-facto* or actual level of service provided to the existing community. This addition will assist the Council in making the difficult policy decisions regarding the required additions of new development and in considering adopting a fee structure that recognizes inter-generational equity and increase the lay-person's understanding of what is *fair*.

RCS has met with City and contract staff representing both the planning and engineering functions to acquire and review the supporting data which forms the calculation of the Transportation Impact Fees. The results of this review can be found on the schedules located at the end of Chapters Two and Three.

Impact Fee Structure. The General Plan provides a range of potential densities for residential development, as such, impact fees for residential uses need to be calculated on a per dwelling unit basis to reflect more accurately the impacts from a specific development. For example, a property zoned as single family residential development may contain from three to six units per acre. If fees are calculated on an acreage basis, the developer proposing to construct homes at a density of three

units per acre would pay the same amount as a developer constructing at a density of six dwelling units per acre. Similarly, fees are calculated on a square footage basis for commercial and industrial properties to reflect the incremental impacts of different building intensities for these types of development.

A second reason for the proposed transportation impact fee structure recommended in this Report involves the issue of building expansion or intensification of commercial and industrial areas. For example, if a property owner of commercial or industrial property proposes an expansion to his building, the question exists about how to charge this proposed expansion for its impact on the City's streets, storm drainage system, and other infrastructures. A fee calculated on a building square footage basis would simplify this calculation.

CALCULATION OF DEVELOPMENT IMPACT FEES

In California, State legislation sets certain legal and procedural parameters for the charging of these fees. This legislation was passed as AB1600 by the California Legislature and is now codified as California Government Code Sections 66000 through 66009. This State law went into effect on January 1, 1989.

AB1600 requires documentation of projects to be financed by Development Impact Fees prior to their levy and collection, and that the monies collected actually be committed within five years to a project of "direct benefit" to the development which paid the fees. Many states have such controlling statutes. Specifically, AB1600 requires the following:

1. Delineation of the **PURPOSE** of the fee.

2. Determination of the **USE** of the fee.

3. Determination of the **RELATIONSHIP** between the use of the fee and the type of development paying the fee.

4. Determination of the relationship between the **NEED** for the facility and the type of development project. **NOTE: Numbers 2 & 4 will be reversed throughout the chapters in this Report because it is apparent that *need* should be identified before *use*.**

5. Determination of the relationship between the **AMOUNT** of the fee and the **COST** of the portion of the facility attributed to the specific development project.

This Report, with some additions, utilizes the basic methodology consistent with the above requirements of AB1600. Briefly, the following steps were undertaken in the calculation of impact fees for the City:

1. Define the level of service needed within the General Plan area for each project or acquisition identified as necessary. In some areas, certain statistical measures are commonly used to measure or define an acceptable level of service for a category of infrastructure. Street intersections, for instance, are commonly rated based on a Level of Service scale of "A" to "F" developed by transportation engineers.

2. Review the Land use map and determine the existing mix of land uses and amount of undeveloped and developed land. The magnitude of growth and its impacts can thus be determined by considering this land use data when planning needed infrastructure. This inventory can be found in Table 2-1 in Chapter 2.

3. Identify all additions to the capital facilities necessary to maintain the identified levels of service in the area. Then, determine the cost of those additions.

4. Identify a level of responsibility, identifying, as termed in this Report, the relative need (or as referred to in the accompanying schedules as "PERCENT NEED") for the capital facilities necessary to accommodate "growth" as defined, and as opposed to current needs.

5. Distribute the costs identified as a result of development growth on a basis of land use. Costs are distributed between each land use based on their relative use of the capital system. For example, future street costs were distributed to each land use based on their trip generation characteristics.

OTHER ASSUMPTIONS OF THE REPORT

In addition to the land use assumptions contained in the next Chapter of this Report, other important assumptions of this study include the following:

"Normal" Subdivision Improvements Omitted. Not included in either of the Capital Improvement Project list or calculations herein are the "local" public improvements generally associated with and identified as being the sole responsibility of the developer through the subdivision or development review process. This type of "on site" and immediately adjacent improvement would include all such

capital construction within the boundaries of any development, such as street lights, curb, gutter, sidewalks and neighborhood streets. These improvements would continue to be the direct responsibility of the developer, with or without the addition of Development Impact Fees.

Land Costs. Land acquisition cost estimates of right-of- way (henceforth R.O.W.) and other related uses were determined after discussions with City officials over recent acquisitions or current negotiations. Arguments for higher or lower costs can be made; however, the herein contained per acre amounts appear to be the most appropriate current figure for the purposes of this study.

"Zone-based" Fees for Impact fees. In some categories of infrastructure, the development impact fees may need to recognize subregions or *zones* of the City that may have extraordinary service costs or infrastructure needs. Subregions are generally the result of some geographical feature such as a river or hilly terrain that creates a differing need for infrastructure in the subregion. A bridge that must be built at substantial cost to create the only access that area has to the rest of the City but may little or no benefit to any other area of the City would be a prime example. A specific overlay or surcharge fee may be necessary in order to eliminate the possibility of others who will not receive any benefit from the bridge from being required to assume financial responsibility for that bridge. Zones may also be determined for other reasons or issues, such as economic development issues.

Exclusion of Tax "Credits" for Undeveloped Land. It has been argued by some that a credit for capital-related revenues, such as gas taxes, should be made against the development impact fees calculated or imposed by a city. Using the state gas tax as an example, proponents of a DIF credit argue that a city will receive increased annual gas taxes because of the additional population generated by future residential development. It is therefore argued that a developer should receive a credit for any associated gas tax revenues collected as a result of the residents or businesses that occupy the new dwellings against any Street, Bridge and Signals impact fee imposed by the City based on either of two separate arguments.

The first argument for a gas tax credit supposes that the additional gas taxes created by residential development are used to pay for the maintenance of existing streets, which is the responsibility of existing development. Since the new streets constructed via impact fees will not require rehabilitation or reconstruction for another 10 to 20 years, the gas tax generated by new development is therefore a windfall to the City and should be credited against the DIF. What this argument fails to consider is that any new resident or business to the City will begin to contribute immediately to the use and deterioration of all City streets. A cursory review of City finances will reveal that the portion of the State gas tax received by cities falls far short of meeting the City's needed street improvements and repairs in any given year. The gas taxes "generated" by new development simply cannot meet the maintenance costs of either the new streets associated with the development or the existing streets which the new resident uses on a daily basis.

The second argument proposes that the developer pays his "full share" of constructing new roads when he pays the City's Transportation (streets, bridge and signals) DIF and that the gas taxes generated by his development are unfairly used to make improvements to the existing street system. It is most cities' experience that gas taxes are barely adequate to meet streets-related operational costs, and if they are sufficient to meet these costs, the remainder is used for capital-related maintenance projects. The amount of gas tax revenues used for expansion of the existing street system is usually, and specifically in Rancho Cordova's case, a nominal amount of the total. For these reasons, a credit is not considered for the Transportation (major streets, bridges, signalized intersections and miscellaneous improvements) Impact Fee in this Report.

PROPORTIONAL ANALYSIS

While the need to insure, or at least test for proportionality is required by both statutory and case law, it is also important, if for no other reason, than as an attempt to reach community inter-generational equity, i.e., *fairness* in the infrastructure investment made by existing residents and businesses with those of new residents and businesses that wish to use the ***existing infrastructure***. *In short, previous generations of businesses and residents have contributed to the development of the City infrastructure and this fact should be recognized by future residents and businesses by contributing a like amount of additions to the existing infrastructure towards completing the various infrastructure systems so as to not reduce the level of service to the existing users, to not negatively impact them.* The next portion of this report is intended to acquaint the reader with the issues that occur in impact fee calculation. Please note that many proportionality issues illustrated in the next portion of the study may use infrastructure such as fire suppression, parks and storm drainage which may not necessarily be the focus of this report.

It is one thing to identify the many public improvement projects needed through build-out. It is an entirely different matter to assume that all of the identified improvements are required to meet the demands of the new development. Clearly, some projects will be *replacements* of the existing infrastructure while others will be *capacity increasing* projects. Within the category of the latter, they may also be further classified into two categories;

1. Projects dealing with existing deficiencies, i.e., projects that are required *regardless* of whether there is additional development or not. An example would be a traffic intersection currently controlled by stop signs that currently meets traffic warrants for a traffic signal.

2. Projects that are required as a result of development. An example of this would be a traffic intersection that is currently quite adequately controlled by stop signs, but because of development in the near and "downstream" areas will ultimately need to be signalized.

All impact fee calculations claim to be fair. Most DIF calculations will identify the desired or required capital projects, most ostensibly generated *as a result of development*. However, little evidence is ever offered in support for such a claim and the amount often seems arbitrary and capricious. Therefore, what is fair and equitable? Is it fair to require future residents and businesses in a city to construct, via payment of impact fees, a new Police Station when the current station is merely rented or leased space? On the other hand, if a community already has all of the parks they will need at build-out, are they precluded from imposing an impact fee to recover or *recoup* some of those expenses incurred in constructing the General Plan build-out park improvements? These are difficult questions that may be made easier by the following examples.

Comparison of Needed Infrastructure with Existing Infrastructure. The answer to these difficult questions may best be answered by comparing various infrastructure scenarios. This can be accomplished by looking closely at our friends in the planned community of Happy Valley[3] for a few scenarios to explain the three possible conditions that can occur regarding the agency's current infrastructure and the demand upon them. We will use the provision of fire protection, a service that most of us as nonprofessional firefighters can somewhat understand. These three General Plan "conditions" include, the fire suppression system infrastructure construction:

1. is ***On-target,***
2. has been ***Deficient***, or;
3. has created ***Excess Service Capacity***.

Adoption of a Standard - No discussion of proportionality can be undertaken without the identification of a Level of Service, often referred to as the LOS. The LOS of any infrastructure would be the LOS afforded by the existing infrastructure. Given a jurisdiction of a given size, the LOS afforded by two fully equipped fire stations would be better than if the same jurisdiction was served by only one of those fully- equipped stations. For purposes of this discussion we will use the LOS standards offered by the National Fire Protection Association (NFPA). According to the NFPA a standard two-bay fire station (estimated for purposes of this example to cost about $3,000,000) can meet the needs of 5,000 homes or 10,000,000 square feet of business space. If these standards were adopted as Happy Valley's public safety element of the City's General Plan, they would be known as the *de jure* or stated (or desired) standard (i.e., the standard the community would **like** to meet). The inductive impact fees (or cost per proportional unit served) for this *de jure* standard, on the following page, would then be:

Table 1-1
Calculation of N.F.P.A. Impact Cost

Land Use	Station Cost	Units Served	Impact Fee
Residential Units	$3,000,000	5,000	$600.00 per home
Business S.F.	$3,000,000	10,000,000	$0.30 per S.F.

Service Base - Happy Valley's General Plan indicates that there will be 10,000 residential dwelling units and about 20,000,000 square feet of commercial/industrial space creating a need for four stations at build-out. The station calculation is included in Table 2-1 below:

Table 1-2
Determination of Required Number of Stations

	Number of Units	Units served by One Station	Stations Required
Residential Units	10,000	5,000	2 Stations
Business S.F.	20,000,000	10,000,000	2 Stations
Required Stations at General Plan Build-out			4 Stations

Infrastructure is "On-target" - The need for four stations appears simple and the Happy Valley City Council need only adopt/impose the impact fees previously identified in Table 1-1. Currently, Happy Valley has 6,250 residential units and 7,500,000 square feet of commercial/industrial building space and is half "built-out" (in terms of fire calls for service). The existing development in Happy Valley is generating half of its ultimate (General Plan build-out) fire calls-for-service. This is demonstrated in Table 1-3 on the following page:

Table 1-3
Development of Current Infrastructure is "On-Target"

	Number of Units	Units served by One Station	Stations Required
Residential Units	6,250	5,000	1.25 Stations
Business S.F.	7,500,000	10,000,000	0.75 Stations
Total Number of Stations Required Currently			2.00 Stations

Conversely, Happy Valley has the remaining half of its fire demand (in terms of calls-for-service) yet to come. Left to build are 3,750 residential dwelling units and 12,500,000 square feet of business floor space, and when constructed would generate the following capital needs identified on Table 1-4, following:

Table 1-4
Remaining Development and Station Requirement

	Number of Units	Units served by One Station	Stations Required
Residential Units	3,750	5,000	0.75 Stations
Business S.F.	12,500,000	10,000,000	1.25 Stations
# of New Stations Required from Land to be Developed			2.00 Stations

If the earlier calculated impact fees ($600 per residence and $0.30 per square foot of business pad) were adopted and imposed, Happy Valley would collect (by General Plan build-out) enough capital revenues to construct the remaining two stations and proportionality, between existing and future residents and businesses, would be evident. Table 1-5, on the following page, demonstrates this:

Table 1-5
Remaining DIF Collection

	Number of Units	Impact Fee	Amount Collected
Residential Units	3,750	$600.00	$2,250,000
Business S.F.	12,500,000	$0.30	$3,750,000
Amount Collected in Fire Impact Fees			$6,000,000
Cost of a One New Fire Station			$3,000,000
Fire Stations to be Built with Impact Fees			2.00

And everyone in the community of Happy Valley is adequately served by the four stations having been financed generally fairly by the total community.

Infrastructure is in Deficient Condition - Consider the implications if the current Happy Valley residents and businesses had shown a limited commitment by contributing only enough financing to construct but one station when, based upon their own adopted standards and amount of development, they should have constructed two stations? Clearly three more stations would be needed on the path to General Plan "build-out." Initially we can easily dismiss, as completely inequitable, the possibility of requiring the remaining future home and business owners to finance all three remaining stations. But would it be fair and equitable to charge new residents the $600 per home and new businesses the $0.30 per business square foot in order to build the remaining two stations required to meet the N.F.P.A. standards?

The simple and direct answer is no. The Happy Valley community has not (with only one station constructed at half build-out) demonstrated their full and complete commitment to meeting the N.F.P.A. standards, and as a result would not have a strong case to assert that others who build after them need to contribute towards the construction of multiple (two) fire stations at a higher service rate.

The level of service provided by that single existing station is the community's *de facto* (or "in fact") standard level of service. With one station, the contributed equity to build the single station would be half of the impact fee proposed in Table 1-1, or $300/residential unit and $0.15/square foot of business space, respectively (see Table 1-6, on the following page).

Table 1-6
Impact Fee at Deficient Condition

	Number of Units	Existing Contribution	Amount Collected
Residential Units	3,750	$300.00	$1,125,000
Business S.F.	12,500,000	$0.15	$1,875,000
Amount Contributed by Existing Community			$3,000,000
Cost of One New Station			$3,000,000
Station(s) built with Community's Contribution			1.00

If Happy Valley has only built one station at half General Plan build-out, we would be forced to conclude that the City is currently *deficient* by one station. If the future residents were asked to pay at a rate that would build two stations (the $600/$0.30 rates) the City would have three stations at General Plan build-out, one financed and built by the first half of the community, and ***two*** financed and built by the second half of the community. The first half of the community would, in effect "inherit" one half of a station at no cost to themselves, borne completely by the development community. In short, Happy Valley would fail the proportionality test. The inequity would then be exacerbated when the community decides to build the final "missing" last station (of four) from a City-wide assessment or from annual General Fund receipts, paid for by the entire community, including those who just paid for the two new stations via the adopted fire impact fees.

The most equitable solution is for the City to adopt impact fees at the $300/residence and $0.15/square foot rates. Adoption of this fee would be referred to as the ***Community Financial Commitment or Equity-based Impact Fees***. Admittedly, the City will go further into a deficit position in terms of the number of required stations, from being deficient by one station at half General Plan build-out to a deficiency of two stations at General Plan build-out, *but the ratio of deficiency (or overall proportionality) would remain a constant 50% of the stations needed at either time.* The community, if they are truly serious about meeting the NFPA recommended standard, would then need to assess the entire community to raise the needed money in some fashion for financing the remaining two stations either in the form of an assessment or dedication of general receipts of the City. Admittedly, the continued safety of the community must be considered, see the section text on *Exceptions - Public Safety*, later in this Chapter.

Infrastructure - "Excess Capacity" - One final but important scenario remains and must be considered. In this scenario the existing residents of Happy Valley were the industrious sort and (at half General Plan build-out) had constructed three stations when they were at the point when they

only needed two stations. Clearly there is excess capacity in each of the three existing stations. In this case, the Happy Valley's current *de facto* standard would be well above the *de jure* or target standard. Statistically, each of the three stations would have 1/3 excess capacity (for providing fire/medic response services) and should be busy only about two-thirds of the time. Should the impact fee be limited only to the marginal $300 per residence and $0.15 per business square foot required to construct the one remaining required station? If so, the future residents receive a gift of a portion of the extra (third) station. These difficult decisions will need to be made by the Happy Valley City Council.

Marginal or Recoupment Fee? In this scenario, the Happy Valley City Council should adopt, *at a minimum*, the $300/residence and $0.15/square foot business space rates to insure that the fourth station would be built. This would be referred to as the ***marginal needs-based*** fee. This would be a benevolent gesture, giving the new residents a free ride on the cost of the (already built, paid for and technically not-yet-needed) third station.

Or in the alternative, the Council can recognize that the $3,000,000 used to build the third station was a loan from the existing community's General Fund receipts, and needs to be repaid by the future community that receives an instantaneous level of fire protection the day they receive their occupancy permit[4], through the imposition and collection of impact fees.[5] In this case, the $600/residential dwelling and $0.30/square foot of business space impact fees should be adopted, imposed and collected. The impact fee would accumulate $6,000,000 through build-out, with $3,000,000 required to repay the General Fund in delayed revenue (for Station #3) and $3,000,000 necessary to construct the fourth station. This would be referred to as the ***fair share or recoupment-based*** at General Plan build-out fee. And more importantly, at General Plan built-out, long term equity would be achieved as each home and business would have contributed the same $600 per residence and $0.30 per square foot.

POSSIBLE EXCEPTIONS TO THE PROPORTIONALITY TEST

The previous discussion applies particularly well to above ground or facility-based services such as public-use centers, pools, police and fire stations, civic centers maintenance yards or other fixed location and fixed capacity facilities that serve the entire population. However, it does not necessarily work well on ground level or below ground level system infrastructure such as streets, utilities, and storm drainage, where the continuation of a deficient system into the future is not at all possible and the lack of additions would ensure the complete inability to approve any further private construction without creating unsafe conditions to a specific area. As an example, if the agency's storm drainage system is currently deficient and creates some periodic flooding but not necessarily in dangerous amounts, the agency may not be able to approve and allow any more future development unless all of the storm drainage run-off created by the new development, is properly collected and released at a river or flood control channel.

Additionally, a currently deficient water system, i.e. a system with only the most minimal of distribution pipes, may not be able to serve any more future development without a substantial increase in the capacity of the water distribution system. In these instances, the impact fee is necessary to *accommodate* development.

Specific Plan or Benefitting a Specific Area. An additional exception occurs when the need or benefit from a specific facility is generated by a finite or easily defined area such as a specific plan or a new area of the agency that is significantly outside of the existing agency's urban in-fill service area or the specific plan is primarily the sole beneficiary of the infrastructure to be constructed. An example may be a small area of the City, proposed for say 2,000 homes, but separate from the rest of the City in such a way that, to meet the General Plan's stated fire suppression standard level of service of a five minute response time, it requires a separate fire station. The result is that the single station serves less than any of the other stations in the community, which on average serve 5,000 homes. There is little argument as to why the remaining residents and businesses should not need to finance that higher cost per home served. This is not uncommon in an area geographically separated from the major, or urban, part of the community such as a small area separated by a river or on a hillside above the rest of the city or in a canyon.

Density may also be a factor. Fire infrastructure system improvements to date may be spread over a more compact density (say 4-5 homes per acre) than the remaining development in the community (say 2-3 homes per acre). Most likely, the fire system infrastructure costs per home for the lesser density will be higher than the more compact but higher density.

Public Utilities. The treatment for municipal utilities is particularly clear in that the utility's operating and capital funds do not receive any General Fund financial support and they do not typically charge stand-by fees to vacant property. This means that the entire utility system has been supported only by what are called *user fees* (payments by the utility's customers). Or stated in another way, it is *user-financed.* In many cases the utility may have significant extra capacity because most infrastructure cannot be expanded in small defined portions that exactly match the incremental pace of new development, (e. g. water reservoirs are generally expanded in 1.0 million gallon portions, not 1,000 gallons at a time). The argument can easily be made that this excess capacity be paid for by new users that connect to the system and will directly benefit from the excess capacity that has been constructed and identified.

A water distribution system may also have significant distribution system capacity to reach homes and businesses in more outlying areas. RCS recently worked with a city where the existing water users, currently representing some 55% of the water use demand at General Plan build-out, had already constructed nearly 70% of the entire water system. The 15% difference amounted to just over $7.0 million. Does this mean the excess capacity paid for by the existing users should be a gift to the future users? Does the Government Code §66000 et. seq. prevent this city from recouping the advanced costs invested by the current users that will be the direct benefit of future users? Simply

stated, excess capacity can and should be identified wherever possible, and recovered[6]. The excess capacity must be identified in terms of "existing project segment" and how it will benefit the future users must be identified. Any recoupment must be placed back in the fund that financed the excess capacity, in this case the Water Fund.

Public Safety. Development cannot be allowed to continue if to do so would create a situation of potential public peril. Thus, some capital infrastructure projects may be required of development simply in order to allow additional development, even if not proportional with the City's existing levels of service. Such a declaration would only be likely from the provision of transportation, storm drainage and utility services. It would not likely be allowed for community centers, library's, aquatic centers or parks.

Areas with Special Infrastructure Needs. Another exception to the proportionality test would be a developing area in the municipality that needs some special infrastructure not required by the remainder of the agency. An example would be a series of pumps necessary to lift water to a small developing hillside area of the agency that is 1,000 feet higher than the rest of the more urban residents and businesses. The reservoir storage needs for a detached dwelling would be the same in either the hillside or the more urban area, but the reservoirs would need to be located at different altitudes. However, there is no reason for the builder of a detached dwelling in the urban area to subsidize the acquisition of the water pumps required to pump water up to the reservoir necessary to support the twenty-four hour water needs for the elevated hillside area. However, if all of the reservoirs were located above the highest altitude users, the argument for differential impact fees would no longer be valid.

Areas Requiring Significant Infrastructure to Accommodate Growth. Often the infrastructure serving the existing urban in-fill area of community is quite adequate and barring growth, does not require many additions to infrastructure system. However, a contiguous specific plan area may generate many infrastructure system needs passing through the urban in-fill area. An example would be the widening of arterials and collector roads quite adequate for the existing surrounding area but necessary for a large contiguous specific plan area to reach say, a freeway. In short the widenings are required to allow for access to the cross-city freeway to the future residents and businesses in the specific plan area, but do little to nothing for the urban in-fill area.

Large Scale Annexations. Recently, two client cities were asked to annex very large parcels by both the landowners and a county. The county was either unable or unwilling to manage the long-term development and then also provide the needed municipal services to the large areas. In both cases, the annexed areas will, when developed, literally doubled their respective populations. Both city's made it abundantly clear that each annexation area would have to meet its own infrastructure service needs and could not depend on improvements from the existing city to serve the annexation area. So in short, the two agencies indicated that they would not support construction in the annexation areas that in any way increase any existing deficiency the agency may currently have. In these cases,

two different sets of impact fees would be necessary, one for the primary (existing city area prior to the annexation) and one for the annexation area. There may be some overlapping service such as a new fire station that would serve a portion of each of the two separate areas. This is important because the City of Rancho Cordova may be faced with more large scale annexations in the future and should have an infrastructure development policy pre-determined.

Achieving such equity in the calculation of impact fees is the commission of this Report. Excess capacity is often difficult to identify and even more difficult to convince others of. Rancho Cordova is much like Happy Valley, with excess or overcapacity in some areas of infrastructure, and perhaps slightly deficient[7] in others.

OTHER ISSUES

Some members of the building industry have claimed that the addition of impact fees unfairly creates an inflated resale price for existing homes. The argument is that if the public agency adopts a $25,000 to $30,000 impact fee per detached dwelling, then the price for an existing home is "artificially" increased by the same amount. We will use the example of a detached dwelling that cost the developer $250,000 to construct and complete to a point that the occupancy permit is approved.

Full Cost of a Residential Dwelling. The $250,000 represents only the above ground costs. The true and actual cost of a new home is the cost of acquiring the parcel, necessary government approvals and permits, construction supplies, labor, debt service on the above, on-site[8] public improvements, *and*

the hidden cost of extending public services[9] to that home!

These public service extension costs include (but are not limited to):

- The addition of law enforcement personnel requiring the expansion of the police station and response vehicles
- Additional fire stations and response vehicles.
- Road widenings of traffic arterials and collectors.
- Additional capacity in downstream storm drainage pipes.
- Additions to a water system, including source, treatment, storage and delivery.

- Additions to the sewage capability, including collection, treatment and disposal.
- Additions to the maintenance capabilities (i.e., municipal corporation yard and maintenance vehicles) necessary to maintain the above added infrastructure.
- Additional parks, library, and public meeting space for recreational/social purposes.

Thus while the cost of constructing the above ground portion of a single family home may be $250,000, the "downstream" costs identified above may be in the area of $25,000 to $30,000 per single family home or in the area of 10% to 12% of the above ground cost.

If this argument is not clear, picture a 2,800 square foot home, costing $250,000 to construct the above ground structure, located in the middle of an empty square mile, no roads, no utility service, no public safety response, no flood control and no recreational facilities. What is the market value of this home? Probably not even the $250,000 that it cost to construct the structure. All of a sudden, the $25,000 impact fee for all the infrastructure needed to support that one home, seems like a good option.

Thus, the true and complete cost of a new detached dwelling is the cost of building the structure and the cost of extending the municipal services to the home regardless of who pays for the actual costs of extending those services. To some degree these service-related infrastructure costs have been recognized, the only question remaining is who should for pay them, existing or new residents?

Effect on Market Price. Again, let us assume that a cumulative $25,000 impact fee imposed upon *new* single family home construction increases the market price of an *existing* single family home. Wouldn't this just be the recognition that the existing single family home already has those physical links to the municipal services? A slightly different way of looking at this argument is that the existing family homes each have a "share" in a municipal corporation[10] and the share is valued at the cost of the connection to the various municipal utilities, transportation system, flood protection and public safety. It is a logical step then to require any newly constructed home to purchase a "share" at an equal cost.

CHAPTER ORGANIZATION

Within Chapter 3 there will be three cost/fee schedules at the end of the Chapter. They will be:

The first schedule, the ***Allocation of Project Cost Estimates*** identifies the project, its costs and the relationship, in a percentage, to development. This schedule will be number 3.1.

"Marginal Needs"-based Impact Fee - This schedule will identify the impact fees that would need to be adopted to meet the basic capital needs identified in the Report (on the second schedule, 3.2, at the end of the Chapter 3.

With adoption of this level of impact fees, one could claim that *new development is occurring without any additional cost to the existing residents and businesses.* You could not, however, claim that *new development is paying its "fair share."*

Existing Commitment or "Equity"-based Impact Fee - This schedule will identify the cost (in current nominal dollar value) of the existing infrastructure, including land, physical improvements and capital equipment. This is the average amount that has been"invested"by the current community of residents and businesses. This equity will be expressed in terms of the cost to construct or acquire the assets at current costs. This Schedule would be numbered 3.3.

If the average "equity" (for single family residential dwelling for example) on this Table is greater then the average cost on the previous "Marginal Needs" Table, then the infrastructure system is "front-ended" or has excess capacity. Earlier residents and businesses of the community have put more of the system into place than will the remaining unbuilt portions of the community, (as they build). The existing community has advanced money to build capacity into the infrastructure system to meet the needs of residents and businesses not yet there! The scenario where Happy Valley had already built three fire stations while it only had the current demands for two stations is an good example of a *front-ended* system.

Adoption of this level of impact fee would allow the City to claim that *new development is not being required to pay to eliminate existing deficiencies.*

Fair Share at General Plan Build-out Average-based Impact Fee or (existing capacity fee) - When a system is front-ended, or where there is evidence of greater equity than of the marginal needs-based costs, there would be a third table (3.4) that will identify the average cost of the system required at "build-out" (the cost of the existing infrastructure system plus the cost of the future system needs). It will be the average of the "marginal" and the "equity" tables combined and then divided by the General Plan built-out community that would represent an amount, that if adopted, would equalize the cost of the system between the future community with that of the existing community. The difference between the "marginal" amount and the larger "equity" amount would be "recoupment" of front-ended or advanced costs (or of delayed revenues).

However, if the average *equity* (again using a single family residential dwelling as an example) is less than the average cost on the previous *marginal-needs* table (for the same single family

dwelling), it is an indication that system construction has been lagging or is currently *deficient.* When the marginal needs are greater than the *equity*, the fees are limited to the *equity* figures, based upon the argument that it would be inequitable to require future residents and businesses to contribute greater amounts than have the existing residents and businesses. Where marginal needs are greater than current equity, there is no need for the third table (Fair Share at General Plan Build-out) in these cases. In short, if the existing community has not been inclined to construct an infrastructure system proportionally as the community developed, what basis does the community have to require the future residents to invest more, thus by eliminating, to some degree, the deficiencies created by the existing community? The answer is, there can be no such rational argument. Adoption of this level of fee would allow the City to claim that *development is paying its fair share.*

However, as will be further explained in Chapter Three, there is not excess capacity and thus there will not be a Schedule 3.4.

Distribution of Existing Impact Fee Fund Balance. The current City-wide Transportation Impact Fee Fund has a fund balance of $10,363,564 and was collected to finance various transportation system improvements needed as new residents and businesses locate in newly created homes and buildings. There are no specific restrictions on the monies, beyond the restriction to be used on improvements identified within the Transportation System Capital Improvement Program and used within a reasonable time frame.

[This space left to place the Chapter endnotes on a single page].

CHAPTER ENDNOTES

1. The firm had been previously known as *Management Services Institute*, but the same partners reorganized as *Revenue & Cost Specialists, L.L.C.*.

2. For greater detail of each project, refer to the City's *Transportation System Capital Improvement Program.*

3. "Happy Valley" has been used as an imaginary community for purposes of DIF example for about nine years. Clearly no insult is intended to any real or imagined community of Happy Valley. It is also a Happy Valley because there is no inflation and the value of a dollar remains nominal.

4. Actually, the permitted structure receives fire protection services as it is being constructed.

5. This example assumes that each of the existing three stations is debt-free and owned out-right.

6. This action would be more supportable with a recent appraisal of the existing utility assets.

7. Not necessarily in a manner that indicates a danger, just below the standard being asked of the future residents.

8. On-site improvements include local streets and medians, curbs and sidewalks, sewer lines, water lines, street lights, storm gutter or drainage pipes, electrical power lines and all of the other requirements of the City's building requirements on the privately held property, hence the "on-site" reference. "Off-site" improvements are increased capacity need that occur "down-stream" from the private property. The on-site public improvements generally become a city asset upon acceptance of the on-site public improvements made by the developer while the property upon which the on-site improvements, is still privately owned.

9. The City of Rancho Cordova does not necessarily provide all of these services. They are only highlighted to make a point about the types of municipal services typically required to support a residential dwelling.

10. Not unlike a share in a corporation such as I.B.M. or A.T. & T.

Chapter 2

Demographics and Findings

This Chapter provides an inventory of developed and undeveloped land within the City limits and presents a summary of recommended Development Impact Fees detailed in the following chapter of this Report. The City still possesses a number of sizeable areas of vacant land zoned for residential, lodging, commercial and industrial uses.

LAND USE ASSUMPTIONS

This Report contains an inventory of developed and undeveloped land within the City limits of Rancho Cordova. The undeveloped land inventory forms the base for distribution of the estimated costs of impacts from new development. The developed land inventory forms the base for distributing the cost of the existing infrastructure for comparison and for the *de facto* identification of the existing levels of service (LOS) provided by those existing infrastructure.

Table 2-1, on pages 21 and 22, is an inventory of all private land uses contained within the current City limits.[1] The data is split into four separate areas on page 22, they are:

- Area #1, parcels within the existing City limits and in the urban in-fill area[2].
- Area #2, parcels within the existing City limits and in the Specific Plan Areas.
- Area #3, parcels not within the existing City limits but in an urban in-fill area.
- Area #4, parcels not within the existing City limits and would be Specific Plan Areas.

Table 2-1 on page 21, which summarizes the data on page 22 for each of the four areas, consists of three horizontal "blocks" of information from the top to the bottom, they are:

City of Rancho Cordova Total - 2080 Land-use Database (consisting of A+B of page 21) - This block of information identifies the amount of developed and undeveloped land in terms of acres and units for the City's entire City limits (CL) and sphere of influence (SOI). This block of information could be referred to as the General Plan 2080 Build-out land-use database, indicating what the City may be when all land within the City's sphere of influence is annexed and developed. However, since the timing of the annexations required to reach this point are far too speculative, this is not the information used for the basis of this report.

A. 2030 Land-use Database for the Existing City Limits (consisting of Areas 1 & 2 of page 22) - This block of information identifies the developed and undeveloped land within the existing Rancho Cordova City limits in terms of acres and units. This block of information is the basis for all of the calculations included in this report and is comprised of areas number 1, the urban in-fill area, and number 2, the Specific Plan Areas currently within the City's limits, on page 22. Also included in the Area 1 data is the annexation east of Sunrise Boulevard and north of the Westborough area, currently in progress. The information under the *Developed* column will be used to test for proportionality of the fees as previously described in Chapter One. The information under the *Undeveloped* column will be used to distribute the cost of infrastructure improvements needed to support development in the Rancho Cordova area to those generating the need for the improvements. This area may also be referred to as the 2030 General Plan build-out.

B. Land-use Database Outside City Limits, but in the 2080 SOI (consisting of Areas 3 & 4 of page 22) - This area, identified as "B" on page 21, is comprised of land-use database information from not currently within the City's limits but within the City's sphere of influence. Area #3, on page 22, indicates potential annexations to the City of land most likely to be developed as Specific Plan Areas. Area #4, on page 22, indicates areas contiguous to the City that are within the City's Sphere of Influence, but are largely developed. This area may be referred to as the 2080 General Plan build-out.

Table 2-1 is on the following two pages:

[This space required to place the entire Table 2-1 on single pages].

Table 2-1
Land-use Database
Summary by Total of S.O.I., Within City Limits
and Outside of City Limits

City of Rancho Cordova Total – 2080 Land Use Database (A+B)	Developed		Undeveloped		Total	
	Acres	# of Units	Acres	# of Units	Acres	# of Units
Detached Dwelling Units	4,974.0	25,239	7,694.7	26,523	12,668.7	51,762
Attached Dwelling Units	937.8	17,834	2,032.6	42,894	2,970.4	60,728
Mobile Home Units in Parks	90.2	746	1.0	8	91.2	754
Commercial Lodging Units	35.7	1,573	6.2	394	41.9	1,967
Commercial/Office SF	2,732.3	23,477,898	1,782.3	31,587,095	4,514.6	55,064,993
Industrial/Manufacturing SF	2,302.0	19,665,416	780.8	19,617,836	3,082.8	39,283,252
Redeveloped to Comm. Acres (1)	0.0	0.0	(250.0)	0.0	(250.0)	0.0
Total – City 2080 Planning Area	11,072.0		12,047.6		23,119.6	
Private Residence Units	6,002.0	43,819	9,728	69,425	15,730	113,244
Commercial Lodging Units	35.7	1,573	6	394	42	1,967
Business Square Feet	5,034.3	43,143,314	2,563	51,204,931	7,597	94,348,245

A. 2030 Land-use Database for the Existing City Limits (1 & 2)	Developed		Undeveloped		Total	
	Acres	# of Units	Acres	# of Units	Acres	# of Units
Detached Dwelling Units	2,526.0	13,198	4,205.0	18,431	6,731.0	31,629
Attached Dwelling Units	569.8	10,312	1,831.0	33,312	2,400.8	43,624
Mobile Home Units in Parks	90.2	746	1.0	8	91.2	754
Commercial Lodging Units	35.7	1,573	6.2	394	41.9	1,967
Commercial/Office SF	1,741.3	15,654,996	991.3	17,001,734	2,732.6	32,656,730
Industrial/Manufacturing SF	896.0	9,419,187	717.8	15,163,549	1,613.8	24,582,736
Redeveloped to Comm. Acres (1)	0.0	0	(250.0)	0	(250.0)	0
Total City 2030 Build-out Area	5,859.0		7,502.30		13,361.3	

B. Land-use Database Outside City Limits, but in the 2080 SOI (3 & 4)	Developed		Undeveloped		Total	
	Acres	# of Units	Acres	# of Units	Acres	# of Units
Detached Dwelling Units	2,448.0	12,041	3,489.7	8,092	4,701.0	18,419
Attached Dwelling Units	368.0	7,522	201.6	9,582	1,536.4	18,541
Mobile Home Units in Parks	0.0	0	0.0	0	0.0	0
Commercial Lodging Units	0.0	0	0.0	0	7.7	360
Commercial/Office SF	991.0	7,822,902	791.0	14,585,361	773.0	8,333,811
Industrial/Manufacturing SF	1,406.0	10,246,229	63.0	4,454,287	889.3	15,952,215
Total Non-City Limits, But in SOI	5,213.0		4,545.30		7,907.4	

1. 250 acres of existing developed parcels are to be redeveloped along with the 991.3 acres of commercial combine for a net 741.3 acre total.

Table 2-1
Land-use Database
Summaries, by Area

Land-use Database for Study Area #1, In City, Urban In-fill	Developed		Undeveloped		Total	
	Acres	# of Units	Acres	# of Units	Acres	# of Units
Detached Dwelling Units	1,998.0	11,128	32.0	12	2,030.0	11,140
Attached Dwelling Units	569.8	10,312	294.6	14,771	864.4	25,083
Mobile Home Units in Parks	90.2	746	0.0	0	90.2	746
Commercial Lodging Units	35.7	1,573	(1.5)	34	34.2	1,607
Commercial/Office SF	1,741.3	15,654,996	218.3	8,667,923	1,959.6	24,322,919
Industrial/Manufacturing SF	796.0	8,938,831	(71.5)	(308,310)	724.5	8,630,521
Redeveloped to Comm. Acres (1)	0.0	0.0	(250.0)	0.0	(250.0)	0.0
Sub-total - Study Area #1	5,231.0	24,617,586	221.9	8,374,430	5,452.9	32,992,016

Land-use Database for Study Area #2, In City, Specific Plan Areas	Developed		Undeveloped		Total	
	Acres	# of Units	Acres	# of Units	Acres	# of Units
Detached Dwelling Units	528.0	2,070	4,173.0	18,419	4,701.0	18,419
Attached Dwelling Units	0.0	0	1,536.4	18,541	1,536.4	18,541
Mobile Home Units in Parks	0.0	0	1.0	8	0.0	0
Commercial Lodging Units	0.0	0	7.7	360	7.7	360
Commercial/Office SF	0.0	0	773.0	8,333,811	773.0	8,333,811
Industrial/Manufacturing SF	100.0	480,356	789.3	15,471,859	889.3	15,952,215
Sub-total - Study Area #2	628.0	482,426	7,280.4	23,842,998	7,907.4	24,323,346

Land-use Database for Study Area #3, Non-City limits, SPA	Developed		Undeveloped		Total	
	Acres	# of Units	Acres	# of Units	Acres	# of Units
Detached Dwelling Units	399.0	762	3,549.0	9,293	3,948.0	10,055
Attached Dwelling Units	27.0	569	121.6	6,977	148.6	7,546
Mobile Home Units in Parks	0.0	0	0.0	0	0.0	0
Commercial Lodging Units	0.0	0	0.0	0	0.0	0
Commercial/Office SF	137.0	2,173,155	1,098.3	12,954,153	1,235.3	15,127,308
Industrial/Manufacturing SF	1,011.0	6,317,369	(75.0)	2,819,596	936.0	9,136,965
Sub-total - Study Area #3	1,574.0	8,491,855	4,693.9	15,790,019	6,267.9	24,281,874

Land-use Database for Study Area #4, Non-City, Urban In-fill	Developed		Undeveloped		Total	
	Acres	# of Units	Acres	# of Units	Acres	# of Units
Detached Dwelling Units	2,049.0	11,279	(59.3)	(1,201)	1,989.7	10,078
Attached Dwelling Units	341.0	6,953	80.0	2,605	421.0	9,558
Mobile Home Units in Parks	0.0	0	0.0	0	0.0	0
Commercial Lodging Units	0.0	0	0.0	0	0.0	0
Commercial/Office SF	854.0	5,649,747	(307.3)	1,631,208	546.7	7,280,955
Industrial/Manufacturing SF	395.0	3,928,860	138.0	1,634,691	533.0	5,563,551
Sub-total - Study Area #4	3,639.0	9,596,839	(148.6)	3,267,303	3,490.4	12,864,142

1. Acres to be redeveloped wit the 991.3 acres of commercial combien for a net 741.3 acre total.
2. Study areas #1 and #2 relate to 2030 General Plan Build-out and are the subject of this Report. See Appendizx A map for detail.
3. Study areas #3 and #4 relate to 2080 General Plan Build-out and are not reflected in this Report. See Appendix A map for Detail.

Land Use Definitions. This Report classifies properties as either one of three residential land uses or several different categories of commercial/industrial development. These land uses are defined below:

Residential Land Uses:

- **Detached Dwelling**- Corresponds to an allowable use within the City's land use designation of ***Rural and Low Density Residential.***

- **Attached Dwelling** - Corresponds to an allowable use designation of ***Low-Medium Density Residential.***

- **Mobile Home Residential** - This category of land use encompasses portions of ***Mobile Home Park*** designation in the Zoning Code.

Business/Commerce Land Uses:

- **Commercial Lodging** - This category corresponds to a limited portion (as an allowable use) generally within the ***Airport Commercial and some other Commercial*** designations.

- **Commercial/Office** - As utilized in this Report, Commercial uses include the general category of retail services and thus includes outlets ranging from restaurants to auto repair shops to shopping centers. This category includes the ***General Commercial, Neighborhood Commercial, Neighborhood Convenience, Planned Commercial, Airport Services Commercial and Historic Planned Commercial*** zones.

- **Industrial/Manufacturing Uses** - This category contains all businesses engaged in heavy manufacturing or industrial development in the single industrial zone such as ***General Industrial, Planned Industrial and Industrial Park.***

Definitions of Land Use Status. For each of the major land use categories detailed above and on Table 2-2, land is categorized as either Developed or Undeveloped. Definitions regarding the status of each land use are as follows:

Developed Acreage - Includes land in the City which is fully developed and is in conformance with the zoning designation for that area, or land which has received a building permit but which is not yet constructed. Acreage in this category may include non-conforming use areas of the City which contain extensive development prior to annexation or before changes to the General Plan were made.

RCS has made no request for projections regarding properties which are currently classified as "Developed" but which may undergo redevelopment in the future. The City may wish to establish a policy now about how to charge impact fees for these redeveloping properties, especially in the situation where an older property (i.e., a building constructed in the 1960's) and was not likely subject to impact fees, but was subject to an elastic property tax rate over many years.

Undeveloped Acreage - Refers to all non-public vacant acreage located within the City. This category also includes any largely vacant properties anticipated to be redeveloped in the future or any large parcels with some development on it but could still be subdivided.

Table 2-2, below, provides a summary of the detailed land use inventory, limited to privately held property, provided in detail in Table 2-1. Staff's land use inventory reveals that there are presently 5,859.0 acres of privately-held developed land within the City's current City boundaries. Conversely, there remain 7,501.4 acres of vacant or substantially undeveloped land in the City. Not surprisingly, land designated for development of residential detached and attached dwellings constitutes the greatest amount (50.4%) of acreage of all the land uses.

Table 2-2
Rancho Cordova City Limits
Summary of Undeveloped and Developed Acreage

	Developed Acres	% of Total	Un-developed Acres	% of Total	Total Acres
Detached Dwellings	2,526.0	18.9%	4,205.0	31.5%	6,731.0
Attached Dwellings	569.8	4.3%	1,831.0	13.7%	2,400.8
Mobile Home	90.2	0.7%	0.1	0.0%	90.3
Commercial Lodging	35.7	0.3%	6.2	0.0%	41.9
Commercial/Office (net)	1,741.3	13.0%	741.3	5.5%	2,482.6
Industrial Uses	896.0	6.7%	717.8	5.4%	1,613.8
Total	5,859.0	43.9%	7,501.4	56.1%	13,360.4

Commercial/Industrial Development. In order to assess the costs of impact from commercial or industrial building intensification or building expansions in Rancho Cordova, this Report includes a calculation of impact fees both on an acreage basis and per gross square foot basis for commercial and industrial development. In order to accomplish this, City/contract planning staff estimated the average square feet of building coverage developed per net acre of land (sometimes referred to as the average FAR, or Floor Area Ratio or the ratio of building pad size to the full parcel size), at City limit build-out as follows:

Commercial/Office Development - 15,936 G.S.F. floor space per Acre (about 36.6% F.A.R.) (Assumes multiple floors)

Industrial Development - 15,232 G.S.F. floor space per Acre (about 35.0% F.A.R.)

SUMMARY OF FINDINGS

Over $1.263 billion in needed and desired capital improvement projects required through the City's existing 2030 General Plan build-out are identified in Schedule 3.1 and in detail in Appendix B. Roughly 92.9% or $1.164 billion of the total project list are designated as necessary as the result of, or to accommodate, continued residential and business development. The remaining 7.8% of the $1.263 billion, or about $98.8 million, are existing deficiency projects that would likely be constructed regardless of any future development

The adoption and imposition of the recommended *maximum* impact fees supported by the calculations in this Report (Schedules 3.2) upon all remaining development throughout the existing City limits, would finance nearly all of the development-required capital facilities by raising upwards to $1.154 billion (91.4%). Grants and inter-governmental agency revenue support will finance about $90.0 million, or 7.1% of the total project list. The existing $10.4 million fund balance in the Transportation Development Impact Fee Fund would finance a minor amount, about 0.8%, of these identified capital projects leaving approximately $8.8 million (0.7%) as unfunded.

Marginal Need-based Transportation Impact Fees for the City of Rancho Cordova. Based on these costs and the schedules found at the end of Chapter 3 of this Report, costs attributable to future development were derived on a per unit basis for residential land uses and on a per square foot of pad basis for commercial and industrial land uses. Schedule 2.1, found at the end of this Chapter, provides a summary of the recommended Transportation Impact Fees by land-use.

The total recommended maximum Transportation Development Impact Fees, based upon the *Marginal Needs-based Impact Fees*, for each land use within the Rancho Cordova Specific Plan Areas are summarized on the following page in Table 2-3.

Table 2-3
Summary of Proposed Marginal Needs-based Development Impact Fees or within the Rancho Cordova City Limits

Land Use	Recommended Development Impact Fees
Detached Dwellings	$17,284/Dwelling Unit
Attached Dwellings	$11,539/Dwelling Unit
Mobile Home Dwellings (in Parks)	$9,042/Dwelling Unit
Commercial Lodging Units	$9,092/Lodging Unit
Commercial/Office Uses	$16.235/Square Foot
Industrial Uses	$11.290/Square Foot

Greater detail for the specific impact fee rates for each land use can be found at the end of Chapter 3. Schedule 2.1 at the end of this Chapter also identifies the probable impact fee revenue, the capital cost total and the amount of over collection or (under collection).

Alternate Development Impact Fee schedule for the Rancho Cordova Urban "in-fill" Area. However, should the Council determine that the application of the full impact fee in the urban in-fill area would act as an economic deterrent to the development of in-fill lots scattered throughout an area that already has a significant portion of its transportation system, the lower of either the *Marginal Needs-based* impact fees or the *Financial-commitment or Equity-based Proportionality Test* impact fees would be the recommended impact fees. The latter fees, explained in greater depth in Chapter Three, essentially represent the financial equivalent of the level of service in the urban in-fill area currently represented by the existing transportation system. If the *Financial-commitment or Equity-based* schedule of impact fees were adopted and imposed, the City could still anticipate a significant amount of project funding but with the unfunded portion increasing to 13.6% or about $172.0 million of the $1.263 billion total project list, while the impact fee funded portion drops to 78.5%. The percentage to be financed by the existing fund balance and the "other" revenues would remain the same at 0.8% and 7.1% respectively. The total recommended *Financial Commitment or Existing Equity-based Impact Fees* for each land use are summarized on the following page in Table 2-4.

Table 2-4
Summary of Proposed Development Impact Fees
for Rancho Cordova Urban In-fill Area
(at Community Financial Commitment or Equity-based Amount Fees)

Land Use	Recommended Development Impact Fees
Detached Dwellings	$8,132/Dwelling Unit
Attached Dwellings	$5,429/Dwelling Unit
Mobile Home Dwellings (in Parks)	$4,254/Dwelling Unit
Commercial Lodging Units	$4,278/Lodging Unit
Commercial/Office Uses	$7.639/Square Foot
Industrial Uses	$5.312/Square Foot

Greater detail for the specific impact fee rates for each land use can be found at the end of Chapter 3. Schedule 2.2 at the end of this Chapter identifies the probable impact fee revenue, the capital cost total and the amount of over collection or (under collection) .

FORMAT OF THIS REPORT

The following chapter of this Report contains the detailed information relative to the calculation of the Transportation Impact Fees recommended by RCS. Appropriate textual explanations are in the chapter. The Report contains:

CHAPTER 3 - Transportation System (Arterial/Collector Streets, Bridges, Signalized Intersections and Miscellaneous Improvements.

APPENDIX A - Map of Rancho Cordova identifying Areas #1 through #4

APPENDIX B - Individual Capital Project Detail Pages

NOTE REGARDING PICTORIALS: All pictorial representations within the chapter text are referred to as "tables" and pictorials at the end of a chapter are referred to as "schedules".

NOTE REGARDING TEXTUAL MATHEMATICS: It is important to note that the use of a computer provides for calculations to a large number of decimal points. Such data, when included in text and supporting textual tables, has been rounded to usually no more than two or three decimals for clarity and thus may not replicated to the necessary degree of accuracy as the spreadsheet schedules at the end of each chapter. If questions arise between the tables and schedules, the schedules at the end of the chapter will prevail as the more accurate.

CHAPTER ENDNOTES

1. The figures are consistent with the most recent Land Use Element.

2. Including the annexation of the area along east of Sunrise Boulevard and north of Westborough area.

Schedule 2.1

City of Rancho Cordova
Transportation (Major Streets, Signals, Bridges, etc.) System
Summary of Development Impact Fees By Type of Fee
Based Upon Application of the Marginal Needs-based DIFs in all Areas of the City
(Fees per Residential or Lodging Dwelling Unit, or Business Square Foot)

	Collection from Development in the Urban In-fill Areas	Collection from Development in the Specific Plan Areas	Total Development Impact Fee Total Probable Collection
Calculated Costs/DIFs			
Detached Dwelling Units	$17,284	$17,284	
Attached Dwelling Units	$11,539	$11,539	
Mobile Home Units in Parks	$9,042	$9,042	
Commercial Lodging Units	$9,092	$9,092	
Commercial/Office SF	$16.235	$16.235	
Industrial/Manufacturing SF	$11.290	$11.290	
Anticipated DIF Collection			
Detached Dwelling Units	$207,408	$318,353,996	$318,561,404
Attached Dwelling Units	$170,442,569	$213,944,599	$384,387,168
Mobile Home Units in Parks	$0	$72,336	$72,336
Commercial Lodging Units	$309,128	$3,273,120	$3,582,248
Commercial/Office SF	$140,723,730	$135,299,422	$276,023,151
Industrial/Manufacturing SF	($3,480,820)	$174,677,288	$171,196,468
Total	$308,202,015	$845,620,761	$1,153,822,776
City-wide Impact Fee	$308,202,015	$845,620,761	$1,153,822,776
Existing Fund Balance			$10,363,564
Other Sources			$90,000,000
Capital Total			$1,263,018,000
Overage/(Shortfall) (3)			($8,831,660)

NOTES:
(1) "Dwelling Units" = individual dwelling units.
(2) "SF" = square foot and means floor area, can be multiple floors.
(3) Any overage/(shortfall) of less than one tenth of 1% and can be due to rounding.

Schedule 2.2

City of Rancho Cordova
Transportation (Major Streets, Signals, Bridges, etc.) System
Summary of Development Impact Fees By Type of Fee
Based Upon Reduction of DIFs in the Urban In-fill Area of the City
(Fees per Residential Dwelling or Lodging Unit, or Business Square Foot)

	Collection from Development in the Urban In-fill Areas	Collection from Development in the Specific Plan Areas	Total Development Impact Fee Total Probable Collection
Calculated Costs/DIFs			
Detached Dwelling Units	$8,132	$17,284	
Attached Dwelling Units	$5,429	$11,539	
Mobile Home Units in Parks	$4,254	$9,042	
Commercial Lodging Units	$4,278	$9,092	
Commercial/Office SF	$7.639	$16.235	
Industrial/Manufacturing SF	$5.312	$11.290	
Anticipated DIF Collection			
Detached Dwelling Units	$97,584	$318,353,996	$318,451,580
Attached Dwelling Units	$80,191,759	$213,944,599	$294,136,358
Mobile Home Units in Parks	$0	$72,336	$72,336
Commercial Lodging Units	$145,452	$3,273,120	$3,418,572
Commercial/Office SF	$66,214,264	$135,299,422	$201,513,685
Industrial/Manufacturing SF	($1,637,743)	$174,677,288	$173,039,545
Total	$145,011,316	$845,620,761	$990,632,077
City-wide Impact Fee	$145,011,316	$845,620,761	$990,632,077
Existing Fund Balance			$10,363,564
Other Sources			$90,000,000
Capital Total			$1,263,018,000
Overage/(Shortfall) (3)			($172,022,359)

NOTES:

(1) "Dwelling Units" = individual dwelling units.

(2) "SF" = Square Foot means floor area, can include multiple floors.

(3) Any overage/(shortfall) of less than one tenth of 1% and can be due to rounding.

Chapter 3

Transportation System (Arterial/Collector Streets, Bridges, Signalized Intersections and Miscellaneous Improvements)

The following Chapter will discuss the major street, bridges, signal intersection and miscellaneous improvements (or grouped together as *transportation system improvements*) planned for the City through build-out of the existing City limits as identified in the land-use database Table in Chapter 2. RCS recommends the adoption of an impact fee schedule covering all transportation improvements within the City's limits. The reasons are practical in that combining this infrastructure will provide greater flexibility in establishing priorities in what is essentially a singular transportation issue with a common nexus, a combination of trip-end[1] generation and average trip distance. It is not uncommon for a single transportation capital project to combine street, bridge and signalized intersection improvements since the nexus demand, *trip-miles generated*, would be the same for each separate improvement.

The Existing System. The City currently has and maintains an extensive system of major streets, bridges and signalized intersections available for transportation of people, goods and services, as well as for career, educational, recreational, and social purposes. Streets that fall under the jurisdiction of the City are classified as one of five types of roadways for the purposes of this Report. The City's current investment in the transportation system assets, some $333.8 consists of the following:

- There are currently 120.3 lane miles of major arterials or collectors with a replacement value of $164.0 million.
- There are eight canal bridges over the South Folsom Canal costing some $10.1million.
- There are seventy-sixty signalized intersections ranging from a small four lane by two lane intersection to a major six lane by six lane intersection. The replacement cost of these seventy-six intersections is $121.9 million. The seventy-six signals add some $26.5 million to the total.
- There are nearly 5,000 linear feet of culverts, costing some $0.9 million, that were required to construct the many miles of arterials and collectors.
- There is also an existing Transportation System Impact Fee Fund balance of $10.4 million ready for use, but limited for identified projects in the Specific Plan areas.

The existing roadway system has been constructed under the following definitions and parameters and are defined in the City's current General Plan Transportation Element[2] as:

Roadways:[3] Five major street and highway capacity designations are shown on the Transportation Plan. State Freeways are shown, along with surface street arterials, thoroughfares, and rural collectors. Local roads with access limitations are shown on the inset map on the Transportation Plan. Descriptions of the road types and other components of the road network follow:

Local Streets: The small streets running through neighborhoods which carry only the most local traffic. Local streets are not shown on the transportation map.

Collectors: The next step up, two lane roads, carrying local traffic to or from arterials. Except for selected urban collectors, these streets are not shown on the transportation plan. Urban collectors have up to two lanes on an 84' R.O.W.

Rural Collectors: Two-lane roads in rural areas. These roads are intended to have R.O.W. sufficient for 4 lanes to maintain potential for capacity increases in the post-2010 planning period. Rural collectors are typically two wide lanes with parking on an 84' R.O.W.

Arterials: Major four-lane streets. Arterials are typically four lanes wide on an 84' R.O.W. with turning lanes.

Thoroughfares: Six-lane high volume streets. Thoroughfares are typically six lanes wide with a median (often raised) on a 108' R.O.W.

Freeways: Freeways designated on the Plan are state-operated, limited access facilities. Freeways are intended primarily for inter-regional travel, but also provide intra-urban access. Freeways vary from four to ten total lanes.

RANCHO CORDOVA IMPACT FEES

Demand Upon Infrastructure Created by the Development of Undeveloped Parcels. Undeveloped parcels create few trip-ends beyond an occasional visit to the site for weed abatement purposes, planning purposes or to consider a sale or development of the vacant parcel. None of these trip-ends are on a routine basis. However, a developed parcel will generate a statistically predictable amount of trip-ends and trip-miles, depending upon the specific land use of the development. It can be stated that in almost all circumstances that a vacant parcel, when developed into a specific use, i.e., residential or business, will generate more traffic than it did when it was vacant. Similarly, a change in the use of the property may

also increase the number of trip-ends, i.e., the demolition of a low trip-generating industrial building and replaced with a new high trip generating fast-food restaurant.

All new development contributes to cumulative traffic impacts, which are difficult to measure and mitigate on a project-by-project, basis but which have significant and widespread cumulative impacts on the City's existing road system. Factors that will increase the competition for existing lane miles and other transportation system improvements existing within Rancho Cordova include the following:

- An increase in the City's full-time population through the addition of about 51,751 additional residential dwelling units will contribute approximately 1,407,365 new trip-miles *daily*, or about 60.9% of the newly expected daily trip-miles.

- The 394 anticipated new commercial lodging units will generate, on average, 7,171 daily trip-miles or about 0.3% of the total new daily trip-miles anticipated.

- The construction of 17,001,734 million square feet of private commercial/office uses on the 741.3 (net) acres[4], will generate 552,500 new daily trip-miles just over 23.9% of the total new trip-miles expected at build-out. This figure could vary significantly depending upon the type of commercial uses constructed and possible zoning changes or conditional use permits issued.

- The addition of 717.8 acres of development, potentially generating 15.2 million square feet of industrial uses will create the potential for an additional 342,696 daily trip-miles, just over 14.9% of the total new trip-miles in Rancho Cordova. Again, it is possible that some parcels zoned for industrial uses will end up being commercial uses after obtaining a Conditional Use Permit. For that matter there are existing industrial buildings contiguous to the City's many arterials and collectors that have become commercial venues.

When all (or most) of the available vacant land in the Rancho Cordova City limits is developed, the City can expect an additional 2,309,788 daily trip-miles. For perspective, the City currently experiences approximately 1,376,173 daily trip-miles from the existing residences and businesses[5]. The roughly 2,309,788 newly anticipated trip-miles represents just under a 168% increase over the current 1,376,173 daily trip-miles.

The **Purpose** of the Fee. In the urban in-fill portion of Rancho Cordova, most of the planned arterials and collectors exist in some form, perhaps not yet fully widened to allow for the full number of lanes. Thus the collection of transportation system impact fees would be used to finish off these existing, but, uncompleted, or not yet maximized roads. The same can be said for bridges, a number of them are included on the list to be completed to their maximum

planned width, again maximizing the carrying capacity. Additionally, the fees would be used to complete the system of signals that insures the smooth movement of vehicles through intersections.

However, most of the proposed projects are necessary to serve and accommodate the proposed development in Area #2 Specific Plan Area. See Schedule 3.1 for greater detail.

Included are transportation projects needed to alter existing arterials, connectors or collectors that currently exist, but due to additional trip-ends are becoming ineffective at moving vehicles. An example would be the upgrade of Sunrise Boulevard to its maximum carrying capacity. This project is required because additional citizens and business-owners will use the existing street along with its current users rendering it, at some point in time, ineffective at moving traffic at a reasonable pace, primarily during the a.m. and p.m. peak hours of traffic. While it is quite impractical to widen the road in many places, acceptable traffic pace can be maintained with a combination of turn lane channelization and signal improvements.

Again, given the magnitude of growth projected in this Report, numerous intersection improvements and construction of new traffic signals will also be needed to avoid congestion and gridlock in the future. Traffic planners have long known that the critical constraint in a typical roadway network is usually not the roadway itself but the intersections. While the street capacity may be theoretically adequate to carry traffic volumes at build-out, motorists may experience congestion and even gridlock at the intersections of the street. While the City of Rancho Cordova will certainly undertake numerous major street widening projects, an equally important component of traffic circulation is the installation of traffic signals and lane reconfiguration at critical intersections in the City.

The importance of constructing traffic signals is two-fold. First, *lane miles are finite!* The City can build only so many major streets and there are limits as to how wide they can be and thus the number of lanes they can support. Second, north-south collectors will, by definition, intersect with east-west collectors assuring that *someone* will have to stop, hopefully at an intersection control device. The traffic-carrying capacity of each arterial or collector can only be maximized, and an orderly traffic flow assured, by signalizing those intersecting arterials and collectors.

The adoption of transportation impact fees is not intended to eliminate the time-honored practice of the developer constructing the full width roadway and being reimbursed for the portion greater than would otherwise be required of the developer. This impact fee calculation and resulting fee collection would simply improve the reimbursement capability of the City.

Again traffic signals assure the most efficient controlled passage of the intersecting traffic and are an important part of the City's transportation system. Table 3-1 on the following page

identifies a Summary of Levels of Service (LOS) provided by the various levels of sophistication of traffic signal configurations from LOS "F", with little if any signalization, to LOS "A" with the maximum level of Signalization possible. Most municipalities adopt LOS "C" as the target LOS for signalization as it optimizes cost with result. Table 3-1 follows:

Table 3-1
Signalized Intersections
Levels of Service

LEVEL OF SERVICE	*TYPE OF FLOW*	*MANEUVERABILITY*	*AVERAGE VEHICLE DELAY (SECONDS)*	*VOLUME TO CAPACITY RATIO*
A	Stable Flow	Turning movements are easily made, and nearly all drivers find freedom of operation.	0 - 5.0	0.0 - 0.59
B	Stable Flow	Vehicle platoons are formed. Many drivers begin to feel somewhat restricted within groups of vehicles.	5.1 - 15.0	0.60 - 0.69
C	Stable Flow	Back-ups may develop behind turning vehicles. Most drivers feel somewhat restricted.	15.1 - 25.0	0.70 - 0.79
D	Approaching Unstable Flow	Maneuverability is severely limited during short periods due to temporary back-ups.	25.1 - 40.0	0.80 - 0.89
E	Unstable Flow	There are typically long queues of vehicles waiting upstream of the intersection.	40.1 - 60.0	0.90 - 0.99
F	Forced Flow	Jammed conditions. Back-ups from other locations restrict or prevent movement. Volumes may vary widely, depending principally on the downstream back-up conditions.	60 or more	Not applicable

REFERENCES: Highway Capacity Manual, Special Report No. 209, Transportation Research Board, 1985
Highway Capacity Manual, Special Report No. 87, Highway Research Board, 1965

The City's total Transportation System Capital Improvement Program currently identifies one hundred and eighty-three transportation projects costing a combined $1,263,018,000. The individual projects and costs are identified on Schedule 3.1 at the end of the Chapter and detailed in the Transportation System Capital Improvement Program.

The Use of The Fee. This fee will be primarily used to construct additional or "extra" lane miles. "Extra" lane miles are defined as the inside two lanes of a four-lane road, the inside four lanes on a six lane arterial or the inside six lanes on an eight lane arterial. This calculation is intended to create greater equity among privately owned parcels. Consider that some private parcels will be contiguous to six lane streets and would otherwise be exacted to build one half of the six lanes, while other private parcels may be contiguous to a planned two lane avenue and would only be exacted to construct one half of the two lanes, or two lanes with a reimbursement for one of the lanes when the parcel on the opposite side is developed. The inequity is obvious, those contiguous to the larger capacity-carrying road types quite often pay a greater amount.

Construction Responsibility vs. Impact Fee Payment. This impact fee assumes that each developer, contiguous to a planned major street would:

- Dedicate the full R.O.W. needed and would be responsible for construction of only one half of the first two lanes of asphaltic concrete (the one contiguous to the developer's parcel) and the median area (approximately 40 feet);

- Construct the parkway landscaping and any required sound-walls; and,

- Construct the curb, gutter, sidewalk, striping and street lights.

However, construction of the *extra* lanes, either two lanes (for a four-lane road) or four *extra* lanes (for a six-lane road) would be financed by the Transportation Impact Fee Fund balance, contributed to by all development within the Rancho Cordova area, thereby leveling the playing field between privately held parcels contiguous to a six lane collector as opposed to those privately held parcels contiguous to a two lane minor arterial. A given developer may undertake the actual construction of the *extra* lanes at the same time that they construct the *first* lane, but they would receive a reimbursement for construction of those *extra* lanes.

The Use of the Fee. The collection of a Transportation Impact Fee would be used to construct the projects (or portions of projects) identified in Schedule 3.1 at the conclusion of this Chapter's text. The collected fees will be used to create additional lane miles, bridge lanes and signalized intersections with which to accommodate the additional 2,309,788 additional daily trip-miles expected from further development of vacant parcels within Rancho Cordova City limits.

The receipts from the collection of the potential Transportation Impact Fees would be used to construct improvements that would maximize the carrying capacity of the following major arterials and collector streets. Greater detail on each improvement is included in Appendix B of this Report. The street segments, not necessarily limited to the following, include:

- 2nd Avenue from Sunrise Boulevard to White Rock Road.
- 3rd Avenue from Douglas Road to White Rock Road.
- 6th Avenue from Jaeger Road to International Drive.
- Americanos Road from Kiefer Boulevard to Folsom Boulevard.
- Bradshaw Road from International Drive (Old Placerville Road) to Folsom Boulevard.
- Chrysanthy Boulevard Sunrise to Grant Line Road.
- Coloma Road from Folsom Boulevard to Sunrise Boulevard.
- Douglas Road from the West City limits to Grant Line Road.
- Feymoyer Street from Mather Boulevard to International Drive.
- Folsom Boulevard from Bradshaw Road to 2nd Avenue.
- Gold Center Drive from Zinfandel Drive to Prospect Park (East).
- Grant Line Road from Jackson Highway to the North City limits.
- Hazel Avenue from 6th Avenue to the North City limits.
- International Drive from Old Placerville Road to Grant Line Road.
- Jackson Highway from Sunrise Boulevard to Grant Line Road.
- Jaeger Road from Grant Line Road to the Sunrise Reliever Interchange.
- Kiefer Boulevard from Sunrise Boulevard to Americanos Road.
- Kilgore Road from International Drive to Folsom Boulevard.
- Mather Boulevard from Old Placerville Road to Folsom Boulevard.
- Rockingham Road (Old Placerville Road) to Mather Field Road.
- Routier Road, International Drive to Folsom Boulevard.
- Sun Center Drive from Kilgore Road to White Rock Road.
- Sunrise Boulevard from Jackson Highway to North City limits/American River.
- White Rock Road from International Drive to 3rd Avenue.
- Zinfandel Drive from the South City limits to Sunrise Boulevard.

As explained earlier, intersection improvements are imperative to maintain the movement of traffic where arterials and collectors intersect. There are fifty-one required intersection improvements which include:

- Five signalized intersections along 2nd Avenue.
- Five signalized intersections along 3rd Avenue.
- One signalized intersection at 5th Avenue and Jaeger Road.
- One signalized intersection at 6th Avenue and hazel Avenue.
- Six signalized intersections along Americanos Road.
- One signalized intersection at Bradshaw Road and International Drive.

- Three signalized intersections along Chrysanthy Boulevard.
- Two signalized intersections along Douglas Road.
- One signalized intersection at Folsom Boulevard and Sunrise Boulevard.
- One signalized intersection at Gold Country Road and Sunrise Boulevard.
- Eight signalized intersections along International Road.
- Three signalized intersections and partial grade separation along Grant Line Road.
- A partial grade separation at Jackson Highway and Sunrise Boulevard
- One signalized intersection and a partial grade separation along Jaeger Road.
- One signalized intersection at Kiefer Road and Sunrise Boulevard.
- One signalized intersection at Mather Field Road and Rockingham Road.
- Two signalized intersections along Sun Center Drive.
- Three partial grade separations and two urban interchange along Sunrise Boulevard
- One partial grade separation at White Rock Road and Zinfandel Drive.

There are eight special projects that do not fit any of the above categories but are necessary for the movement of people and goods throughout the City limits. They include:

- Pedestrian/ADA Improvements.
- Bus Lane Transit Facilities.
- Transit Hub Transit Facilities.
- Light Rail Station Transit Facilities.
- Bike Trails and Canal Crossings.
- Bike Trails and Highway 50 Overcrossing.
- Traffic Control System.
- Project Identification and Fee Calculation Effort Cost Recovery.

There five major projects that involve interchanges with SR-50 and a major overcrossing improvement. They consist of:

- Sunrise Reliever Interchange.
- Bradshaw Road Interchange.
- Mather Field Road Interchange.
- Zinfandel Interchange.
- Sunrise Boulevard Interchange.
- Routier Road Overcrossing Modification.

The Relationship Between the Need for the Fee and The Type of Development Project. Schedule 3.1 identifies the additional traffic to be generated by new development, by type of development. The technical volume, *Trip Generation (Manual)* 7th Edition, produced by the Institute of Traffic Engineers, has been used to identify the *nexus*, or relationship between the type of development and the projected number of trips that development will generate.

A 500 unit residential detached dwelling specific plan would generate about 17,300 daily trip-miles and a forty-acre, 1,000,000 square foot retail development would generate 32,500 daily trip-miles. Each would pay its proportionate share of the total 2,309,788 newly created trip-miles expected at General Plan build-out within the City's limits. In the case of the detached residential dwelling development, the daily trip-miles generated by the 500 new detached dwellings represents about 0.75% of the total 2,309,788 new trip-miles anticipated at build-out, thus they would be required to pay or construct projects on the list to an amount equal to 0.75% of the total development-related transportation system project costs.

Transportation System Cost Distribution by Average Land Use Trip Frequency and Distance

New Trip Adjustment for *Pass-by* or *Diverted* Trips. Schedule 3.2 contains a sub-schedule that identifies adjustments to new total ***trip-ends***. As an example, an acre of general commercial use could be expected, on average, to generate about 513.83 trip-ends daily. However, approximately 15% of those trip-ends, or about 77 trip-ends per day, are ***pass-by trip-ends***, that is, the ***trip-end*** is not truly an ***end*** but is actually one in a series of stops, i.e. at various commercial establishments, with a different location such as a residence as the final ***trip-end*** or destination of the series of ***trip-ends***. In order to be considered a pass-by trip, the location of the stop must be contiguous to the ***generator***[6] route, i.e. the route that would have been used even if the temporary stop had not been made[7]. The Institute of Transportation Engineers (ITE) indicates that:

> Thus when forecasted trips based upon the trip generation rates are distributed to the adjacent streets, some reduction is made to account for those trips already there that will be attracted to the proposed development.[8]

Pass-by trip-ends are fully adjusted (reduced at 100%) from the average trip-ends (per day) generated by the six basic land uses identified in Schedules 3.2 and 3.3.

A *diverted* trip is similar to a *pass-by* trip-end in that it is an extra stop between, as an example, a motorists's work site and his or her residence. The *diverted* trip differs slightly from the *pass-by* trip in that it requires a minor deviation from the normal ***generator*** route and the temporary stop. In short, a *diverted* trip creates a separate side trip using additional (and different) lane miles from that of the normal route from the motorist's place of employment and his or her home[9]. These trips increase the traffic volume from the generator route, but only for brief distances. The ITE states that diverted trips:

> are produced from traffic volume on roadways within the vicinity of the generator (route) and require a diversion from that roadway to another roadway with access to the site. These roadways could include streets or freeways adjacent to the generator but without access to the generator.[10]

These *diverted* trips will be adjusted (reduced at 50%) from the full trip count for each of the land uses identified in Chapter 2.

Again, the sub-schedule at the bottom of Schedule 3.2 indicates the total trip-ends and the reduction due to the number pass-by trips (at 100%) and diverted trips (at 50%). The trip pass-by and diversion percentages were generated and are supported by a study conducted by the San Diego Association of Governments (SANDAG) in conjunction with various U.S. and California agencies[11].

Additionally, the same SANDAG data schedule referenced above provides information for a trip distance factor component to the nexus. Based upon that data, a trip to an industrial work-site has the greatest distance at 9.0 miles. A trip to an office averages 8.8 miles, a residential trip averages 7.9 miles, a trip from a hotel or motel (once in residence) averages 7.6 miles, and an average trip to a commercial site is the smallest at 4.3 miles. This indicates that drivers are generally willing travel further distances to work and for treatment at medical offices than they are to shop. Both frequency (trip-ends) and distance (average miles per trip) have been combined into the nexus by multiplying frequency times distance.

The Relationship Between the Use of the Fee and the Type of Development Paying the Fee. There is very little difference between this and the above category. The fee collected will be based on the projected number of trip-ends the proposed development will generate in relationship to the total 2,309,732 additional projected trip-miles at build-out. Any amount imposed as a Transportation Impact Fee will be placed in a separate fund (collecting interest), and is to be used only on the projects identified on Schedule 3.1 as development-related.

The City may require an applicant for a private project to construct a street or signal improvement (or portion thereof) that is on the list of required improvements at the end of this Chapter. This method is often undertaken to expedite the project at the request of the applicant/developer. The developer shall receive a credit for any monies expended on this required improvement against their Transportation Impact fee.

The Relationship Between the Amount of the Fee and the Cost of the portion of the Facility Attributed to the Development Project. The calculation of the Transportation Impact Fee is based upon the recognition that differing types of developments generate differing amounts of trips. The fee is based upon the projected number of trips generated by the proposed private development project. Impact fee receipts will be accumulated until they reach the amount that could construct a meaningful project to alleviate or mitigate the demands of those new developments. Table 3-2 (summarized from Schedule 3.2) on the following page identifies the Marginal Needs-based Transportation Impact Fee Schedule for the City.

Table 3-2
Marginal Needs-based Transportation Impact Fees

Land Use	Allocation of Costs	Total Cost Per Unit or SF
Detached Dwellings	$318,561,906	$17,284/Unit
Attached Dwellings	$384,398,368	$11,539/Unit
Mobile Home Dwellings	$72,333	$9,042/Unit
Commercial Lodging	$3,582,093	$9,092/Unit
Commercial/Office Uses	$276,023,094	$16.235/S.F.
Industrial Uses	$171,189,909	$11.290/S.F.

This set of proposed fees would generate the revenues necessary to construct nearly all of the needed transportation system construction projects.

Alternative Cost Methodology. A more precise calculation of costs for specific types of land uses (i.e., banks, hospitals, convalescent homes, etc.) can be determined by multiplying the average cost per trip of $499.54 by the applicable daily trip-mile rate. An example of this calculation can be found in Schedule 3.2 at the end of the Chapter and applied to Table 3-3, on the following page. These tables list trip rates and costs for various residential, resort, industrial and commercial developments. A fee system based on a lengthy schedule of trip rates theoretically provides more accuracy and therefore equity in determining specific uses' impact on the City's transportation system, but at the same time may increase the City's costs to administer the fee. A more extensive listing of traffic generators by land use is available in *Trip Generation* as published by the Institute of Transportation Engineers, New York, NY.

[This space left vacant to place the following table on a single page].

Table 3-3
Detail of Transportation System Marginal Needs-based Impact Fees for Specific Uses

LAND USE	Adjusted Trip-ends	Average Distance	Trip-end to Trip	Additional Trip-miles	Cost per Trip-mile	Cost per 1,000 Square Feet or Dwelling Unit
RESIDENTIAL LAND USES (per Unit):						
Detached Dwelling	8.76	7.9	0.5	34.60	$499.54	$17,284.08 /Unit
Apartment	6.15	7.9	0.5	24.3	$499.54	$12,138.82 /Unit
Condominium/Townhome	5.36	7.9	0.5	21.2	$499.54	$10,590.25 /Unit
Mobile Home Dwelling	4.57	7.9	0.5	18.1	$499.54	$9,041.67 /Unit
RESORT/TOURIST (per Unit or Entry Door):						
Hotel	6.29	7.6	0.5	23.9	$499.54	$11,939.01 /Room
All Suites Hotel	3.77	7.6	0.5	14.3	$499.54	$7,143.42 /Room
Motel	4.34	7.6	0.5	16.5	$499.54	$8,242.41 /Room
INDUSTRIAL (per 1,000 SF):						
General Light Industrial	6.17	9.0	0.5	27.8	$499.54	$13,887.21 /KSF
Heavy Industrial	5.97	9.0	0.5	26.9	$499.54	$13,437.63 /KSF
Manufacturing	2.73	9.0	0.5	12.3	$499.54	$6,144.34 /KSF
Warehousing	4.39	9.0	0.5	19.8	$499.54	$9,890.89 /KSF
COMMERCIAL (per 1,000 SF):						
Office Park	7.42	8.8	0.5	32.6	$499.54	$16,285.00 /KSF
Research Park	5.01	8.8	0.5	22.0	$499.54	$10,989.88 /KSF
Business Park	9.34	8.8	0.5	41.1	$499.54	$20,531.09 /KSF
Bldg. Materials/Lumber Store	29.35	4.3	0.5	63.1	$499.54	$31,520.97 /KSF
Garden Center	23.45	4.3	0.5	50.4	$499.54	$25,176.82 /KSF
Movie Theater	2.47	4.3	0.5	5.3	$499.54	$2,647.56 /KSF
Church	5.92	4.3	0.5	12.7	$499.54	$6,344.16 /KSF
Medical-Dental Office	22.21	8.8	0.5	97.7	$499.54	$48,805.06 /KSF
General Office Building	7.16	8.8	0.5	31.5	$499.54	$15,735.51 /KSF
Shopping Center	30.20	4.3	0.5	64.9	$499.54	$32,420.15 /KSF
Hospital	11.42	4.3	0.5	24.6	$499.54	$12,288.68 /KSF
Discount Center	62.93	4.3	0.5	135.3	$499.54	$67,587.76 /KSF
High-Turnover Restaurant	8.90	4.3	0.5	19.1	$499.54	$9,541.21 /KSF
Convenience Market	43.57	4.3	0.5	93.7	$499.54	$46,806.90 /KSF
Walk-in Bank	13.97	4.3	0.5	30.0	$499.54	$14,986.20 /KSF
Other: (not available "per KSF")						
Cemetary (per acre)	3.07	4.3	0.5	6.6	$499.54	$3,296.96 /Acre
Service Station (only)	109.56	4.3	0.5	235.6	$499.54	$117,691.62 /FP/Day (4)
Service Station & Market	105.81	4.3	0.5	227.5	$499.54	$113,645.35 /FP/Day (4)
Service Station/Market/Wash	99.35	4.3	0.5	213.6	$499.54	$106,701.74 /FP/Day (4)

NOTES:

1. ADT = Average Daily Trips

2. KSF = Thousand Square Feet of Gross Floor Area

3. Adjusted for Pass-by and Diverted Trips.

4. FP/Day = per "Fueling Position" per day.

Table 3-4, below (and summarized from Schedule 3.3) identifies the assets of the existing system (at current construction and acquisition costs) within the urban in-fill area. The $323,445,973 consists of the existing transportation plan lanes (and curb, gutter and sidewalks) at $164,016,203 plus all signalized intersections valued at $121,928,909 and actual signals at $26,462,500. There are numerous existing bridges over creeks and washes with a replacement value estimated at some $10,150,000 and streets-related culverts at $888,361. While there is $10,363,564 in the Transportation Impact Fee fund balance, it is reserved for projects in the Specific Plan Area and thus is not considered an asset of the urban in-fill area. When the $323,445,973 is distributed over the portion of the community that is already developed and using the identical nexus factor (e.g. trip-miles) used for distribution of future costs, it indicates that, the existing community has contributed the following, on average, by land use:

Table 3-4
Existing Community Financial Commitment
or Equity-based Fees

Land Use	Allocation of Equity	Total Equity Per Unit or SF
Detached Dwellings	$90,494,494	$8,132/Unit
Attached Dwellings	$55,986,489	$5,429/Unit
Mobile Home Dwellings	$3,173,649	$4,254/Unit
Commercial Lodging	$6,728,757	$4,278/Unit
Commercial/Office Uses	$119,581,699	$7.639/S.F.
Industrial Uses	$47,480,882	$5.312/S.F.

Alternative Cost Methodology. A more precise calculation of costs for specific types of land uses (i.e., banks, hospitals, convalescent homes, etc.) can be determined by multiplying the average cost per trip of $235.03 by the applicable daily trip-mile rate. An example of this calculation can be found in Schedule 3.3 at the end of the Chapter and applied to Table 3-5, on the following page. These tables list trip rates and costs for various residential, resort, industrial and commercial developments. A fee system based on a lengthy schedule of trip rates theoretically provides more accuracy and therefore equity in determining specific uses' impact on the City's transportation system, but at the same time may increase the City's costs to administer the fee. A more extensive listing of traffic generators by land use is available in *Trip Generation* as published by the Institute of Transportation Engineers, New York, NY.

Table 3-5
Detail of Transportation System Exiting Equity-based Impact Fees for Specific Uses

LAND USE	Adjusted Trip-ends	Average Distance	Trip-end to Trip	Additional Trip-miles	Cost per Trip-mile	Cost per 1,000 Square Feet or Dwelling Unit
RESIDENTIAL LAND USES (per Unit):						
Detached Dwelling	8.76	7.9	0.5	34.60	$235.03	$8,132.04 /Unit
Apartment	6.15	7.9	0.5	24.3	$235.03	$5,711.23 /Unit
Condominium/Townhome	5.36	7.9	0.5	21.2	$235.03	$4,982.64 /Unit
Mobile Home Dwelling	4.57	7.9	0.5	18.1	$235.03	$4,254.04 /Unit
RESORT/TOURIST (per Unit or Entry Door):						
Hotel	6.29	7.6	0.5	23.9	$235.03	$5,617.22 /Room
All Suites Hotel	3.77	7.6	0.5	14.3	$235.03	$3,360.93 /Room
Motel	4.34	7.6	0.5	16.5	$235.03	$3,878.00 /Room
INDUSTRIAL (per 1,000 SF):						
General Light Industrial	6.17	9.0	0.5	27.8	$235.03	$6,533.83 /KSF
Heavy Industrial	5.97	9.0	0.5	26.9	$235.03	$6,322.31 /KSF
Manufacturing	2.73	9.0	0.5	12.3	$235.03	$2,890.87 /KSF
Warehousing	4.39	9.0	0.5	19.8	$235.03	$4,653.59 /KSF
COMMERCIAL (per 1,000 SF):						
Office Park	7.42	8.8	0.5	32.6	$235.03	$7,661.98 /KSF
Research Park	5.01	8.8	0.5	22.0	$235.03	$5,170.66 /KSF
Business Park	9.34	8.8	0.5	41.1	$235.03	$9,659.73 /KSF
Bldg. Materials/Lumber Store	29.35	4.3	0.5	63.1	$235.03	$14,830.39 /KSF
Garden Center	23.45	4.3	0.5	50.4	$235.03	$11,845.51 /KSF
Movie Theater	2.47	4.3	0.5	5.3	$235.03	$1,245.66 /KSF
Church	5.92	4.3	0.5	12.7	$235.03	$2,984.88 /KSF
Medical-Dental Office	22.21	8.8	0.5	97.7	$235.03	$22,962.43 /KSF
General Office Building	7.16	8.8	0.5	31.5	$235.03	$7,403.45 /KSF
Shopping Center	30.20	4.3	0.5	64.9	$235.03	$15,253.45 /KSF
Hospital	11.42	4.3	0.5	24.6	$235.03	$5,781.74 /KSF
Discount Center	62.93	4.3	0.5	135.3	$235.03	$31,799.56 /KSF
High-Turnover Restaurant	8.90	4.3	0.5	19.1	$235.03	$4,489.07 /KSF
Convenience Market	43.57	4.3	0.5	93.7	$235.03	$22,022.31 /KSF
Walk-in Bank	13.97	4.3	0.5	30.0	$235.03	$7,050.90 /KSF
Other: (not available "per KSF")						
Cemetary (per acre)	3.07	4.3	0.5	6.6	$235.03	$1,551.20 /Acre
Service Station (only)	109.56	4.3	0.5	235.6	$235.03	$55,373.07 /FP/Day (4)
Service Station & Market	105.81	4.3	0.5	227.5	$235.03	$53,469.33 /FP/Day (4)
Service Station/Market/Wash	99.35	4.3	0.5	213.6	$235.03	$50,202.41 /FP/Day (4)

NOTES:

1. ADT = Average Daily Trips

2. KSF = Thousand Square Feet of Gross Floor Area

3. Adjusted for Pass-by and Diverted Trips.

4. FP/Day = per "Fueling Position" per day.

Payback to System Users. It should be noted that the existing community has contributed, on average, less than would be required of future development to meet the marginal needs for build-out and all users in the urban in-fill area. Thus, there is no excess capacity in the existing system in the urban in-fill area and the existing community has not particularly "pre-built" the transportation system and thus, there is no possibility for recoupment fees.

RECOMMENDED TRANSPORTATION SYSTEM DEVELOPMENT IMPACT FEES

- **Rancho Cordova Specific Plan Areas** - Adopt Schedule 3.2 for most land-uses and the per trip-end rate on Schedule 3.2 to be used in conjunction with the most current edition of ITE manual (and the trip length figures [via SANDAG] at the bottom of Schedule 3.2) for unusual land-uses (e.g. an amusement park). Additionally, adopt Table 3-3 for more specific application of the per trip-end rate on Schedule 3.3 to be used in conjunction with the most current edition of ITE manual (and the trip length figures (via SANDAG) at the bottom of Schedule 3.2) for unusual land-uses (e.g. an amusement park).

And should the City Council wish to adopt a policy to encourage development of vacant parcels within the City's urban in-fill area, the following alternate schedule of fees is recommended:

- **Rancho Cordova Urbanized (in-fill) Area** - Adopt Schedule 3.3 for most land-uses and the per trip-end rate on Schedule 3.3 to be used in conjunction with the most current edition of ITE manual (and the trip length figures [via SANDAG] at the bottom of Schedule 3.3) for unusual land-uses (e.g. an amusement park).. Additionally, adopt Table 3-5 for more specific application of the per trip-end rate on Schedule 3.3 to be used in conjunction with the most current edition of ITE manual (and the trip length figures (via SANDAG) at the bottom of Schedule 3.3) for unusual land-uses (e.g. an amusement park).

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CHAPTER ENDNOTES

1. A trip is defined as a series of one or more trip-ends. A trip-end is a single stop in a trip. As an example, a drive from home to work is a trip. Each individual stop along the way for to drop children off at school, get gas, buy a lunch, drop off the laundry, and the arrivals at that workplace is a trip-end. The arrival back home in the evening is a trip-end also. There term "trip" has no effect on the calculation and only means "a drive".

2. For complete definitions and standards, see *Circulation Element of the County of Sacramento General Plan*, December 15, 1993, Planning and Community Development Department General and Advance Planning Section. The City is currently revising this document and will adopt its own street designations and definitions in the near future.

3. Taken in part from the *Circulation Element of the County of Sacramento General Plan*, December 15, 1993, County of Sacramento, Planning and Community development Department, General and Advance Planning Section. The City has an update of its own transportation element in progress.

4. There are 991.3 acres of commercial development anticipated, however, 250.0 acres of the 991.3 acres are anticipated to be acres redeveloped from some other existing use, hence the 741.3 net acres.

5. This figure also includes trips for a dwelling unit or a business pad that may have already been issued a building permit and thus paid a development impact fee, however the structure may not yet be constructed and so the trips do not yet exist, but they are entitled to use of the transportation system and will at some point.

6. The normal route between a daily work-site and the residence of the motorist.

7. As an example, a motorist travels the same route from work to home daily. On some number of occasions, the motorist stops at a market along the route to pick up some groceries. These stops at the market would be considered pass-by trip-ends in that they do not generate an additional trip-ends along that route.

8. *Trip Generation*, Institute of Traffic Engineers, 525 School Street, SW., Ste. 410, Washington D.C. 20024-2729, Chapter III, Definition of Terms, Pass-by Trips, page I-7.

9. An example of a diverted trip-end would be a single trip-end where, along the way from work, a motorist's evening drive home deviates from the normal route taken home to stop at perhaps a preferred grocery store, drop mail off at a post office and pick up a child from piano lesson before continuing home. Each of these three stops would be considered diverted trip-ends.

10. *Trip Generation*, Institute of Traffic Engineers, 525 School Street, SW., Ste. 410, Washington D.C. 20024-2729, Chapter III, Definitions of Terms, Diverted Linked Trips, I-5.

11. *Traffic Generators*, San Diego Association of Governments, 401 B Street, Suite 800, San Diego, CA 92101, Brief Guide to Traffic Generation Rates compiled in conjunction with the U.S. Department of Housing and Urban Development, U.S. Department of Transportation, the California Department of Transportation and the U.S. Environmental Protection Agency. July 1995.

Schedule 3.1

City of Rancho Cordova
2005–06 Development Impact Fee Study
Allocation of Project Cost Estimates
Transportation (Major Streets, Signals, Bridges, etc.) System

Line #	Description	Estimated Cost	Construction Needs That Repair/Replace Infrastructure Capacity		Construction Needs That Increases Required Infrastructure Capacity	
			Percent Need	Apportioned Dollar Cost	Percent Need	Apportioned Dollar Cost
TS-1	2nd Avenue, from Sunrise to Jaeger (new)	$2,610,090	0.00%	$0	100.00%	$2,610,090
TS-2	2nd Avenue, from Jaeger (new) to International (new)	$0	0.00%	$0	100.00%	$0
TS-3	2nd Avenue, from International (new) to Americanos (new)	$0	0.00%	$0	100.00%	$0
TS-4	2nd Avenue, from Americanos (new) to White Rock	$0	0.00%	$0	100.00%	$0
TS-7	2nd Avenue, from North City Limit to South City Limit	$1,006,840	0.00%	$0	100.00%	$1,006,840
TS-8	3rd Avenue, from Douglas to Jaeger (new)	$0	0.00%	$0	100.00%	$0
TS-9	3rd Avenue, from Jaeger (new) to International (new)	$0	0.00%	$0	100.00%	$0
TS-10	3rd Avenue, from International (new) to Americanos (new)	$0	0.00%	$0	100.00%	$0
TS-11	3rd Avenue, from Americanos (new) to White Rock	$0	0.00%	$0	100.00%	$0
TS-19	6th Avenue, from Jaeger (new) to East City Limits	$2,202,260	0.00%	$0	100.00%	$2,202,260
TS-25	Americanos Road, from Kiefer to Chrysanthy	$0	0.00%	$0	100.00%	$0
TS-26	Americanos Road, from Chrysanthy to Douglas	$3,079,710	0.00%	$0	100.00%	$3,079,710
TS-27	Americanos Road, from Douglas to International Dr. (new)	$1,895,210	0.00%	$0	100.00%	$1,895,210
TS-28	Americanos Road, from International to 3rd (new)	$2,141,200	0.00%	$0	100.00%	$2,141,200
TS-29	Americanos Road, from 3rd (new) to 2nd (new)	$1,717,540	0.00%	$0	100.00%	$1,717,540
TS-30	Americanos Road, from 2nd (new) to White Rock	$2,309,790	0.00%	$0	100.00%	$2,309,790
TS-31	Americanos Road, from White Rock to 5th (dashed)	$1,243,740	0.00%	$0	100.00%	$1,243,740
TS-32	Americanos Road, from 5th (dashed) to Jaeger (new)	$1,599,090	0.00%	$0	100.00%	$1,599,090
TS-33	Americanos Road, from Jaeger (new) to Folsom South Canal	$0	0.00%	$0	100.00%	$0
TS-34	Americanos Road, from Folsom South Canal to Folsom Boulevard	$1,574,990	50.00%	$787,495	50.00%	$787,495
TS-39	Bradshaw Road, from International Drive (Old Placerville) US-50 Interchange	$1,658,800	0.00%	$0	100.00%	$1,658,800
TS-40	Bradshaw Road, US-50 Interchange to Folsom Boulevard	$1,451,450	0.00%	$0	100.00%	$1,451,450
TS-45	Chrysanthy Boulevard, from Sunrise Boulevard to Jaegar Road	$2,605,910	0.00%	$0	100.00%	$2,605,910
TS-46	Chrysanthy Boulevard, from Jaegar to Americanos (new)	$4,214,080	0.00%	$0	100.00%	$4,214,080
TS-47	Chrysanthy Boulevard, from Americanos (new) to Grant Line Rd.	$0	0.00%	$0	100.00%	$0
TS-52	Coloma Road, Folsom Boulevard to Sunrise Blvd.	$18,383,680	60.00%	$11,030,208	40.00%	$7,353,472
TS-55	Douglas Road, West City Limits to Sunrise Blvd.	$2,846,970	0.00%	$0	100.00%	$2,846,970
TS-56	Douglas Road, Sunrise Blvd. to 3rd Ave. (new)	$1,632,090	0.00%	$0	100.00%	$1,632,090
TS-57	Douglas Road, 3rd Ave. (new) to Jaeger Road	$2,504,180	0.00%	$0	100.00%	$2,504,180
TS-58	Douglas Road, Jaeger Road to Americanos Rd. (new)	$5,035,620	0.00%	$0	100.00%	$5,035,620
TS-59	Douglas Road, Americanos Rd. (new) to Grant Line Rd.	$3,186,050	0.00%	$0	100.00%	$3,186,050
TS-73	Feymoyer Street, Mather Blvd. to International Dr. (McCuen)	$2,905,800	0.00%	$0	100.00%	$2,905,800
TS-79	Folsom Blvd., Bradshaw to Routier	$17,428,530	70.00%	$12,199,971	30.00%	$5,228,559

Schedule 3.1

City of Rancho Cordova
2005–06 Development Impact Fee Study
Allocation of Project Cost Estimates
Transportation (Major Streets, Signals, Bridges, etc.) System

Line #	Description	Estimated Cost	Construction Needs That Repair/Replace Infrastructure Capacity		Construction Needs That Increases Required Infrastructure Capacity	
			Percent Need	Apportioned Dollar Cost	Percent Need	Apportioned Dollar Cost
TS-80	Folsom Blvd., Routier to Mather Field Road	$8,571,420	70.00%	$5,999,994	30.00%	$2,571,426
TS-81	Folsom Blvd., Mather Field Road to Coloma	$6,571,410	70.00%	$4,599,987	30.00%	$1,971,423
TS-82	Folsom Blvd., Coloma to Zinfandel	$13,714,260	70.00%	$9,599,982	30.00%	$4,114,278
TS-83	Folsom Blvd., Zinfandel to Kilgore	$11,714,260	70.00%	$8,199,982	30.00%	$3,514,278
TS-84	Folsom Blvd., Kilgore to Sunrise	$7,428,550	70.00%	$5,199,985	30.00%	$2,228,565
TS-85	Folsom Blvd., Sunrise to Americanos (Mercantile)	$13,999,980	70.00%	$9,799,986	30.00%	$4,199,994
TS-86	Folsom Blvd., Americanos (Mercantile) to Sunrise Reliever Interchange	$9,999,980	70.00%	$6,999,986	30.00%	$2,999,994
TS-87	Folsom Blvd., Jaeger Road (Sunrise Reliever Interchange) to 2nd Ave. (new)	$18,857,110	70.00%	$13,199,977	30.00%	$5,657,133
TS-91	Gold Center Drive, from Zinfandel to Prospect Park (east)	$963,870	50.00%	$481,935	50.00%	$481,935
TS-93	Grant Line Road, Jackson Highway to Jaeger (new)	$5,790,760	0.00%	$0	100.00%	$5,790,760
TS-94	Grant Line Road, Jaeger (new) to Kiefer	$5,586,960	0.00%	$0	100.00%	$5,586,960
TS-95	Grant Line Road, Kiefer to Chrysanthy (new)	$13,379,530	0.00%	$0	100.00%	$13,379,530
TS-96	Grant Line Road, Chrysanthy (new) to Douglas	$5,838,760	0.00%	$0	100.00%	$5,838,760
TS-97	Grant Line Road, Douglas to International (new)	$8,799,750	0.00%	$0	100.00%	$8,799,750
TS-98	Grant Line Road, International (new) to North City Limits	$2,970,690	0.00%	$0	100.00%	$2,970,690
TS-101	Hazel Avenue, 6th Ave. (new) to North City Limits	$2,485,850	0.00%	$0	100.00%	$2,485,850
TS-103	International Drive, Old Placerville Road to Routier	$21,468,700	0.00%	$0	100.00%	$21,468,700
TS-104	International Drive, Routier to UPRR Spur	$8,057,840	0.00%	$0	100.00%	$8,057,840
TS-105	International Drive, UPRR Spur to Mather Field Road	$8,998,030	0.00%	$0	100.00%	$8,998,030
TS-106	International Drive, Mather Field Road to White Rock	$518,380	0.00%	$0	100.00%	$518,380
TS-107	International Drive, from White Rock to Femoyer	$1,036,750	0.00%	$0	100.00%	$1,036,750
TS-108	International Drive, from Femoyer to Zinfandel	$2,902,900	0.00%	$0	100.00%	$2,902,900
TS-109	International Drive, Zinfadel to Kilgore	$3,628,630	0.00%	$0	100.00%	$3,628,630
TS-110	International Drive, Kilgore to Sunrise	$4,070,310	0.00%	$0	100.00%	$4,070,310
TS-111	International Drive, Sunrise Park: Sunrise to Jaeger (new)	$14,177,620	0.00%	$0	100.00%	$14,177,620
TS-112	International Drive, Jaeger (new) to 2nd	$2,072,890	0.00%	$0	100.00%	$2,072,890
TS-113	International Drive, 2nd to 3rd (new)	$1,658,310	0.00%	$0	100.00%	$1,658,310
TS-114	International Drive, 3rd (new) to Americanos (new)	$3,088,800	0.00%	$0	100.00%	$3,088,800
TS-115	International Drive, Americanos (new) to Grant Line Road	$3,790,410	0.00%	$0	100.00%	$3,790,410
TS-124	Jackson Highway, Sunrise to Grant Line	$3,271,710	0.00%	$0	100.00%	$3,271,710
TS-126	Jaeger Road, Grant Line to Keifer	$0	0.00%	$0	100.00%	$0
TS-127	Jaeger Road, Keifer to Chrysanthy (new)	$4,632,970	0.00%	$0	100.00%	$4,632,970
TS-128	Jaeger Road, Chrysanthy (new) to Douglas	$2,854,790	0.00%	$0	100.00%	$2,854,790

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City of Rancho Cordova
2005-06 Development Impact Fee Study
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Transportation (Major Streets, Signals, Bridges, etc.) System

Line #	Description	Estimated Cost	Construction Needs That Repair/Replace Infrastructure Capacity: Percent Need	Construction Needs That Repair/Replace Infrastructure Capacity: Apportioned Dollar Cost	Construction Needs That Increases Required Infrastructure Capacity: Percent Need	Construction Needs That Increases Required Infrastructure Capacity: Apportioned Dollar Cost
TS-129	Jaeger Road, Douglas to 3rd (new)	$3,570,080	0.00%	$0	100.00%	$3,570,080
TS-130	Jaeger Road, 3rd (new) to 2nd	$2,610,090	0.00%	$0	100.00%	$2,610,090
TS-131	Jaeger Road, 2nd to International (new)	$1,712,870	0.00%	$0	100.00%	$1,712,870
TS-132	Jaeger Road, International (new) to White Rock	$2,283,840	0.00%	$0	100.00%	$2,283,840
TS-133	Jaeger Road, White Rock to Americanos	$3,425,740	0.00%	$0	100.00%	$3,425,740
TS-134	Jaeger Road, Americanos to Sunrise Reliever Interchange	$3,375,570	0.00%	$0	100.00%	$3,375,570
TS-142	Kiefer Boulevard, Sunrise to Jaeger	$0	0.00%	$0	100.00%	$0
TS-143	Kiefer Boulevard, Jaeger to Americanos	$0	0.00%	$0	100.00%	$0
TS-144	Kilgore Road, International to White Rock	$1,726,940	0.00%	$0	100.00%	$1,726,940
TS-145	Kilgore Road, White Rock to Sun Center	$356,990	50.00%	$178,495	50.00%	$178,495
TS-146	Kilgore Road, Sun Center to Folsom Blvd.	$856,770	50.00%	$428,385	50.00%	$428,385
TS-147	Mather Boulevard, Old Placerville: Rockingham to Mather Field Rd.	$3,212,910	0.00%	$0	100.00%	$3,212,910
TS-148	Mather Boulevard, Mather Field Road to Femoyer	$642,580	0.00%	$0	100.00%	$642,580
TS-149	Mather Boulevard, Femoyer to Zinfandel	$3,325,710	0.00%	$0	100.00%	$3,325,710
TS-151	Mather Field Boulevard, Mather Blvd. to International (McCuen)	$1,499,360	50.00%	$749,680	50.00%	$749,680
TS-152	Mather Field Boulevard, International (McCuen) to Rockingham	$71,400	50.00%	$35,700	50.00%	$35,700
TS-153	Mather Field Boulevard, Rockingham to US 50 Interchange	$622,050	0.00%	$0	100.00%	$622,050
TS-154	Mather Field Boulevard, US 50 Interchange to Folsom Blvd.	$3,250,720	0.00%	$0	100.00%	$3,250,720
TS-162	Rockingham Road (Old Placerville Rd.) to Mather Field Rd.	$571,190	50.00%	$285,595	50.00%	$285,595
TS-166	Routier Road, International (Old Placerville Rd.) to Folsom Blvd.	$9,919,450	0.00%	$0	100.00%	$9,919,450
TS-172	Sun Center Drive, Kilgore to Sunrise	$392,690	50.00%	$196,345	50.00%	$196,345
TS-173	Sun Center Drive, Sunrise Gold Cir.: Sunrise to Folsom South Canal	$1,717,780	50.00%	$858,890	50.00%	$858,890
TS-174	Sun Center Drive: Folsom South Canal to White Rock Road	$0	0.00%	$0	100.00%	$0
TS-177	Sunrise Boulevard, Jackson Highway to Kiefer	$9,219,770	0.00%	$0	100.00%	$9,219,770
TS-178	Sunrise Boulevard, Kiefer to Chrysanthy (new)	$11,310,350	0.00%	$0	100.00%	$11,310,350
TS-179	Sunrise Boulevard, Chrysanthy (new) to Douglas	$8,987,290	0.00%	$0	100.00%	$8,987,290
TS-180	Sunrise Boulevard, Douglas to 2nd (new)	$6,005,960	0.00%	$0	100.00%	$6,005,960
TS-181	Sunrise Boulevard, 2nd (new) to Fitzgerald	$5,736,570	0.00%	$0	100.00%	$5,736,570
TS-182	Sunrise Boulevard, Fitzgerald to International (new)	$2,488,200	0.00%	$0	100.00%	$2,488,200
TS-183	Sunrise Boulevard, International (new) White Rock	$1,140,430	0.00%	$0	100.00%	$1,140,430
TS-184	Sunrise Boulevard, Sun Center to Folsom Blvd.	$2,177,180	0.00%	$0	100.00%	$2,177,180
TS-185	Sunrise Boulevard, Douglas to 2nd (new)	$2,177,180	0.00%	$0	100.00%	$2,177,180
TS-186	Sunrise Boulevard, Folsom Blvd. to US 50 Interchange	$414,700	0.00%	$0	100.00%	$414,700

Schedule 3.1

City of Rancho Cordova
2005-06 Development Impact Fee Study
Allocation of Project Cost Estimates
Transportation (Major Streets, Signals, Bridges, etc.) System

Line #	Description	Estimated Cost	Construction Needs That Repair/Replace Infrastructure Capacity		Construction Needs That Increases Required Infrastructure Capacity	
			Percent Need	Apportioned Dollar Cost	Percent Need	Apportioned Dollar Cost
TS-187	Sunrise Boulevard, US 50 Interchange to Zinfandel	$1,451,450	0.00%	$0	100.00%	$1,451,450
TS-188	Sunrise Boulevard, Zinfandel to Coloma Road	$207,350	0.00%	$0	100.00%	$207,350
TS-189	Sunrise Boulevard, Coloma Road to Gold Country Road	$2,695,550	0.00%	$0	100.00%	$2,695,550
TS-190	Sunrise Boulevard, Gold Country Road to Border/American River	$1,140,430	0.00%	$0	100.00%	$1,140,430
TS-191	White Rock, International to Capitol Center	$1,463,660	50.00%	$731,830	50.00%	$731,830
TS-192	White Rock, International to Capitol Center to Zinfandel Dr.	$1,585,950	0.00%	$0	100.00%	$1,585,950
TS-193	White Rock, Zinfandel to Kilgore	$5,015,250	0.00%	$0	100.00%	$5,015,250
TS-194	White Rock, Kilgore to Sunrise	$885,040	0.00%	$0	100.00%	$885,040
TS-195	White Rock, Sunrise to Sun Center Dr. (new)	$3,097,650	0.00%	$0	100.00%	$3,097,650
TS-196	White Rock, Sun Center Dr. (new) to Jaeger	$1,440,590	0.00%	$0	100.00%	$1,440,590
TS-197	White Rock, Jaeger to Americanos (new)	$2,519,380	0.00%	$0	100.00%	$2,519,380
TS-198	White Rock, Americanos (new) to 2nd (new)	$3,488,370	0.00%	$0	100.00%	$3,488,370
TS-199	White Rock, 2nd (new) to 3rd (new)	$3,488,370	0.00%	$0	100.00%	$3,488,370
TS-203	Zinfandel Drive, South City Limit to Mather	$1,581,120	0.00%	$0	100.00%	$1,581,120
TS-204	Zinfandel Drive, Mather to International	$3,344,180	0.00%	$0	100.00%	$3,344,180
TS-205	Zinfandel Drive, International to White Rock	$1,451,450	50.00%	$725,725	50.00%	$725,725
TS-206	Zinfandel Drive, White Rock to US 50 Interchange	$1,451,450	50.00%	$725,725	50.00%	$725,725
TS-207	Zinfandel Drive, US 50 Interchange to Folsom Blvd.	$1,036,750	50.00%	$518,375	50.00%	$518,375
TS-208	Zinfandel Drive, Folsom Blvd. to Sunrise	$580,000	75.00%	$435,000	25.00%	$145,000
TS-209	Intersection, 2nd Avenue (new) and Sunrise Blvd.	$9,123,020	0.00%	$0	100.00%	$9,123,020
TS-210	Intersection, 2nd Avenue (new) and Jaegar	$7,950,140	0.00%	$0	100.00%	$7,950,140
TS-211	Intersection, 2nd Avenue (new) and International Drive (new)	$1,637,600	0.00%	$0	100.00%	$1,637,600
TS-212	Intersection, 2nd Avenue (new) and Americanos Road (new)	$1,637,600	0.00%	$0	100.00%	$1,637,600
TS-213	Intersection, 2nd Avenue (new) and White Rock Road	$4,237,030	0.00%	$0	100.00%	$4,237,030
TS-217	Intersection, 3rd Avenue (new) and Douglas Road	$4,237,030	0.00%	$0	100.00%	$4,237,030
TS-218	Intersection, 3rd Avenue (new) and Jaeger Road (new)	$3,870,640	0.00%	$0	100.00%	$3,870,640
TS-219	Intersection, 3rd Avenue (new) and International Drive (new)	$1,637,600	0.00%	$0	100.00%	$1,637,600
TS-220	Intersection, 3rd Avenue (new) and Americanos Road (new)	$1,637,600	0.00%	$0	100.00%	$1,637,600
TS-221	Intersection, 3rd Avenue (new) and White Rock Road	$4,237,030	0.00%	$0	100.00%	$4,237,030
TS-226	Intersection, 6th Avenue (dashed) and Jaeger Road (new)	$24,458,170	0.00%	$0	100.00%	$24,458,170
TS-227	Intersection, 6th Avenue and Hazel Avenue	$15,225,000	0.00%	$0	100.00%	$15,225,000
TS-231	Intersection, Americanos Road (new) and Kiefer Blvd (new).	$1,168,210	0.00%	$0	100.00%	$1,168,210
TS-232	Intersection, Americanos Road (new) and Chrysanthy Blvd.	$1,637,600	0.00%	$0	100.00%	$1,637,600

Schedule 3.1

City of Rancho Cordova
2005-06 Development Impact Fee Study
Allocation of Project Cost Estimates
Transportation (Major Streets, Signals, Bridges, etc.) System

Line #	Description	Estimated Cost	Construction Needs That Repair/Replace Infrastructure Capacity		Construction Needs That Increases Required Infrastructure Capacity	
			Percent Need	Apportioned Dollar Cost	Percent Need	Apportioned Dollar Cost
TS-233	Intersection, Americanos Road (new) and Douglas Road	$4,513,670	0.00%	$0	100.00%	$4,513,670
TS-234	Intersection, Americanos Road (new) and International Drive (new)	$1,637,600	0.00%	$0	100.00%	$1,637,600
TS-235	Intersection, Americanos Road (new) and White Rock Road	$9,123,020	0.00%	$0	100.00%	$9,123,020
TS-236	Intersection, Americanos Road (new) and Jaeger Road (new)	$7,950,140	0.00%	$0	100.00%	$7,950,140
TS-240	Intersection, Bradshaw Road and International Dr. (Old Pacerville)	$6,990,100	0.00%	$0	100.00%	$6,990,100
TS-245	Intersection, Chrysanthy Blvd. (new) and Sunrise Blvd.	$4,237,030	0.00%	$0	100.00%	$4,237,030
TS-246	Intersection, Chrysanthy Blvd. (new) and Jaeger Road (new)	$1,637,600	0.00%	$0	100.00%	$1,637,600
TS-247	Intersection, Chrysanthy Blvd. (new) and Grant Line Road	$4,237,030	0.00%	$0	100.00%	$4,237,030
TS-251	Urban Interchange Intersection, Coloma Road/Sunrise Blvd.	$26,899,970	0.00%	$0	100.00%	$26,899,970
TS-253	Partial Grade sepration, Douglas Road and Sunrise Boulevard	$16,457,500	0.00%	$0	100.00%	$16,457,500
TS-254	Intersection, Douglas Road and Jaeger Road	$9,123,020	0.00%	$0	100.00%	$9,123,020
TS-255	Intersection, Douglas Road and Grant Line Road	$4,237,030	0.00%	$0	100.00%	$4,237,030
TS-265	Intersection, Femoyer Street/International Drive	$4,513,670	0.00%	$0	100.00%	$4,513,670
TS-268	Intersection, Folsom Road and Sunrise Boulevard	$16,457,500	0.00%	$0	100.00%	$16,457,500
TS-270	Intersection, Gold Country Blvd. and Sunrise Blvd.	$16,457,500	0.00%	$0	100.00%	$16,457,500
TS-273	Partial Grade Separation, Grant Line Road and Jackson Highway	$16,457,500	0.00%	$0	100.00%	$16,457,500
TS-274	Intersection, Grant Line Road and Jaeger Road (new)	$4,237,030	0.00%	$0	100.00%	$4,237,030
TS-275	Intersection, Grant Line Road and Keifer Boulevard	$4,237,030	0.00%	$0	100.00%	$4,237,030
TS-276	Intersection, Grant Line Road and International Drive (new)	$4,237,030	0.00%	$0	100.00%	$4,237,030
TS-278	Intersection, International Drive (OP) and Routier Road	$4,237,030	0.00%	$0	100.00%	$4,237,030
TS-279	Intersection, International Drive (O.P.R.) and Mather Blvd.	$4,513,670	0.00%	$0	100.00%	$4,513,670
TS-280	Intersection, International Drive (McCuen) and Mather Field Blvd.	$9,123,020	0.00%	$0	100.00%	$9,123,020
TS-281	Intersection, International Drive and Zinfandel Drive	$9,123,020	0.00%	$0	100.00%	$9,123,020
TS-282	Intersection, International Drive and Kilgore Road	$4,513,670	0.00%	$0	100.00%	$4,513,670
TS-283	Intersection, International Drive (new) and Sunrise Blvd.	$16,457,500	0.00%	$0	100.00%	$16,457,500
TS-284	Intersection, International Drive (new) and Jaeger Road	$1,637,600	0.00%	$0	100.00%	$1,637,600
TS-288	Partial Grade Separation, Jackson Highway and Sunrise Blvd.	$16,457,500	0.00%	$0	100.00%	$16,457,500
TS-289	Intersection, Jaeger Road (new) and Kiefer Blvd.	$2,447,600	0.00%	$0	100.00%	$2,447,600
TS-290	Partial Grade Separation, Jaeger Road (new) and White Rock Road	$16,457,500	0.00%	$0	100.00%	$16,457,500
TS-294	Intersection, Keifer Road and Sunrise Boulevard	$4,513,670	0.00%	$0	100.00%	$4,513,670
TS-295	Intersection, Mather Field Road and Rockingham Rd.	$4,513,670	0.00%	$0	100.00%	$4,513,670
TS-297	Intersection, Sun Center Drive and Sunrise Boulevard	$4,513,670	0.00%	$0	100.00%	$4,513,670
TS-298	Intersection, Sun Center Drive and White Rock Road	$4,513,670	0.00%	$0	100.00%	$4,513,670

Schedule 3.1

City of Rancho Cordova
2005-06 Development Impact Fee Study
Allocation of Project Cost Estimates
Transportation (Major Streets, Signals, Bridges, etc.) System

Line #	Description	Estimated Cost	Construction Needs That Repair/Replace Infrastructure Capacity: Percent Need	Construction Needs That Repair/Replace Infrastructure Capacity: Apportioned Dollar Cost	Construction Needs That Increases Required Infrastructure Capacity: Percent Need	Construction Needs That Increases Required Infrastructure Capacity: Apportioned Dollar Cost
TS-299	Partial Grade Separation, Sunrise Blvd. and White Rock Road	$16,457,500	0.00%	$0	100.00%	$16,457,500
TS-300	Urban Interchange, Sunrise Blvd. and White Rock Road	$26,899,970	0.00%	$0	100.00%	$26,899,970
TS-301	Partial Grade Separation, Sunrise Blvd. and Gold Express Drive	$16,457,500	0.00%	$0	100.00%	$16,457,500
TS-302	Partial Grade Separation, White Rock Road and Zinfandel Dr.	$16,457,500	0.00%	$0	100.00%	$16,457,500
TS-303	Special Project - Pedestrian/ADA Improvements	$24,966,100	0.00%	$0	100.00%	$24,966,100
TS-304	Special Project - Bus Lane Transit Facilities	$142,107,250	0.00%	$0	100.00%	$142,107,250
TS-305	Special Project - Transit Hub Transit Facilities	$1,479,000	0.00%	$0	100.00%	$1,479,000
TS-306	Special Project - Light Rail Station Transit Facilities	$20,300,000	0.00%	$0	100.00%	$20,300,000
TS-307	Bike Trails, Canal Bike Crossings at Existing Arterials	$4,640,000	50.00%	$2,320,000	50.00%	$2,320,000
TS-308	Bike Trails, Highway 50 Overcrossings	$5,075,000	50.00%	$2,537,500	50.00%	$2,537,500
TS-311	Traffic Control System	$17,327,500	0.00%	$0	100.00%	$17,327,500
TS-312	Fee Program Formation	$362,500	0.00%	$0	100.00%	$362,500
TS-313	Sunrise Reliever Interchange	$77,973,000	0.00%	$0	100.00%	$77,973,000
TS-316	Bradshaw Road Interchange	$22,712,000	0.00%	$0	100.00%	$22,712,000
TS-317	Mather Field Road Interchange	$21,287,000	0.00%	$0	100.00%	$21,287,000
TS-318	Zinfandel Drive Interchange	$22,712,000	0.00%	$0	100.00%	$22,712,000
TS-319	Sunrise Boulevard Interchange	$24,162,000	0.00%	$0	100.00%	$24,162,000
TS-324	Overcrossing Modification Routier Road	$11,422,000	0.00%	$0	100.00%	$11,422,000
	SUB-TOTAL ESTIMATED NEW PROJECT COSTS	$1,263,018,000	7.82%	$98,826,733	92.18%	$1,164,191,267
	LESS: Measure A	($40,000,000)	100.00%	($40,000,000)	0.00%	$0
	Federal Grants	($30,000,000)	100.00%	($30,000,000)	0.00%	$0
	State Grants	($20,000,000)	100.00%	($20,000,000)	0.00%	$0
	Other Financing Sources	$0	100.00%	$0	0.00%	$0
	Existing Fund Balance	($10,363,564)	0.00%	$0	100.00%	($10,363,564)
	SUB-TOTAL ADJUSTMENTS	($100,363,564)	100.00%	($90,000,000)	0.00%	($10,363,564)
	Total - Circulation System-related Capital Project Needs	$1,162,654,436	0.76%	$8,826,733	99.24%	$1,153,827,703
						Forward to Schedule 3.2

Schedule 3.2

City of Rancho Cordova
2005-06 Development Impact Fee Study
Marginal Needs-based Impact Fees for within the City's Limits
Transportation (Major Streets, Signals, Bridges, etc.) System

Proposed Land Use	Undeveloped See Note 1 Acres	Undeveloped See Note 1 Units	Trip-end & Trip Length Factor	Total Additional Trip Miles	Percentage of Additional Trip Miles	Allocation of Expansion Costs	Cost Distribution Per Acre	Average Units or Square Feet/Acre	Development Impact Fee per Unit or Square Foot
Detached Dwelling Units	4,205.0	18,431	34.60	637,713	27.61%	$318,561,906	$75,758	4.38	*$17,284 per Unit*
Attached Dwelling Units	1,831.0	33,312	23.10	769,507	33.32%	$384,398,368	$209,939	18.19	*$11,539 per Unit*
Mobile Home Units in Parks	1.0	8	18.10	145	0.01%	$72,333	$72,333	8.00	*$9,042 per Unit*
Commercial Lodging Units	6.2	394	18.20	7,171	0.31%	$3,582,093	$577,757	63.55	*$9,092 per Unit*
Commercial/Office SF	991.3	17,001,734	32.50	552,556	23.92%	$276,023,094	$278,446	17,151	*$16.235 per S.F.*
Industrial/Manufacturing SF	717.8	15,163,549	22.60	342,696	14.84%	$171,189,909	$238,492	21,125	*$11.290 per S.F.*
TOTAL	7,752.3			2,309,788	100.00%	$1,153,827,703	Total Transportation Capital Needs to Finish City-wide Sy		

	ALTERNATIVE FEE METHODLOGY			*2,309,788*		*$1,153,827,703*	*$499.54 per Daily Trip-mile*			
Trip-ends Adjustment Calculation Land Use	Daily Total Trips	Percent of Diverted Trips	Diverted Trip % Adjustment	Diverted Trip Percent	Percent of Pass-by Trips (1)	Combined Diverted and Pass-by	Remaining Trip % as Adjustment %	Adjusted Trip Rate, Adjustment % X Total Trips	Average Trip Length	Trip-ends X Length X 0.5
Detached Dwellings Unit	9.57	11.0	0.50	5.5	3.0	8.5	91.50%	8.76	7.9	34.6
Attached Dwellings Unit	6.39	11.0	0.50	5.5	3.0	8.5	91.50%	5.85	7.9	23.1
Mobile Home Unit	4.99	11.0	0.50	5.5	3.0	8.5	91.50%	4.57	7.9	18.1
Commercial Lodging Unit	6.23	38.0	0.50	19.0	4.0	23.0	77.00%	4.80	7.6	18.2
Commercial/Office K.S.F.	23.25	40.0	0.50	20.0	15.0	35.0	65.00%	15.11	4.3	32.5
Industrial per K.S.F.	5.68	19.0	0.50	9.5	2.0	11.5	88.50%	5.03	9.0	22.6

(1) Pass-by trips adjusted at 100%.

NOTE 1: Undeveloped acres and units are from Table 2-1, Section A, Land-use Database for the Existing City Limits (1 & 2), "Undeveloped" columns.

Schedule 3.3

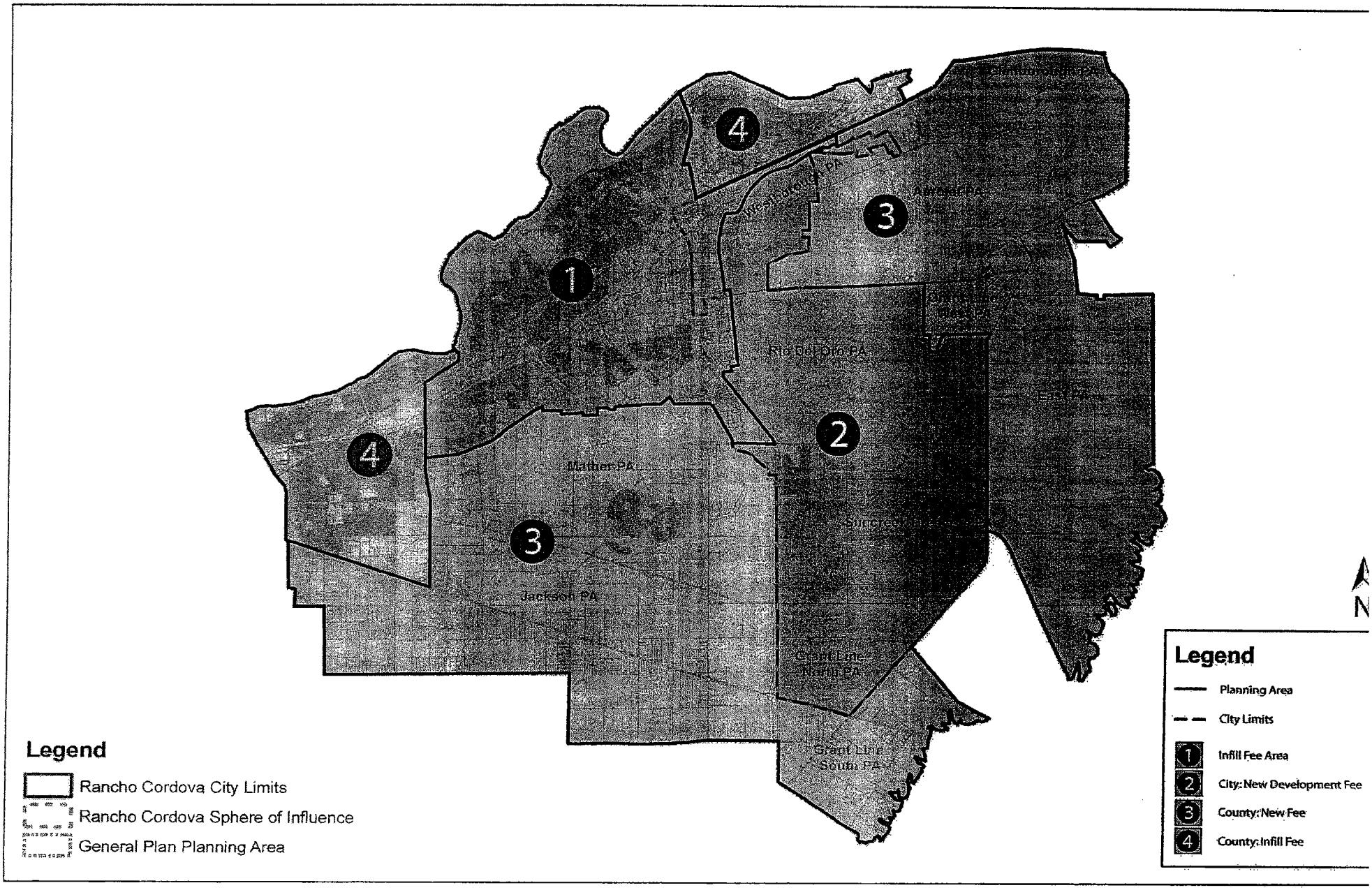
City of Rancho Cordova
2005–06 Development Impact Fee Study
Urbanized Area (RC–URB) Community Financial Commitment or Equity–based Proportionality Test
Transportation (Major Streets, Signals, Bridges, etc.) System

Proposed Land Use	*Developed See Note 1*		*Trip–end & Trip Length Factor*	*Existing Daily Miles*	*Percentage of Existing Trip Miles*	*Allocation of Infrastructure "Equity"*	*Distribution of "Equity" per Acre*	*Average Units or Square Feet/Acre*	*Current Financial Commitment per Unit or Square Foot*
	Acres	*Units*							
Detached Dwelling Units	1,998.0	11,128	34.60	385,029	27.98%	$90,494,494	$45,293	5.57	*$8,132 per Unit*
Attached Dwelling Units	569.8	10,312	23.10	238,207	17.31%	$55,986,489	$98,256	18.10	*$5,429 per Unit*
Mobile Home Units in Parks	90.2	746	18.10	13,503	0.98%	$3,173,649	$35,185	8.27	*$4,254 per Unit*
Commercial Lodging Units	35.7	1,573	18.20	28,629	2.08%	$6,728,757	$188,481	44.06	*$4,278 per Unit*
Commercial/Office SF	1,741.3	15,654,996	32.50	508,787	36.97%	$119,581,699	$68,674	8,990	*$7.639 per S.F.*
Industrial/Manufacturing SF	796.0	8,938,831	22.60	202,018	14.68%	$47,480,882	$59,649	11,230	*$5.312 per S.F.*
TOTAL	5,231.00			1,376,173	100.00%	$323,445,973	in Total Equity in Current Transportation System Assets		
						$164,016,203	in Equity in General Plan Arterial/Collector Streets.		
						$10,150,000	in Equity in General Plan Arterial/Collector Bridges.		
						$121,928,909	in Equity in General Plan Signalized Intersections.		
						$26,462,500	in Equity in Existing Circulation Signal Assets.		
						$888,361	in Equity in Existing Circulation Culvert Assets.		
						$0	in Circulation In-fill Area Impact Fee Fund Balance.		
ALTERNATIVE FEE METHODLOGY				*1,376,173*		*$323,445,973*	*$235.03 per Daily Trip–mile*		

NOTE 1: Developed acres and units are from Table 2–1, Database for Study Area #1, in City, Urban In–fill, "Developed" columns.

APPENDIX A

MAP IDENTIFYING THE FOUR DEVELOPMENT AREAS IN THE RANCHO CORDOVA PLANNING AREA BOUNDARY AS ADOPTED BY COUNCIL ON AUGUST 2, 2004


4
3
1
2
4
3
Rio Del Oro PA
Aerojet PA
Mather PA
Jackson PA
Sunrise
Grant Line North PA
Grant Line South PA
Legend
Rancho Cordova City Limits
Rancho Cordova Sphere of Influence
General Plan Planning Area
Legend
Planning Area
City Limits
1 Infill Fee Area
2 City: New Development Fee
3 County: New Fee
4 County: Infill Fee

Appendix B

Project Summary and Detail Pages

City of Rancho Cordova Master Facilities Plan Transportation (Major Streets, Signals, Bridges, etc.) System		2006-07 Through Build-out
TS-1	2nd Avenue, from Sunrise to Jaeger (new)	$2,610,090
TS-2	2nd Avenue, from Jaeger (new) to International (new)	$0
TS-3	2nd Avenue, from International (new) to Americanos (new)	$0
TS-4	2nd Avenue, from Americanos (new) to White Rock	$0
TS-7	2nd Avenue, from North City Limit to South City Limit	$1,006,840
TS-8	3rd Avenue, from Douglas to Jaeger (new)	$0
TS-9	3rd Avenue, from Jaeger (new) to International (new)	$0
TS-10	3rd Avenue, from International (new) to Americanos (new)	$0
TS-11	3rd Avenue, from Americanos (new) to White Rock	$0
TS-19	6th Avenue, from Jaeger (new) to East City Limits	$2,202,260
TS-25	Americanos Road, from Kiefer to Chrysanthy	$0
TS-26	Americanos Road, from Chrysanthy to Douglas	$3,079,710
TS-27	Americanos Road, from Douglas to International Dr. (new)	$1,895,210
TS-28	Americanos Road, from International to 3rd (new)	$2,141,200
TS-29	Americanos Road, from 3rd (new) to 2nd (new)	$1,717,540
TS-30	Americanos Road, from 2nd (new) to White Rock	$2,309,790
TS-31	Americanos Road, from White Rock to 5th (dashed)	$1,243,740
TS-32	Americanos Road, from 5th (dashed) to Jaeger (new)	$1,599,090
TS-33	Americanos Road, from Jaeger (new) to Folsom South Canal	$0
TS-34	Americanos Road, from Folsom South Canal to Folsom Boulevard	$1,574,990
TS-39	Bradshaw Road, from International Drive (Old Placerville) US-50 Interchange	$1,658,800
TS-40	Bradshaw Road, US-50 Interchange to Folsom Boulevard	$1,451,450
TS-45	Chrysanthy Boulevard, from Sunrise Boulevard to Jaegar Road	$2,605,910
TS-46	Chrysanthy Boulevard, from Jaegar to Americanos (new)	$4,214,080
TS-47	Chrysanthy Boulevard, from Americanos (new) to Grant Line Rd.	$0
TS-52	Coloma Road, Folsom Boulevard to Sunrise Blvd.	$18,383,680
TS-55	Douglas Road, West City Limits to Sunrise Blvd.	$2,846,970
TS-56	Douglas Road, Sunrise Blvd. to 3rd Ave. (new)	$1,632,090
TS-57	Douglas Road, 3rd Ave. (new) to Jaeger Road	$2,504,180
TS-58	Douglas Road, Jaeger Road to Americanos Rd. (new)	$5,035,620
TS-59	Douglas Road, Americanos Rd. (new) to Grant Line Rd.	$3,186,050
TS-73	Feymoyer Street, Mather Blvd. to International Dr. (McCuen)	$2,905,800
TS-79	Folsom Blvd., Bradshaw to Routier	$17,428,530
TS-80	Folsom Blvd., Routier to Mather Field Road	$8,571,420
TS-81	Folsom Blvd., Mather Field Road to Coloma	$6,571,410
TS-82	Folsom Blvd., Coloma to Zinfandel	$13,714,260
TS-83	Folsom Blvd., Zinfandel to Kilgore	$11,714,260
TS-84	Folsom Blvd., Kilgore to Sunrise	$7,428,550
TS-85	Folsom Blvd., Sunrise to Americanos (Mercantile)	$13,999,980
TS-86	Folsom Blvd., Americanos (Mercantile) to Sunrise Reliever Interchange	$9,999,980
TS-87	Folsom Blvd., Jaeger Road (Sunrise Releiver Interchange) to 2nd Ave. (new)	$18,857,110
TS-91	Gold Center Drive, from Zinfandel to Prospect Park (east)	$963,870

City of Rancho Cordova Master Facilities Plan Transportation (Major Streets, Signals, Bridges, etc.) System		2006-07 Through Build-out
TS-93	Grant Line Road, Jackson Highway to Jaeger (new)	$5,790,760
TS-94	Grant Line Road, Jaeger (new) to Kiefer	$5,586,960
TS-95	Grant Line Road, Kiefer to Chrysanthy (new)	$13,379,530
TS-96	Grant Line Road, Chrysanthy (new) to Douglas	$5,838,760
TS-97	Grant Line Road, Douglas to International (new)	$8,799,750
TS-98	Grant Line Road, International (new) to North City Limits	$2,970,690
TS-101	Hazel Avenue, 6th Ave. (new) to North City Limits	$2,485,850
TS-103	International Drive, Old Placerville Road to Routier	$21,468,700
TS-104	International Drive, Routier to UPRR Spur	$8,057,840
TS-105	International Drive, UPRR Spur to Mather Field Road	$8,998,030
TS-106	International Drive, Mather Field Road to White Rock	$518,380
TS-107	International Drive, from White Rock to Femoyer	$1,036,750
TS-108	International Drive, from Femoyer to Zinfandel	$2,902,900
TS-109	International Drive, Zinfadel to Kilgore	$3,628,630
TS-110	International Drive, Kilgore to Sunrise	$4,070,310
TS-111	International Drive, Sunrise Park: Sunrise to Jaeger (new)	$14,177,620
TS-112	International Drive, Jaeger (new) to 2nd	$2,072,890
TS-113	International Drive, 2nd to 3rd (new)	$1,658,310
TS-114	International Drive, 3rd (new) to Americanos (new)	$3,088,800
TS-115	International Drive, Americanos (new) to Grant Line Road	$3,790,410
TS-124	Jackson Highway, Sunrise to Grant Line	$3,271,710
TS-126	Jaeger Road, Grant Line to Keifer	$0
TS-127	Jaeger Road, Keifer to Chrysanthy (new)	$4,632,970
TS-128	Jaeger Road, Chrysanthy (new) to Douglas	$2,854,790
TS-129	Jaeger Road, Douglas to 3rd (new)	$3,570,080
TS-130	Jaeger Road, 3rd (new) to 2nd	$2,610,090
TS-131	Jaeger Road, 2nd to International (new)	$1,712,870
TS-132	Jaeger Road, International (new) to White Rock	$2,283,840
TS-133	Jaeger Road, White Rock to Americanos	$3,425,740
TS-134	Jaeger Road, Americanos to Sunrise Reliever Interchange	$3,375,570
TS-142	Kiefer Boulevard, Sunrise to Jaeger	$0
TS-143	Kiefer Boulevard, Jaeger to Americanos	$0
TS-144	Kilgore Road, International to White Rock	$1,726,940
TS-145	Kilgore Road, White Rock to Sun Center	$356,990
TS-146	Kilgore Road, Sun Center to Folsom Blvd.	$856,770
TS-147	Mather Boulevard, Old Placerville: Rockingham to Mather Field Rd.	$3,212,910
TS-148	Mather Boulevard, Mather Field Road to Femoyer	$642,580
TS-149	Mather Boulevard, Femoyer to Zinfandel	$3,325,710
TS-151	Mather Field Boulevard, Mather Blvd. to International (McCuen)	$1,499,360
TS-152	Mather Field Boulevard, International (McCuen) to Rockingham	$71,400
TS-153	Mather Field Boulevard, Rockingham to US 50 Interchange	$622,050
TS-154	Mather Field Boulevard, US 50 Interchange to Folsom Blvd.	$3,250,720

City of Rancho Cordova Master Facilities Plan Transportation (Major Streets, Signals, Bridges, etc.) System		2006-07 Through Build-out
TS-162	Rockingham Road (Old Placerville Rd.) to Mather Field Rd.	$571,190
TS-166	Routier Road, International (Old Placerville Rd.) to Folsom Blvd.	$9,919,450
TS-172	Sun Center Drive, Kilgore to Sunrise	$392,690
TS-173	Sun Center Drive, Sunrise Gold Cir.: Sunrise to Folsom South Canal	$1,717,780
TS-174	Sun Center Drive: Folsom South Canal to White Rock Road	$0
TS-177	Sunrise Boulevard, Jackson Highway to Kiefer	$9,219,770
TS-178	Sunrise Boulevard, Kiefer to Chrysanthy (new)	$11,310,350
TS-179	Sunrise Boulevard, Chrysanthy (new) to Douglas	$8,987,290
TS-180	Sunrise Boulevard, Douglas to 2nd (new)	$6,005,960
TS-181	Sunrise Boulevard, 2nd (new) to Fitzgerald	$5,736,570
TS-182	Sunrise Boulevard, Fitzgerald to International (new)	$2,488,200
TS-183	Sunrise Boulevard, International (new) White Rock	$1,140,430
TS-184	Sunrise Boulevard, Sun Center to Folsom Blvd.	$2,177,180
TS-185	Sunrise Boulevard, Douglas to 2nd (new)	$2,177,180
TS-186	Sunrise Boulevard, Folsom Blvd. to US 50 Interchange	$414,700
TS-187	Sunrise Boulevard, US 50 Interchange to Zinfandel	$1,451,450
TS-188	Sunrise Boulevard, Zinfandel to Coloma Road	$207,350
TS-189	Sunrise Boulevard, Coloma Road to Gold Country Road	$2,695,550
TS-190	Sunrise Boulevard, Gold Country Road to Border/American River	$1,140,430
TS-191	White Rock, International to Capitol Center	$1,463,660
TS-192	White Rock, International to Capitol Center to Zinfandel Dr.	$1,585,950
TS-193	White Rock, Zinfandel to Kilgore	$5,015,250
TS-194	White Rock, Kilgore to Sunrise	$885,040
TS-195	White Rock, Sunrise to Sun Center Dr. (new)	$3,097,650
TS-196	White Rock, Sun Center Dr. (new) to Jaeger	$1,440,590
TS-197	White Rock, Jaeger to Americanos (new)	$2,519,380
TS-198	White Rock, Americanos (new) to 2nd (new)	$3,488,370
TS-199	White Rock, 2nd (new) to 3rd (new)	$3,488,370
TS-203	Zinfandel Drive, South City Limit to Mather	$1,581,120
TS-204	Zinfandel Drive, Mather to International	$3,344,180
TS-205	Zinfandel Drive, International to White Rock	$1,451,450
TS-206	Zinfandel Drive, White Rock to US 50 Interchange	$1,451,450
TS-207	Zinfandel Drive, US 50 Interchange to Folsom Blvd.	$1,036,750
TS-208	Zinfandel Drive, Folsom Blvd. to Sunrise	$580,000
TS-209	Intersection, 2nd Avenue (new) and Sunrise Blvd.	$9,123,020
TS-210	Intersection, 2nd Avenue (new) and Jaegar	$7,950,140
TS-211	Intersection, 2nd Avenue (new) and International Drive (new)	$1,637,600
TS-212	Intersection, 2nd Avenue (new) and Americanos Road (new)	$1,637,600
TS-213	Intersection, 2nd Avenue (new) and White Rock Road	$4,237,030
TS-217	Intersection, 3rd Avenue (new) and Douglas Road	$4,237,030
TS-218	Intersection, 3rd Avenue (new) and Jaeger Road (new)	$3,870,640
TS-219	Intersection, 3rd Avenue (new) and International Drive (new)	$1,637,600

City of Rancho Cordova Master Facilities Plan Transportation (Major Streets, Signals, Bridges, etc.) System		2006-07 Through Build-out
TS-220	Intersection, 3rd Avenue (new) and Americanos Road (new)	$1,637,600
TS-221	Intersection, 3rd Avenue (new) and White Rock Road	$4,237,030
TS-226	Intersection, 6th Avenue (dashed) and Jaeger Road (new)	$24,458,170
TS-227	Intersection, 6th Avenue and Hazel Avenue	$15,225,000
TS-231	Intersection, Americanos Road (new) and Kiefer Blvd (new).	$1,168,210
TS-232	Intersection, Americanos Road (new) and Chrysanthy Blvd.	$1,637,600
TS-233	Intersection, Americanos Road (new) and Douglas Road	$4,513,670
TS-234	Intersection, Americanos Road (new) and International Drive (new)	$1,637,600
TS-235	Intersection, Americanos Road (new) and White Rock Road	$9,123,020
TS-236	Intersection, Americanos Road (new) and Jaeger Road (new)	$7,950,140
TS-240	Intersection, Bradshaw Road and International Dr. (Old Pacerville)	$6,990,100
TS-245	Intersection, Chrysanthy Blvd. (new) and Sunrise Blvd.	$4,237,030
TS-246	Intersection, Chrysanthy Blvd. (new) and Jaeger Road (new)	$1,637,600
TS-247	Intersection, Chrysanthy Blvd. (new) and Grant Line Road	$4,237,030
TS-251	Urban Interchange Intersection, Coloma Road/Sunrise Blvd.	$26,899,970
TS-253	Partial Grade sepration, Douglas Road and Sunrise Boulevard	$16,457,500
TS-254	Intersection, Douglas Road and Jaeger Road	$9,123,020
TS-255	Intersection, Douglas Road and Grant Line Road	$4,237,030
TS-265	Intersection, Femoyer Street/International Drive	$4,513,670
TS-268	Intersection, Folsom Road and Sunrise Boulevard	$16,457,500
TS-270	Intersection, Gold Country Blvd. and Sunrise Blvd.	$16,457,500
TS-273	Partial Grade Separation, Grant Line Road and Jackson Highway	$16,457,500
TS-274	Intersection, Grant Line Road and Jaeger Road (new)	$4,237,030
TS-275	Intersection, Grant Line Road and Keifer Boulevard	$4,237,030
TS-276	Intersection, Grant Line Road and International Drive (new)	$4,237,030
TS-278	Intersection, International Drive (OP) and Routier Road	$4,237,030
TS-279	Intersection, International Drive (O.P.R.) and Mather Blvd.	$4,513,670
TS-280	Intersection, International Drive (McCuen) and Mather Field Blvd.	$9,123,020
TS-281	Intersection, International Drive and Zinfandel Drive	$9,123,020
TS-282	Intersection, International Drive and Kilgore Road	$4,513,670
TS-283	Intersection, International Drive (new) and Sunrise Blvd.	$16,457,500
TS-284	Intersection, International Drive (new) and Jaeger Road	$1,637,600
TS-288	Partial Grade Separation, Jackson Highway and Sunrise Blvd.	$16,457,500
TS-289	Intersection, Jaeger Road (new) and Kiefer Blvd.	$2,447,600
TS-290	Partial Grade Separation, Jaeger Road (new) and White Rock Road	$16,457,500
TS-294	Intersection, Keifer Road and Sunrise Boulevard	$4,513,670
TS-295	Intersection, Mather Field Road and Rockingham Rd.	$4,513,670
TS-297	Intersection, Sun Center Drive and Sunrise Boulevard	$4,513,670
TS-298	Intersection, Sun Center Drive and White Rock Road	$4,513,670
TS-299	Partial Grade Separation, Sunrise Blvd. and White Rock Road	$16,457,500
TS-300	Urban Interchange, Sunrise Blvd. and White Rock Road	$26,899,970
TS-301	Partial Grade Separation, Sunrise Blvd. and Gold Express Drive	$16,457,500

City of Rancho Cordova Master Facilities Plan Transportation (Major Streets, Signals, Bridges, etc.) System		2006-07 Through Build-out
TS-302	Partial Grade Separation, White Rock Road and Zinfandel Dr.	$16,457,500
TS-303	Special Project - Pedestrian/ADA Improvements	$24,966,100
TS-304	Special Project - Bus Lane Transit Facilities	$142,107,250
TS-305	Special Project - Transit Hub Transit Facilities	$1,479,000
TS-306	Special Project - Light Rail Station Transit Facilities	$20,300,000
TS-307	Bike Trails, Canal Bike Crossings at Existing Arterials	$4,640,000
TS-308	Bike Trails, Highway 50 Overcrossings	$5,075,000
TS-311	Traffic Control System	$17,327,500
TS-312	Fee Program Formation	$362,500
TS-313	Sunrise Reliever Interchange	$77,973,000
TS-316	Bradshaw Road Interchange	$22,712,000
TS-317	Marther Field Road Interchange	$21,287,000
TS-318	Zinfandel Drive Interchange	$22,712,000
TS-319	Sunrise Boulevard Interchange	$24,162,000
TS-324	Overcrossing Modification Routier Road	$11,422,000
	Totals	$1,263,018,000

City of Rancho Cordova – Transportation System Capital Improvement Program

Project Title:	*Program:*
2nd Avenue, from Sunrise to Jaeger (new)	Transportation (Major Streets, Signals, Bridges, etc.) System
Submitting Department(s):	*Project No.:*
Public Works Department	TS-1

Project Description:

Construct the center four lanes of 2nd Avenue from Sunrise Boulevard to Jaeger Road (new) as a 3,200 linear foot segment of six lane roadway. The first two lanes (one in each direction) are to be constructed as a condition of approval as each fronting property requires these lanes. Any additional lanes, i.e. the center four lanes of a six lane roadway, are included as impact fee supported projects to more fairly spread the cost these "extra lanes" over all land uses benefitting from the lanes not just those fronting them. Project Engineering, administration, permitting, inspection, soils and other testing is included at 30%. Contingency is included at 15%.

Justification/Requirement for Project:

The Rancho Cordova Circulation Plan has identified this segment as necessary to establish and maintain a Level of Service "C". Failure to make the proposed improvements would ultimately reduce the City's transportation Level of Service to LOS "F".

Consequences of Not Completing Project:

Failure or inability to widen streets, construct bridge widths and install signals where warranted and needed would reduce the Level of Service (LOS) traffic flow at the intersections of streets with bridges to Level E or F by acting as a bottleneck. Level "E" is "Unstable Flow" and is identified as "long queues of vehicles waiting upstream of the intersection". Level F, "Forced Flow" creates "Jammed conditions, back-ups from other locations restrict or prevent movement".

Reference Document:	*Project Timing:*
Rancho Cordova Roadway Program, Improvement Cost Estimates, Draft 4.A, August 8, 2005. Prepared by Psomas, Roseville, CA 95678	Project timing is not a component of this current effort. Therefore all projects default to the "Build-out" column.

PROPOSED EXPENDITURES	*2006-07*	*2007-08*	*2008-09*	*2009-10*	*2010-11 through Build-out*	*Total all Years*
Design/Engineering/Admin.	$0	$0	$0	$0	$540,020	$540,020
Land Acquisition/Right of Way	$0	$0	$0	$0	$0	$0
Construction	$0	$0	$0	$0	$1,800,060	$1,800,060
Contingency	$0	$0	$0	$0	$270,010	$270,010
Equipment/Other	$0	$0	$0	$0	$0	$0
TOTAL COST	$0	$0	$0	$0	$2,610,090	$2,610,090

Potential Funding Sources:

A combination of unobligated monies from a variety of funds, transportation development impact fees, and specifc agreements. The construction of some projects may be required as a condition of development.

City of Rancho Cordova – Transportation System Capital Improvement Program

Project Title:	*Program:*
2nd Avenue, from Jaeger (new) to International (new)	Transportation (Major Streets, Signals, Bridges, etc.) System
Submitting Department(s):	*Project No.:*
Public Works Department	TS-2

Project Description:
Construct the center two lanes of 2nd Avenue from Jaeger Road (new) to International Drive (new) as 2,600 linear foot segment of two lane roadway. The first two lanes (one in each direction) are to be constructed as a condition of approval as each fronting property requires these lanes. Any additional lanes, i.e. the center four lanes of a six lane roadway, are included as impact fee supported projects to more fairly spread the cost these "extra lanes" over all land uses benefitting from the lanes not just those fronting them. Project Engineering, administration, permitting, inspection, soils and other testing is included at 30%. Contingency is included at 15%.

Justification/Requirement for Project:
The Rancho Cordova Circulation Plan has identified this segment as necessary to establish and maintain a Level of Service "C". Failure to make the proposed improvements would ultimately reduce the City's transportation Level of Service to LOS "F".

Consequences of Not Completing Project:
Failure or inability to widen streets, construct bridge widths and install signals where warranted and needed would reduce the Level of Service (LOS) traffic flow at the intersections of streets with bridges to Level E or F by acting as a bottleneck. Level "E" is "Unstable Flow" and is identified as "long queues of vehicles waiting upstream of the intersection". Level F, "Forced Flow" creates "Jammed conditions, back-ups from other locations restrict or prevent movement".

Reference Document:	*Project Timing:*
Rancho Cordova Roadway Program, Improvement Cost Estimates, Draft 4.A, August 8, 2005. Prepared by Psomas, Roseville, CA 95678	Project timing is not a component of this current effort. Therefore all projects default to the "Build-out" column.

PROPOSED EXPENDITURES	*2006-07*	*2007-08*	*2008-09*	*2009-10*	*2010-11 through Build-out*	*Total all Years*
Design/Engineering/Admin.	$0	$0	$0	$0	$0	$0
Land Acquisition/Right of Way	$0	$0	$0	$0	$0	$0
Construction	$0	$0	$0	$0	$0	$0
Contingency	$0	$0	$0	$0	$0	$0
Equipment/Other	$0	$0	$0	$0	$0	$0
TOTAL COST	$0	$0	$0	$0	$0	$0

Potential Funding Sources:
A combination of unobligated monies from a variety of funds, transportation development impact fees, and specifc agreements. The construction of some projects may be required as a condition of development.

City of Rancho Cordova - Transportation System Capital Improvement Program

Project Title:	*Program:*
2nd Avenue, from International (new) to Americanos (new)	Transportation (Major Streets, Signals, Bridges, etc.) System
Submitting Department(s):	*Project No.:*
Public Works Department	TS-3

Project Description:

Construct the center two lanes of 2nd Avenue from International Drive (new) to Americanos Road (new) as a 1,600 linear foot segemnt of two lane roadway. The first two lanes (one in each direction) are to be constructed as a condition of approval as each fronting property requires these lanes. Any additional lanes, i.e. the center four lanes of a six lane roadway, are included as impact fee supported projects to more fairly spread the cost these "extra lanes" over all land uses benefitting from the lanes not just those fronting them. Project Engineering, administration, permitting, inspection, soils and other testing is included at 30%. Contingency is included at 15%.

Justification/Requirement for Project:

The Rancho Cordova Circulation Plan has identified this segment as necessary to establish and maintain a Level of Service "C". Failure to make the proposed improvements would ultimately reduce the City's transportation Level of Service to LOS "F".

Consequences of Not Completing Project:

Failure or inability to widen streets, construct bridge widths and install signals where warranted and needed would reduce the Level of Service (LOS) traffic flow at the intersections of streets with bridges to Level E or F by acting as a bottleneck. Level "E" is "Unstable Flow" and is identified as "long queues of vehicles waiting upstream of the intersection". Level F, "Forced Flow" creates "Jammed conditions, back-ups from other locations restrict or prevent movement".

Reference Document:	*Project Timing:*
Rancho Cordova Roadway Program, Improvement Cost Estimates, Draft 4.A, August 8, 2005. Prepared by Psomas, Roseville, CA 95678	Project timing is not a component of this current effort. Therefore all projects default to the "Build-out" column.

PROPOSED EXPENDITURES	*2006-07*	*2007-08*	*2008-09*	*2009-10*	*2010-11 through Build-out*	*Total all Years*
Design/Engineering/Admin.	$0	$0	$0	$0	$0	$0
Land Acquisition/Right of Way	$0	$0	$0	$0	$0	$0
Construction	$0	$0	$0	$0	$0	$0
Contingency	$0	$0	$0	$0	$0	$0
Equipment/Other	$0	$0	$0	$0	$0	$0
TOTAL COST	$0	$0	$0	$0	$0	$0

Potential Funding Sources:

A combination of unobligated monies from a variety of funds, transportation development impact fees, and specifc agreements. The construction of some projects may be required as a condition of development.

City of Rancho Cordova – Transportation System Capital Improvement Program

Project Title:	*Program:*
2nd Avenue, from Americanos (new) to White Rock	Transportation (Major Streets, Signals, Bridges, etc.) System
Submitting Department(s):	*Project No.:*
Public Works Department	TS-4

Project Description:

Construct the center two lanes of 2nd Avenue from Americanos Road (new) to White Rock Road as a 2,500 linear foot segment of two lane roadway. The first two lanes (one in each direction) are to be constructed as a condition of approval as each fronting property requires these lanes. Any additional lanes, i.e. the center four lanes of a six lane roadway, are included as impact fee supported projects to more fairly spread the cost these "extra lanes" over all land uses benefitting from the lanes not just those fronting them. Project Engineering, administration, permitting, inspection, soils and other testing is included at 30%. Contingency is included at 15%.

Justification/Requirement for Project:

The Rancho Cordova Circulation Plan has identified this segment as necessary to establish and maintain a Level of Service "C". Failure to make the proposed improvements would ultimately reduce the City's transportation Level of Service to LOS "F".

Consequences of Not Completing Project:

Failure or inability to widen streets, construct bridge widths and install signals where warranted and needed would reduce the Level of Service (LOS) traffic flow at the intersections of streets with bridges to Level E or F by acting as a bottleneck. Level "E" is "Unstable Flow" and is identified as "long queues of vehicles waiting upstream of the intersection". Level F, "Forced Flow" creates "Jammed conditions, back-ups from other locations restrict or prevent movement".

Reference Document:	*Project Timing:*
Rancho Cordova Roadway Program, Improvement Cost Estimates, Draft 4.A, August 8, 2005. Prepared by Psomas, Roseville, CA 95678	Project timing is not a component of this current effort. Therefore all projects default to the "Build-out" column.

PROPOSED EXPENDITURES	*2006-07*	*2007-08*	*2008-09*	*2009-10*	*2010-11 through Build-out*	*Total all Years*
Design/Engineering/Admin.	$0	$0	$0	$0	$0	$0
Land Acquisition/Right of Way	$0	$0	$0	$0	$0	$0
Construction	$0	$0	$0	$0	$0	$0
Contingency	$0	$0	$0	$0	$0	$0
Equipment/Other	$0	$0	$0	$0	$0	$0
TOTAL COST	$0	$0	$0	$0	$0	$0

Potential Funding Sources:

A combination of unobligated monies from a variety of funds, transportation development impact fees, and specifc agreements. The construction of some projects may be required as a condition of development.

City of Rancho Cordova – Transportation System Capital Improvement Program

Project Title:	*Program:*
2nd Avenue, from North City Limit to South City Limit	Transportation (Major Streets, Signals, Bridges, etc.) System
Submitting Department(s):	*Project No.:*
Public Works Department	TS-7

Project Description:
Construct the center two lanes of 2nd Avenue from the North City limit to the South City limit as a 1,700 linear foot segment of four lane roadway. The first two lanes (one in each direction) are to be constructed as a condition of approval as each fronting property requires these lanes. Any additional lanes, i.e. the center four lanes of a six lane roadway, are included as impact fee supported projects to more fairly spread the cost these "extra lanes" over all land uses benefitting from the lanes not just those fronting them. Project Engineering, administration, permitting, inspection, soils and other testing is included at 30%. Contingency is included at 15%.

Justification/Requirement for Project:
The Rancho Cordova Circulation Plan has identified this segment as necessary to establish and maintain a Level of Service "C". Failure to make the proposed improvements would ultimately reduce the City's transportation Level of Service to LOS "F".

Consequences of Not Completing Project:
Failure or inability to widen streets, construct bridge widths and install signals where warranted and needed would reduce the Level of Service (LOS) traffic flow at the intersections of streets with bridges to Level E or F by acting as a bottleneck. Level "E" is "Unstable Flow" and is identified as "long queues of vehicles waiting upstream of the intersection". Level F, "Forced Flow" creates "Jammed conditions, back-ups from other locations restrict or prevent movement".

Reference Document:	*Project Timing:*
Rancho Cordova Roadway Program, Improvement Cost Estimates, Draft 4.A, August 8, 2005. Prepared by Psomas, Roseville, CA 95678	Project timing is not a component of this current effort. Therefore all projects default to the "Build-out" column.

PROPOSED EXPENDITURES	*2006-07*	*2007-08*	*2008-09*	*2009-10*	*2010-11 through Build-out*	*Total all Years*
Design/Engineering/Admin.	$0	$0	$0	$0	$208,310	$208,310
Land Acquisition/Right of Way	$0	$0	$0	$0	$0	$0
Construction	$0	$0	$0	$0	$694,370	$694,370
Contingency	$0	$0	$0	$0	$104,160	$104,160
Equipment/Other	$0	$0	$0	$0	$0	$0
TOTAL COST	$0	$0	$0	$0	$1,006,840	$1,006,840

Potential Funding Sources:
A combination of unobligated monies from a variety of funds, transportation development impact fees, and specifc agreements. The construction of some projects may be required as a condition of development.

City of Rancho Cordova – Transportation System Capital Improvement Program

Project Title:	*Program:*
3rd Avenue, from Douglas to Jaeger (new)	Transportation (Major Streets, Signals, Bridges, etc.) System
Submitting Department(s):	*Project No.:*
Public Works Department	TS-8

Project Description:

Construct the center two lanes of 3rd Avenue from Douglas Road to Jaeger Road (new) as a 2,100 linear foot segment of two lane roadway. There is also 920 S.F. of bridge/culvert construction identified. The first two lanes (one in each direction) are to be constructed as a condition of approval as each fronting property requires these lanes. Any additional lanes, i.e. the center four lanes of a six lane roadway, are included as impact fee supported projects to more fairly spread the cost these "extra lanes" over all land uses benefitting from the lanes not just those fronting them. Project Engineering, administration, permitting, inspection, soils and other testing is included at 30%. Contingency is included at 15%.

Justification/Requirement for Project:

The Rancho Cordova Circulation Plan has identified this segment as necessary to establish and maintain a Level of Service "C". Failure to make the proposed improvements would ultimately reduce the City's transportation Level of Service to LOS "F".

Consequences of Not Completing Project:

Failure or inability to widen streets, construct bridge widths and install signals where warranted and needed would reduce the Level of Service (LOS) traffic flow at the intersections of streets with bridges to Level E or F by acting as a bottleneck. Level "E" is "Unstable Flow" and is identified as "long queues of vehicles waiting upstream of the intersection". Level F, "Forced Flow" creates "Jammed conditions, back-ups from other locations restrict or prevent movement".

Reference Document:	*Project Timing:*
Rancho Cordova Roadway Program, Improvement Cost Estimates, Draft 4.A, August 8, 2005. Prepared by Psomas, Roseville, CA 95678	Project timing is not a component of this current effort. Therefore all projects default to the "Build-out" column.

PROPOSED EXPENDITURES	*2006-07*	*2007-08*	*2008-09*	*2009-10*	*2010-11 through Build-out*	*Total all Years*
Design/Engineering/Admin.	$0	$0	$0	$0	$0	$0
Land Acquisition/Right of Way	$0	$0	$0	$0	$0	$0
Construction	$0	$0	$0	$0	$0	$0
Contingency	$0	$0	$0	$0	$0	$0
Equipment/Other	$0	$0	$0	$0	$0	$0
TOTAL COST	$0	$0	$0	$0	$0	$0

Potential Funding Sources:

A combination of unobligated monies from a variety of funds, transportation development impact fees, and specifc agreements. The construction of some projects may be required as a condition of development.

City of Rancho Cordova - Transportation System Capital Improvement Program

Project Title:	*Program:*
3rd Avenue, from Jaeger (new) to International (new)	Transportation (Major Streets, Signals, Bridges, etc.) System
Submitting Department(s):	*Project No.:*
Public Works Department	TS-9

Project Description:

Construct the center two lanes of 3rd Avenue from Jaeger Road (new) to International Drive (new) as a 2,800 linear foot segment of two lane road. The first two lanes (one in each direction) are to be constructed as a condition of approval as each fronting property requires these lanes. Any additional lanes, i.e. the center four lanes of a six lane roadway, are included as impact fee supported projects to more fairly spread the cost these "extra lanes" over all land uses benefitting from the lanes not just those fronting them. Project Engineering, administration, permitting, inspection, soils and other testing is included at 30%. Contingency is included at 15%.

Justification/Requirement for Project:

The Rancho Cordova Circulation Plan has identified this segment as necessary to establish and maintain a Level of Service "C". Failure to make the proposed improvements would ultimately reduce the City's transportation Level of Service to LOS "F".

Consequences of Not Completing Project:

Failure or inability to widen streets, construct bridge widths and install signals where warranted and needed would reduce the Level of Service (LOS) traffic flow at the intersections of streets with bridges to Level E or F by acting as a bottleneck. Level "E" is "Unstable Flow" and is identified as "long queues of vehicles waiting upstream of the intersection". Level F, "Forced Flow" creates "Jammed conditions, back-ups from other locations restrict or prevent movement".

Reference Document:	*Project Timing:*
Rancho Cordova Roadway Program, Improvement Cost Estimates, Draft 4.A, August 8, 2005. Prepared by Psomas, Roseville, CA 95678	Project timing is not a component of this current effort. Therefore all projects default to the "Build-out" column.

PROPOSED EXPENDITURES	*2006-07*	*2007-08*	*2008-09*	*2009-10*	*2010-11 through Build-out*	*Total all Years*
Design/Engineering/Admin.	$0	$0	$0	$0	$0	$0
Land Acquisition/Right of Way	$0	$0	$0	$0	$0	$0
Construction	$0	$0	$0	$0	$0	$0
Contingency	$0	$0	$0	$0	$0	$0
Equipment/Other	$0	$0	$0	$0	$0	$0
TOTAL COST	$0	$0	$0	$0	$0	$0

Potential Funding Sources:

A combination of unobligated monies from a variety of funds, transportation development impact fees, and specifc agreements. The construction of some projects may be required as a condition of development.

City of Rancho Cordova – Transportation System Capital Improvement Program

Project Title:	*Program:*
3rd Avenue, from International (new) to Americanos (new)	Transportation (Major Streets, Signals, Bridges, etc.) System
Submitting Department(s):	*Project No.:*
Public Works Department	TS-10

Project Description:

Construct the center two lanes 3rd Avenue from International (new) to Americanos (new) as a 1,200 linear foot segment of a two lane roadway. The first two lanes (one in each direction) are to be constructed as a condition of approval as each fronting property requires these lanes. Any additional lanes, i.e. the center four lanes of a six lane roadway, are included as impact fee supported projects to more fairly spread the cost these "extra lanes" over all land uses benefitting from the lanes not just those fronting them. Project Engineering, administration, permitting, inspection, soils and other testing is included at 30%. Contingency is included at 15%.

Justification/Requirement for Project:

The Rancho Cordova Circulation Plan has identified this segment as necessary to establish and maintain a Level of Service "C". Failure to make the proposed improvements would ultimately reduce the City's transportation Level of Service to LOS "F".

Consequences of Not Completing Project:

Failure or inability to widen streets, construct bridge widths and install signals where warranted and needed would reduce the Level of Service (LOS) traffic flow at the intersections of streets with bridges to Level E or F by acting as a bottleneck. Level "E" is "Unstable Flow" and is identified as "long queues of vehicles waiting upstream of the intersection". Level F, "Forced Flow" creates "Jammed conditions, back-ups from other locations restrict or prevent movement".

Reference Document:	*Project Timing:*
Rancho Cordova Roadway Program, Improvement Cost Estimates, Draft 4.A, August 8, 2005. Prepared by Psomas, Roseville, CA 95678	Project timing is not a component of this current effort. Therefore all projects default to the "Build-out" column.

PROPOSED EXPENDITURES	*2006-07*	*2007-08*	*2008-09*	*2009-10*	*2010-11 through Build-out*	*Total all Years*
Design/Engineering/Admin.	$0	$0	$0	$0	$0	$0
Land Acquisition/Right of Way	$0	$0	$0	$0	$0	$0
Construction	$0	$0	$0	$0	$0	$0
Contingency	$0	$0	$0	$0	$0	$0
Equipment/Other	$0	$0	$0	$0	$0	$0
TOTAL COST	$0	$0	$0	$0	$0	$0

Potential Funding Sources:

A combination of unobligated monies from a variety of funds, transportation development impact fees, and specifc agreements. The construction of some projects may be required as a condition of development.

City of Rancho Cordova – Transportation System Capital Improvement Program

Project Title:	*Program:*
3rd Avenue, from Americanos (new) to White Rock	Transportation (Major Streets, Signals, Bridges, etc.) System
Submitting Department(s):	*Project No.:*
Public Works Department	TS-11

Project Description:
Construct the center two lanes of 3rd Avenue from Americanos (new) to White Rock as a 7,000 linear foot segment of a two lane roadway. The first two lanes (one in each direction) are to be constructed as a condition of approval as each fronting property requires these lanes. Any additional lanes, i.e. the center four lanes of a six lane roadway, are included as impact fee supported projects to more fairly spread the cost these "extra lanes" over all land uses benefitting from the lanes not just those fronting them. Project Engineering, administration, permitting, inspection, soils and other testing is included at 30%. Contingency is included at 15%.

Justification/Requirement for Project:
The Rancho Cordova Circulation Plan has identified this segment as necessary to establish and maintain a Level of Service "C". Failure to make the proposed improvements would ultimately reduce the City's transportation Level of Service to LOS "F".

Consequences of Not Completing Project:
Failure or inability to widen streets, construct bridge widths and install signals where warranted and needed would reduce the Level of Service (LOS) traffic flow at the intersections of streets with bridges to Level E or F by acting as a bottleneck. Level "E" is "Unstable Flow" and is identified as "long queues of vehicles waiting upstream of the intersection". Level F, "Forced Flow" creates "Jammed conditions, back-ups from other locations restrict or prevent movement".

Reference Document:	*Project Timing:*
Rancho Cordova Roadway Program, Improvement Cost Estimates, Draft 4.A, August 8, 2005. Prepared by Psomas, Roseville, CA 95678	Project timing is not a component of this current effort. Therefore all projects default to the "Build-out" column.

PROPOSED EXPENDITURES	*2006-07*	*2007-08*	*2008-09*	*2009-10*	*2010-11 through Build-out*	*Total all Years*
Design/Engineering/Admin.	$0	$0	$0	$0	$0	$0
Land Acquisition/Right of Way	$0	$0	$0	$0	$0	$0
Construction	$0	$0	$0	$0	$0	$0
Contingency	$0	$0	$0	$0	$0	$0
Equipment/Other	$0	$0	$0	$0	$0	$0
TOTAL COST	$0	$0	$0	$0	$0	$0

Potential Funding Sources:
A combination of unobligated monies from a variety of funds, transportation development impact fees, and specifc agreements. The construction of some projects may be required as a condition of development.

City of Rancho Cordova – Transportation System Capital Improvement Program

Project Title:	*Program:*
6th Avenue, from Jaeger (new) to East City Limits	Transportation (Major Streets, Signals, Bridges, etc.) System
Submitting Department(s):	*Project No.:*
Public Works Department	TS-19

Project Description:
Construct the center four lanes of 6th Avenue, from Jaeger (new) to East City limits as a 2,700 linear foot segment of a six lane roadway. The first two lanes (one in each direction) are to be constructed as a condition of approval as each fronting property requires these lanes. Any additional lanes, i.e. the center four lanes of a six lane roadway, are included as impact fee supported projects to more fairly spread the cost these "extra lanes" over all land uses benefitting from the lanes not just those fronting them. Project Engineering, administration, permitting, inspection, soils and other testing is included at 30%. Contingency is included at 15%.

Justification/Requirement for Project:
The Rancho Cordova Circulation Plan has identified this segment as necessary to establish and maintain a Level of Service "C". Failure to make the proposed improvements would ultimately reduce the City's transportation Level of Service to LOS "F".

Consequences of Not Completing Project:
Failure or inability to widen streets, construct bridge widths and install signals where warranted and needed would reduce the Level of Service (LOS) traffic flow at the intersections of streets with bridges to Level E or F by acting as a bottleneck. Level "E" is "Unstable Flow" and is identified as "long queues of vehicles waiting upstream of the intersection". Level F, "Forced Flow" creates "Jammed conditions, back-ups from other locations restrict or prevent movement".

Reference Document:	*Project Timing:*
Rancho Cordova Roadway Program, Improvement Cost Estimates, Draft 4.A, August 8, 2005. Prepared by Psomas, Roseville, CA 95678	Project timing is not a component of this current effort. Therefore all projects default to the "Build-out" column.

PROPOSED EXPENDITURES	*2006-07*	*2007-08*	*2008-09*	*2009-10*	*2010-11 through Build-out*	*Total all Years*
Design/Engineering/Admin.	$0	$0	$0	$0	$455,640	$455,640
Land Acquisition/Right of Way	$0	$0	$0	$0	$0	$0
Construction	$0	$0	$0	$0	$1,518,800	$1,518,800
Contingency	$0	$0	$0	$0	$227,820	$227,820
Equipment/Other	$0	$0	$0	$0	$0	$0
TOTAL COST	$0	$0	$0	$0	$2,202,260	$2,202,260

Potential Funding Sources:
A combination of unobligated monies from a variety of funds, transportation development impact fees, and specifc agreements. The construction of some projects may be required as a condition of development.

City of Rancho Cordova – Transportation System Capital Improvement Program

Project Title:	*Program:*
Americanos Road, from Kiefer to Chrysanthy	Transportation (Major Streets, Signals, Bridges, etc.) System
Submitting Department(s):	*Project No.:*
Public Works Department	TS-25

Project Description:
Construct the center two lanes of Americanos Road, from Kiefer to Chrysanthy as a 7,700 linear foot segment of a two lane roadway. There is also 920 square feet of bridge or culvert included in the project estimate. The first two lanes (one in each direction) are to be constructed as a condition of approval as each fronting property requires these lanes. Any additional lanes, i.e. the center four lanes of a six lane roadway, are included as impact fee supported projects to more fairly spread the cost these "extra lanes" over all land uses benefitting from the lanes not just those fronting them. Project Engineering, administration, permitting, inspection, soils and other testing is included at 30%. Contingency is included at 15%.

Justification/Requirement for Project:
The Rancho Cordova Circulation Plan has identified this segment as necessary to establish and maintain a Level of Service "C". Failure to make the proposed improvements would ultimately reduce the City's transportation Level of Service to LOS "F".

Consequences of Not Completing Project:
Failure or inability to widen streets, construct bridge widths and install signals where warranted and needed would reduce the Level of Service (LOS) traffic flow at the intersections of streets with bridges to Level E or F by acting as a bottleneck. Level "E" is "Unstable Flow" and is identified as "long queues of vehicles waiting upstream of the intersection". Level F, "Forced Flow" creates "Jammed conditions, back-ups from other locations restrict or prevent movement".

Reference Document:	*Project Timing:*
Rancho Cordova Roadway Program, Improvement Cost Estimates, Draft 4.A, August 8, 2005. Prepared by Psomas, Roseville, CA 95678	Project timing is not a component of this current effort. Therefore all projects default to the "Build-out" column.

PROPOSED EXPENDITURES	*2006-07*	*2007-08*	*2008-09*	*2009-10*	*2010-11 through Build-out*	*Total all Years*
Design/Engineering/Admin.	$0	$0	$0	$0	$0	$0
Land Acquisition/Right of Way	$0	$0	$0	$0	$0	$0
Construction	$0	$0	$0	$0	$0	$0
Contingency	$0	$0	$0	$0	$0	$0
Equipment/Other	$0	$0	$0	$0	$0	$0
TOTAL COST	$0	$0	$0	$0	$0	$0

Potential Funding Sources:
A combination of unobligated monies from a variety of funds, transportation development impact fees, and specifc agreements. The construction of some projects may be required as a condition of development.