

APPENDIX N

Madera County Road Impact Fee Program Update, November 2009



MADERA COUNTY

ROAD IMPACT FEE PROGRAM UPDATE

November 2009

INTRODUCTION

Madera County has been very progressive in its development of the 1995 Fee Program for improvements along State Route (SR) 41 and within the remainder of the County. The County's efforts led to the availability of additional funding sources to upgrade and maintain the existing and future transportation systems. Update of the Fee Program and Improvement Plan is now necessary to address changes in land use and development patterns and to reflect changes in the Regional Traffic Model, which was last revised in 2001.

STUDY PURPOSE

The Madera County General Plan requires the County to "assess fees on new development sufficient to cover the fair share portion of a development's impacts on the local and regional transportation system." To accomplish this, the County "prepared and adopted a Traffic Fee Allocation Ordinance implementing traffic mitigation fees for the Capital Improvement Program (CIP) in 1995." The Program was amended in 1996. A CIP was also adopted that "includes transportation improvements designed to achieve adopted level of service (LOS) standards based on a horizon of at least 15 years."

This Study is an update of the 1995 Road Impact Fee Study and will include the justification for the Madera County Road Impact Fee Program and a CIP for the County roadway system. California law requires that there be a nexus between fees levied on new development and facilities to be improved with the fees. This Study will update the research and analysis to support the nexus between fees levied on new development within the County and roads that will need to be improved as a result of that new development. The nexus requirement, along with other relevant requirements of State law, is addressed in this document.

The Road Impact Fee Program was previously divided into two parts. The first part addressed State Route (SR) 41; the second addressed all other roads in the County. SR 41 will require the most expensive improvements of any road in the County, among those for which the County will have major responsibility since SR 41 serves both inter-regional and local traffic.



While the previous Road Impact Fee addressed both SR 41 and the remainder of the major County streets and roads, this update addresses all of the major highways and roads in the County as a comprehensive program.

IDENTIFICATION AND PRIORITIZATION OF CANDIDATE FEE PROGRAM PROJECTS

This section has been prepared to identify and prioritize candidate Road Impact Fee Program projects for inclusion in the Study Update. VRPA Technologies prepared an evaluation of traffic impacts along the regional street and road system within Madera County. The most recent version of the Madera County Traffic Model (2001) was applied to identify capacity increasing projects related to new development within the County. Based upon initial traffic model output provided by the Madera County Transportation Commission (MCTC) for Year 2025 and 2030, VRPA Technologies identified segment LOS results for each segment along the regional street and road system. Results of this analysis are documented below and indicate where future year LOS deficiencies are likely to exist or result over time. A deficiency is expected to occur when the LOS exceeds LOS "D" along the local or State Highway system, which is the County's minimum LOS standard. Existing LOS was also assessed, since the Impact Fee cannot address existing deficiencies.

In addition, this section of the Update Study identifies how the candidate improvement projects are expected to improve LOS and severe congestion levels. Based upon these and other criteria, the projects were prioritized and engineering cost estimates were developed for County roadways and by Caltrans and the County for SR 41 candidate projects. Finally, this information was used to inform the Road Impact Fee Advisory Committee and the Board of Supervisors of the process applied to identify, evaluate, and prioritize candidate Fee Program improvement projects.

COORDINATION WITH AFFECTED AGENCIES

VRPA Technologies coordinated development of candidate projects with representatives of the Madera County Road Department, Planning Department, and MCTC. Input and review by these agencies was critical during development of interim products and this final Study Report. VRPA Technologies and affected agency staff also met with the Road Impact Fee Advisory Committee and the Board of Supervisors to review the Report and approve the findings and assumptions.

IDENTIFICATION OF IMPROVEMENT PROJECTS

Identification of candidate improvement projects was the first step applied in the process of updating the Road Impact Fee Program. Identification of road and highway improvement projects was based upon an evaluation of Future Year (2025) LOS deficiencies along State Route (SR) 41 and deficiencies along the remainder of the regional roads and highways in the County outside of the current City Limit boundaries of Chowchilla and Madera.



The LOS deficiencies were identified using the Year 2025 Madera County Regional Traffic Model, which was updated in 2001 during development of the Madera County Regional Transportation Plan (RTP). Specifics regarding update of the Regional Traffic Model are documented in the "Madera County Travel Forecasting Model, Model Documentation and User Manual." Population, housing and employment projections for Year 2025 by Traffic Analysis Zone (TAZ) and for the County are also included in the *Model Documentation and User Manual*.

The Year 2025 Model provides Average Daily Traffic forecasts along each regional facility segment. The Model also provides a calculation of segment LOS as defined on page 24 of the *Model Documentation and User Manual*. VRPA Technologies compared the Year 2025 LOS results to LOS results included in the 2001, 2004, and 2007 Madera County Regional Transportation Plans (RTPs) using the Modified Highway Capacity Manual (HCM) - Based LOS Tables. The results of both were found to be consistent; therefore, LOS derived by the Model was applied during update of this Study.

The next step involved the identification of existing deficiencies along SR 41 and along other County roads and highways, so that the costs of addressing these deficiencies are not charged to new development. The nexus standards of AB 1600 limit the responsibility of new development to those impacts created by new development. This excludes existing deficiencies. Existing deficiencies were identified from the 2001 RTP adjusted to reflect 2003 volumes. Furthermore, Caltrans counts, taken from the 2001 Caltrans Count Program Manual were reviewed and adjusted to reflect 2006 volumes to determine if any LOS deficiencies currently exist in Madera County. The results of this assessment indicated that there are no existing deficiencies along State Routes within the Study area, nor are there any deficiencies along any of the other County roads and highways.

Finally, the County added two (2) segments along Road 145 between SR 41 and Road 206 and Road 145 between Road 206 and the North Fork/San Joaquin River Bridge or the Fresno County Line. The County also added two additional segments including Road 23 between Avenue 15 ½ and Avenue 18 ½ and Road 400 between Hensley Lake Entrance and Lilly Mountain Road. The County believes, based on recent traffic impact studies associated with proposed developments in the vicinity of these segments, that the LOS will be LOS "F" by the Year 2025 and/or 2030. When proposed development in the Rio Mesa Plan Area is redistributed using the traffic model, the bridge crossing at the North Fork Bridge over the San Joaquin River becomes very attractive for access between Madera and Fresno Counties given the levels of congestion anticipated over the SR 41 Bridge at the San Joaquin River. To address east-west congestion, the County also added SR 65 between SR 152 and SR 145.

DEVELOPMENT OF BASE ROAD AND HIGHWAY SEGMENT DATA

A critical step in the process of identifying candidate improvement projects along SR 41 and along other roads and highways in the County involved the identification of base data including:

- ◆ Project Location [location of projects within the City of Madera and Chowchilla Spheres of Influence (SOI), the Madera Community College Specific Plan Area (MCCSPA); or within the unincorporated area]
- ◆ Road or Highway Facility Type (arterial, mountain arterial, expressway, freeway and others)





- ◆ Existing Number of Lanes
- ◆ 2025 Average Daily Traffic Without Improvement Projects
- ◆ 2025 Level of Service (LOS) Without Improvement Projects
- ◆ Year 2025 Volume to Capacity Ratio
- ◆ Project Segment Length (in miles)
- ◆ Required Improvements (lane widening or other improvements) to Address LOS Deficiencies
- ◆ Planning Level Cost Estimates (without signals in current dollars)
- ◆ Estimated Signals Warranted by 2025 (for each segment)
- ◆ Signal Costs (in current dollars)
- ◆ Total Improvement Project Cost (in current dollars)

A detailed description of each of these is provided below and a review of data by segment is provided in Tables 1 and 3 for both the SR 41 Impact Fee Program and the Countywide Impact Fee Program. Results of the evaluation process are included in Tables 2 and 4. Candidate projects are also graphically displayed in Exhibits 1 and 2. Because several project segments were added following the initial analysis, project details were not included in the tables.

- ◆ **Project Location:** VRPA determined the location or type of each candidate project. The location of the project considered whether the project was located:
 - Within a City SOI and therefore may involve a coordinated implementation process for the collection of fees
 - In the MCCSPA and therefore subject to an existing agreement for the collection of impact fees between Madera County and the City of Madera
 - Outside of a City's SOI within unincorporated areas of the County and therefore subject to assessment of impact fees by the County

Several other types of projects were initially identified as having capacity or LOS deficiencies including:

- Development – related projects, or those projects which were already required as mitigation in a development agreement with the County
 - SR 99 (improvement to 6 lanes) and SR 152 mainline improvement projects. These projects are eligible for funding under Caltrans' Interregional Improvement Program (IIP)
- ◆ **Road or Highway Facility Type** – identifies the planned roadway classification. VRPA obtained classifications from the Madera County General Plan or from the 2001, 2004, or 2007 RTP.
 - ◆ **Existing Number of Lanes** – includes existing lanes in both directions applied in the Year 2025 Traffic Model. This allowed an assignment of future year traffic volumes along those regional facilities, which were planned for lane widening through the County Road Impact Fee Program or through the Measure T - ½ Percent Sales Tax Fund for transportation improvements.
 - ◆ **2025 Average Daily Traffic (ADT) Without Improvement Projects** – Resulting ADT considering the Year 2025 Traffic Model results using existing lanes for segments identified in the 2001, 2004, or 2007 RTP to receive Road Impact or Measure T funds.



Master Traffic Impact Fee Study and
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TABLE 1
MADERA COUNTY TRANSPORTATION IMPACT FEE PROGRAM - SEGMENT DATA
SR 41 Segments with LOS E & F
26-Aug-08

Project #	State Route	Segment Limits	Road or Hwy Facility Type	Existing # of Lanes	2025 Average Daily Traffic Without Project ¹	2025 LOS Without Improvement ²	Year 2025 Volume to Capacity Ratio ³	Road/Hwy Segment Length in Miles	Required Improvement to Address LOS Deficiency	Total Project Cost ⁴
1	41	Madera County Ln/Avenue 10 ⁵	Freeway	4	106,446	F	2.69	1.4	4 to 6 lanes	\$4,700,000
2	41	NB On Ramp to SR 41 @ Children's Blvd	Freeway	1	30,080	F	1.00	0.1	1 to 2 lanes	\$20,200,000
3	41	SB On Ramp to SR 41 @ Children's Blvd	Freeway	1	30,080	F	1.00	0.1	1 to 2 lanes	\$23,800,000
4	41	Ave 10/Ave 12 ⁶	Expressway	4	64,912	F	1.47	2	4 lane fwy	\$46,400,000
5	41	Ave 12/Ave 15	Urb. Ar.	2	34,450	F	1.50	3	4 lane expwy	\$20,200,000
6	41	Ave 15/SR 145	Rur. Hwy.	2	19,210	E	0.84	3	2 to 4 lanes	\$20,200,000
7	41	SR 145/Rd 406	Rur. Hwy.	2	23,380	E	0.98	6	2 to 4 lanes	\$38,400,000
8	41	Rd 406/Rd 200	Mnt Arterial	2	20,278	E	0.96	2.5	2 to 4 lanes	\$14,600,000
9	41	Rd 200/Rd 416	Mnt Arterial	2	21,778	E	0.93	5.5	2 to 4 lanes	\$33,700,000
12	41	Rd 420/SR 49	Mnt Arterial	2	25,174	F	1.11	3.8	2 to 4 lanes	\$22,900,000
13	41	Rd 426/Rd 222 (Base Lake Rd)	Mnt Arterial	2	22,820	E	0.88	4.1	2 to 4 lanes	\$22,800,000
TOTAL:										\$267,900,000
Total Frwy Miles:										3.6
Total Frwy Cost: ⁷										\$95,100,000
Average Frwy Cost Per Mile: \$										26,415,667
Total Non-Frwy Miles:										27.9
Total Non-Frwy Cost: ⁸										\$172,800,000
Average Non-Frwy Cost Per Mile: \$										6,193,548

*1 Year 2025 Average Daily Traffic Volume estimated by the Future Year 2025 Traffic Model without the Improvement Project.

*2 Year 2025 Level of Service (LOS) estimated by the Future Year 2025 Traffic Model without the Improvement Project.

*3 The daily traffic volume along the Road/Hwy is divided by the capacity of the Road/Hwy (the maximum volume of traffic that the Road/Hwy can accommodate at Level of Service (LOS) "E").

*4 Cost estimates provided by Caltrans District 6. Includes intersection costs. Costs in current dollars. Signal costs are included. The cost of this improvement includes ramps at Children's Blvd. The cost also includes striping over the bridge and an additional set of inside lanes between the SJ River Bridge and Avenue 10.

*5 The cost of this improvement includes the Interchange at Avenue 12.

*6 Includes Projects #1 through #4.

*7 Includes Projects #5 through #13.

*8 VRPA D:/Madera County Fee Program/Table 1 SR 41 082608.xls





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TABLE 2
MADERA COUNTY ROAD IMPACT FEE PROGRAM -
PROJECT EVALUATION METHODOLOGY/RESULTS
SR 41 Projects (From Table 1 - Priority Rankings)
August 26, 2008

Priority Ranking #	Project #	State Route	Segment Limits	Description of Improvement Req'd to Improve LOS	Estimated Cost of Improvement	Benefit/Cost Ratio ¹	Criteria and Ranking ²					DX2	Total Score
							A	B	C	D	(A-C)		
1	1	41	Madera County Ln to Ave 49 ³	4 to 6 lanes	\$4,700,000	0.62	2	2	0	2	4	4	8
2	2	41	NB On Ramp to SR 41 @ Children's Blvd	1 to 2 lanes	\$20,200,000	0.03	0	2	0	1	2	2	4
3	3	41	SB On Ramp to SR 41 @ Children's Blvd	1 to 2 lanes	\$23,800,000	0.02	0	2	0	1	2	2	4
4	4	41	Ave 49 to Ave 12 ⁷	4 lane freeway	\$46,400,000	0.50	0	2	0	1	2	2	4
5	5	41	Ave 12 to Ave 15	4 lane expwy	\$20,200,000	0.92	0	2	0	1	2	2	4
7	12	41	Rd 420 to SR 49	2 to 4 lanes	\$22,900,000	0.76	0	2	0	1	2	2	4
8	6	41	Ave 15 to SR 145	2 to 4 lanes	\$20,200,000	0.52	0	1	0	0	1	0	1
9	7	41	SR 145 to Rd 186	2 to 4 lanes	\$38,400,000	0.53	0	1	0	0	1	0	1
10	8	41	Rd 186 to Rd 200	2 to 4 lanes	\$11,500,000	0.63	0	1	0	0	1	0	1
11	9	41	Rd 200 to Rd 416	2 to 4 lanes	\$33,700,000	0.65	0	1	0	0	1	0	1
13	13	41	Rd 428 to Rd 222	2 to 4 lanes	\$22,800,000	0.74	0	1	0	0	1	0	1
TOTAL:					\$267,900,000								

¹ Resultant Benefit/Cost Ratio.

² Evaluation Criteria: (Reference Page 2 of the accompanying Memorandum dated June 17, 2005)

A - Benefit/Cost receives 6 points if the ratio is less than 1.6 and 2 points if it is greater than or equal to 1.6.

B - Used most recent AEC/TIC 2025 Traffic Model Output to identify congested areas and LOS from the Model. Future Year improvements were omitted to clearly identify existing volume and LOS or need for the project. 2 points if at LOS E; 1 point if at LOS D or better.

C - 2 points if project does not involve significant environmental analysis/issues, 1 point if some issues are likely and 0 points if significant issues are expected.

D - 2 points if project has a VIC Ratio greater than 2.0. 1 point if project has a VIC Ratio greater than 1.0. 0 points if project has a VIC Ratio less than 1.0.

³ The total of sum of scores for Criteria A, B, & C.

⁴ Criteria D multiplied by 2 to increase the relative weight of this criteria compared to Criteria A-C.

⁵ Sum of ³ and ⁴ resulting in the Total Score. The greater the point score the higher the priority.

⁶ The cost of this improvement includes ramps at Children's Blvd. The cost also includes stripping over the bridge and an additional set of inside lanes between the SJ Blvd Bridge and Avenue 12.

⁷ The cost estimate includes the interchange at Avenue 12.





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TABLE 3
MADERA COUNTY TRANSPORTATION IMPACT FEE PROGRAM - SEGMENT DATA
Local Roads and State Highways at LOS E & F^{*1}
August 26, 2008

Project # *6	Route	Segment Limits	Within City Sphere of Influence (SOI), Madera Comm. College Specific Plan Area (MCCSPA), or Within Unincorporated Area (Outside SOI) *2	Road or Hwy Facility Type	Existing # of Lanes	2025 Average Daily Traffic Without Project *3	2025 LOS Without Improvement *4	Year 2025 Volume to Capacity Ratio *5	Roadway Segment Length in Miles	Required Improvement to Address LOS Deficiency	Total Project Cost *6
18	AVE. 9	Rd 38 to Childrens Blvd.	Unincorporated	Rur. Hwy.	2	13,938	E	0.77	2.5	2 to 4 lanes	\$8,682,972
19	AVE. 10	Road 401/2 to SR 41	Unincorporated	Rur. Hwy.	2	14,030	E	0.78	1.6	2 to 4 lanes	\$4,963,038
21	AVE. 12	SR 99 to Road 301/2	MCCSPA	Rur. Hwy.	2	21,222	F	2.74	1.5	2 to 4 lanes	\$3,608,278
22A	AVE. 12	Road 301/2 to Road 32	Unincorporated	Rur. Hwy.	2	11,642	E	0.65	1.5	2 to 4 lanes	\$5,369,941
22B	AVE. 12	Road 32 to Road 36	Unincorporated	Rur. Hwy.	2	11,642	E	0.65	4	2 to 4 lanes	\$5,369,941
23	AVE. 12	Road 36 to Road 38	Unincorporated	Rur. Hwy.	2	11,944	E	0.79	2	2 to 4 lanes	\$4,473,546
24	AVE. 12	Road 38 to SR 41	Unincorporated	Rur. Hwy.	2	19,534	F	1.09	4.1	2 to 4 lanes	\$5,875,589
26	AVE. 12	SR 41 to Rio Mesa Blvd	Unincorporated	Rur. Hwy.	2	44,458	F	2.47	0.2	2 to 6 lanes	\$1,500,156
31	CHILDRENS BLVD	SR 41 NB Ramps to Peck Blvd.	Unincorporated	Urb. Art.	5	59,212	F	3.29	1	6 to 8 lanes	\$1,466,104
101	Road 145	SR 41 to Road 206	Unincorporated	Mnt Arterial	2	43,000	F	2.23	2	2 to 4 lanes *7	\$12,718,204
102	Road 206	Road 145 to Fresno County Line	Unincorporated	Mnt Arterial	2	43,000	F	2.23	2	2 to 4 lanes *7	\$15,245,976
103	Road 23	Ave 15 1/2 to Ave 18 1/2	Unincorporated	Rur. Hwy.	2				3	2 to 4 lanes	\$15,408,044
104	Road 400	Hensley Lake Entrance - Lilly Mountain Road	Unincorporated	Mnt Arterial	2				6	2 to 4 lanes	\$20,687,722
105	SR 65	SR 152 - SR 145	Unincorporated	Fwy	0					0 to 4 lanes	\$75,000,000
TOTAL:										31.4	\$180,269,511

*1 Except for SR 41, SR 99 & SR 152, which are Interregional Improvement Program (IIP) Routes)

*2 MCCSPA = Project Segment is within the Madera Community College Specific Plan Area.

*3 Year 2025 Average Daily Traffic Volume estimated by the Future Year 2025 Traffic Model without the improvement Project.

*4 Year 2025 Level of Service (LOS) estimated by the Future Year 2025 Traffic Model without the improvement Project.

*5 The traffic volume along the Road/Hwy divided by the Capacity or the maximum volume of traffic that the segment can carry.

*6 Cost estimates prepared considering County factors/methodology and quantities prepared by Nolte & Associates and amended by the Road Dept. in August 2007.

*7 6 lanes are needed to achieve LOS D or better. 2025 Traffic Model does not show a deficiency. Volumes derived from North Fork Development EIR.

*8 Project Identification Numbers correspond to County Road Dept. Cost Estimates amended in August 2007 & August 2008.

Total Non-Fwy Miles:	31.4
Total Non-Fwy Cost:	\$180,269,511
Average Non-Fwy Cost Per Mile:	\$5,741,067





Master Traffic Impact Fee Study and
Capital Improvement Plan

**TABLE 4
MADERA COUNTY ROAD IMPACT FEE PROGRAM -
PROJECT EVALUATION METHODOLOGY/RESULTS**

**Local Roads at LOS E & F and All State Highways at LOS E & F^{*1}
(From Table 3 - Priority Rankings)
August 26, 2008**

Priority Ranking #	Project #	Route	Project Segment	Within City Sphere of Influence (SOI) & Outside City Limits, or Within Madera Community College Specific Plan Area (MCCSPA), or Within Unincorporated Area (Outside SOI)	Description of Improvement Required to Improve LOS	Estimated Cost of Improvement	Savings/Benefit Cost Ratio ^{*2}	Criteria and Ranking ^{*3}				DXZ	Total Score	
								A	B	C	D			
1	21	AVE. 12	SR 99 to Road 3072	MCCSPA	2 to 4 lanes	\$3,608,278	160	2	2	0	2	4	4	8
2	31	CHILDREN'S BL	SR 41 NB Ramps to Peck Blvd.	Unincorporated	6 to 8 lanes	\$1,466,104	7.6	2	2	0	2	4	4	8
3	26	AVE. 12	SR 41 to Rio Mesa Blvd	Unincorporated	2 to 4 lanes	\$1,600,666	106	2	2	0	2	4	4	8
4	22A	AVE. 12	Road 3072 to Road 32	Unincorporated	2 to 4 lanes	\$5,369,941	0.61	0	1	2	2	3	4	7
6	01	Road 143	SR 41 to Road 206	Unincorporated	2 to 4 lanes	\$2,778,204	2.42	2	0	0	2	2	4	6
7	102	Road 206	Road 143 to Fresno County Line	Unincorporated	2 to 4 lanes	\$5,245,976	2.02	2	0	0	2	2	4	6
8	22B	AVE. 12	Rd 32 to Rd 367	Unincorporated	2 to 4 lanes	\$5,369,941	1.56	2	0	0	2	2	4	6
9	24	AVE. 12	Road 38 to SR 41	Unincorporated	2 to 4 lanes	\$5,875,589	2.48	2	1	1	0	4	0	4
14	18	AVE. 9	Rd 38 to Children's Blvd.	Unincorporated	2 to 4 lanes	\$8,582,972	0.75	0	1	2	0	3	0	3
15	18	AVE. 10	Road 4072 to SR 41	Unincorporated	2 to 4 lanes	\$4,963,038	0.84	0	1	1	0	2	0	2
16	23	AVE. 12	Road 38 to Road 38	Unincorporated	2 to 4 lanes	\$4,473,546	0.99	0	1	0	0	1	0	1
103	Road 23		Ave 12 to Ave 12	Unincorporated	2 to 4 lanes	\$16,408,044								
104	Road 400		Hensley Lake Entrance-Lilly Mountain Road	Unincorporated	2 to 4 lanes	\$20,687,722								
105	SR 65		SR 52 to SR 41	Unincorporated	New Facility	\$75,000,000								
Total:						\$180,269,511								

*1 Except for SR 41, SR 99 & SR 152, which are Interregional Improvement Program (IIP) Routes

*2 Resultant Benefit/Cost Ratio

*3 Evaluation Criteria:

A - Benefit/Cost receives 0 points if the ratio is less than 1.0 and 2 points if it is greater than or equal to 1.0.

B - Used most recent MCTC 2025 Traffic Model Output to identify congested areas and LOS from the Model. Future Year Improvements were omitted to clearly identify resulting volume and LOS or need for the project. 2 points if at LOS F; 1 point if at LOS E; 0 points if at LOS D or better.

C - 2 points if project does not involve significant environmental analysis/issues, 1 point if some issues are likely, and 0 points if significant issues are expected.

D - 2 points if project has a V/C Ratio greater than 2.0. 1 point if project has a V/C Ratio greater than 1.0. 0 points if project has a V/C Ratio less than 1.0.

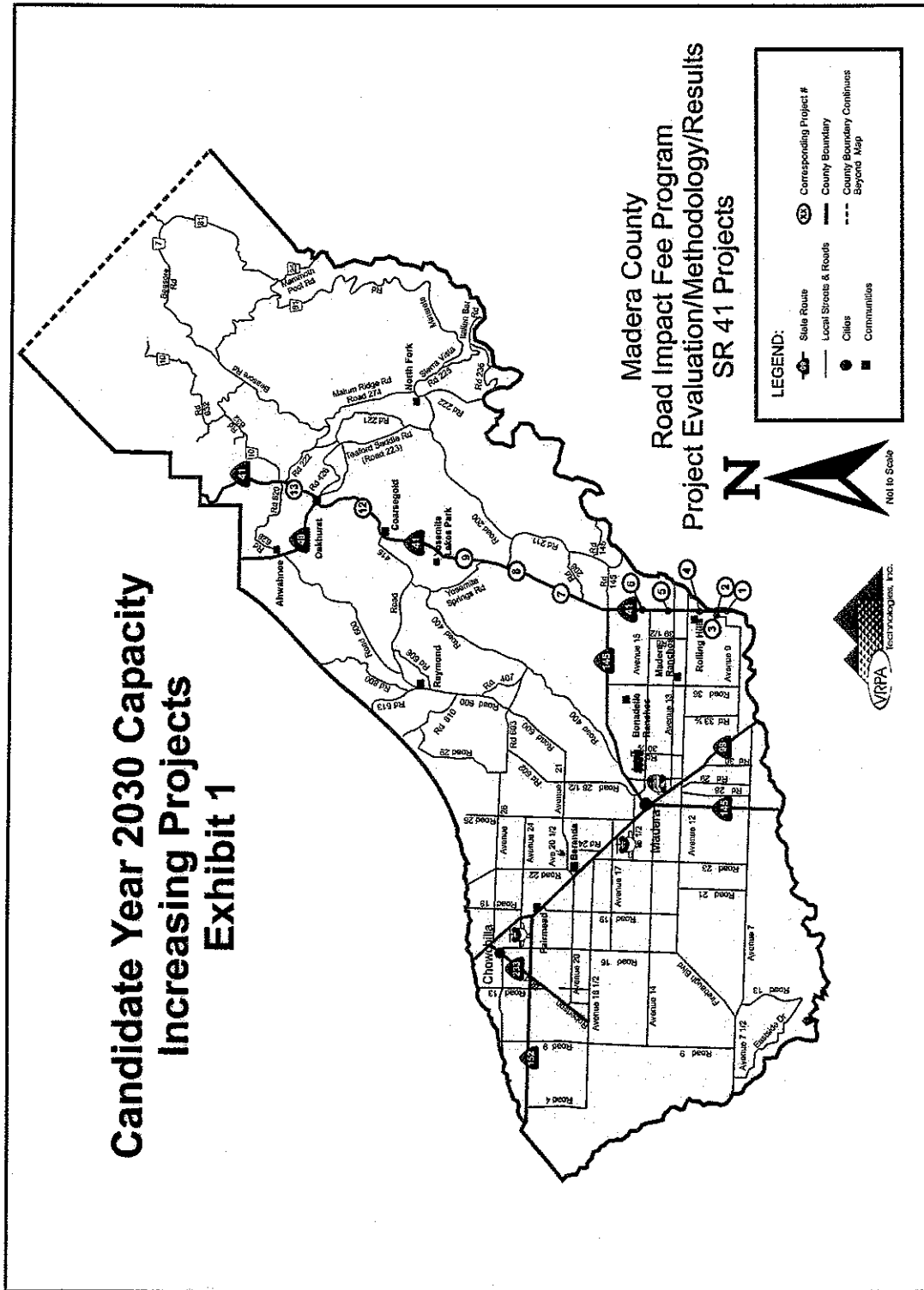
*4 The total or sum of scores for Criteria A, B, & C.

*5 Criteria D multiplied by 2 to increase the relative weight of this criteria compared to Criteria A-C.

*6 Sum of *3 and *4 resulting in the Total Score. The greater the relative weight the higher the priority.

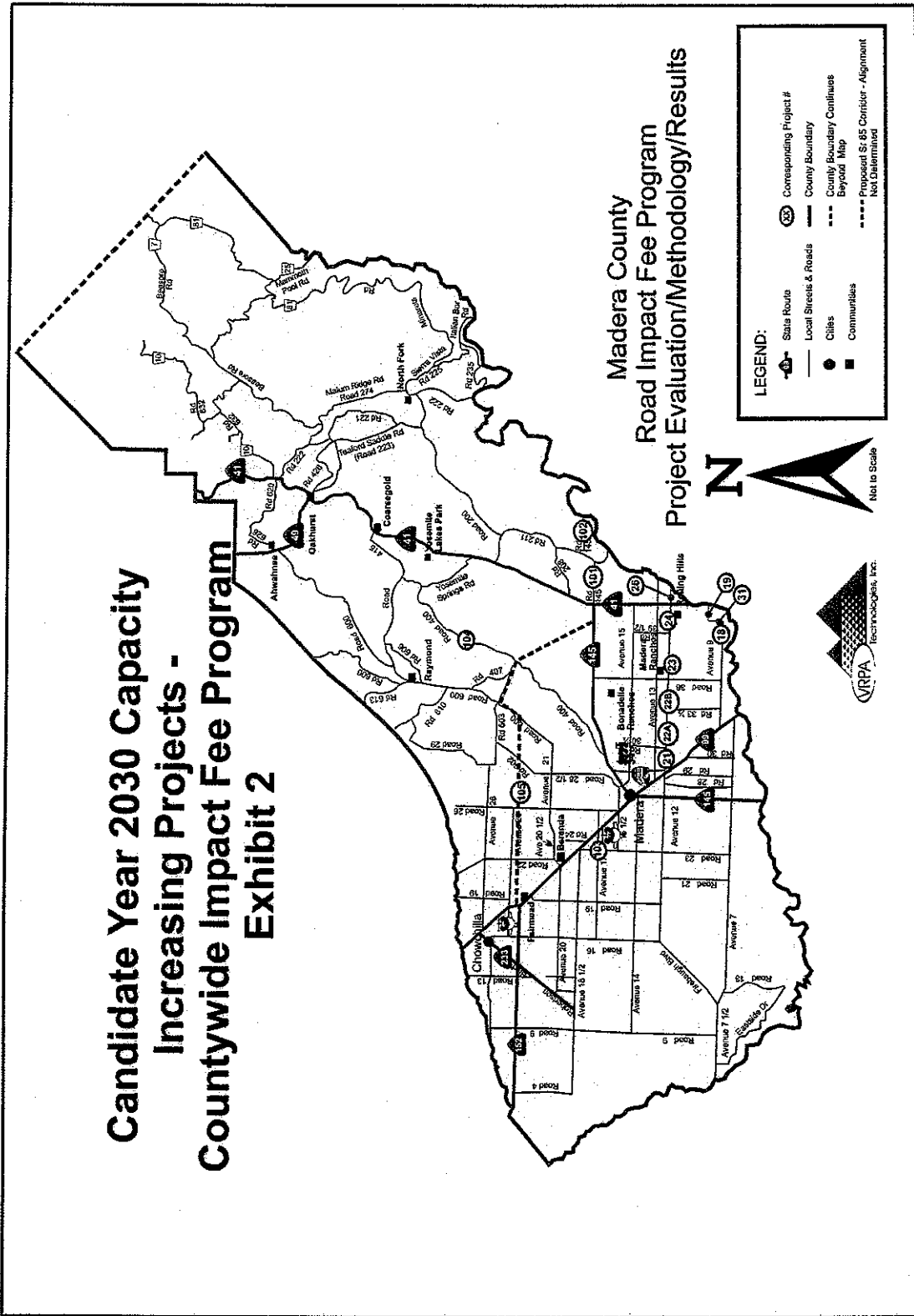
*7 Added the remaining section of Ave. 12 for continuity purposes even though the LOS is not expected to fall below LOS D by 2025. Applied the per mile cost for project #21.







Candidate Year 2030 Capacity Increasing Projects - Countywide Impact Fee Program Exhibit 2





- ◆ **2025 Level of Service (LOS) Without Improvement Projects** – Resulted from Year 2025 Traffic Model output based upon the LOS methodology documented in the *Model Documentation and User Manual*.
- ◆ **2025 Volume to Capacity (V/C) Ratio** – The V/C Ratio was identified from Year 2025 Traffic Model output based upon the V/C methodology documented in the *Model Documentation and User Manual*.
- ◆ **Roadway/Highway Segment Length in Miles** – calculated by VRPA Technologies.
- ◆ **Required Improvements to Address LOS Deficiencies** – VRPA identified the additional number of lanes or type of improvement project necessary to achieve at least LOS "D".
- ◆ **Cost Estimates** – Nolte & Associates originally applied the County's cost estimation methodology to derive highway and road project cost estimates (except SR 41 and interchanges along SR 99) considering each type of required improvement and project length. Caltrans developed cost estimates for the remaining State facilities (SR 41 and interchanges along SR 99). The County Road Department revised the estimates in August 2007 to reflect current data and information. The County also provided cost estimates for two more projects (Road 23 and Road 400) in August 2008. Detailed engineering costs estimates were developed for 11 candidate projects along SR 41 and 14 candidate projects contained on the remainder of major County highways and roads project List. The resultant cost for the candidate SR 41 projects totals approximately \$267.9 million. Total cost of the other 14 countywide candidate projects is estimated at approximately \$180 million. It should be noted that these costs include intersection improvements, signal costs and environmental mitigation estimates.

PROJECT EVALUATION

An important process to evaluate and prioritize the candidate improvement projects is the development of evaluation criteria. Criteria applied to prioritize the candidate SR 41 and Countywide Impact Fee Program projects are referenced in Table 5. The affected agencies were instrumental in the development of criteria and assisted with the application of criteria to the various candidate segments identified in Tables 1 and 3. To apply the criteria, the following steps were undertaken. Results of this process are contained in Tables 2 and 4.

- ◆ Determine the Project Cost Ratio by calculating the safety, operational and maintenance benefits or savings in current dollars for each project in Tables 1 and 3 using the federal methodology. Divide the result by the total cost of each Project. When a Savings/Benefit Cost Ratio exceeds 1.0, the benefits of the project over time are considered to outweigh the cost of the project.



- ◆ Referencing Tables 1 and 3, for candidate project segments that received a Savings/Benefit Cost Ratio of 1.0 or greater; two (2) points were applied in Column A in Tables 2 and 4. If the project had a Savings/Benefit Cost Ratio less than 1.0, 0 points were applied.
- ◆ Referencing Tables 1 and 3, if the project improved the LOS from LOS "F" to "D" or better, 2 points were applied in Tables 2 and 4. If the LOS improved from LOS "E" to "D" or better, 1 point was applied.

TABLE 5
MADERA COUNTY ROAD IMPACT FEE PROGRAM
PROJECT EVALUATION
Capacity Increasing Projects
Application of Quantitative & Qualitative Evaluation Criteria
July 1, 2003

- A. Cost benefit/usage: (considers Year 2025 traffic and other modal improvements)**
- 2 Has a Cost/Benefit Ratio of 1.0 or higher.
 - 0 Has a Cost/Benefit Ratio less than 1.0.
- A cost/benefit ratio of 1.0 establishes a cost effective improvement project.*
- B. Improves the facility LOS**
- 2 Facility (or Adjacent Regional Facility) at LOS "F".
 - 1 Facility (or Adjacent Regional Facility) at LOS "E".
 - 0 Facility (or Adjacent Regional Facility) at LOS "A" through "D".
- Improves existing congestion and delay at the most critical locations.*
- C. Is environmentally sensitive**
- 2 No significant impact on the Environment.
 - 1 Minimal impact on the Environment.
 - 0 Significant impact on the Environment.
- The project has the ability to be implemented without significant mitigation costs and environmental assessment.*
- D. Severe Congestion Relief**
- 2 V/C Ratio is greater than 2.0
 - 1 V/C Ratio is greater than 1.0
 - 0 V/C Ratio is less than 1.0
- Insures that the project will alleviate sever congestion.*

KEY TO RATINGS: [2] Very Positive; [1] Positive or Negative; [0] Not Positive or Not Applicable.

VRPA D:/MRIFP/CapIncreasCritT3.xls 7/1/03



- ◆ Referencing Table 5 and Column C in Tables 2 and 4, if the project is not likely to require an Environmental Impact Report or a Mitigated Negative Declaration, 2 points were applied. If the project is expected to at least require a Mitigated Negative Declaration, 1 point was applied. If the project is expected to require an EIR, 0 points were applied assuming that significant environmental impacts are probable.
- ◆ Column D in Tables 2 and 4 identifies the resulting V/C Ratio from Tables 1 and 3. This criterion was considered one of the most important to determine project priorities. The County believes that the most congested road and highway segments should be addressed using Impact Fees. As a result, this specific criterion was given a higher weighted value than those contained in Columns A, B or C of Tables 2 and 4. To accomplish this objective, the point score for V/C or Column D was multiplied by a factor of 2.
- ◆ Finally, all the point values in Columns A through C in Tables 2 and 4 were totaled and added to the results of Column D (V/C Ratio) multiplied by 2. The point totals are referenced in the "Total Score" Column.

MAJOR ASSUMPTIONS APPLIED TO IDENTIFY CANDIDATE FEE PROGRAM PROJECTS

The following major assumptions were applied to identify the final lists of candidate Impact Fee Program projects:

- ◆ Only road and highway segments with LOS "E" or "F" are included in the Impact Fee Programs. The County accepts LOS "D" as the minimum LOS in accordance with General Plan policy
- ◆ Development-related projects, or those projects that are already required as mitigation in a development agreement with the County are not included in the Impact Fee Programs
- ◆ SR 99 and SR 152 mainline improvement projects are not included in the Impact Fee Programs. These projects are eligible for funding under Caltrans' Interregional Improvement Program (IIP). Improvement of SR 99 to 6 lanes within the County is currently identified in the Regional Transportation Plan
- ◆ Candidate projects within the City of Madera SOI and within the Madera Community College Specific Plan Area are excluded in the Countywide Impact Fee Program list of projects except for the Avenue 12 segment between SR 99 and Road 30 1/2
- ◆ All candidate projects along SR 41 are included in the SR 41 Impact Fee Program list of projects

When the total cost of projects identified in Tables 1 and 3 are added together, a total project cost for SR 41 and other rural highway and road projects is \$448,169,511 for 25 projects.



PRELIMINARY FEE DEVELOPMENT PROCESS

Given the cost of the projects identified in Tables 1 and 3 for both SR 41 and other County roadways (\$448,169,511) compared to total project costs (\$84,463,000) in the current fee program and the total amount of those costs allocated to new development (\$66,388,000) identified in the current Fee Program for both SR 41 and other County roadways, it is appropriate to identify other major sources of funding that may be allocated to the improvement projects. Tables 6 through 8 provide an estimate of the funding shortfall considering the following methodology:

- ◆ Estimated project funding for needed road improvements through Year 2025 is provided in Table 6 [includes State Transportation Improvement Program/Transportation Enhancement (STIP/TE), the current Road Impact Fee Program balance, Measure T, and estimated Caltrans Mitigation funds from new development for improvements along SR 41]. Total funding available between 2004 and 2025 is \$121,586,415. A majority of these fund estimates were identified during preparation of the 2006 Measure T Investment Plan.
- ◆ Table 7 identifies the total costs of projects along SR 41 and along other roads and highways throughout the unincorporated portion of the County or \$373,169,511.
- ◆ Table 8 compares the total funding available (\$121,586,415) to the project costs (\$373,169,511) resulting in a funding shortfall of \$251,583,096.

09/20/07

TABLE 6

**Estimated Future Funding For Needed Road Capital
Improvement Projects
(Measure Funding Included)
Madera County 2006 - 2027**

Funding Source	Funding Amount
STIP/TE Plus Measure Funding ^{*1}	\$86,347,585
Current Fee Program Balance ^{*2}	\$1,418,830
Caltrans/Other Mitigation ^{*3}	\$33,820,000
TOTAL:	\$121,586,415

*1 Considers change in STIP policy with 100% funds available for capacity increasing projects.

*2 Based upon County Fee Report to BOS through June 30, 2004. \$1,513,026 was deducted to repay a loan to the Measure A Program for SR 41. \$1,000,000 is currently due.

*3 Caltrans mitigation includes \$23,200,000 assumed for improvement along SR 41 between Avenue 10 and Avenue 12 and \$10,620,000 assumed mitigation from Avenue 12 Village for improvements along Avenue 12 between Road 38 and SR 41.



09/01/08

TABLE 7

**Needed Road Capital Improvement Projects
Madera County 2006 - 2027**

Geographic Area	Project Costs
SR 41 ^{*1}	\$267,900,000
Remainder of Unincorporated Area ^{*2}	\$180,269,511
TOTAL:	\$448,169,511

*1 Project costs developed by Caltrans District 6. Improvements identified using the Year 2025 Traffic Model.

*2 Project costs originally developed by Nolte & Associates using County-supplied funding estimation program. The cost estimates were revised by the County Road Dept. in August 2007. Improvements identified using the Year 2025 Traffic Model.

09/01/08

TABLE 8

Estimated Projected Funds VS Project Costs

	Project Costs
Estimated Funding Through 2025 ^{*1}	\$121,586,415
Project Costs	\$448,169,511
Funding Shortfall:	\$326,583,096

*1 Revised April 2006 considering approved STIP funding policy change - 100% STIP to Capacity Increasing Projects

ALLOCATION OF COSTS

VRPA Technologies, Inc. has measured the new traffic from each area of benefit (reference Exhibit 3) to each of the road segments referenced in Tables 1 and 3, and expressed the traffic as a percentage of the total, as shown on Table 9. Also included in the table is an estimate of funding shortfall by improvement project based upon the percentage of total cost applied to the total funding shortfall.





Madera County Fee Program Areas of Benefit Exhibit 3

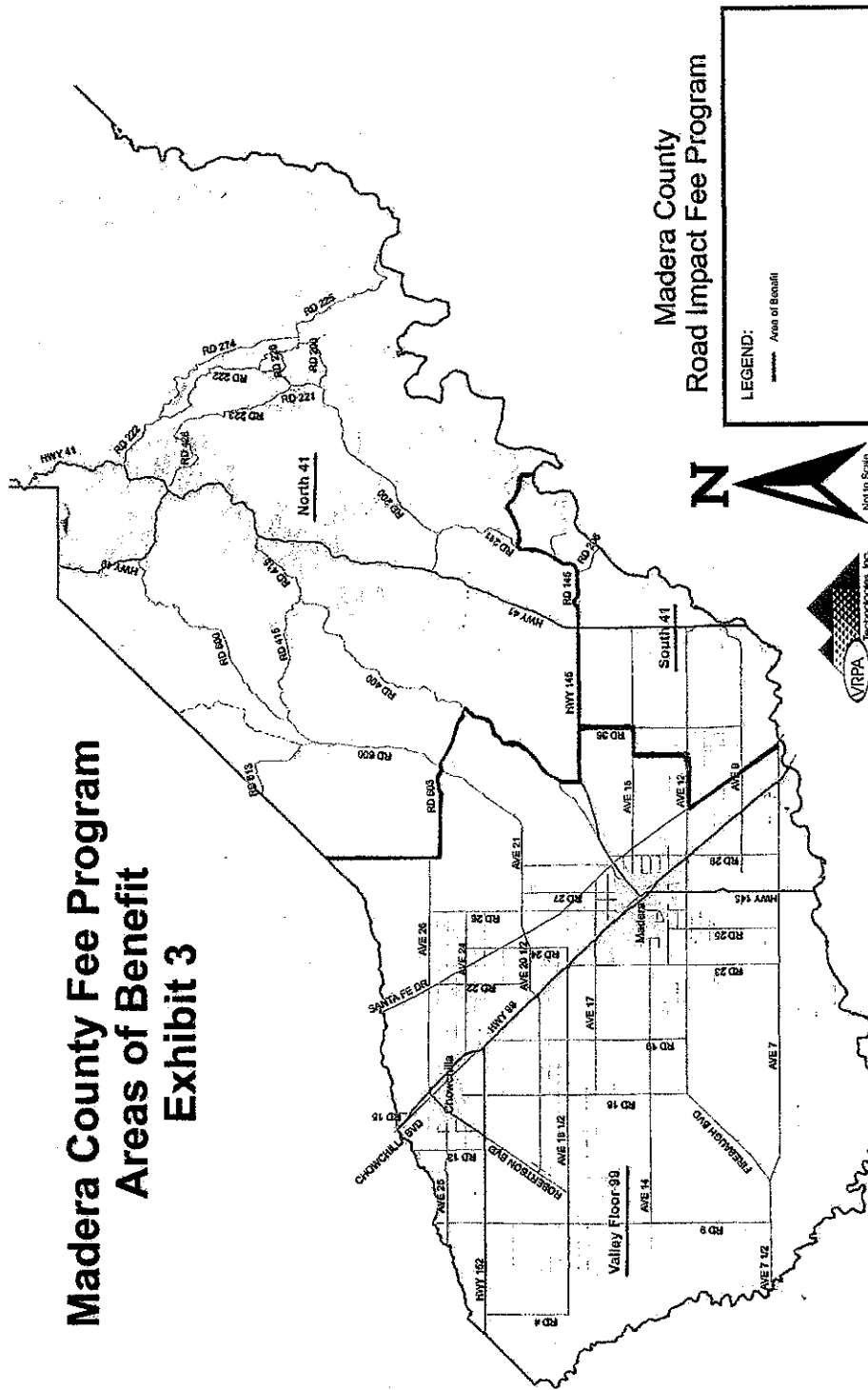




TABLE 9
FUNDING SHORTFALL BY PROJECT & SR 41 VS OTHER PROJECTS - 11/04/09

Project #	Route	Segment Limits	Total Project Cost	Percent of All Projects	Funding Shortfall
1	SR 41	Madera County Ln/Avenue 10	\$4,700,000	1.05%	\$3,424,911
2	SR 41	NB On Ramp to SR 41 @ Children's Blvd	\$20,200,000	4.51%	\$14,719,829
3	SR 41	SB On Ramp to SR 41 @ Children's Blvd	\$23,800,000	5.31%	\$17,343,165
4	SR 41	Ave 10/Ave 12	\$46,400,000	10.35%	\$33,811,884
5	SR 41	Ave 12/Ave 15	\$20,200,000	4.51%	\$14,719,829
6	SR 41	Ave 15/SR 145	\$20,200,000	4.51%	\$14,719,829
7	SR 41	SR 145/Rd 406	\$38,400,000	8.57%	\$27,982,249
8	SR 41	Rd 406/Rd 200	\$14,600,000	3.26%	\$10,639,084
9	SR 41	Rd 200/Rd 416	\$33,700,000	7.52%	\$24,557,338
12	SR 41	Rd 420/SR 49	\$22,900,000	5.11%	\$16,687,331
13	SR 41	Rd 426/Rd 222 (Base Lake Rd)	\$22,800,000	5.09%	\$16,614,460
		Subtotal:	\$267,900,000	59.78%	\$195,219,910
18	AVE. 9	Rd 38 to Children's Blvd.	\$8,582,972	1.92%	\$6,254,449
19	AVE. 10	Road 401/2 to SR 41	\$4,963,038	1.11%	\$3,616,588
21	AVE. 12	SR 99 to Road 301/2	\$3,608,278	0.81%	\$2,629,368
22A	AVE. 12	Road 301/2 to Road 32	\$5,369,941	1.20%	\$3,913,099
22B	AVE. 12	Road 32 to Road 36	\$5,369,941	1.20%	\$3,913,099
23	AVE. 12	Road 36 to Road 38	\$4,473,546	1.00%	\$3,259,893
24	AVE. 12	Road 38 to SR 41	\$5,875,589	1.31%	\$4,281,567
26	AVE. 12	SR 41 to Rio Mesa Blvd	\$1,500,156	0.33%	\$1,093,170
31	CHILDREN'S BLVD	SR 41 NB Ramps to Peck Blvd.	\$1,466,104	0.33%	\$1,068,357
101	Road 145	SR 41 to Road 206	\$12,718,204	2.84%	\$9,267,811
102	Road 206	Road 145 to Fresno County Line	\$15,245,976	3.40%	\$11,109,810
103	Road 23	Ave 15 1/2 to Ave 18 1/2	\$15,408,044	3.44%	\$11,227,910
104	Road 400	Hensley Lake Entrance - Lilly Mountain Road	\$20,687,722	4.62%	\$15,075,234
105	SR 65	SR 152 - SR 145	\$75,000,000	16.73%	\$54,652,830
		Subtotal:	\$180,269,511	40.22%	\$131,363,186
		Total	\$448,169,511	100.00%	\$326,583,096

The improvement costs shown in Table 10 have been allocated to the areas of benefit within the County based on the percentages and shortfalls shown in the Table 9. The result is the cost of improving each road segment allocated to each area of benefit. The portion of the costs of the improvements related to traffic in the cities of Chowchilla and Madera and from outside of the County have not been allocated to the areas of benefit. New development will not be charged for these costs.

To determine the number of new trips by district or area of benefit, the 2001 and 2025 MCTC Regional Traffic Model was applied by VRPA Technologies. The new trips were estimated by subtracting the existing Year 2000 trips from the future year 2025 trips generated and assigned by the traffic model. The result is "new" trips that will be subject to the fee program (reference Table 11). Through trips are not included in the new trip estimate since these trips travel directly through the County along major roadways without stopping.





Master Traffic Impact Fee Study and
Capital Improvement Plan

TABLE 10
FUNDING SHORTFALL BY DISTRICT & SR 41 VS OTHER PROJECTS - 11/04/09

Project #	Route	Segment Limits	Funding Shortfall	Valley Flr			Total Trips
				SR 99	SO 145	NO 145	
1	SR 41	Madera County Ln/Avenue 10	\$3,424,911	2,551	111,244	6,527	120,321
2	SR 41	NB On Ramp to SR 41 @ Children's Blvd	\$14,719,829	252	37,727	433	38,412
3	SR 41	SB On Ramp to SR 41 @ Children's Blvd	\$17,343,165	252	37,727	433	38,412
4	SR 41	Ave 10/Ave 12	\$33,811,884	2,402	77,062	7,393	86,856
5	SR 41	Ave 12/Ave 15	\$14,719,829	679	18,435	9,484	28,598
6	SR 41	Ave 15/SR 145	\$14,719,829	379	8,162	10,222	18,763
7	SR 41	SR 145/Rd 406	\$27,982,249	1,191	7,020	14,320	22,531
8	SR 41	Rd 406/Rd 200	\$10,639,084	1,191	7,020	14,842	23,053
9	SR 41	Rd 200/Rd 416	\$24,557,338	1,019	5,919	15,225	22,163
12	SR 41	Rd 420/SR 49	\$16,687,331	1,319	3,816	44,651	49,786
13	SR 41	Rd 426/Rd 222 (Base Lake Rd)	\$16,614,460	554	1,133	40,218	41,905
		Subtotal:	\$195,219,910	11,789	315,265	163,746	490,800
18	AVE. 9	Rd 38 to Children's Blvd.	\$6,254,449	1,186	16,301	113	17,601
19	AVE. 10	Road 40 1/2 to SR 41	\$3,616,588	411	5,758	11	6,179
21	AVE. 12	SR 99 to Road 301/2	\$2,629,368	22,143	7,129	5	29,277
22A	AVE. 12	Road 301/2 to Road 32	\$3,913,099	8,158	12,027	44	20,229
22B	AVE. 12	Road 32 to Road 36	\$3,913,099	8,158	12,027	44	20,229
23	AVE. 12	Road 36 to Road 38	\$3,259,893	5,140	26,690	277	32,107
24	AVE. 12	Road 38 to SR 41	\$4,281,567	3,902	50,395	1,157	55,454
26	AVE. 12	SR 41 to Rio Mesa Blvd	\$1,093,170	1,032	58,543	828	60,404
31	CHILDREN'S BLVD	SR 41 NB Ramps to Peck Blvd.	\$1,068,357	391	69,449	765	70,604
101	Road 145	SR 41 to Road 206	\$9,267,811	798	47,584	640	49,023
102	Road 206	Road 145 to Fresno County Line	\$11,109,810	739	44,059	593	45,391
103	Road 23	Ave 15 1/2 to Ave 18 1/2	\$11,227,910	13,868	156	538	14,562
104	Road 400	Hensley Lake Entrance - Lilly Mountain Road	\$15,075,234	7,908	1,551	4,329	13,788
105	SR 65	SR 152 - SR 145	\$54,652,830	15,400	8,900	3,900	28,200
		Subtotal:	\$131,363,186	89,234	360,570	13,244	463,048
		TOTAL:	\$326,583,096	101,023	675,834	176,991	953,848





**TABLE 10 (Cont.)
FUNDING SHORTFALL BY DISTRICT & SR 41 VS OTHER PROJECTS – 11/04/09**

Project #	Valley Flr SR		NEW SR 41		NEW SR 41 SO		NEW SR 41		Total
	99	145	SO 145	NO 145	145	NO 145	NO 145		
1	2.12%		92.46%	5.42%	\$72,618	\$3,166,516	\$185,776	\$3,424,911	
2	0.65%		98.22%	1.13%	\$96,378	\$14,457,519	\$165,932	\$14,719,829	
3	0.65%		98.22%	1.13%	\$113,555	\$17,034,106	\$195,504	\$17,343,165	
4	2.77%		88.72%	8.51%	\$934,918	\$29,999,126	\$2,877,840	\$33,811,884	
5	2.37%		64.46%	33.16%	\$349,434	\$9,489,012	\$4,881,383	\$14,719,829	
6	2.02%		43.50%	54.48%	\$297,661	\$6,403,218	\$8,018,950	\$14,719,829	
7	5.29%		31.16%	63.56%	\$1,479,218	\$8,718,303	\$17,784,729	\$27,982,249	
8	5.17%		30.45%	64.38%	\$549,676	\$3,239,715	\$6,849,694	\$10,639,084	
9	4.60%		26.71%	68.69%	\$1,129,398	\$6,558,398	\$16,869,542	\$24,557,338	
12	2.65%		7.66%	89.69%	\$442,200	\$1,279,047	\$14,966,084	\$16,687,331	
13	1.32%		2.70%	95.97%	\$219,741	\$449,211	\$15,945,509	\$16,614,460	
				Subtotal:	\$5,684,797	\$100,794,170	\$88,740,943	\$195,219,910	
18	6.74%		92.62%	0.64%	\$421,501	\$5,792,793	\$40,155	\$6,254,449	
19	6.64%		93.18%	0.18%	\$240,299	\$3,369,909	\$6,380	\$3,616,588	
21	75.63%		24.35%	0.02%	\$1,988,666	\$640,215	\$488	\$2,629,368	
22A	40.33%		59.46%	0.22%	\$1,578,030	\$2,326,558	\$8,511	\$3,913,099	
22B	40.33%		59.46%	0.22%	\$1,578,030	\$2,326,558	\$8,511	\$3,913,099	
23	16.01%		83.13%	0.86%	\$521,915	\$2,709,904	\$28,074	\$3,259,893	
24	7.04%		90.88%	2.09%	\$301,261	\$3,890,978	\$89,329	\$4,281,567	
26	1.71%		96.92%	1.37%	\$18,680	\$1,059,505	\$14,985	\$1,093,170	
31	0.55%		98.36%	1.08%	\$5,910	\$1,050,870	\$11,576	\$1,068,357	
101	1.63%		97.07%	1.31%	\$150,939	\$8,995,806	\$121,067	\$9,267,811	
102	1.63%		97.07%	1.31%	\$180,938	\$10,783,743	\$145,129	\$11,109,810	
103	95.23%		1.07%	3.69%	\$10,692,768	\$120,283	\$414,859	\$11,227,910	
104	57.35%		11.25%	31.40%	\$8,646,283	\$1,695,800	\$4,733,151	\$15,075,234	
105	54.61%		31.56%	13.83%	\$29,845,872	\$17,248,588	\$7,558,370	\$54,652,830	
				Subtotal:	\$56,171,093	\$62,011,508	\$13,180,585	\$131,363,186	
TOTAL:					\$61,855,890	\$162,805,678	\$101,921,528	\$326,583,096	





**TABLE 11
TRIP GROWTH BY DISTRICT – 11/04/09**

	Valley Flr SR 99	NEW SR 41 SO 145	NEW SR 41 NO 145
2000 Trips	76,652	43,736	96,114
2025 Trips	222,009	198,475	218,444
Growth in Trips 2000 - 2025	145,357	154,739	124,693
External Trip Percentage	37%	44%	49%
External Trips	85,369	121,580	119,803
Total Trips	230,726	276,319	244,495
Reduction for Schools, Government	4,615	5,526	4,890
Trips Subject to Fees	226,111	270,793	239,605

There is no way to allocate fees to projects that generate through trips in Madera County. External trips were estimated by VRPA Technologies using the traffic model to guide the process. These trips are trips that have an origin in the County and travel to a destination outside the County or are originated outside the County and are attracted to a destination inside the County. The external trips were then added to the growth in trips or "new" trips. A portion of these trips, approximately two percent (2%), is projected to be related to new government facilities, such as schools, and will not be collected by the County, so the trips were subtracted out. The final trip calculation then results by area of benefit or district.

Tables 12, 12A, and 12B identify the estimated fees per daily trip by dividing the funding shortfall by area of benefit or district in Table 10 by the trips subject to fees identified in Table 11. Table 12 provides the estimated fees per daily trip for all projects, while Tables 12A and 12B provide the estimated fees per daily trip for SR 41 projects and all other remaining projects, respectively.

**TABLE 12
FEES PER DAILY TRIP BY SUBAREA – ALL PROJECTS**

	TOTAL - ALL PROJECTS		
	Valley Flr SR 99	NEW SR 41 SO 145	NEW SR 41 NO 145
Funding Shortfall	\$61,855,890	\$162,805,678	\$101,921,528
Trips Subject to Fees	226,111	270,793	239,605
Fee per Daily Trip	\$274	\$601	\$425





**TABLE 12A
FEES PER DAILY TRIP BY SUBAREA – SR 41 PROJECTS**

	TOTAL - SR 41 PROJECTS		
	Valley Flr SR 99	NEW SR 41 SO 145	NEW SR 41 NO 145
Funding Shortfall	\$5,684,797	\$100,794,170	\$88,740,943
Trips Subject to Fees	226,111	270,793	239,605
Fee per Daily Trip	\$25	\$372	\$370

**TABLE 12B
FEES PER DAILY TRIP BY SUBAREA – OTHER PROJECTS**

	TOTAL - OTHER PROJECTS		
	Valley Flr SR 99	NEW SR 41 SO 145	NEW SR 41 NO 145
Funding Shortfall	\$56,171,093	\$62,011,508	\$13,180,585
Trips Subject to Fees	226,111	270,793	239,605
Fee per Daily Trip	\$248	\$229	\$55

Table 13 provides the estimated per land use unit fees for all projects by multiplying the fees per daily trip referenced in Table 12 by the trips generated by land use using the Institute of Transportation Engineers (ITE) Trip General Manual included in Table 13. The trip rates were adjusted to account for pass-by and linked trips. The resulting residential fees were increased by 58% and other uses were decreased by a complementary 51% to account for differences in vehicle miles traveled (VMT) and the low jobs to housing ratio within Madera County. The fees would be allocated per unit of development to all new development within the unincorporated areas of Madera County. Tables 13A (Phase 1 – 40% of total fee) and 13B (Phase 2 – 75% of total fee) provide an estimate of fees as they are phased in over a 3-year period.





TABLE 13
CALCULATION OF FEES BY LAND USE - ALL PROJECTS (SR 41 & OTHER PROJECTS) -
11/04/09

Land Use	ITE Code	Units	Daily Trip Generation	Adjusted Daily Trips / Net Trips *1	FEE PER DAILY TRIP				FEE PER LAND USE		
					Valley Fir SR 99	NEW SR 41 41 SO 145	NEW SR 41 NO 145	Valley Fir SR 99	NEW SR 41 SO 145	NEW SR 41 NO 145	
RESIDENTIAL											
Single Family Detached - per unit	210	d/u	9.57		\$432	\$950	\$672	\$4,136	\$9,091	\$6,432	
Residential Condominium/Townhouse	230	d/u	5.86		\$432	\$950	\$672	\$2,533	\$5,567	\$3,938	
Multi-Family - per unit	220	d/u	6.72		\$432	\$950	\$672	\$2,905	\$6,384	\$4,516	
Mobile Home/Park - per unit	240	d/u	4.89		\$432	\$950	\$672	\$2,157	\$4,740	\$3,354	
Assisted Living - per unit	254	d/u	2.74		\$432	\$950	\$672	\$1,184	\$2,603	\$1,842	
INDUSTRIAL											
Gen. Light Industrial / Industrial Park	110	1000 ft	6.97	6.41	\$134	\$295	\$208	\$860	\$1,889	\$1,337	
Gen. Heavy Industrial	120	1000 ft	4.00	3.68	\$134	\$295	\$208	\$493	\$1,084	\$767	
Business Park	770	1000 ft	12.76	11.74	\$134	\$295	\$208	\$1,574	\$3,458	\$2,447	
Mini-Warehouse	151	1000 ft	5.00	4.60	\$134	\$295	\$208	\$617	\$1,355	\$959	
RETAIL/COMMERCIAL											
Retail Shopping	820	1000 ft	42.94	23.50	\$134	\$295	\$208	\$3,150	\$6,923	\$4,898	
New and Used Car Sales	841	1000 ft Fuel Station	33.34	25.01	\$134	\$295	\$208	\$3,352	\$7,366	\$5,212	
Service Station	945	Station	150.00	21.00	\$134	\$295	\$208	\$2,815	\$6,187	\$4,377	
Convenience Retail	852	1000 ft	40.00	9.60	\$134	\$295	\$208	\$1,287	\$2,828	\$2,001	
OFFICE											
Office	710	1000 ft	11.01	9.58	\$134	\$295	\$208	\$1,284	\$2,822	\$1,997	
MEDICAL											
Medical Offices	720	1000 ft	36.13	27.10	\$134	\$295	\$208	\$3,632	\$7,983	\$5,648	
Hospitals	610	1000 ft	17.57	13.53	\$134	\$295	\$208	\$1,813	\$3,986	\$2,820	
Nursing Homes	620	1000 ft	6.10	4.51	\$134	\$295	\$208	\$605	\$1,330	\$941	
INSTITUTIONAL											
Religious Institution	560	1000 ft	9.11		\$134	\$295	\$208	\$1,221	\$2,684	\$1,899	
LODGING											
Hotel/Motel	310	Room	8.92	6.33	\$134	\$295	\$208	\$849	\$1,866	\$1,320	

*1 Adjusted Daily Trips considering Pass-By and Linked Trips. Percentages applied to estimate Net Trips were identified by VRPA considering information contained in the ITE Trip Generation Manual and referencing other Traffic Impact Fee Studies.





TABLE 13A
CALCULATION OF FEES BY LAND USE – ALL PROJECTS (SR 41 & OTHER PROJECTS) –
11/04/09

Phase 1 Fee Program (40% of Total Fee)

Land Use	ITE Code	Units	Daily Trip Generation	Adjusted Daily Trips / Net Trips *1	FEE PER DAILY TRIP				FEE PER LAND USE			
					Valley Fir SR 99	NEW SR 41 SO 145	NEW SR 41 NO 145	Valley Fir SR 99	NEW SR 41 SO 145	NEW SR 41 NO 145	Valley Fir SR 99	
RESIDENTIAL												
Single Family Detached - per unit	210	d/u	9.57		\$173	\$380	\$269	\$1,655	\$3,636	\$2,573		
Residential Condominium/Townhouse	230	d/u	5.86		\$173	\$380	\$269	\$1,013	\$2,227	\$1,575		
Multi-Family - per unit	220	d/u	6.72		\$173	\$380	\$269	\$1,162	\$2,553	\$1,807		
Mobile Home Park - per unit	240	d/u	4.99		\$173	\$380	\$269	\$663	\$1,896	\$1,341		
Assisted Living - per unit	254	d/u	2.74		\$173	\$380	\$269	\$474	\$1,041	\$737		
INDUSTRIAL												
Gen. Light Industrial / Industrial Park	110	1000 ft	6.97	6.41	\$54	\$118	\$83	\$344	\$756	\$535		
Gen. Heavy Industrial	120	1000 ft	4.00	3.68	\$54	\$118	\$83	\$197	\$434	\$307		
Business Park	770	1000 ft	12.76	11.74	\$54	\$118	\$83	\$629	\$1,383	\$979		
Mini-Warehouse	151	1000 ft	5.00	4.60	\$54	\$118	\$83	\$247	\$542	\$384		
RETAIL/COMMERCIAL												
Retail Shopping	820	1000 ft	42.94	23.50	\$54	\$118	\$83	\$1,260	\$2,769	\$1,959		
New and Used Car Sales	841	1000 ft	33.34	25.01	\$54	\$118	\$83	\$1,341	\$2,947	\$2,085		
Service Station	845	Fuel Station	150.00	21.00	\$54	\$118	\$83	\$1,126	\$2,475	\$1,751		
Convenience Retail	852	1000 ft	40.00	9.60	\$54	\$118	\$83	\$515	\$1,131	\$800		
OFFICE												
Office	710	1000 ft	11.01	9.58	\$54	\$118	\$83	\$514	\$1,129	\$799		
MEDICAL												
Medical Offices	720	1000 ft	36.13	27.10	\$54	\$118	\$83	\$1,453	\$3,193	\$2,259		
Hospitals	610	1000 ft	17.57	13.53	\$54	\$118	\$83	\$725	\$1,594	\$1,128		
Nursing Homes	620	1000 ft	6.10	4.51	\$54	\$118	\$83	\$242	\$532	\$376		
INSTITUTIONAL												
Religious Institution	560	1000 ft	9.11		\$54	\$118	\$83	\$488	\$1,074	\$760		
LODGING												
Hotel/Motel	310	Room	8.92	6.33	\$54	\$118	\$83	\$340	\$746	\$528		

*1 Adjusted Daily Trips considering Pass-By and Linked Trips. Percentages applied to estimate Net Trips were identified by VRPA considering information contained in the ITE Trip Generation Manual and referencing other Traffic Impact Fee Studies.





TABLE 13B
CALCULATION OF FEES BY LAND USE – ALL PROJECTS (SR 41 & OTHER PROJECTS) –
11/04/09
Phase 2 Fee Program (75% of Total Fee)

Land Use	ITE Code	Units	Daily Trip Generation	Adjusted Daily Trips / Net Trips *1	FEE PER DAILY TRIP				FEE PER LAND USE		
					Valley Fir SR 99	NEW SR 41 SO 145	NEW SR 41 NO 145	Valley Fir SR 99	NEW SR 41 SO 145	NEW SR 41 NO 145	
RESIDENTIAL											
Single Family Detached - per unit	210	d/u	9.57		\$324	\$712	\$504	\$3,102	\$6,818	\$4,824	
Residential Condominium/Townhouse	230	d/u	5.86		\$324	\$712	\$504	\$1,900	\$4,175	\$2,954	
Multi-Family - per unit	220	d/u	6.72		\$324	\$712	\$504	\$2,178	\$4,788	\$3,387	
Mobile Home Park - per unit	240	d/u	4.99		\$324	\$712	\$504	\$1,618	\$3,555	\$2,515	
Assisted Living - per unit	254	d/u	2.74		\$324	\$712	\$504	\$888	\$1,952	\$1,381	
INDUSTRIAL											
Gen. Light Industrial / Industrial Park	110	1000 ft	6.97	6.41	\$101	\$221	\$156	\$645	\$1,417	\$1,002	
Gen. Heavy Industrial	120	1000 ft	4.00	3.68	\$101	\$221	\$156	\$370	\$813	\$575	
Business Park	770	1000 ft	12.76	11.74	\$101	\$221	\$156	\$1,180	\$2,594	\$1,835	
Mini-Warehouse	151	1000 ft	5.00	4.60	\$101	\$221	\$156	\$462	\$1,016	\$719	
RETAIL/COMMERCIAL											
Retail Shopping	820	1000 ft	42.94	23.50	\$101	\$221	\$156	\$2,363	\$5,192	\$3,674	
New and Used Car Sales	841	1000 ft	33.34	25.01	\$101	\$221	\$156	\$2,514	\$5,525	\$3,909	
Service Station	945	Fuel Station	150.00	21.00	\$101	\$221	\$156	\$2,111	\$4,640	\$3,283	
Convenience Retail	852	1000 ft	40.00	9.60	\$101	\$221	\$156	\$965	\$2,121	\$1,501	
OFFICE											
Office	710	1000 ft	11.01	9.58	\$101	\$221	\$156	\$963	\$2,116	\$1,497	
MEDICAL											
Medical Offices	720	1000 ft	36.13	27.10	\$101	\$221	\$156	\$2,724	\$5,987	\$4,236	
Hospitals	610	1000 ft	17.57	13.53	\$101	\$221	\$156	\$1,360	\$2,989	\$2,115	
Nursing Homes	620	1000 ft	6.10	4.51	\$101	\$221	\$156	\$454	\$997	\$706	
INSTITUTIONAL											
Religious Institution	560	1000 ft	9.11		\$101	\$221	\$156	\$916	\$2,013	\$1,424	
LODGING											
Hotel/Motel	310	Room	8.92	6.33	\$101	\$221	\$156	\$637	\$1,399	\$990	

*1 Adjusted Daily Trips considering Pass-By and Linked Trips. Percentages applied to estimate Net Trips were identified by VRPA considering information contained in the ITE Trip Generation Manual and referencing other Traffic Impact Fee Studies.

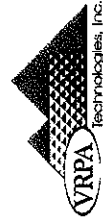




Table 14 provides the estimated per land use unit fees for SR 41 projects only by multiplying the fees per daily trip referenced in Table 12A by the trips generated by land use using the Institute of Transportation Engineers (ITE) Trip General Manual included in Table 14. The trip rates were adjusted to account for pass-by and linked trips. The resulting residential fees were increased by 58% and other uses were decreased by a complementary 51% to account for differences in vehicle miles traveled (VMT) and the low jobs to housing ratio within Madera County. The fees would be allocated per unit of development to all new development within the unincorporated areas of Madera County. Tables 14A (Phase 1 – 40% of total fee) and 14B (Phase 2 – 75% of total fee) provide an estimate of fees as they are phased in over a 3-year period.



TABLE 14
CALCULATION OF FEES BY LAND USE -SR 41 PROJECTS ONLY - 11/04/09

Land Use	ITE Code	Units	Daily Trip Generation	Adjusted Daily Trips / Net Trips *1	FEE PER DAILY TRIP				SR 41 FEE PER LAND USE		
					Valley Fir SR 99	NEW SR 41 SO 145	NEW SR 41 NO 145	Valley Fir SR 99	NEW SR 41 SO 145	NEW SR 41 NO 145	
RESIDENTIAL											
Single Family Detached - per unit	210	d/u	9.57		\$40	\$588	\$585	\$380	\$5,628	\$5,600	
Residential Condominium/Townhouse	230	d/u	5.86		\$40	\$588	\$585	\$233	\$3,446	\$3,429	
Multi-Family - per unit	220	d/u	6.72		\$40	\$588	\$585	\$267	\$3,952	\$3,932	
Mobile Home Park - per unit	240	d/u	4.99		\$40	\$588	\$585	\$198	\$2,935	\$2,920	
Assisted Living - per unit	254	d/u	2.74		\$40	\$588	\$585	\$109	\$1,611	\$1,603	
INDUSTRIAL											
Gen. Light Industrial / Industrial Park	110	1000 ft	6.97	6.41	\$12	\$182	\$181	\$79	\$1,170	\$1,164	
Gen. Heavy Industrial	120	1000 ft	4.00	3.68	\$12	\$182	\$181	\$45	\$671	\$668	
Business Park	770	1000 ft	12.76	11.74	\$12	\$182	\$181	\$145	\$2,141	\$2,130	
Mini-Warehouse	151	1000 ft	5.00	4.60	\$12	\$182	\$181	\$57	\$839	\$835	
RETAIL/COMMERCIAL											
Retail Shopping	820	1000 ft	42.94	23.50	\$12	\$182	\$181	\$290	\$4,286	\$4,265	
New and Used Car Sales	841	1000 ft	33.34	25.01	\$12	\$182	\$181	\$308	\$4,561	\$4,538	
Service Station	845	Fuel Station	150.00	21.00	\$12	\$182	\$181	\$259	\$3,830	\$3,811	
Convenience Retail	852	1000 ft	40.00	9.60	\$12	\$182	\$181	\$118	\$1,751	\$1,742	
OFFICE											
Office	710	1000 ft	11.01	9.58	\$12	\$182	\$181	\$118	\$1,747	\$1,738	
MEDICAL											
Medical Offices	720	1000 ft	36.13	27.10	\$12	\$182	\$181	\$334	\$4,942	\$4,918	
Hospitals	610	1000 ft	17.57	13.53	\$12	\$182	\$181	\$167	\$2,467	\$2,455	
Nursing Homes	620	1000 ft	6.10	4.51	\$12	\$182	\$181	\$56	\$823	\$819	
INSTITUTIONAL											
Religious Institution	560	1000 ft	9.11		\$12	\$182	\$181	\$112	\$1,662	\$1,653	
LODGING											
Hotel/Motel	310	Room	8.92	6.33	\$12	\$182	\$181	\$78	\$1,155	\$1,149	

*1 Adjusted Daily Trips considering Pass-By and Linked Trips. Percentages applied to estimate Net Trips were identified by VRPA considering information contained in the ITE Trip Generation Manual and referencing other Traffic Impact Fee Studies.





TABLE 14A
CALCULATION OF FEES BY LAND USE -SR 41 PROJECTS ONLY - 11/04/09
Phase 1 SR 41 Fee Program (40% of Total Fee)

Land Use	ITE Code	Units	Daily Trip Generation	Adjusted Daily Trips / Net Trips *1	FEE PER DAILY TRIP				SR 41 FEE PER LAND USE		
					Valley Fir SR 99	NEW SR 41 SO 145	NEW SR 41 NO 145	Valley Fir SR 99	NEW SR 41 SO 145	NEW SR 41 NO 145	
RESIDENTIAL											
Single Family Detached - per unit	210	d/u	9.57		\$16	\$235	\$234	\$152	\$2,251	\$2,240	
Residential Condominium/Townhouse	230	d/u	5.86		\$16	\$235	\$234	\$93	\$1,379	\$1,372	
Multi-Family - per unit	220	d/u	6.72		\$16	\$235	\$234	\$107	\$1,581	\$1,573	
Mobile Home Park - per unit	240	d/u	4.99		\$16	\$235	\$234	\$79	\$1,174	\$1,168	
Assisted Living - per unit	254	d/u	2.74		\$16	\$235	\$234	\$44	\$645	\$641	
INDUSTRIAL											
Gen. Light Industrial / Industrial Park	110	1000 ft	6.97	6.41	\$5	\$73	\$73	\$32	\$468	\$465	
Gen. Heavy Industrial	120	1000 ft	4.00	3.68	\$5	\$73	\$73	\$18	\$268	\$267	
Business Park	770	1000 ft	12.76	11.74	\$5	\$73	\$73	\$58	\$856	\$852	
Mini-Warehouse	151	1000 ft	5.00	4.60	\$5	\$73	\$73	\$23	\$336	\$334	
RETAIL/COMMERCIAL											
Retail Shopping	820	1000 ft	42.94	23.50	\$5	\$73	\$73	\$116	\$1,714	\$1,706	
New and Used Car Sales	841	1000 ft	33.34	25.01	\$5	\$73	\$73	\$123	\$1,824	\$1,815	
Service Station	945	Station	150.00	21.00	\$5	\$73	\$73	\$103	\$1,532	\$1,524	
Convenience Retail	852	1000 ft	40.00	9.60	\$5	\$73	\$73	\$47	\$700	\$697	
OFFICE											
Office	710	1000 ft	11.01	9.58	\$5	\$73	\$73	\$47	\$699	\$695	
MEDICAL											
Medical Offices	720	1000 ft	36.13	27.10	\$5	\$73	\$73	\$134	\$1,977	\$1,967	
Hospitals	610	1000 ft	17.57	13.53	\$5	\$73	\$73	\$67	\$987	\$982	
Nursing Homes	620	1000 ft	6.10	4.51	\$5	\$73	\$73	\$22	\$329	\$328	
INSTITUTIONAL											
Religious Institution	560	1000 ft	9.11		\$5	\$73	\$73	\$45	\$665	\$661	
LODGING											
Hotel/Motel	310	Room	8.92	6.33	\$5	\$73	\$73	\$31	\$462	\$460	

*1 Adjusted Daily Trips considering Pass-By and Linked Trips. Percentages applied to estimate Net Trips were identified by VRPA considering information contained in the ITE Trip Generation Manual and referencing other Traffic Impact Fee Studies.





TABLE 14B
CALCULATION OF FEES BY LAND USE --SR 41 PROJECTS ONLY -- 11/04/09
Phase 2 SR 41 Fee Program (75% of Total Fee)

Land Use	ITE Code	Units	Daily Trip Generation	Adjusted Daily Trips / Net Trips *1	FEE PER DAILY TRIP				SR 41 FEE PER LAND USE		
					Valley Fir SR 99	NEW SR 41 SO 145	NEW SR 41 NO 145	Valley Fir SR 99	NEW SR 41 SO 145	NEW SR 41 NO 145	
RESIDENTIAL											
Single Family Detached - per unit	210	d/u	9.57		\$30	\$441	\$439		\$285	\$4,221	\$4,200
Residential Condominium/Townhouse	230	d/u	5.86		\$30	\$441	\$439		\$175	\$2,585	\$2,572
Multi-Family - per unit	220	d/u	6.72		\$30	\$441	\$439		\$200	\$2,964	\$2,949
Mobile Home Park - per unit	240	d/u	4.99		\$30	\$441	\$439		\$149	\$2,201	\$2,190
Assisted Living - per unit	254	d/u	2.74		\$30	\$441	\$439		\$82	\$1,209	\$1,203
INDUSTRIAL											
Gen. Light Industrial / Industrial Park	110	1000 ft	6.87	6.41	\$9	\$137	\$136		\$59	\$877	\$873
Gen. Heavy Industrial	120	1000 ft	4.90	3.68	\$9	\$137	\$136		\$34	\$503	\$501
Business Park	770	1000 ft	12.76	11.74	\$9	\$137	\$136		\$108	\$1,606	\$1,598
Mini-Warehouse	151	1000 ft	5.00	4.60	\$9	\$137	\$136		\$43	\$629	\$626
RETAIL / COMMERCIAL											
Retail Shopping	820	1000 ft	42.94	23.50	\$9	\$137	\$136		\$217	\$3,215	\$3,199
New and Used Car Sales	841	1000 ft	33.34	25.01	\$9	\$137	\$136		\$231	\$3,420	\$3,403
Fuel Station	945	Station	150.00	21.00	\$9	\$137	\$136		\$194	\$2,873	\$2,858
Convenience Retail	852	1000 ft	40.00	9.60	\$9	\$137	\$136		\$89	\$1,313	\$1,307
OFFICE											
Office	710	1000 ft	11.01	9.58	\$9	\$137	\$136		\$89	\$1,310	\$1,304
MEDICAL											
Medical Offices	720	1000 ft	36.13	27.10	\$9	\$137	\$136		\$250	\$3,707	\$3,688
Hospitals	610	1000 ft	17.57	13.53	\$9	\$137	\$136		\$125	\$1,851	\$1,841
Nursing Homes	620	1000 ft	6.10	4.51	\$9	\$137	\$136		\$42	\$617	\$614
INSTITUTIONAL											
Religious Institution	560	1000 ft	9.11		\$9	\$137	\$136		\$84	\$1,246	\$1,240
LODGING											
Hotel/Motel	310	Room	8.92	6.33	\$9	\$137	\$136		\$59	\$866	\$862

*1 Adjusted Daily Trips considering Pass-By and Linked Trips. Percentages applied to estimate Net Trips were identified by VRPA considering information contained in the ITE Trip Generation Manual and referencing other Traffic Impact Fee Studies.





Table 15 provides the estimated per land use unit fees for all other remaining projects by multiplying the fees per daily trip referenced in Table 12B by the trips generated by land use using the Institute of Transportation Engineers (ITE) Trip General Manual included in Table 15. The trip rates were adjusted to account for pass-by and linked trips. The resulting residential fees were increased by 58% and other uses were decreased by a complementary 51% to account for differences in vehicle miles traveled (VMT) and the low jobs to housing ratio within Madera County. The fees would be allocated per unit of development to all new development within the unincorporated areas of Madera County. Tables 15A (Phase 1 – 40% of total fee) and 15B (Phase 2 – 75% of total fee) provide an estimate of fees as they are phased in over a 3-year period.



Master Traffic Impact Fee Study and
Capital Improvement Plan

TABLE 15
CALCULATION OF FEES BY LAND USE -OTHER PROJECTS ONLY (NOT INCLUDING SR 41) -
11/04/09

Land Use	ITE Code	Units	Daily Trip Generation	Adjusted Daily Trips / Net Trips *1	FEE PER DAILY TRIP			FEE PER LAND USE		
					Valley Fir SR 99	NEW SR 41 SO 145	NEW SR 41 NO 145	Valley Fir SR 99	NEW SR 41 SO 145	NEW SR 41 NO 145
RESIDENTIAL										
Single Family Detached - per unit	210	d/u	9.57		\$393	\$362	\$87	\$3,756	\$3,463	\$832
Residential Condominium/Townhouse	230	d/u	5.86		\$393	\$362	\$87	\$2,300	\$2,120	\$509
Multi-Family - per unit	220	d/u	6.72		\$393	\$362	\$87	\$2,638	\$2,431	\$584
Mobile Home Park - per unit	240	d/u	4.99		\$393	\$362	\$87	\$1,959	\$1,805	\$434
Assisted Living - per unit	254	d/u	2.74		\$393	\$362	\$87	\$1,075	\$991	\$238
INDUSTRIAL										
Gen. Light Industrial / Industrial Park	110	1000 ft	6.97	6.41	\$122	\$112	\$27	\$781	\$720	\$173
Gen. Heavy Industrial	120	1000 ft	4.00	3.68	\$122	\$112	\$27	\$448	\$413	\$99
Business Park	770	1000 ft	12.76	11.74	\$122	\$112	\$27	\$1,429	\$1,317	\$316
Mini-Warehouse	151	1000 ft	5.00	4.60	\$122	\$112	\$27	\$560	\$516	\$124
RETAIL/COMMERCIAL										
Retail Shopping	820	1000 ft	42.94	23.50	\$122	\$112	\$27	\$2,861	\$2,637	\$633
New and Used Car Sales	841	1000 ft Fuel	33.34	25.01	\$122	\$112	\$27	\$3,044	\$2,806	\$674
Service Station	945	Station	150.00	21.00	\$122	\$112	\$27	\$2,556	\$2,356	\$566
Convenience Retail	852	1000 ft	40.00	9.60	\$122	\$112	\$27	\$1,169	\$1,077	\$259
OFFICE										
Office	710	1000 ft	11.01	9.58	\$122	\$112	\$27	\$1,166	\$1,075	\$258
MEDICAL										
Medical Offices	720	1000 ft	36.13	27.10	\$122	\$112	\$27	\$3,298	\$3,041	\$730
Hospitals	610	1000 ft	17.57	13.53	\$122	\$112	\$27	\$1,647	\$1,518	\$365
Nursing Homes	620	1000 ft	6.10	4.51	\$122	\$112	\$27	\$549	\$507	\$122
INSTITUTIONAL										
Religious Institution	560	1000 ft	9.11		\$122	\$112	\$27	\$1,109	\$1,022	\$246
LODGING										
Hotel/Motel	310	Room	8.92	6.33	\$122	\$112	\$27	\$771	\$711	\$171

*1 Adjusted Daily Trips considering Pass-By and Linked Trips. Percentages applied to estimate Net Trips were identified by VRPA considering information contained in the ITE Trip Generation Manual and referencing other Traffic Impact Fee Studies.





TABLE 15A CALCULATION OF FEES BY LAND USE - OTHER PROJECTS ONLY (NOT INCLUDING SR 41) - 11/04/09

Phase 1 Other Projects (Not Including SR 41) Fee Program (40% of Total Fee)

Land Use	ITE Code	Units	Daily Trip Generation	Adjusted Daily Trips / Net Trips *1	COUNTY FEE PER LAND USE				COUNTY FEE PER LAND USE			
					Valley Fir SR 99	NEW SR 41 SO 145	NEW SR 41 NO 145	Valley Fir SR 99	NEW SR 41 SO 145	NEW SR 41 NO 145		
RESIDENTIAL												
Single Family Detached - per unit	210	d/u	9.57		\$157	\$145	\$35	\$1,503	\$1,385	\$333		
Residential Condominium/Townhouse	230	d/u	5.86		\$157	\$145	\$35	\$920	\$848	\$204		
Multi-Family - per unit	220	d/u	6.72		\$157	\$145	\$35	\$1,055	\$973	\$234		
Mobile Home Park - per unit	240	d/u	4.99		\$157	\$145	\$35	\$783	\$722	\$173		
Assisted Living - per unit	254	d/u	2.74		\$157	\$145	\$35	\$430	\$397	\$95		
INDUSTRIAL												
Gen. Light Industrial / Industrial Park	110	1000 ft.	6.97	6.41	\$49	\$45	\$11	\$312	\$288	\$69		
Gen. Heavy Industrial	120	1000 ft.	4.00	3.68	\$49	\$45	\$11	\$179	\$165	\$40		
Business Park	770	1000 ft.	12.76	11.74	\$49	\$45	\$11	\$572	\$527	\$127		
Mini-Warehouse	151	1000 ft.	5.00	4.60	\$49	\$45	\$11	\$224	\$206	\$50		
RETAIL/COMMERCIAL												
Retail Shopping	820	1000 ft.	42.94	23.50	\$49	\$45	\$11	\$1,144	\$1,055	\$253		
New and Used Car Sales	841	1000 ft.	33.34	25.01	\$49	\$45	\$11	\$1,218	\$1,122	\$270		
Service Station	945	Fuel Station	150.00	21.00	\$49	\$45	\$11	\$1,023	\$943	\$226		
Convenience Retail	852	1000 ft.	40.00	9.60	\$49	\$45	\$11	\$467	\$431	\$104		
OFFICE												
Office	710	1000 ft.	11.01	9.58	\$49	\$45	\$11	\$466	\$430	\$103		
MEDICAL												
Medical Offices	720	1000 ft.	36.13	27.10	\$49	\$45	\$11	\$1,319	\$1,216	\$292		
Hospitals	610	1000 ft.	17.57	13.53	\$49	\$45	\$11	\$659	\$607	\$146		
Nursing Homes	620	1000 ft.	6.10	4.51	\$49	\$45	\$11	\$220	\$203	\$49		
INSTITUTIONAL												
Religious Institution	560	1000 ft.	9.11		\$49	\$45	\$11	\$444	\$409	\$98		
LODGING												
Hotel/Motel	310	Room	8.92	6.33	\$49	\$45	\$11	\$308	\$284	\$68		

*1 Adjusted Daily Trips considering Pass-By and Linked Trips. Percentages applied to estimate Net Trips were identified by VRPA considering information contained in the ITE Trip Generation Manual and referencing other Traffic Impact Fee Studies.





TABLE 15B

CALCULATION OF FEES BY LAND USE - OTHER PROJECT ONLY (NOT INCLUDING SR 41) -

11/04/09

Phase 2 Other Projects (Not Including SR 41) Fee Program (75% of Total Fee)

Land Use	ITE Code	Units	Daily Trip Generation	Adjusted Daily Trips / Net Trips *1	COUNTY FEE PER DAILY TRIP				COUNTY FEE PER LAND USE			
					Valley Fir SR 99	NEW SR 41 SO 145	NEW SR 41 NO 145	Valley Fir SR 99	NEW SR 41 SO 145	NEW SR 41 NO 145		
RESIDENTIAL												
Single Family Detached - per unit	210	d/u	9.57		\$294	\$271	\$65	\$2,817	\$2,597	\$624		
Residential Condominium/Townhouse	230	d/u	5.86		\$294	\$271	\$65	\$1,725	\$1,590	\$382		
Multi-Family - per unit	220	d/u	6.72		\$294	\$271	\$65	\$1,978	\$1,824	\$438		
Mobile Home Park - per unit	240	d/u	4.99		\$294	\$271	\$65	\$1,469	\$1,354	\$325		
Assisted Living - per unit	254	d/u	2.74		\$294	\$271	\$65	\$807	\$744	\$179		
INDUSTRIAL												
Gen. Light Industrial / Industrial Park	110	1000 ft	6.97	6.41	\$91	\$84	\$20	\$585	\$540	\$130		
Gen. Heavy Industrial	120	1000 ft	4.00	3.68	\$91	\$84	\$20	\$336	\$310	\$74		
Business Park	770	1000 ft	12.76	11.74	\$91	\$84	\$20	\$1,072	\$988	\$237		
Mini-Warehouse	151	1000 ft	5.00	4.60	\$91	\$84	\$20	\$420	\$387	\$93		
RETAIL / COMMERCIAL												
Retail Shopping	820	1000 ft	42.94	23.50	\$91	\$84	\$20	\$2,145	\$1,978	\$475		
New and Used Car Sales	841	1000 ft	33.34	25.01	\$91	\$84	\$20	\$2,283	\$2,104	\$506		
Service Station	945	Fuel Station	150.00	21.00	\$91	\$84	\$20	\$1,917	\$1,767	\$425		
Convenience Retail	852	1000 ft	40.00	9.60	\$91	\$84	\$20	\$876	\$808	\$194		
OFFICE												
Office	710	1000 ft	11.01	9.58	\$91	\$84	\$20	\$874	\$806	\$194		
MEDICAL												
Medical Offices	720	1000 ft	36.13	27.10	\$91	\$84	\$20	\$2,474	\$2,280	\$548		
Hospitals	610	1000 ft	17.57	13.53	\$91	\$84	\$20	\$1,235	\$1,139	\$274		
Nursing Homes	620	1000 ft	6.10	4.51	\$91	\$84	\$20	\$412	\$380	\$91		
INSTITUTIONAL												
Religious Institution	560	1000 ft	9.11		\$91	\$84	\$20	\$832	\$767	\$184		
LODGINGS												
Hotel/Motel	310	Room	8.92	6.33	\$91	\$84	\$20	\$578	\$533	\$128		

*1 Adjusted Daily Trips considering Pass-By and Linked Trips. Percentages applied to estimate Net Trips were identified by VRPA considering information contained in the ITE Trip Generation Manual and referencing other Traffic Impact Fee Studies.

