



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

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**Prepared By:
City of Fresno, Public Works Department
Traffic & Engineering Services Division**

**Scott L. Mozier, PE, TE, Director
Jill M. Gormley, TE, City Traffic Engineer**

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

SUMMARY

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

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

In summary, the fee is proposed to increase by 5.84% for most land uses. The City also proposes to recognize and standardize the application of pass-by reductions to applicable land uses. The proposed fees are summarized on Table 1 below.

TABLE 1 - Traffic Signal Mitigation Impact Fees

Use	Variable Unit	Fee/Unit
Single-Family Residential	SFDU	\$475
Multi-Family Residential	MFDU	\$332
Assisted Living ¹	Occupied Beds	\$137
Lodging ²	Occupied Rooms	\$445
Health/Fitness Club ³	KSF	\$1,645
Industrial ⁴	KSF	\$348
Warehouse	KSF	\$178
Institutional		
Elementary School ⁵	Students	\$64
Middle/JR High School ⁵	Students	\$81
High School ⁵	Students	\$85
Private School (K-12)	Students	\$124
Community College	Students	\$61
University	Students	\$85
Place of Worship	Seats	\$31
Day Care Center/Preschool	Students	\$218
Library	KSF	\$2,805
Hospital	Beds	\$645
Clinic	KSF	\$1,568
Medical/Dental Office	KSF	\$1,802
Office ⁶	KSF	\$550
Commercial		
Discount Store ⁷	KSF	\$1,822
General Retail ⁸	KSF	\$2,129
Supermarket	KSF	\$3,263
Discount Club	KSF	\$2,085
Home Improvement Store ⁹	KSF	\$797
Pharmacy ¹⁰	KSF	\$2,465
Restaurant ¹¹	KSF	\$3,614
Fast-Food Restaurant	KSF	\$12,371
Convenience Market w/Gas Station	Fueling Positions	\$3,572
Convenience Market (no pumps)	KSF	\$3,572
Bank ¹²	Drive-In Lanes	\$3,681
Tire Store	Service Bays	\$1,524
Automobile Care Center	Service Bays	\$622
Car Wash	Stalls	\$5,386

Other

Uses not included above shall be based upon a trip generation analysis, to be approved by the
City Traffic Engineer per ADT \$49.87

- ¹ = includes nursing home & assisted living uses
- ² = includes hotel, all suite hotel, business hotel & motel
- ³ = includes racquet/tennis club, health/fitness club & athletic club
- ⁴ = includes light, heavy & industrial park
- ⁵ = public, private or charter schools
- ⁶ = includes general office, office park, business park & R&D center
- ⁷ = includes super store
- ⁸ = includes specialty retail and shopping centers over 150,000 sf
- ⁹ = includes building materials/lumber store & hardware/paint store
- ¹⁰ = with or without drive-through
- ¹¹ = includes high-turnover and quality
- ¹² = if no drive-in lanes, use sf as variable

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

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

- Gates and San Jose - this intersection of two major streets was inadvertently not included in previous updates of the fee program. A signal will be warranted.
- Brawley and Barstow - this intersection of two major streets was inadvertently not included in previous updates of the fee program. A signal will be warranted.
- Blackstone at Escalon, Holland, Floradora and Webster – future intensification along the corridor as called for in the 2035 GP is expected to necessitate traffic signals at these quarter-mile locations.
- Ventura at Eighth, Kings Canyon at Sierra Vista - future intensification along the corridor as called for in the 2035 GP is expected to necessitate traffic signals at these quarter-mile locations.
- Walnut/Plumas and Church – the alignment of Walnut between California and Church now results in an offset with two signals to eventually be needed rather than one. A signal is being added to the program.
- Cedar and California - this intersection of two major streets was inadvertently not included in previous updates of the fee program. A signal will be warranted.
- Fort Washington and Champlain – the balance of the work required at this former UGM signal was inadvertently not included in previous updates
- Millbrook and Nees – the balance of the work required for N/S traffic at this former UGM signal was inadvertently not included in previous updates
- Cedar and Teague – the balance of the work required for E/W traffic at this former UGM signal was inadvertently not included in previous updates
- Chestnut and Sierra – the signal will require modification when the northeast corner is eventually developed
- Belmont and Minnewawa - this intersection of two major streets was inadvertently not included in previous updates of the fee program. A signal will be warranted.
- Tulare and Minnewawa - this intersection of two major streets was inadvertently not included in previous updates of the fee program. A signal will be warranted.
- Fresno and McKenzie – this intersection requires full signal reconstruction to accommodate new development in the area

- Fulton and Ventura, H and Mono, H and Stanislaus, H and Calaveras –new signals will be required to serve new development in the Downtown
- M and Ventura – protected left turn phasing will be required to serve planned new development in the vicinity
- G and Merced, G and Mariposa, G and Inyo, G and Mono – new signals will be required to serve new development in the Chinatown area
- Elm and Central – the intersection is being added as it will require a future signal and is now within the sphere of influence

The following intersections are proposed as additions, in accordance with the share attributable to new development by the attached study prepared by Fehr & Peers:

- Shaw Avenue at SR-99 Ramp Intersections
- McKinley at SR-41 Southbound On-Ramp
- Ashlan Avenue at SR-99 Southbound Off-Ramp
- Shaw Avenue at SR-41 Northbound Off-Ramp

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

- Garfield intersections at Herndon, Sierra, Bullard, Barstow, Gettysburg, Ashlan and Dakota – should be deleted due to lack of future traffic projected at these locations.
- Riverside and Spruce – should be deleted due to lack of future traffic projected at this location.
- Cecelia and Escalon – should be deleted due to lack of future traffic projected at this location.
- Milburn and Alluvial – should be deleted due to lack of future traffic projected at this location.
- Bullard and Carnegie – Due to the circulation changes resulting from High Speed Rail, the at-grade railroad crossing will be closed and a signal will no longer be necessary in the future.
- Blythe and Palo Alto – should be deleted due to lack of future traffic projected at this location.
- Brawley and Parkway – Due to the circulation changes resulting from High Speed Rail, a signal will no longer be necessary in the future.
- Brawley and Kearney – should be deleted due to lack of future traffic projected at this location.
- Valentine and Parkway – Due to the circulation changes resulting from High Speed Rail, a signal will no longer be necessary in the future.
- Valentine and Kearney – should be deleted due to lack of future traffic projected at this location.
- Marks and Shields – Due to the circulation changes resulting from High Speed Rail, a signal will no longer be necessary in the future.
- Marks and Princeton – Due to the circulation changes resulting from High Speed Rail, a signal will no longer be necessary in the future.
- Clinton and Vassar – Due to the circulation changes resulting from High Speed Rail, a signal will no longer be necessary in the future.
- Golden State and McKinley - Due to the circulation changes resulting from High Speed Rail, a signal will no longer be necessary in the future.
- H and Broadway - Due to the circulation changes resulting from High Speed Rail, a signal will no longer be necessary in the future.

- Van Ness and Santa Clara – Eliminated due to close proximity to the Caltrans interchange.
- Divisadero and Van Ness, F and Kern, G and Kern, Fulton and Stanislaus – signal modifications are no longer necessary under the 2035 GP
- Wishon/Clinton, Van Ness/Shields and Van Ness/Clinton – protected left turn phasing is no longer being planned or necessary at these locations.
- Hughes and Annadale – although Annadale Avenue is the half-mile location, the 2035 General Plan does not include a classified major street at this location and therefore the intersection should be deleted
- Fresno and Shields – a previous traffic impact study for a private development project had included a recommendation for a future second northbound left turn lane at the intersection, which would in turn require a significant widening of the bridge over the irrigation canal. Further analysis has shown that the projected traffic volumes were overestimated and that the recommended second northbound left turn lane would be unnecessary both now and in the future.
- Cherry and Annadale – although Annadale Avenue is the half-mile location, the 2035 General Plan does not include a classified major street at this location and therefore the intersection should be deleted
- First and Sierra, Huntington – these are no longer being planned for protected left turn phasing
- Cedar at Princeton, Dayton – these are no longer being planned for protected left turn phasing
- Orange and Malaga – Due to the circulation changes resulting from High Speed Rail, a signal will no longer be necessary in the future.
- Cedar and Jensen – the previously planned dual left turn lanes will no longer be needed.
- Cedar and Malaga – Due to the circulation changes resulting from High Speed Rail, a signal will no longer be necessary in the future.
- Maple and McKinley – the previously planned dual left turn lanes and associated signal modifications will no longer be needed under the 2035 GP.
- Maple and California - although California Avenue is the half-mile location, the 2035 General Plan does not include a classified major street at this location and therefore the intersection should be deleted
- Maple and Central - should be deleted due to lack of future traffic projected at this location.
- Maple and Malaga – Due to the circulation changes resulting from High Speed Rail, a signal will no longer be necessary in the future.
- Maple and American - should be deleted due to lack of future traffic projected at this location.
- Chestnut and Dakota – a previous traffic impact study for a private development project had included a recommendation to widen from single to dual left turn lanes for the Dakota Avenue approaches to the intersection to address vehicle queuing. Subsequent monitoring of the intersection has demonstrated that the intersection does not, nor is it projected to, experience level of service issues or excessive queuing.

- Willow and Annadale – although Annadale Avenue is the half-mile location, the 2035 General Plan does not include a classified major street at this location and therefore the intersection should be deleted
- Church and Minnewawa (north/west leg) – previous updates included signals at the north leg of Minnewawa (local street) and at the south leg of Minnewawa (collector street). Only the south leg will be retained in the fee program.
- Minnewawa and Annadale – neither street is a planned classified street at this location and therefore the intersection should be deleted
- SR-99 Southbound Off-Ramp at Shields – deleted due to HSR circulation changes
- SR-99 Northbound Off-Ramp and Southbound On-Ramp at McKinley – deleted due to HSR circulation changes
- SR-99 Ramps at Belmont – the signals are being installed by High Speed Rail

REVIEW OF THE ESTIMATED COST OF THE REMAINING IMPROVEMENTS NEEDED AT EACH LOCATION

The updated analysis of remaining cost at each location has been completed. Recent costs from the City of Fresno Public Works Department canvas of bids for construction projects and recent costs from developer reimbursement requests have been utilized to best estimate the cost to complete each project in the capital improvement program, using current 2016 dollars for the cost estimates. Projects that have been completed and projects with committed non-impact fee funding sources have been removed from the list of needed improvements remaining. The updated analysis is included as Attachment “A”. The total remaining capital need is estimated at \$178,128,735.

UPDATING THE FUND BALANCE IN THE TSMI FUND

As of August 31, 2016, the cash balance in the TSMI fund available for capital projects and developer reimbursements was \$1,985,124. This amount of funding reduces the amount that needs to be funded by new development.

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

- The total amount of eligible reimbursements as of August 2016 was \$1,936,392.

UPDATING FUTURE TRAFFIC PROJECTIONS FROM NEW DEVELOPMENT

The projected future ADT that will require these traffic signal infrastructure improvements is currently estimated to be 3,110,615. The attached analysis is entitled “City Wide Traffic Signal Impact Fee 2035 General Plan Planned Land Use”.

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

The City of Fresno has continued its effort to secure Federal and State grants for infrastructure improvements including traffic signals. Currently a total of \$23,055,677 of non-impact fee funding has been obtained and/or earmarked for specific traffic signal capital improvement projects. This lessens the need for new development to provide funding for the necessary traffic signal improvements. Therefore the total capital need attributable to new development, to be funded by traffic signal mitigation impact fee dollars, is \$178,180,627, less \$23,055,677 in non-impact grant funds, or a total of \$155,124,950.

The projected total traffic from future development is 3,110,615 new ADT which in turn create the need for the improvements. The resulting analysis is a calculated fee of \$49.85 per ADT, a 5.84% increase over the current fee of \$47.12. To provide a convenient and understandable fee table for developers and businesses in the City of Fresno, Table 1 includes the calculated fee for nearly all uses, which also recognizes the effect of pass-by reductions in accordance with industry practices and studies from the Institute of Transportation Engineers (ITE). The fee per ADT shall only be applicable to special uses not listed on Table 1 and as determined by the City Traffic Engineer; otherwise Table 1 fees shall apply.

Traffic Signal Capital Improvements

LOCATION		Signal Type	Percent Missing	Percent Fresno TSMI Fees	Single Left	Dual Left	Traffic Signal Cost	Non-Impact Fee City/Grant Funding Committed	Total Cost Covered by 2016 update to Traffic Signal Mitigation Impact Fee Program	Total Cost	Total Cost	Total Cost	Total Cost	Notes	
North/South Street	East/West Street								Fee Cost 10/21/08	Fee Cost 3/27/07	Fee Cost 1/31/06	Fee Cost 11/2004			
Garfield	Hemdon	6φ W/ITS	0%	0%			\$0	\$0	\$0	\$132,500	\$130,000	\$120,000	\$130,000	Removed with 2016 update.	
	Sierra		0%	0%			\$0	\$0	\$0	\$147,500	\$145,000	\$120,000	\$130,000	Removed with 2016 update.	
	Bullard	6φ W/ITS	0%	0%			\$0	\$0	\$0	\$147,500	\$145,000	\$120,000	\$130,000	Removed with 2016 update.	
	Barstow	6φ W/ITS	0%	0%			\$0	\$0	\$0	\$147,500	\$145,000	\$120,000	\$130,000	Removed with 2016 update.	
	Shaw	8φ W/ITS	100%	100%			\$404,000	\$0	\$404,000	\$157,500	\$155,000	\$152,500	\$162,500		
	Gettysburg		0%	0%			\$0	\$0	\$0	\$147,500	\$145,000	\$120,000	\$130,000	Removed with 2016 update.	
	Ashlan	6φ W/ITS	0%	0%			\$0	\$0	\$0	\$157,500	\$155,000	\$152,500	\$162,500	Removed with 2016 update.	
	Dakota	6φ W/ITS	0%	0%			\$0	\$0	\$0	\$147,500	\$145,000	\$120,000	\$130,000	Removed with 2016 update.	
Golden State	Shields	8φ W/ITS	100%	100%			\$404,000	\$0	\$404,000	\$78,750	\$77,500	\$76,250	\$81,250		
	Hemdon		0%	0%			\$0	\$0	\$0	\$315,000	\$984,750	\$364,750	\$420,000	Removed with 2016 update - HSR will construct a grade separated structure.	
	Jug Handle #1	6φ W/ITS	100%	0%			\$372,000	\$372,000	\$0	\$315,000	\$984,750	\$364,750	\$420,000	Shown on the list but funded through Measure C.	
	Jug Handle #2	6φ W/ITS	100%	0%			\$372,000	\$372,000	\$0	\$315,000	\$984,750	\$364,750	\$420,000	Shown on the list but funded through Measure C.	
	Carnegie		0%	0%			\$0	\$0	\$0	\$350,000	\$0	\$0	\$0	Removed with 2016 update - HSR will construct a grade separated structure.	
Ashlan/G.State		0%	0%			\$0	\$0	\$0	\$265,000	\$260,000	\$0	\$0	Removed with 2016 update - Caltrans to construct traffic signal with 99 Relo project		
Parkway Grantland	Hemdon	6φ W/O ITS	100%	100%			\$500,000	\$0	\$500,000	\$265,000	\$260,000	\$240,000	\$260,000	Developer has not filed for reimbursement	
	Parkway/SR99 On-Ramp	6φ W/O ITS	10%	100%			\$33,600	\$0	\$33,600	\$450,000	\$260,000	\$240,000	\$260,000		
	Bullard	8φ W/ITS	90%	100%			\$363,600	\$0	\$363,600	\$265,000	\$290,000	\$240,000	\$260,000		
	Barstow	8φ W/ITS	100%	100%			\$404,000	\$0	\$404,000	\$295,000	\$290,000	\$240,000	\$260,000		
	Shaw	8φ W/ITS	100%	100%			\$1,200,000	\$806,000	\$394,000	\$315,000	\$310,000	\$305,000	\$325,000	County/HSIP funding for Temporary and Ultimate Improvements	
	Ashlan	8φ W/O ITS	95%	100%			\$350,550	\$0	\$350,550	\$300,000	\$310,000	\$305,000	\$325,000		
	Dakota	8φ W/O ITS	100%	100%			\$369,000	\$0	\$369,000	\$295,000	\$290,000	\$240,000	\$260,000		
	Shields	8φ W/O ITS	100%	100%			\$369,000	\$0	\$369,000	\$236,250	\$232,500	\$228,750	\$243,750		
	Clinton	6φ W/O ITS	100%	100%			\$336,000	\$0	\$336,000	\$147,500	\$145,000	\$120,000	\$130,000		
	McKinley	8φ W/ITS	100%	100%			\$404,000	\$0	\$404,000	\$157,500	\$155,000	\$152,500	\$162,500		
	Olive	6φ W/ITS	100%	100%			\$372,000	\$0	\$372,000	\$147,500	\$145,000	\$120,000	\$130,000		
	Belmont	6φ W/ITS	100%	100%			\$372,000	\$0	\$372,000	\$73,750	\$72,500	\$60,000	\$65,000		
	EB Hemdon	6φ W/O ITS	100%	100%			\$336,000	\$0	\$336,000	\$250,000	\$310,000	\$305,000	\$325,000		
	Hayes	6φ W/O ITS	100%	100%			\$336,000	\$0	\$336,000	\$315,000	\$310,000	\$240,000	\$260,000		
	Riverside-Bullard	8φ W/O ITS	10%	100%			\$36,900	\$0	\$36,900	\$330,000	\$330,000	\$0	\$0		
Veterans Blvd	Bryan-Barstow North	8φ W/O ITS	90%	100%			\$332,100	\$0	\$332,100	\$315,000	\$310,000	\$305,000	\$325,000		
	Barstow South	8φ W/O ITS	100%	100%			\$369,000	\$0	\$369,000	\$330,000	\$330,000	\$0	\$0		
	Shaw	8φ W/O ITS	100%	100%			\$369,000	\$0	\$369,000	\$315,000	\$310,000	\$305,000	\$325,000		
	Gettysburg N	8φ W/O ITS	100%	100%			\$369,000	\$0	\$369,000	\$315,000	\$310,000	\$305,000	\$325,000		
	Gettysburg S	6φ W/O ITS	100%	100%			\$336,000	\$0	\$336,000	\$295,000	\$290,000	\$240,000	\$260,000		
	Spruce		0%	0%			\$0	\$0	\$0	\$295,000	\$290,000	\$240,000	\$260,000	Removed with the 2016 update	
	Hemdon	8φ W/O ITS	50%	100%			\$184,500	\$0	\$184,500	\$150,000	\$310,000	\$305,000	\$325,000	Developer has not filed for reimbursement	
	Carnegie		0%	0%			\$0	\$0	\$0	\$295,000	\$290,000	\$240,000	\$260,000	Removed with the 2016 update	
	Bullard Bryan	Shaw	6φ W/O ITS	100%	100%			\$336,000	\$0	\$336,000	\$295,000	\$290,000	\$240,000	\$260,000	
		Gettysburg	8φ W/ITS	95%	100%			\$383,800	\$0	\$383,800	\$295,000	\$290,000	\$240,000	\$260,000	
Ashlan		8φ W/ITS	95%	100%			\$383,800	\$0	\$383,800	\$300,000	\$310,000	\$305,000	\$325,000		
Dakota		8φ W/ITS	100%	100%			\$404,000	\$0	\$404,000	\$295,000	\$290,000	\$240,000	\$260,000		
Shields		8φ W/ITS	100%	100%			\$404,000	\$0	\$404,000	\$295,000	\$290,000	\$240,000	\$260,000		
Clinton		6φ W/O ITS	100%	100%			\$336,000	\$0	\$336,000	\$295,000	\$290,000	\$240,000	\$260,000		
McKinley		8φ W/ITS	100%	100%			\$404,000	\$0	\$404,000	\$315,000	\$310,000	\$305,000	\$325,000		
Olive		8φ W/ITS	100%	100%			\$404,000	\$0	\$404,000	\$295,000	\$290,000	\$240,000	\$260,000		
Belmont		6φ W/ITS	100%	100%			\$372,000	\$0	\$372,000	\$147,500	\$145,000	\$120,000	\$130,000		
Spruce		8φ W/ITS	80%	100%			\$323,200	\$0	\$323,200	\$295,000	\$290,000	\$240,000	\$260,000		
Hemdon		8φ W/O ITS	20%	100%			\$73,800	\$0	\$73,800	\$25,000	\$0	\$0	\$0		
Shaw (s. leg)		6φ W/O ITS	100%	100%			\$336,000	\$0	\$336,000	\$315,000	\$310,000	\$305,000	\$325,000		
Gettysburg		8φ W/ITS	90%	100%			\$363,600	\$0	\$363,600	\$295,000	\$290,000	\$240,000	\$260,000		
Ashlan		8φ W/ITS	100%	100%			\$404,000	\$0	\$404,000	\$315,000	\$310,000	\$305,000	\$325,000		
Dakota		8φ W/ITS	95%	100%			\$383,800	\$0	\$383,800	\$295,000	\$290,000	\$240,000	\$260,000		
Shields	8φ W/ITS	100%	100%			\$404,000	\$0	\$404,000	\$295,000	\$290,000	\$240,000	\$260,000			
Hayes	Clinton	8φ W/ITS	100%	100%			\$404,000	\$0	\$404,000	\$295,000	\$290,000	\$240,000	\$260,000		
	McKinley	8φ W/ITS	100%	100%			\$404,000	\$0	\$404,000	\$295,000	\$290,000	\$240,000	\$260,000		
	Olive	8φ W/ITS	100%	100%			\$404,000	\$0	\$404,000	\$295,000	\$290,000	\$240,000	\$260,000		
	Belmont	6φ W/ITS	100%	100%			\$372,000	\$0	\$372,000	\$147,500	\$145,000	\$130,000	\$130,000		
	Shaw (n. leg)	6φ W/O ITS	100%	100%			\$336,000	\$0	\$336,000	\$0	\$0	\$0	\$0	Added with the 2016 update	
	Polk	Hemdon	8φ W/O ITS	10%	100%			\$36,900	\$0	\$36,900	\$90,000	\$310,000	\$325,000	\$325,000	
		Palo Alto	8φ W/ITS	0%	100%			\$0	\$0	\$0	\$250,000	\$290,000	\$240,000	\$260,000	Developer work complete, on reimbursement list
		Sierra	8φ W/ITS	90%	100%			\$363,600	\$0	\$363,600	\$295,000	\$290,000	\$240,000	\$260,000	
		Bullard	6φ W/ITS	90%	100%			\$334,800	\$0	\$334,800	\$295,000	\$290,000	\$240,000	\$260,000	
		Shaw	8φ W/O ITS	80%	100%			\$295,200	\$0	\$295,200	\$350,000	\$290,000	\$240,000	\$260,000	
		Gettysburg	8φ W/ITS	90%	100%			\$363,600	\$0	\$363,600	\$295,000	\$290,000	\$240,000	\$260,000	
		Ashlan	8φ W/ITS	100%	100%			\$404,000	\$0	\$404,000	\$315,000	\$310,000	\$305,000	\$325,000	
		Dakota	8φ W/ITS	90%	100%			\$363,600	\$0	\$363,600	\$295,000	\$290,000	\$240,000	\$260,000	
		Shields	8φ W/ITS	100%	100%			\$404,000	\$0	\$404,000	\$315,000	\$310,000	\$305,000	\$325,000	
		Clinton	8φ W/ITS	95%	100%			\$383,800	\$0	\$383,800	\$295,000	\$290,000	\$240,000	\$260,000	
McKinley		8φ W/ITS	95%	100%			\$383,800	\$0	\$383,800	\$295,000	\$290,000	\$240,000	\$260,000		
Olive		6φ W/ITS	100%	100%			\$404,000	\$0	\$404,000	\$295,000	\$290,000	\$240,000	\$260,000		
Belmont		8φ W/ITS	100%	100%			\$404,000	\$0	\$404,000	\$147,500	\$145,000	\$120,000	\$130,000		
Dante Gates		Bullard	8φ W/ITS	80%	100%			\$323,200	\$0	\$323,200	\$295,000	\$290,000	\$260,000	\$0	
		San Jose	8φ W/ITS	100%	100%			\$404,000	\$0	\$404,000	\$0	\$0	\$0	\$0	Added with 2016 update

Traffic Signal Capital Improvements

LOCATION		Signal Type	Percent Missing	Percent Fresno TSMI Fees	Single Left	Dual Left	Traffic Signal Cost	Non-Impact Fee City/Grant Funding Committed	Total Cost Covered by 2016 update to Traffic Signal Mitigation Impact Fee Program	Total Cost Fee Cost 10/21/08	Total Cost Fee Cost 3/27/07	Total Cost Fee Cost 1/31/06	Total Cost Fee Cost 11/2004	Notes	
Cecelia	Bullard		0%	0%			\$0	\$0	\$0	\$265,000	\$260,000	\$240,000	\$260,000	Project completed	
	Escalon		0%	0%			\$0	\$0	\$0	\$295,000	\$290,000	\$240,000	\$260,000	Removed with 2016 update	
Cornelia	Gettysburg	6φ W/ITS	100%	100%			\$372,000	\$0	\$372,000	\$295,000	\$290,000	\$240,000	\$260,000		
	Ashlan	8φ W/ITS	5%	100%			\$20,200	\$0	\$20,200	\$150,000	\$150,000	\$305,000	\$325,000		
	Dakota	8φ W/ITS	90%	100%			\$363,600	\$0	\$363,600	\$295,000	\$290,000	\$240,000	\$260,000		
	Shields	8φ W/ITS	95%	100%			\$383,800	\$0	\$383,800	\$295,000	\$290,000	\$240,000	\$260,000		
	Clinton	8φ W/O ITS	95%	100%			\$350,550	\$0	\$350,550	\$295,000	\$290,000	\$240,000	\$260,000		
	McKinley	8φ W/ITS	100%	100%			\$404,000	\$0	\$404,000	\$295,000	\$290,000	\$240,000	\$260,000		
	Olive	8φ W/ITS	100%	100%			\$404,000	\$0	\$404,000	\$315,000	\$310,000	\$305,000	\$325,000		
	Belmont	8φ W/ITS	100%	100%			\$404,000	\$0	\$404,000	\$147,500	\$145,000	\$120,000	\$130,000		
Milburn	Alluvial	6φ W/ITS	0%	0%			\$0	\$0	\$0	\$290,000	\$290,000	\$0	\$0	Removed with 2016 update	
	Spruce	8φ W/ITS	90%	100%			\$363,600	\$0	\$363,600	\$290,000	\$290,000	\$0	\$0		
	Palo Alto	6φ W/ITS	100%	100%			\$372,000	\$0	\$372,000	\$265,000	\$260,000	\$240,000	\$0		
Blythe	Hemdon		0%	0%			\$0	\$0	\$0	\$15,000	\$310,000	\$305,000	\$325,000	Removed with 2016 update	
	Palo Alto		0%	0%			\$0	\$0	\$0	\$295,000	\$290,000	\$245,000	\$260,000	Removed with 2016 update	
	Gates	6φ W/ITS	100%	100%			\$372,000	\$0	\$372,000	\$295,000	\$290,000	\$245,000	\$260,000		
	Ashlan		0%	100%			\$0	\$0	\$0	\$25,000	\$290,000	\$245,000	\$260,000		
	Dakota	8φ W/ITS	100%	100%			\$404,000	\$0	\$404,000	\$295,000	\$290,000	\$245,000	\$260,000		
	Shields	8φ W/ITS	100%	100%			\$404,000	\$0	\$404,000	\$400,000	\$400,000	\$305,000	\$325,000		
	Clinton		0%	100%			\$0	\$0	\$0	\$295,000	\$290,000	\$240,000	\$260,000		
	McKinley	8φ W/ITS	100%	100%			\$404,000	\$0	\$404,000	\$295,000	\$290,000	\$240,000	\$260,000		
	Olive	8φ W/ITS	100%	100%			\$404,000	\$0	\$404,000	\$315,000	\$310,000	\$305,000	\$325,000		
	Belmont	8φ W/ITS	100%	100%			\$404,000	\$0	\$404,000	\$221,250	\$217,500	\$180,000	\$195,000		
	Nielsen	8φ W/ITS	100%	100%			\$404,000	\$0	\$404,000	\$147,500	\$145,000	\$120,000	\$130,000		
	Whitesbridge	8φ W/ITS	100%	100%			\$404,000	\$0	\$404,000	\$73,750	\$72,500	\$60,000	\$65,000		
	Marty	San Jose	6φ W/ITS	100%	100%			\$372,000	\$0	\$372,000	\$295,000	\$290,000	\$240,000	\$260,000	
		Weber	6φ W/ITS	100%	100%			\$372,000	\$0	\$372,000	\$295,000	\$290,000	\$240,000	\$260,000	Added with 2016 update
Brawley	Hemdon	8φ W/ITS	20%	100%			\$80,800	\$0	\$80,800	\$315,000	\$310,000	\$305,000	\$325,000		
	Palo Alto	8φ W/ITS	95%	100%			\$383,800	\$0	\$383,800	\$295,000	\$290,000	\$240,000	\$260,000		
	Barstow		100%	100%			\$506,000	\$419,800	\$86,200	\$0	\$0	\$0	\$0	Added with 2016 update	
	Parkway		0%	0%			\$0	\$0	\$0	\$295,000	\$290,000	\$240,000	\$260,000	Removed with 2016 update due to SR 99 Relocation and realignment	
	Dakota	8φ W/ITS	100%	100%			\$404,000	\$0	\$404,000	\$295,000	\$290,000	\$240,000	\$260,000		
	Shields	8φ W/ITS	100%	10%			\$681,000	\$616,000	\$65,000	\$295,000	\$290,000	\$240,000	\$0		
	Clinton		100%	100%			\$0	\$0	\$0	\$35,000	\$180,000	\$240,000	\$260,000	Removed with 2016 update	
	McKinley	8φ W/ITS	100%	100%			\$404,000	\$0	\$404,000	\$295,000	\$290,000	\$240,000	\$260,000		
	Olive	8φ W/ITS	100%	100%			\$404,000	\$0	\$404,000	\$315,000	\$310,000	\$305,000	\$325,000		
	Belmont	8φ W/ITS	100%	100%			\$404,000	\$0	\$404,000	\$295,000	\$290,000	\$240,000	\$260,000		
	Nielsen	8φ W/ITS	100%	100%			\$404,000	\$0	\$404,000	\$295,000	\$290,000	\$240,000	\$260,000		
	Whitesbridge	8φ W/ITS	50%	100%			\$202,000	\$0	\$202,000	\$221,250	\$217,500	\$180,000	\$195,000		
	Kearney	8φ W/ITS	0%	0%			\$0	\$0	\$0	\$147,500	\$145,000	\$120,000	\$130,000	Removed with 2016 update	
	Madison	8φ W/ITS	100%	100%			\$404,000	\$0	\$404,000	\$147,500	\$145,000	\$120,000	\$130,000		
	California	8φ W/ITS	100%	100%			\$404,000	\$0	\$404,000	\$73,750	\$72,500	\$60,000	\$65,000		
	Figarden	Sierra	6φ W/ITS	100%	100%			\$372,000	\$0	\$372,000	\$265,000	\$260,000	\$240,000	\$0	
Gates			0%	100%			\$0	\$0	\$0	\$250,000	\$310,000	\$240,000	\$0	Removed with 2016 update	
Hemdon			0%	100%			\$0	\$0	\$0	\$295,000	\$290,000	\$240,000	\$260,000	Project completed	
Valentine	San Jose	8φ W/ITS	95%	100%			\$383,800	\$0	\$383,800	\$295,000	\$290,000	\$240,000	\$260,000		
	Weber	6φ W/ITS	100%	100%			\$372,000	\$0	\$372,000	\$265,000	\$260,000	\$240,000	\$260,000		
	Parkway		0%	100%			\$0	\$0	\$0	\$295,000	\$290,000	\$240,000	\$260,000	Removed with 2016 update due to SR 99 Relocation	
	Shields	8φ W/ITS	100%	100%			\$404,000	\$0	\$404,000	\$295,000	\$290,000	\$240,000	\$260,000		
	Clinton	8φ W/ITS	100%	16%			\$1,121,200	\$943,200	\$178,000	\$295,000	\$290,000	\$240,000	\$260,000	Included only the LM; partially funded by CMAQ	
	McKinley	8φ W/ITS	100%	100%			\$404,000	\$0	\$404,000	\$315,000	\$310,000	\$305,000	\$325,000		
	Olive	8φ W/ITS	100%	100%			\$404,000	\$0	\$404,000	\$315,000	\$310,000	\$305,000	\$325,000		
	Belmont	8φ W/ITS	100%	100%			\$404,000	\$0	\$404,000	\$295,000	\$290,000	\$240,000	\$260,000		
	Nielsen	8φ W/ITS	100%	100%			\$404,000	\$0	\$404,000	\$295,000	\$290,000	\$240,000	\$260,000		
	Whitesbridge	8φ W/ITS	100%	0%			\$404,000	\$0	\$404,000	\$295,000	\$290,000	\$240,000	\$260,000		
	Kearney	8φ W/ITS	0%	0%			\$0	\$0	\$0	\$295,000	\$290,000	\$240,000	\$260,000	Removed with 2016 update	
	Madison	8φ W/ITS	100%	100%			\$404,000	\$0	\$404,000	\$295,000	\$290,000	\$240,000	\$260,000		
	California	8φ W/ITS	100%	100%			\$404,000	\$0	\$404,000	\$147,500	\$145,000	\$120,000	\$130,000		
	Sierra	8φ W/ITS	100%	100%			\$404,000	\$0	\$404,000	\$295,000	\$290,000	\$240,000	\$350,000		
Marks	Dakota		0%	100%			\$0	\$0	\$0	\$295,000	\$0	\$0	\$0	Removed with 2016 update	
	Shields		0%	100%			\$0	\$0	\$0	\$295,000	\$290,000	\$240,000	\$260,000	Removed with 2016 update due to SR 99 Relocation	
	Weber	6φ W/ITS	20%	100%			\$74,400	\$0	\$74,400	\$200,000	\$200,000	\$150,000	\$350,000	Not at the ultimate	
	Princeton		0%	0%			\$0	\$0	\$0	\$295,000	\$290,000	\$240,000	\$260,000	Removed with 2016 update	
	McKinley	8φ W/O ITS	20%	100%			\$73,800	\$0	\$73,800	\$34,000	\$290,000	\$257,500	\$325,000		
	Olive	8φ W/O ITS	100%	100%			\$369,000	\$0	\$369,000	\$315,000	\$310,000	\$305,000	\$325,000		
	Belmont	8φ W/O ITS	80%	100%			\$295,200	\$0	\$295,200	\$270,000	\$290,000	\$240,000	\$260,000		
	Nielsen	8φ W/O ITS	80%	100%			\$295,200	\$140,000	\$155,200	\$250,000	\$290,000	\$240,000	\$260,000		
	Whitesbridge	8φ W/O ITS	10%	100%			\$36,900	\$0	\$36,900	\$20,000	\$290,000	\$305,000	\$325,000		
	Kearney/Madison	8φ W/O ITS	100%	100%			\$369,000	\$0	\$369,000	\$600,000	\$600,000	\$240,000	\$260,000		
	California	8φ W/O ITS	90%	100%			\$332,100	\$0	\$332,100	\$221,250	\$217,500	\$180,000	\$195,000		
	Church	6φ W/O ITS	100%	100%			\$336,000	\$0	\$336,000	\$147,500	\$145,000	\$120,000	\$130,000		
	Jensen	8φ W/O ITS	100%	100%			\$369,000	\$0	\$369,000	\$157,500	\$155,000	\$152,500	\$162,500		
	Annadale	8φ W/O ITS	100%	100%			\$369,000	\$0	\$369,000	\$147,500	\$145,000	\$120,000	\$130,000		
North	8φ W/O ITS	100%	100%			\$369,000	\$0	\$369,000	\$73,750	\$72,500	\$60,000	\$65,000			
Weber	Shields	6φ W/ITS	100%	21%			\$795,000	\$627,000	\$168,000	\$295,000	\$290,000	\$305,000	\$350,000	HSIP 2012 funding	
	Vassar	Clinton	0%	0%			\$0	\$0	\$0	\$265,000	\$260,000	\$260,000	\$350,000	Removed with 2016 update due to SR 99 Relocation	

Traffic Signal Capital Improvements

LOCATION		Signal Type	Percent Missing	Percent Fresno TSM Fees	Single Left	Dual Left	Traffic Signal Cost	Non-Impact Fee City/Grant Funding Committed	Total Cost Covered by 2016 update to Traffic Signal Mitigation Impact Fee Program	Total Cost Fee Cost 10/21/08	Total Cost Fee Cost 3/27/07	Total Cost Fee Cost 1/31/06	Total Cost Fee Cost 11/2004	Notes
North/South Street	East/West Street													
Hughes	Weber	6φ W/ITS	33%	100%			\$122,760	\$0	\$122,760	\$51,390	\$260,000	\$240,000	\$0	Additional cost for future Weber widening
	McKinley	8φ W/O ITS	10%	100%			\$36,900	\$0	\$36,900	\$34,000	\$290,000	\$240,000	\$0	
	Olive	8φ W/ITS	100%	100%			\$404,000	\$0	\$404,000	\$295,000	\$290,000	\$0		
	Nielsen	8φ W/ITS	100%	100%			\$404,000	\$0	\$404,000	\$295,000	\$290,000	\$240,000	\$260,000	
	Whitesbridge	8φ W/ITS	100%	100%			\$404,000	\$0	\$404,000	\$280,122	\$275,122	\$240,000	\$260,000	
	Kearney	8φ W/ITS	100%	100%			\$404,000	\$0	\$404,000	\$295,000	\$290,000	\$240,000	\$260,000	
	California	8φ W/ITS	100%	100%			\$404,000	\$0	\$404,000	\$295,000	\$290,000	\$240,000	\$260,000	
	Church	8φ W/ITS	100%	100%			\$404,000	\$0	\$404,000	\$295,000	\$290,000	\$240,000	\$260,000	
	Jensen	8φ W/ITS	100%	100%			\$404,000	\$0	\$404,000	\$295,000	\$290,000	\$240,000	\$325,000	
	Annadale	0φ	0%	0%			\$0	\$0	\$0	\$295,000	\$290,000	\$240,000	\$260,000	Removed with 2016 update
West	North	8φ W/ITS	100%	100%			\$404,000	\$0	\$404,000	\$147,500	\$145,000	\$120,000	\$130,000	Removed with 2016 update
	Whitesbridge	8φ W/ITS	5%	100%			\$20,200	\$0	\$20,200	\$75,000	\$75,000	\$240,000	\$260,000	
	Kearney	8φ W/ITS	100%	100%			\$404,000	\$0	\$404,000	\$295,000	\$290,000	\$240,000	\$260,000	
	California	8φ W/ITS	95%	100%			\$383,800	\$0	\$383,800	\$295,000	\$290,000	\$240,000	\$260,000	
	Church	8φ W/ITS	100%	100%			\$404,000	\$0	\$404,000	\$295,000	\$290,000	\$240,000	\$260,000	
	Jensen	8φ W/ITS	100%	100%			\$404,000	\$0	\$404,000	\$315,000	\$310,000	\$305,000	\$325,000	
	Annadale	6φ W/ITS	100%	100%			\$372,000	\$0	\$372,000	\$295,000	\$290,000	\$240,000	\$260,000	
	North	8φ W/ITS	100%	100%			\$404,000	\$0	\$404,000	\$147,500	\$145,000	\$120,000	\$162,500	
	Nielsen	8φ W/ITS	100%	100%			\$404,000	\$0	\$404,000	\$295,000	\$0	\$0	\$0	
	Whitesbridge	6φ W/ITS	100%	100%			\$372,000	\$0	\$372,000	\$265,000	\$0	\$0	\$0	
Tielman	Church	8φ W/ITS	100%	100%			\$404,000	\$0	\$404,000	\$295,000	\$290,000	\$240,000	\$260,000	
	Jensen	8φ W/ITS	100%	100%			\$404,000	\$0	\$404,000	\$295,000	\$290,000	\$240,000	\$260,000	
	Annadale	8φ W/ITS	100%	100%			\$404,000	\$0	\$404,000	\$295,000	\$290,000	\$240,000	\$260,000	
	North	8φ W/ITS	100%	100%			\$404,000	\$0	\$404,000	\$147,500	\$145,000	\$120,000	\$130,000	
	California	8φ W/ITS	100%	100%			\$404,000	\$0	\$404,000	\$295,000	\$290,000	\$240,000	\$260,000	
	Clinton	8φ W/ITS	100%	0%			\$514,000	\$514,000	\$0	\$0	\$0	\$0	\$0	
	Walnut/Fresno/Plumas	California	8φ W/ITS	90%	100%		\$363,600	\$0	\$363,600	\$315,000	\$310,000	\$240,000	\$260,000	EB dual lefts
	Church	8φ W/ITS	100%	100%			\$404,000	\$0	\$404,000	\$0	\$0	\$0	\$0	Added with the 2016 update
	Church	8φ W/ITS	100%	100%			\$404,000	\$0	\$404,000	\$295,000	\$290,000	\$240,000	\$260,000	
	Jensen	8φ W/ITS	100%	100%			\$404,000	\$0	\$404,000	\$315,000	\$310,000	\$305,000	\$325,000	
Walnut	Annadale	8φ W/ITS	100%	100%			\$404,000	\$0	\$404,000	\$295,000	\$290,000	\$240,000	\$260,000	
	North	8φ W/ITS	100%	100%			\$404,000	\$0	\$404,000	\$147,500	\$145,000	\$120,000	\$130,000	
	Nees	0φ	0%	0%			\$0	\$0	\$0	\$0	\$310,000	\$240,000	\$260,000	Work complete
	Weldon	0φ	0%	0%			\$0	\$0	\$0	\$0	\$250,000	\$240,000	\$350,000	
	McKinley	0φ	0%	0%			\$0	\$0	\$0	\$0	\$35,000	\$30,000	\$0	
	Alluvial	0φ	0%	0%			\$0	\$0	\$0	\$360,000	\$325,000	\$240,000	\$260,000	
	Locust	8φ W/ITS	100%	100%			\$404,000	\$0	\$404,000	\$295,000	\$290,000	\$225,000	\$0	Developer has not filed for reimbursement
	Church	8φ W/ITS	25%	100%			\$101,000	\$0	\$101,000	\$295,000	\$290,000	\$240,000	\$260,000	Not complete
	Annadale	8φ W/ITS	100%	100%			\$404,000	\$0	\$404,000	\$295,000	\$290,000	\$240,000	\$260,000	
	North	8φ W/ITS	100%	100%			\$404,000	\$0	\$404,000	\$295,000	\$290,000	\$240,000	\$260,000	
Mariposa	Central	8φ W/ITS	100%	100%			\$404,000	\$0	\$404,000	\$73,750	\$72,500	\$60,000	\$65,000	
	Belmont	0φ	0%	0%			\$0	\$0	\$0	\$40,000	\$260,000	\$240,000	\$0	Removed with 2016 update
	Escalon	8φ W/ITS	100%	100%			\$404,000	\$0	\$404,000	\$0	\$0	\$0	\$0	Added with the 2016 update - consideration of the BRT/TOD Corridor
	Holland	6φ W/ITS	100%	100%			\$372,000	\$0	\$372,000	\$0	\$0	\$0	\$0	
	Floradora	6φ W/ITS	100%	100%			\$372,000	\$0	\$372,000	\$0	\$0	\$0	\$0	
	Webster	6φ W/ITS	100%	100%			\$372,000	\$0	\$372,000	\$0	\$0	\$0	\$0	
	Annadale	100%	100%	100%			\$0	\$0	\$0	\$180,395	\$0	\$0	\$0	Removed with 2016 update
	Muscat	6φ W/ITS	100%	100%			\$372,000	\$0	\$372,000	\$295,000	\$290,000	\$240,000	\$260,000	Added, 2035 GP shows two intersecting major streets
	Central	8φ W/ITS	100%	100%			\$404,000	\$0	\$404,000	\$0	\$0	\$0	\$0	Added with the 2016 update - 2035 GP shows two intersecting major streets
	McKenzie	8φ W/ITS	100%	100%			\$404,000	\$0	\$404,000	\$0	\$0	\$0	\$0	
Cherry	North	8φ W/ITS	10%	100%			\$40,400	\$0	\$40,400	\$20,000	\$35,000	\$35,000	\$325,000	
	Annadale	0φ	0%	0%			\$0	\$0	\$0	\$295,000	\$290,000	\$240,000	\$260,000	Removed with 2016 update
	Central	8φ W/ITS	100%	100%			\$404,000	\$0	\$404,000	\$147,500	\$145,000	\$120,000	\$130,000	
	Locust	8φ W/ITS	100%	100%			\$404,000	\$0	\$404,000	\$295,000	\$290,000	\$240,000	\$260,000	
	Hezelwood	8φ W/ITS	100%	100%			\$404,000	\$0	\$404,000	\$0	\$0	\$0	\$0	Added with the 2016 update - Relocated from LT phasing
	Cole	0φ	0%	0%			\$0	\$0	\$0	\$295,000	\$290,000	\$240,000	\$0	Project completed
	Nees (e/o Palm)	6φ W/ITS	100%	100%			\$372,000	\$0	\$372,000	\$295,000	\$0	\$260,000	\$0	
	Copper	0φ	0%	0%			\$0	\$0	\$0	\$50,000	\$100,000	\$305,000	\$325,000	Removed with 2016 update - New Growth Area
	Copper River Ranch	0φ	0%	0%			\$0	\$0	\$0	\$295,000	\$290,000	\$240,000	\$260,000	Removed with 2016 update - New Growth Area
	North	100%	100%	100%			\$0	\$0	\$0	\$20,000	\$35,000	\$30,000	\$260,000	Removed with 2016 update
East	Central	8φ W/ITS	100%	100%			\$404,000	\$0	\$404,000	\$147,500	\$145,000	\$120,000	\$130,000	
	Millbrook	Copper	6φ W/O ITS	95%	100%		\$319,200	\$0	\$319,200	\$250,000	\$250,000	\$240,000	\$260,000	
	Olympic	6φ W/ITS	95%	100%		\$353,400	\$0	\$353,400	\$250,000	\$250,000	\$240,000	\$260,000		
	Shepherd	0φ	100%	100%		\$0	\$0	\$0	\$265,000	\$260,000	\$240,000	\$260,000	Removed with 2016 update - New Growth Area	
	Spruce	0φ	100%	100%		\$0	\$0	\$0	\$295,000	\$290,000	\$0	\$0	Removed with 2016 update - New Growth Area	
	Barstow (n. leg)	100%	100%	100%		\$0	\$0	\$0	\$0	\$290,000	\$270,000	\$350,000		
	California	8φ W/ITS	100%	100%			\$404,000	\$0	\$404,000	\$295,000	\$290,000	\$240,000	\$0	
	North	100%	100%	100%			\$0	\$0	\$0	\$20,000	\$35,000	\$0	\$325,000	Removed with 2016 update
	Central	8φ W/ITS	100%	100%			\$404,000	\$0	\$404,000	\$221,250	\$217,500	\$180,000	\$195,000	
	Malaga	8φ W/ITS	0%	0%			\$0	\$0	\$0	\$147,500	\$145,000	\$120,000	\$130,000	Removed with 2016 update
Pulman	American	8φ W/ITS	100%	100%			\$404,000	\$0	\$404,000	\$73,750	\$72,500	\$60,000	\$65,000	
	Jensen	8φ W/ITS	100%	100%			\$404,000	\$0	\$404,000	\$500,000	\$500,000	\$500,000	\$500,000	
	Perrin	0φ	0%	0%			\$0	\$0	\$0	\$0	\$230,000	\$260,000	\$0	
	Ventura	8φ W/ITS	100%	100%			\$404,000	\$0	\$404,000	\$0	\$0	\$25,000	\$0	Added with 2016 update
	Ninth	Clinton	0φ	100%	100%		\$0	\$0	\$0	\$0	\$0	\$25,000	\$0	
	Tenth	Barstow	6φ W/ITS	100%	100%		\$372,000	\$0	\$372,000	\$265,000	\$260,000	\$240,000	\$0	

Traffic Signal Capital Improvements

LOCATION		Signal Type	Percent Missing	Percent Fresno TSMU Fees	Single Left	Dual Left	Traffic Signal Cost	Non-Impact Fee City/Grant Funding Committed	Total Cost Covered by 2016 update to Traffic Signal Mitigation Impact Fee Program	Total Cost Fee Cost 10/21/08	Total Cost Fee Cost 3/27/07	Total Cost Fee Cost 1/31/06	Total Cost Fee Cost 11/2004	Notes	
North/South Street	East/West Street														
Champlain	Hickory Hill	8φ W/ITS	90%	100%			\$363,600	\$0	\$363,600	\$295,000	\$290,000	\$240,000	\$0		
	Liberty Hill		0%	0%			\$0	\$0	\$0	\$295,000	\$0	\$0	\$0	\$0 Removed with 2016 update	
Cedar	Copper	8φ W/ITS	10%	100%			\$40,400	\$0	\$40,400	\$295,000	\$290,000	\$240,000	\$260,000		
	Olympic	8φ W/ITS	90%	100%			\$363,600	\$0	\$363,600	\$295,000	\$290,000	\$240,000	\$260,000		
	Woodward	8φ W/ITS	100%	10%			\$40,400	\$0	\$40,400	\$295,000	\$290,000	\$0	\$0		
	California	6φ W/ITS	100%	100%			\$372,000	\$0	\$372,000	\$0	\$0	\$0	\$0	\$0 Added with the 2016 update	
	North	8φ W/ITS	25%	100%			\$101,000	\$0	\$101,000	\$90,000	\$90,000	\$69,200	\$260,000		
	Central	8φ W/ITS	100%	100%			\$404,000	\$0	\$404,000	\$295,000	\$290,000	\$240,000	\$260,000		
	Malaga	8φ W/ITS	0%	0%			\$0	\$0	\$0	\$295,000	\$290,000	\$240,000	\$260,000	Removed with 2016 update	
	American	8φ W/ITS	100%	100%			\$404,000	\$0	\$404,000	\$147,500	\$145,000	\$152,500	\$162,500		
Maple	Copper	8φ W/O ITS	0%	0%			\$0	\$0	\$0	\$315,000	\$310,000	\$305,000	\$325,000	Removed with 2016 update	
	International	8φ W/O ITS	100%	0%			\$256,000	\$0	\$256,000	\$295,000	\$290,000	\$240,000	\$260,000	Developer has not filed for reimbursement	
	Behymer	8φ W/ITS	15%	100%			\$60,600	\$0	\$60,600	\$240,000	\$290,000	\$240,000	\$260,000		
	Perrin		0%	0%			\$0	\$0	\$0	\$295,000	\$290,000	\$240,000	\$260,000	Removed with 2016 update	
	Shepherd	8φ W/ITS	10%	100%			\$40,400	\$0	\$40,400	\$295,000	\$290,000	\$240,000	\$260,000		
	Teague	8φ W/ITS	5%	100%			\$20,200	\$0	\$20,200	\$295,000	\$290,000	\$240,000	\$325,000		
	Nees	8φ W/ITS	25%	100%			\$101,000	\$0	\$101,000	\$50,000	\$290,000	\$240,000	\$260,000		
	California		0%	0%			\$0	\$0	\$0	\$295,000	\$290,000	\$240,000	\$260,000	Removed with 2016 update	
	Jensen	8φ W/ITS	10%	100%			\$40,400	\$0	\$40,400	\$295,000	\$290,000	\$305,000	\$325,000		
	North	6φ W/ITS	100%	100%			\$372,000	\$0	\$372,000	\$221,250	\$217,500	\$180,000	\$195,000		
	Central		0%	0%			\$0	\$0	\$0	\$147,500	\$145,000	\$120,000	\$130,000	Removed with 2016 update	
Sierra Vista	Malaga		0%	0%			\$0	\$0	\$0	\$221,250	\$217,500	\$180,000	\$195,000	Removed with 2016 update	
	American		0%	0%			\$0	\$0	\$0	\$73,750	\$72,500	\$60,000	\$65,000	Removed with 2016 update	
	Clinton		0%	0%			\$0	\$0	\$0	\$40,000	\$0	\$120,000	\$0	Removed with 2016 update	
	Kings Canyon Road	6φ W/ITS	100%	100%			\$372,000	\$0	\$372,000	\$40,000	\$0	\$120,000	\$0	Added with 2016 update	
	Perrin		0%	100%			\$0	\$0	\$0	\$295,000	\$290,000	\$240,000	\$260,000	Removed with 2016 update	
	Plymouth	8φ W/ITS	90%	100%			\$363,600	\$0	\$363,600	\$295,000	\$290,000	\$240,000	\$260,000		
	Chestnut	6φ W/ITS	90%	100%			\$334,800	\$0	\$334,800	\$250,000	\$250,000	\$240,000	\$260,000		
	Copper	8φ W/ITS	100%	100%			\$404,000	\$0	\$404,000	\$295,000	\$290,000	\$240,000	\$260,000		
Chestnut	International	8φ W/ITS	5%	100%			\$20,200	\$0	\$20,200	\$295,000	\$290,000	\$240,000	\$260,000		
	Behymer	8φ W/ITS	90%	100%			\$363,600	\$0	\$363,600	\$295,000	\$290,000	\$240,000	\$260,000		
	Shepherd		0%	100%			\$0	\$0	\$0	\$295,000	\$290,000	\$240,000	\$260,000	Removed with 2016 update	
	Teague		0%	100%			\$0	\$0	\$0	\$295,000	\$290,000	\$240,000	\$325,000	Removed with 2016 update	
	Nees	8φ W/ITS	5%	100%			\$20,200	\$0	\$20,200	\$295,000	\$290,000	\$240,000	\$260,000		
	Alluvial	8φ W/ITS	50%	100%			\$202,000	\$0	\$202,000	\$295,000	\$290,000	\$240,000	\$260,000		
	Herndon		0%	100%			\$0	\$0	\$0	\$0	\$0	\$40,000	\$325,000		
	Sierra	8φ W/ITS	5%	100%			\$20,200	\$0	\$20,200	\$0	\$0	\$0	\$0	Added with the 2016 update	
	Ashlan		0%	100%			\$0	\$0	\$0	\$0	\$0	\$220,000	\$260,000		
	Winery	McKinley	6φ W/ITS	100%	100%			\$372,000	\$0	\$372,000	\$265,000	\$0	\$0	\$0	
Willow	Lane		100%	100%			\$0	\$0	\$0	\$0	\$290,000	\$240,000	\$350,000		
	Friant		0%	0%			\$0	\$0	\$0	\$132,500	\$130,000	\$152,500	\$162,500	Removed with 2016 update	
Willow	Willow Entrance (Silaxo)	6φ W/ITS	100%	100%			\$372,000	\$0	\$372,000	\$132,500	\$130,000	\$120,000	\$130,000	T-intersection serves only Fresno side; increased to 100% share	
	Copper	8φ W/ITS	100%	50%			\$202,000	\$0	\$202,000	\$157,500	\$155,000	\$152,500	\$162,500		
	International		0%	50%			\$0	\$0	\$0	\$157,500	\$155,000	\$152,500	\$162,500	Removed with 2016 update	
	Behymer		0%	50%			\$0	\$0	\$0	\$157,500	\$155,000	\$152,500	\$162,500	Removed with 2016 update	
	Perrin		0%	50%			\$0	\$0	\$0	\$157,500	\$155,000	\$152,500	\$162,500	Removed with 2016 update	
	Shepherd	8φ W/ITS	10%	50%			\$20,200	\$0	\$20,200	\$125,000	\$125,000	\$120,435	\$162,500		
	Nees		0%	100%			\$0	\$0	\$0	\$55,000	\$150,000	\$152,500	\$162,500	Removed with 2016 update	
	Alluvial	8φ W/ITS	5%	100%			\$20,200	\$0	\$20,200	\$25,000	\$25,000	\$25,000	\$162,500		
	Spruce	8φ W/ITS	100%	50%			\$404,000	\$0	\$202,000	\$145,000	\$145,000	\$152,500	\$162,500	Developer has yet to qualify for reimbursement	
	Butler	6φ W/ITS	100%	19%			\$539,000	\$437,000	\$102,000	\$265,000	\$260,000	\$240,000	\$260,000	funded by CMAQ grant	
Willow	Church	8φ W/ITS	95%	100%			\$383,800	\$0	\$383,800	\$295,000	\$290,000	\$240,000	\$260,000		
	Jensen	8φ W/ITS	10%	100%			\$40,400	\$0	\$40,400	\$295,000	\$290,000	\$240,000	\$325,000		
	Annadale		0%	0%			\$0	\$0	\$0	\$295,000	\$290,000	\$240,000	\$260,000	Removed with 2016 update - no collector street planned at Annadale	
	North	8φ W/ITS	100%	100%			\$404,000	\$0	\$404,000	\$147,500	\$145,000	\$120,000	\$130,000		
	Peach	Kings Canyon Road		0%	100%			\$0	\$0	\$0	\$150,000	\$0	\$0	\$0	Removed with 2016 update
Peach	Butler		0%	100%			\$0	\$0	\$0	\$295,000	\$290,000	\$240,000	\$350,000	Removed with 2016 update	
	Lane		0%	100%			\$0	\$0	\$0	\$75,000	\$0	\$0	\$0	Removed with 2016 update	
	Church	8φ W/ITS	10%	100%			\$40,400	\$0	\$40,400	\$295,000	\$290,000	\$240,000	\$260,000		
	Jensen	8φ W/ITS	33%	100%			\$133,320	\$0	\$133,320	\$75,000	\$75,000	\$300,000	\$260,000		
	North	8φ W/ITS	100%	100%			\$404,000	\$0	\$404,000	\$147,500	\$145,000	\$120,000	\$130,000		
	Minnewawa	Belmont	8φ W/ITS	100%	100%			\$404,000	\$0	\$404,000	\$0	\$0	\$0	\$0	Added with the 2016 update
	Tulare	8φ W/ITS	100%	100%			\$404,000	\$0	\$404,000	\$0	\$0	\$0	\$0	Added with the 2016 update	
	Kings Canyon Road	8φ W/ITS	100%	100%			\$404,000	\$0	\$404,000	\$295,000	\$290,000	\$0	\$0	Developer has not filed for reimbursement	
Minnewawa	Jensen	6φ W/ITS	100%	100%			\$372,000	\$0	\$372,000	\$295,000	\$290,000	\$240,000	\$260,000		
	Church (East/South leg)	6φ W/ITS	100%	100%			\$372,000	\$0	\$372,000	\$265,000	\$260,000	\$240,000	\$260,000		
	Church (West/North leg)		0%	0%			\$0	\$0	\$0	\$265,000	\$260,000	\$0	\$0	Removed with 2016 update - no future signal required	
	Annadale		0%	0%			\$0	\$0	\$0	\$295,000	\$290,000	\$240,000	\$260,000	Removed with 2016 update -no collector street planned at Annadale	
	North	8φ W/ITS	100%	100%			\$404,000	\$0	\$404,000	\$147,500	\$145,000	\$120,000	\$130,000		
	Larmona	6φ W/ITS	100%	100%			\$372,000	\$0	\$372,000	\$265,000	\$260,000	\$240,000	\$260,000		
	Fancher Creek Dr	6φ W/ITS	100%	100%			\$372,000	\$0	\$372,000	\$295,000	\$0	\$0	\$0		
Clovis	California	8φ W/ITS	5%	100%			\$20,200	\$0	\$20,200	\$10,000	\$290,000	\$240,000	\$260,000		
	Church		0%	100%			\$0	\$0	\$0	\$60,000	\$0	\$0	\$0		
	Annadale		0%	0%			\$0	\$0	\$0	\$295,000	\$290,000	\$240,000	\$260,000	Removed with 2016 update - SEGA	
	North		0%	0%			\$0	\$0	\$0	\$147,500	\$145,000	\$120,000	\$130,000	Removed with 2016 update - SEGA	
	Sunnyside	Clinton	8φ W/ITS	100%	100%			\$404,000	\$0	\$404,000	\$295,000	\$290,000	\$240,000	\$260,000	

LOCATION		Signal Type	Percent Missing	Percent Fresno TSMI Fees	Single Left	Dual Left	Traffic Signal Cost	Non-Impact Fee City/Grant Funding Committed	Total Cost Covered by 2016 update to Traffic Signal Mitigation Impact Fee Program	Total Cost Fee Cost 10/21/08	Total Cost Fee Cost 3/27/07	Total Cost Fee Cost 1/31/06	Total Cost Fee Cost 11/2004	Notes
		Shields	0%	100%			\$0	\$0	\$0	\$295,000	\$290,000	\$240,000	\$260,000	Removed with 2016 update.
		Belmont	100%	0%			\$404,000	\$404,000	\$0	\$295,000	\$290,000	\$240,000	\$325,000	Removed with 2016 update.
		California	95%	100%			\$353,400	\$0	\$353,400	\$295,000	\$290,000	\$240,000	\$260,000	
		Church	95%	100%			\$383,800	\$0	\$383,800	\$266,151	\$290,000	\$240,000	\$260,000	
		Jensen	8q W/O ITS	25%	100%		\$92,250	\$0	\$92,250	\$50,000	\$290,000	\$240,000	\$325,000	
		Annadale	0%	0%			\$0	\$0	\$0	\$295,000	\$290,000	\$0	\$260,000	Removed with 2016 update - SEGA
		North	0%	0%			\$0	\$0	\$0	\$147,500	\$145,000	\$120,000	\$130,000	Removed with 2016 update - SEGA
		Dakota	8q W/ITS	100%	100%		\$404,000	\$0	\$404,000	\$295,000	\$290,000	\$240,000	\$260,000	
		Shields	8q W/ITS	25%	100%		\$101,000	\$0	\$101,000	\$295,000	\$290,000	\$240,000	\$260,000	Developer has not filed for reimbursement
		Clinton	8q W/ITS	100%	100%		\$404,000	\$0	\$404,000	\$295,000	\$290,000	\$240,000	\$260,000	
		McKinley	8q W/ITS	100%	100%		\$404,000	\$0	\$404,000	\$315,000	\$310,000	\$305,000	\$325,000	
		Olive	8q W/ITS	100%	100%		\$404,000	\$0	\$404,000	\$295,000	\$290,000	\$240,000	\$260,000	
		Belmont	0%	100%			\$0	\$0	\$0	\$250,000	\$500,000	\$240,000	\$260,000	Removed with 2016 update.
		Tulare	6q W/ITS	15%	100%		\$55,800	\$0	\$55,800	\$295,000	\$290,000	\$240,000	\$0	
		Fancher Creek	0%	100%			\$0	\$0	\$0	\$295,000	\$290,000	\$240,000	\$350,000	Removed with 2016 update.
		Kings Canyon Road	0%	100%			\$0	\$0	\$0	\$310,000	\$400,000	\$305,000	\$0	Removed with 2016 update.
		Hamilton	6q W/ITS	100%	100%		\$372,000	\$0	\$372,000	\$265,000	\$260,000	\$240,000	\$260,000	
		California	8q W/ITS	100%	100%		\$404,000	\$0	\$404,000	\$295,000	\$290,000	\$240,000	\$260,000	
		Church	8q W/ITS	95%	100%		\$383,800	\$0	\$383,800	\$291,761	\$290,000	\$240,000	\$260,000	
		Jensen	8q W/O ITS	100%	100%		\$369,000	\$0	\$369,000	\$315,000	\$310,000	\$305,000	\$325,000	Traffic Signal Not at Ultimate Location
		Annadale	100%	100%			\$0	\$0	\$0	\$295,000	\$290,000	\$240,000	\$260,000	Removed with 2016 update - SEGA
		North	100%	100%			\$0	\$0	\$0	\$147,500	\$145,000	\$120,000	\$130,000	Removed with 2016 update - SEGA
		Dakota	8q W/ITS	95%	100%		\$383,800	\$0	\$383,800	\$295,000	\$290,000	\$240,000	\$260,000	
		Shields	100%	100%			\$0	\$0	\$0	\$295,000	\$290,000	\$240,000	\$260,000	Removed with 2016 update.
		Clinton	8q W/ITS	100%	100%		\$404,000	\$0	\$404,000	\$315,000	\$310,000	\$305,000	\$260,000	
		McKinley	8q W/ITS	100%	100%		\$404,000	\$0	\$404,000	\$295,000	\$290,000	\$240,000	\$260,000	
		Olive	8q W/ITS	100%	100%		\$404,000	\$0	\$404,000	\$295,000	\$290,000	\$240,000	\$260,000	
		Belmont	8q W/ITS	90%	100%		\$363,600	\$0	\$363,600	\$295,000	\$290,000	\$240,000	\$260,000	
		Kings Canyon Road	8q W/ITS	10%	100%		\$40,400	\$0	\$40,400	\$315,000	\$310,000	\$305,000	\$325,000	
		Hamilton	8q W/ITS	80%	100%		\$323,200	\$0	\$323,200	\$295,000	\$290,000	\$240,000	\$260,000	
		California	8q W/ITS	100%	100%		\$404,000	\$0	\$404,000	\$295,000	\$290,000	\$240,000	\$260,000	
		Church	8q W/ITS	100%	100%		\$404,000	\$0	\$404,000	\$295,000	\$290,000	\$240,000	\$260,000	
		Jensen	8q W/ITS	100%	100%		\$404,000	\$0	\$404,000	\$315,000	\$310,000	\$305,000	\$325,000	
		Annadale	100%	100%			\$0	\$0	\$0	\$295,000	\$290,000	\$240,000	\$260,000	Removed with 2016 update - SEGA
		North	100%	100%			\$0	\$0	\$0	\$147,500	\$145,000	\$120,000	\$130,000	Removed with 2016 update - SEGA
		Dakota	8q W/O ITS	90%	100%		\$332,100	\$0	\$332,100	\$265,000	\$260,000	\$240,000	\$260,000	
		Shields	8q W/O ITS	25%	100%		\$92,250	\$0	\$92,250	\$315,000	\$310,000	\$305,000	\$325,000	
		Clinton	8q W/O ITS	70%	100%		\$258,300	\$0	\$258,300	\$315,000	\$310,000	\$305,000	\$325,000	Constructed but not yet on reimbursement list. % reflects tract fee credits.
		McKinley	8q W/O ITS	100%	100%		\$369,000	\$0	\$369,000	\$315,000	\$310,000	\$305,000	\$325,000	
		Olive	8q W/O ITS	100%	100%		\$369,000	\$0	\$369,000	\$315,000	\$310,000	\$305,000	\$325,000	
		Belmont	8q W/O ITS	100%	100%		\$369,000	\$0	\$369,000	\$315,000	\$310,000	\$305,000	\$325,000	
		Tulare	6q W/O ITS	100%	100%		\$336,000	\$0	\$336,000	\$315,000	\$310,000	\$305,000	\$325,000	
		Kings Canyon Road	6q W/O ITS	50%	100%		\$168,000	\$0	\$168,000	\$65,000	\$310,000	\$305,000	\$325,000	
		Butler	6q W/O ITS	95%	100%		\$319,200	\$0	\$319,200	\$295,000	\$290,000	\$240,000	\$325,000	
		Hamilton	8q W/O ITS	90%	100%		\$332,100	\$0	\$332,100	\$265,000	\$260,000	\$305,000	\$0	
		California	8q W/O ITS	100%	100%		\$369,000	\$0	\$369,000	\$315,000	\$310,000	\$305,000	\$325,000	
		Church	8q W/O ITS	100%	100%		\$369,000	\$0	\$369,000	\$315,000	\$310,000	\$305,000	\$325,000	
		Jensen	8q W/O ITS	100%	100%		\$369,000	\$0	\$369,000	\$236,250	\$232,500	\$228,750	\$243,750	
		Annadale	100%	0%			\$0	\$0	\$0	\$147,500	\$145,000	\$120,000	\$130,000	Removed with 2016 update - SEGA
		North	100%	0%			\$0	\$0	\$0	\$73,750	\$72,500	\$60,000	\$65,000	Removed with 2016 update - SEGA
		Shields	8q W/ITS	95%	100%		\$383,800	\$0	\$383,800	\$295,000	\$290,000	\$240,000	\$260,000	
		McKinley	8q W/ITS	100%	100%		\$404,000	\$0	\$404,000	\$315,000	\$310,000	\$305,000	\$325,000	
		Olive	100%	0%			\$0	\$0	\$0	\$295,000	\$290,000	\$240,000	\$260,000	Removed with 2016 update - SEGA
		Belmont	100%	0%			\$0	\$0	\$0	\$295,000	\$290,000	\$240,000	\$260,000	Removed with 2016 update - SEGA
		Tulare	100%	0%			\$0	\$0	\$0	\$295,000	\$290,000	\$240,000	\$260,000	Removed with 2016 update - SEGA
		Butler	100%	0%			\$0	\$0	\$0	\$295,000	\$290,000	\$305,000	\$325,000	Removed with 2016 update - SEGA
		California	100%	0%			\$0	\$0	\$0	\$295,000	\$290,000	\$240,000	\$260,000	Removed with 2016 update - SEGA
		Church	100%	0%			\$0	\$0	\$0	\$295,000	\$290,000	\$240,000	\$260,000	Removed with 2016 update - SEGA
		Jensen	100%	0%			\$0	\$0	\$0	\$147,500	\$145,000	\$120,000	\$130,000	Removed with 2016 update - SEGA
		Shields	100%	0%			\$0	\$0	\$0	\$295,000	\$290,000	\$240,000	\$260,000	Removed with 2016 update - SEGA
		Clinton	100%	0%			\$0	\$0	\$0	\$295,000	\$290,000	\$240,000	\$260,000	Removed with 2016 update - SEGA
		McKinley	100%	0%			\$0	\$0	\$0	\$315,000	\$310,000	\$305,000	\$325,000	Removed with 2016 update - SEGA
		Olive	100%	0%			\$0	\$0	\$0	\$295,000	\$290,000	\$240,000	\$260,000	Removed with 2016 update - SEGA
		Belmont	100%	0%			\$0	\$0	\$0	\$295,000	\$290,000	\$240,000	\$260,000	Removed with 2016 update - SEGA
		Tulare	100%	0%			\$0	\$0	\$0	\$295,000	\$290,000	\$240,000	\$260,000	Removed with 2016 update - SEGA
		KC	0%	0%			\$0	\$0	\$0	\$315,000	\$310,000	\$305,000	\$325,000	Removed with 2016 update - SEGA
		Butler	0%	0%			\$0	\$0	\$0	\$295,000	\$290,000	\$240,000	\$260,000	Removed with 2016 update - SEGA
		California	0%	0%			\$0	\$0	\$0	\$295,000	\$290,000	\$240,000	\$260,000	Removed with 2016 update - SEGA
		Church	0%	0%			\$0	\$0	\$0	\$295,000	\$290,000	\$240,000	\$260,000	Removed with 2016 update - SEGA
		Jensen	0%	0%			\$0	\$0	\$0	\$147,500	\$145,000	\$120,000	\$130,000	Removed with 2016 update - SEGA
		Shields	0%	0%			\$0	\$0	\$0	\$295,000	\$290,000	\$240,000	\$260,000	Removed with 2016 update - SEGA
		Clinton	0%	0%			\$0	\$0	\$0	\$295,000	\$290,000	\$240,000	\$260,000	Removed with 2016 update - SEGA
		McKinley	0%	0%			\$0	\$0	\$0	\$315,000	\$310,000	\$305,000	\$325,000	Removed with 2016 update - SEGA
		Olive	0%	0%			\$0	\$0	\$0	\$295,000	\$290,000	\$240,000	\$260,000	Removed with 2016 update - SEGA
		Belmont	0%	0%			\$0	\$0	\$0	\$295,000	\$290,000	\$240,000	\$260,000	Removed with 2016 update - SEGA
		Tulare	0%	0%			\$0	\$0	\$0	\$315,000	\$310,000	\$305,000	\$325,000	Removed with 2016 update - SEGA

LOCATION		Signal Type	Percent Missing	Percent Fresno TSMI Fees	Single Left	Dual Left	Traffic Signal Cost	Non-Impact Fee City/Grant Funding Committed	Total Cost Covered by 2016 update to Traffic Signal Mitigation Impact Fee Program	Total Cost Fee Cost 10/21/08	Total Cost Fee Cost 3/27/07	Total Cost Fee Cost 1/31/06	Total Cost Fee Cost 11/2004	Notes
North/South Street	East/West Street													
	KC		0%	0%			\$0	\$0	\$0	\$315,000	\$310,000	\$305,000	\$325,000	Removed with 2016 update - SEGA
	Butler		0%	0%			\$0	\$0	\$0	\$295,000	\$290,000	\$240,000	\$260,000	Removed with 2016 update - SEGA
	California		0%	0%			\$0	\$0	\$0	\$295,000	\$290,000	\$240,000	\$260,000	Removed with 2016 update - SEGA
	Church		0%	0%			\$0	\$0	\$0	\$295,000	\$290,000	\$240,000	\$260,000	Removed with 2016 update - SEGA
	Jensen		0%	0%			\$0	\$0	\$0	\$147,500	\$145,000	\$120,000	\$130,000	Removed with 2016 update - SEGA
	Shields		0%	0%			\$0	\$0	\$0	\$295,000	\$290,000	\$240,000	\$260,000	Removed with 2016 update - SEGA
	Clinton		0%	0%			\$0	\$0	\$0	\$295,000	\$290,000	\$240,000	\$260,000	Removed with 2016 update - SEGA
	McKinley		0%	0%			\$0	\$0	\$0	\$221,250	\$217,500	\$180,000	\$195,000	Removed with 2016 update - SEGA
	Olive		0%	0%			\$0	\$0	\$0	\$147,500	\$145,000	\$120,000	\$130,000	Removed with 2016 update - SEGA
	Belmont		0%	0%			\$0	\$0	\$0	\$157,500	\$155,000	\$152,500	\$162,500	Removed with 2016 update - SEGA
	Tulare		0%	0%			\$0	\$0	\$0	\$147,500	\$145,000	\$120,000	\$130,000	Removed with 2016 update - SEGA
	KC		0%	0%			\$0	\$0	\$0	\$157,500	\$155,000	\$152,500	\$162,500	Removed with 2016 update - SEGA
	Butler		0%	0%			\$0	\$0	\$0	\$147,500	\$145,000	\$120,000	\$130,000	Removed with 2016 update - SEGA
	California		0%	0%			\$0	\$0	\$0	\$147,500	\$145,000	\$120,000	\$130,000	Removed with 2016 update - SEGA
	Church		0%	0%			\$0	\$0	\$0	\$147,500	\$145,000	\$120,000	\$130,000	Removed with 2016 update - SEGA
	Jensen		0%	0%			\$0	\$0	\$0	\$73,750	\$72,500	\$60,000	\$65,000	Removed with 2016 update - SEGA
	Shields		0%	0%			\$0	\$0	\$0	\$295,000	\$290,000	\$240,000	\$260,000	Removed with 2016 update - SEGA
	Clinton		0%	0%			\$0	\$0	\$0	\$295,000	\$290,000	\$240,000	\$260,000	Removed with 2016 update - SEGA
	McKinley		0%	0%			\$0	\$0	\$0	\$147,500	\$145,000	\$120,000	\$130,000	Removed with 2016 update - SEGA
	Shields		0%	0%			\$0	\$0	\$0	\$295,000	\$290,000	\$240,000	\$260,000	Removed with 2016 update - SEGA
	Clinton		0%	0%			\$0	\$0	\$0	\$295,000	\$290,000	\$240,000	\$260,000	Removed with 2016 update - SEGA
	McKinley		0%	0%			\$0	\$0	\$0	\$147,500	\$145,000	\$120,000	\$130,000	Removed with 2016 update - SEGA

TRAFFIC SIGNAL UPGRADES FOR ADDITIONAL TURN LANES TO MAINTAIN LOS

Weber	Clinton		0%	0%		x	\$0	\$0	\$0	\$1,600,000	\$1,200,000	\$1,200,000	\$0	Included in HSR/Caltrans 99 project. No further work needed.
Figarden	Bullard	Single Direction	100%	100%		x	\$821,000	\$0	\$821,000	\$1,300,000	\$1,200,000	\$0	\$0	Traffic study indicates need for NB, EB dual lefts
Palm	Shaw	Dual Directions	100%	100%		x	\$1,910,000	\$0	\$1,910,000	\$2,400,000	\$1,300,000	\$975,000	\$975,000	TIS 11-011, confirmed 2015
Ingram	Nees	Single Direction	100%	100%		x	\$821,000	\$0	\$821,000	\$850,000	\$750,000	\$210,000	\$260,000	
Blackstone	Shields		100%	0%		x	\$2,014,000	\$2,014,000	\$0	\$2,000,000	\$1,600,000	\$1,600,000	\$1,300,000	Funded through RSTP
Friant	Shepherd	Single Direction	33%	100%		triple	\$270,930	\$0	\$270,930	\$250,000	\$200,000	\$200,000	\$0	Needs WB triple lefts, 3rd SB thru; reduced estimate.
Fresno	Bullard	Dual Directions	100%	100%		x	\$1,910,000	\$0	\$1,910,000	\$1,600,000	\$1,400,000	\$1,300,000	\$1,300,000	Revised estimate
	Shields		0%	0%			\$0	\$0	\$0	\$650,000	\$500,000	\$0	\$0	Removed with 2016 update
First	Nees	Dual Directions	100%	100%		x	\$1,910,000	\$0	\$1,910,000	\$1,100,000	\$900,000	\$900,000	\$0	
	Bullard	Dual Directions	100%	100%		x	\$1,910,000	\$0	\$1,910,000	\$1,800,000	\$1,500,000	\$1,300,000	\$1,300,000	
Cedar	Nees	Single Direction	50%	100%		x	\$410,500	\$0	\$410,500	\$20,000	\$500,000	\$0	\$0	
	Bullard	Single Direction	100%	100%		x	\$821,000	\$0	\$821,000	\$1,400,000	\$1,300,000	\$1,300,000	\$1,300,000	
Maple	Jensen		100%	100%		x	\$0	\$0	\$0	\$500,000	\$500,000	\$500,000	\$500,000	Removed with 2016 update
Chestnut	McKinley		0%	0%		x	\$0	\$0	\$0	\$1,120,000	\$1,120,000	\$0	\$0	Removed with 2016 update
	Dakota		0%	0%		x	\$0	\$0	\$0	\$800,000	\$800,000	\$0	\$0	Removed with 2016 update
	Jensen	Dual Directions	100%	100%		x	\$1,910,000	\$0	\$1,910,000	\$1,400,000	\$0	\$0	\$0	2015 TIS identified need for dual lefts on all approaches
Clovis	Shields/Airways	Dual Directions	100%	100%		x	\$1,910,000	\$0	\$1,910,000	\$1,800,000	\$1,400,000	\$1,100,000	\$0	TIS 14-019 indicates need for dual lefts NB and EB in 2035, confirmed 2015
	Olive	Single Direction	100%	100%		x	\$821,000	\$0	\$821,000	\$300,000	\$300,000	\$300,000	\$0	
	Belmont		0%	0%		x	\$0	\$0	\$0	\$300,000	\$300,000	\$300,000	\$0	Removed with 2016 update.
	Tulare		100%	100%		x	\$821,000	\$0	\$821,000	\$300,000	\$300,000	\$300,000	\$0	
	Kings Canyon	Single Direction	50%	100%		x	\$410,500	\$0	\$410,500	\$250,000	\$500,000	\$300,000	\$0	Add WBR and NBL
	Jensen	Single Direction	100%	100%		x	\$821,000	\$0	\$821,000	\$1,400,000	\$1,080,000	\$1,080,000	\$0	Dual lefts EB & WB

LEFT TURN PHASING

Golden State	McKinley		0%	0%			\$0	\$0	\$0	\$290,000	\$0	\$0	\$0	Removed with 2016 update - Intersection eliminated with HSR McKinley/UPRR grade separation.
Marty	Shaw		100%	100%			\$350,000	\$0	\$350,000	\$290,000	\$0	\$0	\$0	
Marks	Emerson		10%	100%			\$35,000	\$0	\$35,000	\$180,000	\$180,000	\$0	\$0	ARRA Stimulus funds; revised estimate to include west leg.
Hughes	Shields		100%	100%			\$350,000	\$0	\$350,000	\$290,000	\$290,000	\$240,000	\$250,000	
Forkner	Bullard		100%	100%			\$350,000	\$0	\$350,000	\$290,000	\$290,000	\$240,000	\$0	
West	Sierra		100%	50%			\$350,000	\$0	\$175,000	\$290,000	\$0	\$0	\$0	Corrected to show 50% County share
West	Dakota		100%	100%			\$350,000	\$0	\$350,000	\$290,000	\$290,000	\$240,000	\$250,000	
Fruit	Shields		100%	100%			\$350,000	\$0	\$350,000	\$290,000	\$290,000	\$240,000	\$250,000	
Fruit	Clinton		100%	100%			\$350,000	\$0	\$350,000	\$290,000	\$290,000	\$240,000	\$250,000	
Fruit	McKinley		100%	100%			\$350,000	\$0	\$350,000	\$290,000	\$290,000	\$240,000	\$250,000	
MLK/Pottle	California		100%	100%			\$350,000	\$0	\$350,000	\$250,000	\$250,000	\$250,000	\$250,000	Moved from downtown list; adjusted estimate
MLK/Fig	Jensen		100%	100%			\$350,000	\$0	\$350,000	\$0	\$0	\$0	\$0	Added with the 2016 update - Move from Traffic Signal List above
C	Ventura		100%	100%			\$350,000	\$0	\$350,000	\$250,000	\$250,000	\$250,000	\$250,000	

Traffic Signal Capital Improvements

LOCATION		Signal Type	Percent Missing	Percent Fresno TSMI Fees	Single Left	Dual Left	Traffic Signal Cost	Non-Impact Fee City/Grant Funding Committed	Total Cost Covered by 2016 update to Traffic Signal Mitigation Impact Fee Program	Total Cost Fee Cost 10/21/08	Total Cost Fee Cost 3/27/07	Total Cost Fee Cost 1/31/06	Total Cost Fee Cost 11/2004	Notes	
Palm	Barstow		100%	100%			\$350,000	\$0	\$350,000	\$290,000	\$290,000	\$240,000	\$250,000		
Palm	Clinton		100%	18%			\$501,000	\$412,000	\$89,000	\$290,000	\$290,000	\$290,000	\$240,000	\$250,000	
Palm	Belmont		100%	100%			\$350,000	\$0	\$350,000	\$290,000	\$290,000	\$240,000	\$250,000		
Palm	McKinley		100%	0%			\$533,000	\$533,000	\$0	\$290,000	\$290,000	\$240,000	\$250,000	Removed with 2016 update - 100% funded by 22048 and 20101	
Wishon	Olive		100%	100%			\$350,000	\$0	\$350,000	\$290,000	\$290,000	\$240,000	\$250,000	Removed with 2016 update.	
Wishon	Clinton		0%	0%			\$0	\$0	\$0	\$290,000	\$290,000	\$220,000	\$250,000	Removed with 2016 update.	
Van Ness	Shields		0%	0%			\$0	\$0	\$0	\$290,000	\$290,000	\$240,000	\$250,000	Removed with 2016 update.	
Van Ness	Clinton		0%	0%			\$0	\$0	\$0	\$290,000	\$290,000	\$240,000	\$250,000	Removed with 2016 update.	
Tulare	U		100%	100%			\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
Broadway	Belmont		100%	100%			\$350,000	\$0	\$350,000	\$290,000	\$290,000	\$240,000	\$250,000		
R	Tulare		100%	28%			\$613,000	\$439,000	\$174,000	\$290,000	\$290,000	\$240,000	\$250,000	Included only LM	
Maroa	Barstow		100%	75%			\$350,000	\$0	\$262,500	\$217,500	\$217,500	\$180,000	\$0	Added with 2016 update - LT phases - 75% City	
Maroa	Clinton		100%	100%			\$350,000	\$0	\$350,000	\$290,000	\$290,000	\$220,000	\$250,000		
Blackstone	Sierra		100%	100%			\$350,000	\$0	\$350,000	\$290,000	\$290,000	\$240,000	\$0		
Blackstone	Gettysburg		75%	100%			\$262,500	\$0	\$262,500	\$177,495	\$225,000	\$240,000	\$0		
Fresno	Clinton		100%	100%			\$350,000	\$0	\$350,000	\$290,000	\$290,000	\$240,000	\$250,000		
Fresno	R		100%	100%			\$350,000	\$0	\$350,000	\$0	\$0	\$0	\$0	Added with the 2016 update	
First	Sierra		0%	0%			\$0	\$0	\$0	\$290,000	\$0	\$0	\$0	Removed with 2016 update	
First	Huntington		0%	0%			\$0	\$0	\$0	\$290,000	\$290,000	\$240,000	\$250,000	Removed with 2016 update	
Millbrook	Alluvial		100%	100%			\$350,000	\$0	\$350,000	\$290,000	\$290,000	\$220,000	\$0		
Millbrook	Dakota		100%	100%			\$350,000	\$0	\$350,000	\$290,000	\$290,000	\$240,000	\$250,000		
Millbrook	Olive		100%	100%			\$350,000	\$0	\$350,000	\$290,000	\$290,000	\$240,000	\$250,000		
Millbrook	Belmont		100%	100%			\$350,000	\$0	\$350,000	\$290,000	\$290,000	\$240,000	\$250,000		
Millbrook	Nees		100%	100%			\$350,000	\$0	\$350,000	\$0	\$0	\$0	\$0	Added with 2016 update	
Saybrook / Foxhill	Perrin		0%	0%			\$0	\$0	\$0	\$20,000	\$100,000	\$0	\$0	Project complete	
Cedar	Eleventh		100%	100%			\$350,000	\$0	\$350,000	\$290,000	\$290,000	\$0	\$0		
Cedar	Princeton		0%	0%			\$0	\$0	\$0	\$290,000	\$0	\$0	\$0	Removed with 2016 update	
Cedar	Dayton		0%	0%			\$0	\$0	\$0	\$290,000	\$0	\$0	\$0	Removed with 2016 update	
Cedar	Teague		100%	100%			\$350,000	\$0	\$350,000	\$0	\$0	\$0	\$0	Added with 2016 update	
Maple	Gettysburg		100%	100%			\$350,000	\$0	\$350,000	\$290,000	\$0	\$0	\$0		
Maple	Tulare		100%	100%			\$350,000	\$0	\$350,000	\$290,000	\$290,000	\$240,000	\$250,000		
Maple	Butler		100%	100%			\$350,000	\$0	\$350,000	\$290,000	\$290,000	\$240,000	\$250,000		
Chestnut	Shields		100%	9%			\$470,000	\$430,000	\$40,000	\$0	\$0	\$0	\$0	Added with 2016 update - 50% County	
Fort Washington	Champlain		100%	100%			\$80,000	\$0	\$80,000	\$0	\$0	\$0	\$0	Added with 2016 update	

DOWNTOWN IMPROVEMENTS

H and Broadway			0%	0%			\$0	\$0	\$0	\$300,000	\$300,000	\$300,000	\$350,000	Removed with 2016 update
Van Ness and Ventura			20%	100%			\$70,000	\$0	\$70,000	\$1,025,000	\$1,025,000	\$1,025,000	\$1,025,000	Van Ness LTP and loops
Van Ness and Santa Clara			0%	0%			\$0	\$0	\$0	\$250,000	\$250,000	\$250,000	\$350,000	Removed with 2016 update - close proximity to future Caltrans ramp signal
M and Santa Clara			100%	100%			\$350,000	\$0	\$350,000	\$250,000	\$250,000	\$250,000	\$350,000	Revised estimate
P and Ventura			100%	100%			\$350,000	\$0	\$350,000	\$250,000	\$250,000	\$250,000	\$7,000,000	Left turn phasing and modification for P Street 2-way conversion.
Broadway & Divisadero			0%	0%			\$6,309	\$0	\$6,309	\$6,309	\$6,309	\$6,309	\$250,000	Project complete
Broadway & Fresno			0%	0%			\$0	\$0	\$0	\$6,309	\$6,309	\$6,309	\$250,000	No work remaining
Divisadero & Van Ness			0%	0%			\$0	\$0	\$0	\$250,000	\$250,000	\$250,000	\$250,000	Removed with 2016 update
E & Fresno			100%	100%			\$350,000	\$0	\$350,000	\$250,000	\$250,000	\$250,000	\$250,000	Added with 2016 update - Left turn phasing
E & Stanislaus			100%	100%			\$350,000	\$0	\$350,000	\$250,000	\$250,000	\$250,000	\$250,000	Left turn phasing
M & Stanislaus			100%	100%			\$350,000	\$0	\$350,000	\$6,309	\$6,309	\$7,000	\$0	Left turn phasing and modification for M Street 2-way conversion.
M & San Benito			100%	100%			\$350,000	\$0	\$350,000	\$300,000	\$300,000	\$0	\$0	
F & Kern			0%	0%			\$150,000	\$150,000	\$0	\$250,000	\$250,000	\$250,000	\$250,000	Removed with 2016 update
Fulton & Stanislaus			100%	0%			\$350,000	\$0	\$350,000	\$0	\$0	\$0	\$0	Removed with 2016 update
Fulton & Tulare			0%	0%			\$0	\$0	\$0	\$6,309	\$6,309	\$7,000	\$250,000	Removed with 2016 update.
Fulton & Ventura			100%	100%			\$350,000	\$0	\$350,000	\$0	\$0	\$0	\$0	Added with the 2016 update - New signal to serve future development
G & Merced			100%	100%			\$350,000	\$0	\$350,000	\$0	\$0	\$0	\$0	Added with the 2016 update - New signal to serve future development
G & Mariposa			100%	100%			\$350,000	\$0	\$350,000	\$0	\$0	\$0	\$0	Added with the 2016 update - New signal to serve future development
G & Kern			0%	0%			\$0	\$0	\$0	\$250,000	\$250,000	\$250,000	\$250,000	Removed with 2016 update
G & Inyo			100%	100%			\$350,000	\$0	\$350,000	\$0	\$0	\$0	\$0	Added with the 2016 update - New signal to serve future development
G & Mono			100%	100%			\$350,000	\$0	\$350,000	\$0	\$0	\$0	\$0	Added with the 2016 update - New signal to serve future development
H & Mono			100%	100%			\$350,000	\$0	\$350,000	\$0	\$0	\$0	\$0	Added with the 2016 update - New signal to serve future development
H & Stanislaus			100%	100%			\$350,000	\$0	\$350,000	\$0	\$0	\$0	\$0	Added with the 2016 update - New signal to serve future development
H & Calaveras			100%	100%			\$350,000	\$0	\$350,000	\$0	\$0	\$0	\$0	Added with the 2016 update - New signal to serve future development
H & Palm			0%	0%			\$0	\$0	\$0	\$250,000	\$250,000	\$250,000	\$250,000	Removed with 2016 update.
M & Tuolumne			100%	100%			\$200,000	\$0	\$200,000	\$6,309	\$6,309	\$7,000	\$250,000	Protected left turn phasing for future development
M & Ventura			100%	100%			\$200,000	\$0	\$200,000	\$0	\$0	\$0	\$0	Added with the 2016 update - Protected left turn phasing for future development
Fresno & Fulton			0%	0%			\$0	\$0	\$0	\$6,309	\$6,309	\$7,000	\$250,000	Removed with 2016 update.
N & Tulare			100%	0%			\$510,000	\$510,000	\$0	\$0	\$0	\$0	\$0	Grant-funded capital project

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

NB99 Off-Ramp	Herndon			30%			\$950,000	\$185,690	\$229,293	\$764,310	\$764,310	\$0	\$0	
SB99, NB99 Off ramps	Shaw			5%			\$1,800,000	\$0	\$1,062,000	\$0	\$0	\$0	\$0	Added with the 2016 update - Add turning lanes to SB, NB off-ramp intersections. Bridge widening in FMSI Not inc. in previous updates.
SB99 Off-Ramp	Ashlan			50%			\$1,500,000	\$0	\$750,000	\$0	\$0	\$0	\$0	Added with the 2016 update - Widen for WB dual left turn lanes.
SB99 Off-Ramp	Shields			0%			\$0	\$0	\$0	\$300,000	\$300,000	\$0	\$0	Removed with 2016 update - Caltrans to remove access point.
NB99 Off-Ramp	McKinley			0%			\$0	\$0	\$0	\$299,719	\$299,719	\$0	\$0	Removed with 2016 update - to be completed by HSR (roundabout)
SB99 On-Ramp	McKinley			100%			\$0	\$0	\$0	\$299,719	\$299,719	\$0	\$0	Removed with 2016 update
SB99 Ramps	Olive			0%			\$0	\$0	\$0	\$50,000	\$289,436	\$0	\$0	Removed with 2016 update - project completed.

LOCATION		Signal Type	Percent Missing	Percent Fresno TSMI Fees	Single Left	Dual Left	Traffic Signal Cost	Non-Impact Fee City/Grant Funding Committed	Total Cost Covered by 2016 update to Traffic Signal Mitigation Impact Fee Program	Total Cost Fee Cost 10/21/08	Total Cost Fee Cost 3/27/07	Total Cost Fee Cost 1/31/06	Total Cost Fee Cost 11/2004	Notes
North/South Street	East/West Street													
NB99 Ramps	Olive		0%				\$0	\$0	\$0	\$50,000	\$289,436	\$0	\$0	Removed with 2016 update - project completed.
SB99 Ramps	Belmont		0%				\$0	\$0	\$0	\$300,000	\$300,000	\$0	\$0	Removed with 2016 update - to be completed by HSR
NB99 Ramps	Belmont		0%				\$0	\$0	\$0	\$300,000	\$300,000	\$0	\$0	Removed with 2016 update - to be completed by HSR
SB99 Off-Ramp	Stanislaus		100%				\$450,000	\$0	\$450,000	\$300,000	\$300,000	\$0	\$0	
NB 99 Ramps	Ventura		8%				\$538,900	\$495,340	\$43,560	\$297,736	\$297,736	\$250,000	\$2,000,000	Revised estimate
SB99 Off-Ramp	North		100%				\$450,000	\$23,700	\$426,300	\$276,300	\$276,300	\$0	\$0	Revised estimate
SB99 On-Ramp	Cedar/Parkway		100%				\$450,000	\$0	\$450,000	\$300,000	\$300,000	\$0	\$0	Revised estimate
SB41 On-Ramp	Tulare/U Street		100%				\$450,000	\$0	\$450,000	\$300,000	\$0	\$0	\$0	Revised estimate
SB41 Off-Ramp	O Street		0%				\$0	\$0	\$0	\$115,000	\$115,000	\$309,690	\$2,700,000	Work was been completed
NB41 Off ramp	Van Ness		100%				\$850,000	\$0	\$850,000	\$850,000	\$850,000	\$750,000	\$1,200,000	
SB41 Off-Ramp	Van Ness		100%				\$450,000	\$0	\$450,000	\$300,000	\$300,000	\$0	\$0	Revised estimate
SB41 On Ramp	McKinley		13%				\$700,000	\$0	\$91,000	\$0	\$0	\$0	\$0	Added with the 2016 update - based upon interchange program study, 13% fair share to new growth.
NB41 Off ramp	Shaw		21%				\$1,028,400	\$811,947	\$216,453	\$0	\$0	\$0	\$0	Added with the 2016 update - Widen to 2 left, 2 right. Not included in previous updates. Updated estimates

TRAFFIC SIGNAL SYNCHRONIZATION

	Miles	Unit Price								
ITS Fiber Interconnect & conduit (miles)	37.59	\$660,000	\$0	\$24,809,400	\$26,316,000	\$21,250,000	\$21,080,000	\$9,450,000		
ITS Fiber Interconnect & conduit (miles) Partially completed	7.76	\$460,000	\$0	\$3,569,600	\$0	\$0	\$0	\$0		
Traffic System Monitoring Hubs	4	\$175,000	\$0	\$700,000	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000	All hubs to be funded by City.	
ITS Fiber Interconnect funded Improvements		\$11,400,000	\$11,400,000	\$0	\$1,000,000	\$0	\$0	\$0		

Fund Balance¹

(1,985,124.00) -\$1,778,675 -\$4,723,061

Pending Reimbursements¹

1,936,392.48 \$272,344 \$562,135 \$835,110 \$835,110

PROGRAM ADMINISTRATION

2.00%		\$3,041,666	-\$1,976,293	\$1,725,149	\$2,100,000	\$2,100,000	Original calculation used \$100,000/year for 21 years
	Capital Needs Paid by TSMI Fees	\$155,124,950	\$163,497,133	\$163,169,393	\$153,009,126	\$153,009,360	
	Remaining ADT from New Development	3,110,615	\$3,469,790	\$3,548,976	\$3,689,640	\$3,689,640	
		178,180,627.37					

¹Fund balance and pending reimbursements as of August 31, 2016 for the current update

Year 2016	
Proposed Fee/ADT	\$49.87
Percentage Increase from Previous	5.84%
TOTAL NON-IMPACT FEE CITY/GRANT FUNDING COMMITTED	\$23,055,677

Year	2008	2007	2006	2004
Fee/ADT	\$47.12	\$45.98	\$41.47	\$41.47

Use Type	Total Acres	EDU's	Assumed	ADT's per 1000 sq. ft. of building	ADT's per	Total ADT's
			Percent of Building per acre		developed acre (Total Acres)	
Retail						
Community Commercial	549.1	N/A	0.30	109	4,737.88	780,470
General Commercial	111.1	N/A	0.50	43	1,860.01	103,324
Highway and Auto Commercial	160.6	N/A	0.23	85	3,699.33	136,646
Main Street Commercial	5.5	N/A	0.50	28	1,227.61	3,376
Recreation Commercial	24.5	N/A	0.15	43	1,860.01	6,836
Regional Commercial	196.0	N/A	0.30	85	3,699.33	217,521
Corridor Center Mixed Use	199.4	N/A	0.40	109	4,737.88	377,893
Neighborhood Mixed Use	11.2	N/A	0.40	43	1,860.01	8,333
Regional Mixed Use	266.8	N/A	0.20	85	3,699.33	197,396
Business Park	64.2	N/A	0.40	43	1,860.01	47,765
Regional Business Park	27.1	N/A	0.40	43	1,860.01	20,163
Downtown	22.8	N/A	0.75	28	1,227.61	21,025
Subtotal	1638.3					1,920,748
Office						
Office	309.7	N/A	0.20	11	480.47	29,760
Corridor Center Mixed Use	199.4	N/A	0.25	24	1,027.14	51,203
Neighborhood Mixed Use	2.8	N/A	0.25	24	1,027.14	719
Regional Mixed Use	38.1	N/A	0.25	24	1,027.14	9,784
Business Park	384.9	N/A	0.20	11	479.16	36,886
Regional Business Park	162.5	N/A	0.20	11	479.16	15,573
Downtown	44.3	N/A	1.32	11	479.16	28,114
Subtotal	1141.7					172,039
Light Industrial						
Light Industrial	1,292.7	N/A	0.40	7	303.61	156,992
Business Park	192.5	N/A	0.40	7	297.51	22,909
Regional Business Park	81.3	N/A	0.40	7	297.51	9,675
Downtown	62.1	N/A	0.39	7	303.61	7,305
Subtotal	1,628.6					196,881
Heavy Industrial	1,575.9	N/A	0.40	7	304.92	192,209
TOTAL	5,984.5					2,481,877.0
			Dwelling Units per Acre		ADT's per EDU	
Residential Low-Medium	8,345.0	41,725	5.0		9.52	397,222
Residential Medium/High - High	2,175.9	34,814.4	16.0		6.65	231,516
Residential Subtotal	10,520.9					628,738
TOTALS	16,505.4	76,539				3,110,615.0