Report

Traffic Impact Fee Update
Nexus Study

In the City Of Visalia

March 16, 2015

TJKM
Transportation Consultants

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Executive Summary

This report documents the necessary calculations and findings for the City of Visalia to update a citywide fee to fund transportation improvements needed to accommodate the traffic generated by new development. Improvement needs are based on completion of the citywide street system as detailed in the Circulation Element of the City of Visalia 2014 General Plan. Improvements are limited to those required to support development of the City's 210,000 population within the Sphere of Influence, which coincides with projected development through this study's planning horizon of 2030.

This document constitutes an update of the 2008 *Traffic Impact Fee Nexus Study,* and related Schedule of Transportation Impact Fees, adopted by the City Council on December 1, 2008. The 2015 Update contained in this document utilizes similar procedures from the 2008 study. This study is timed to take advantage of the 2014 adoption of Visalia's General Plan.

This study is in full compliance with the requirements of the *Mitigation Fee Act* (*California Government Code* §§66000-66025) of the State of California.

Program Costs and Revenues

The total estimated cost of the improvements detailed in this report is approximately $741 million. Project deferments, adjustments, and improvement components that will be constructed and dedicated by developers as a condition of development for adjacent parcels reduced the required funding need to $392 million. The City has identified alternative revenue sources, primarily from a countywide sales tax measure to fund transportation improvements. Those sources will provide an estimated $141 million in funding that is tied to specific program improvements. After accounting for all cost reductions, alternative revenue sources, program administration costs ($1.8 million), and Measure R interest costs ($6.5 million), new development's fair-share allocation of project costs is equal to $260 million.

Table E-1 shows a summary of estimated project costs and available revenue. Additional detail is presented in the chapters that follow.

Table E-1: Project Costs and Revenue Summary

All Circulation Element Construction	$740,902,000
Less: Deferred Projects	(168,557,000)
Less: Developer Responsibilities	(179,846,000)
Net Cost, Construction and Administration	$392,499,000
Measure R Bond Interest	6,512,867
Program Administration	1,800,000
Total Transportation Fee Program Costs	**$400,811,867**
Alternative Net Revenues for Program Costs	(141,102,868)
New Development Cost Allocation	**$259,708,999**

The construction cost basis for the fee program is reduced by roughly $225 million by shifting some project components from fee-funded to developer dedicated. These costs – generally associated with utility, curb, gutter and parking lane improvements – will not be funded under this fee program but rather will be required as a condition of development for adjacent parcels. The fee program, therefore, will differ from the City's existing program in that not all planned improvements will be under City control. This represents no change from 2008 conditions. This results in lower impact fees than a "full-cost" fee program that funds all improvement components. On the other hand, even though fees may be lower, in-kind contributions from developments will increase costs of development outside of the impact fee program. For either alternative, the share of costs borne by developers is unchanged. The balance of fee funding and dedications reflects a continuation of City policies regarding project responsibilities.

Maximum Justified vs. Proposed Fee Amounts

The primary purpose of a Nexus Study is to determine the share of planned capital improvement costs that can reasonably be determined to be the responsibility of new development. In this study, the maximum defensible transportation impact fees are determined by allocating the cost of improvements needed to serve new development, net of dedicated revenues from other sources, to the projected growth from new development. Improvement costs are allocated on a per trip basis. Dedicated alternative revenue sources are largely comprised of project-specific funding from Measure R, a countywide sales tax for transportation improvements.

In addition to these project-specific revenues that must be used for specific Circulation Element improvements, the City also expects to receive a substantial amount of transportation funding that can be directed to either improvements or maintenance projects at the discretion of the City Council. Those revenues include Measure R funds that are not tied to specific improvement projects, and State funding via the gas tax and motor vehicle in- lieu fund. Expenditures from these revenues must be accounted for including projected maintenance expenses and the cost of improvements to remedy existing deficiencies.

Table E-2 shows the proposed transportation impact fee schedule as well as the existing (2014) fees, and the maximum justified fee amounts established in this report. Fees will be assessed per dwelling unit for residential projects. For nonresidential development projects, fees will be assessed per gross building square foot, except for gas stations and hotel/motel which will be charged per station or pump and per room, respectively.

Pursuant to the *Mitigation Fee Act* (*California Government Code* §§66000-66025), before an impact fee may be imposed the City must find a reasonable relationship or "nexus" between new development and (1) the need for the public facilities funded by the fee, (2) the use of fee revenues, and (3) the amount of the fee. This report documents these findings.

Table E-2: Maximum Justified and Proposed Traffic Impact Fees

Land Use	Current Fee[1]	Proposed Fee: Cost Per Trip	Trip Demand Factor	Max. Allow. Fee	Proposed Fee[2]	% Increase	Alt. Fee[3]
Residential (per dwelling unit)							
Single family	$4,808	$504	10.58	$5,332	$5,332	11	$8,792
Multi family	3,376	504	7.43	3,745	3,745	11	6,176
Senior/Assisted	1,750	504	3.85	1,940	1,940	11	3,199
Non-Residential (Per thousand square feet)							
General retail (<125 KSF)	11,868	504	26.12	13,164	13,164	11	21,707
General retail (>125 KSF)	7,915	504	17.42	8,780	8,780	11	14,478
Hotel/Motel (per room)	2,105	504	6.49	3,271	2,333	11	5,394
Gasoline Service Station (per fueling position)							
1st – 4th	22,609	504	49.76	25,079	25,079	11	41,355
5th – 8th	16,957	504	37.32	18,809	18,809	11	31,016
9th – 12th	12,718	504	27.99	14,107	14,107	11	23,262
13th & beyond	9,538	504	20.99	10,579	10,579	11	17,445
General Office	5,309	504	11.67	5,882	5,882	11	9,699
Medical/Dental Office	12,932	504	28.46	14,344	14,344	11	23,653
Government Office	22,887	504	50.37	25,386	25,386	11	41,862
Industrial/Service Commercial	1,659	504	4.71	2,374	1,839	11	3,033
Warehouse/Distribution (0-20 KSF)	1,659	504	3.33	1,678	1,678	1	2,767
Warehouse/Distribution (20-100 KSF)	1,194	504	2.47	1,245	1,245	4	2,053
Warehouse/Distribution (100+ KSF)	732	504	1.61	811	811	11	1,337
Mini Storage	777	504	1.71	862	862	11	1,421
School	3,621	504	7.97	4,017	4,017	11	6,624
Church	2,727	504	6.00	3,024	3,024	11	4,987

Notes:
1. Current Fee as of August 15, 2014
2. In cases where Proposed Fee is lower than Maximum allowable fee, the purpose is to maintain equity among categories and to maintain economic incentives previously approved by the City Council.
3. Alternate Fee represents fee if deferred projects were included in fee calculations.

Chapter 1-- Introduction

This report documents the necessary calculations and findings for the City of Visalia, California, to adopt an updated fee to fund transportation improvements needed to accommodate future development.

The need for transportation improvements is based on a planned street system outlined in the Circulation Element of the City of Visalia 2014 General Plan.

Pursuant to the *Mitigation Fee Act* (*California Government Code* §§66000-66025), before an impact fee may be imposed the City must find a reasonable relationship or "nexus" between new development and (1) the need for the public facilities funded by the fee, (2) the use of fee revenues, and (3) the amount of the fee. This report serves to document these findings and provide a fee schedule by land use category.

Public Facilities Financing In California

The changing fiscal landscape in California during the past 30 years has steadily undercut the financial capacity of local governments to fund infrastructure. Three dominant trends stand out: The passage of a string of tax limitation measures, starting with Proposition 13 in 1978 and continuing through the passage of Proposition 218 in 1996; Declining popular support for bond measures to finance infrastructure for the next generation of residents and businesses; and Steep reductions in federal and state assistance.

Faced with these trends, many cities and counties have adopted a policy of "growth pays its own way." This policy shifts the burden of funding infrastructure expansion from existing rate and taxpayers onto new development. This funding shift has been accomplished primarily through the imposition of assessments, special taxes, and development impact fees also known as public facilities fees. Assessments and special taxes require approval of property owners and are appropriate when the funded facilities are directly related to the developing property. Development fees, on the other hand, are an appropriate funding source for facilities that benefit all development jurisdiction-wide. Development fees need only a majority vote of the legislative body for adoption.

Methodology and Approach

Public facility fees are calculated to fund the cost of facilities required to accommodate growth. The four steps followed in any development impact fee study include:

1. Identify development and prepare growth projections;
2. Identify facility standards, such as a City policy on acceptable traffic level of service (LOS), intersection delay times, or street system design guidelines;
3. Based on growth projections and facility standards, identify facilities that currently operate deficiently as well as new facilities that must be constructed. Determine the cost of improvements necessary to accommodate new development; and
4. Calculate the public facilities fee by allocating the total cost of facilities per unit of development.

The projects listed in this report will be needed to either maintain acceptable facility standards (LOS D or better) or to provide adequate connectivity as development occurs. Improvements to maintain the City's level of service standard typically involve widening of existing roads to provide sufficient capacity to accommodate an increased volume of vehicle trips. Most planned Circulation Element improvements, however, are needed to provide adequate connectivity as growth moves into previously undeveloped areas of the City. In these cases, the facility standards driving the need for improvements are usually design standards that govern the form and layout of new arterial construction.

Improvements are limited to those required to support development of the City's 210,000 population General Plan boundaries, which coincide with projected development through the planning horizon of 2030. Projections of future growth in terms of dwelling units for residential development and building square feet for nonresidential development were developed as a part of the 2014 General Plan update.

Organization of This Report

The remainder of this report is organized as follows:

- **Chapter 2** outlines projected new development and the resulting increases in vehicle trip generation in the City of Visalia;
- **Chapter 3** documents the transportation improvements needed to accommodate new development. Improvement cost estimates are also presented in this chapter;
- **In Chapter 4**, improvement costs are allocated to new development in the form of a cost per vehicle trip. The cost per trip forms the basis of the maximum justified impact fees per unit of development.
- **Chapter 5** contains the five statutory findings required by the Mitigation Fee Act;
- **The Appendices** provide unit costs and improvement cost estimates.

Chapter 2 -- Transportation Demand from New Development

This chapter summarizes an analysis of transportation demand projected to result from new development in the City of Visalia. This report is based on anticipated growth through 2030, as included in the 2014 General Plan.

Land Use Types

To ensure a reasonable relationship between the fee and the type of development paying the fee, growth projections distinguish between different land use types. The land use types used in this analysis are defined below. Definitions are based on the City of Visalia Zoning Ordinance.[1]

- **Single-family:** Attached and detached one-family dwelling units.
- **Multi-family:** All attached dwellings containing more than one dwelling unit, designed for occupancy or occupied by more than one family.
- **Senior/Assisted:** Structures operating as a lodging house in which nursing, dietary and other personal services are rendered to aged persons over age 55, not including persons suffering from contagious or mental diseases, alcoholism or drug addiction, and in which surgery is not performed and primary treatment, such as customarily is given in hospitals and sanitariums, is not provided.
- **General Retail:** Commercial retail development. Sales or rental of commonly used goods and merchandise for personal or household use.
- **Hotel/Motel:** Any development or portion thereof or a group of attached or detached structures containing individual guest rooms, suites, and/or meeting rooms (not to exceed three thousand five hundred (3,500) square feet in area), for the accommodation of transient occupants, provided that not more than fifty (50) percent of the guest units have kitchen facilities.
- **Gasoline Service Station:** Any operation that dispenses gasoline and motor fuel in conjunction with a companion permitted use or a self-service operation.
- **General Office:** All general, professional development where a particular kind of business or service for others is transacted but not including infrequent or occasional services rendered from a home.
- **Medical/Dental Office:** Clinics or offices for doctors, dentists, oculists, chiropractors, osteopaths, chiropodists, or similar practitioners of the healing arts; including accessory laboratories and a prescription pharmacy, but not including offices for veterinarians.
- **Government Office:** All general, professional development operated by a public agency such as a city, county, state, or federal facility.
- **Industrial/Service Commercial:** Wholesale and heavy commercial uses, such as lumberyards and construction material retail uses, etc., and services such as automotive, plumbing, and sheet metal fabrication. All manufacturing uses.
- **Warehouse/Distribution:** Development primarily for the storage and/or distribution of materials.
- **Mini-Storage:** Development where a number of storage units or vaults are rented for the storage of goods.

[1] City of Visalia Municipal Code, Chapter 17.04.

Some developments may include more than one land use type, such as an industrial warehouse with living quarters (a live-work designation) or a planned unit development with both single and multi-family uses. In these cases the public facilities fee would be calculated separately for each land use type.

Land Use Scenario

This section presents estimates of new development through 2030 in the City of Visalia. Estimates of new development are based on the findings of the 2014 General Plan.

Table 1: Projected Growth 2013-2030

	Net Growth 2013-2030
Dwelling Units	
Single-family	19,530
Multi-family	6,170
Total	25,700
Building Square Feet (000's)	
Retail	7,941
Office	807
Industrial	9,547
Public	4,591
Total	22,886

Source: City of Visalia General Plan Update, March, 2014

The information in Table 1 forms the basis for determining the number of new trips that will be generated by projected growth. This process is described in Chapter 3.

Trip Demand from New Development

Trip demand factors are used to measure the relative demand for transportation facilities resulting from each development project. The trip demand factors used in this study are based on the number of daily vehicle trips generated, adjusted for the type of trip. Vehicle trip generation rates are a reasonable measure of demand on the City's system of street improvements across all modes of transportation because alternate modes (transit, bicycle, pedestrian) often substitute for vehicle trips. While average daily trips and P.M. peak-hour trips are both reasonable indicators of the demand for transportation facilities, average daily trips are used in this study because daily trip generation best reflects the benefit gained by a given development project from transportation improvements.

The two types of trips adjustments made to trip generation rates to calculate trip demand are described below:

- Pass-by trips are deducted from the trip generation rate. Pass-by trips are intermediate stops between an origin and a final destination that require no diversion from the route, such as stopping to get gas on the way to work.
- The trip generation rate is adjusted by the average length of trips for a specific land use category compared to the average length of all trips on the street system.

Table 2 shows the calculation of trip demand factors by land use category based on the adjustments described above. Most trip generation factors are from the Institute of Transportation Engineers' *Trip Generation*, 9th Edition. The average trip length data and pass-by factors are from the "Brief Guide to Vehicular Traffic Generation Rates for the San Diego Region," published by the San Diego Association of Governments. The pass-by and trip length data is based on extensive and detailed trip surveys conducted in the San Diego region by the San Diego Association of Governments. The surveys provide one of the most comprehensive databases available of pass-by trips factors and average trip length for a wide range of land uses. Though urban development patterns may differ between San Diego County and the City of Visalia, the use of this data is appropriate as a means of allocating trips across multiple land use categories. Trip factors by land use are used to interpret relative differences between trip characteristics by land use, rather than actual travel patterns in the City and these relative differences are unlikely to vary substantially across jurisdictions.

Table 2: Trip Demand Factors

	Land Use	Primary Trip[1]	Diverted Trips[1]	Total Excluding Pass-by[1]	Trip Length Factor[2]	Adjustment Factor[3]	ITE Category/Source	Average Daily Trips[4]	Trip Demand Facto[5]
Residential[6]	Single Family	86%	11%	97%	1.14	1.11	Single Family Detached Housing (210)	9.57	10.58
	Multi-family	86%	11%	97%	1.14	1.11	Apartment (220)	6.72	7.43
	Senior/Assisted	86%	11%	97%	1.14	1.11	Senior Adult Housing - Attached (252)	3.48	3.85
Non-Residential	General Retail (< 125 KSF)	47%	31%	78%	0.52	0.41	Neighborhood Shopping Center[7]	64.41	26.12
	General Retail (> 125 KSF)	47%	31%	78%	0.52	0.41	Regional Shopping Center (820)	42.94	17.42
	Hotel/Motel (per room)	50%	35%	85%	1.10	0.94	Hotel (310) / Motel (320)[8]	6.9	6.49
	Gasoline/Service Station (per position)	21%	51%	72%	0.41	0.30	Gasoline/Service Station	168.56	49.76
	General Office	77%	19%	96%	1.10	1.06	General Office Building (710)	11.01	11.67
	Medical/Dental Office	60%	30%	90%	0.93	0.84	Medical-Dental Office Building (720)	33.87	30.24
	Government Office	50%	34%	84%	0.87	0.73	Government Office Building (730)	68.93	50.37
	Industrial/Service Commercial	80%	5%	85%	1.30	1.11	Light/Heavy Industrial (110/120)[9]	4.24	4.71
	Warehouse/Distribution (< 100 KSF)	79%	19%	98%	1.30	1.27	Warehousing (150)	2.62	3.33
	Warehouse/Distribution (> 100 KSF)	79%	19%	98%	1.30	1.27	Local Traffic Study	1.26	1.61
	Mini-Storage	79%	19%	98%	1.30	1.27	Local Traffic Study	1.34	1.71
	School	65%	23%	88%	0.64	0.56	Schools (multiple)[10]	14.15	7.97
	Church	64%	25%	89%	0.74	0.66	Church (560)	9.11	6.00

[1]Percent of total trips. Primary trips are trips with no midway stops, or "links". Diverted trips are linked trips whose distance adds at least one mile to the primary trip. Pass-by trips are links that do not add more than one mile to the total trips.

[2]Represents the average trip length by land use relative to the system wide average trip length.

[3]The trip adjustment factor equals the percent of non-pass-by trips multiplied by the average trip length factor

[4]Trips per dwelling unit or per 1,000 building square feet.

[5]The trip demand factor is the product of the trip adjustment factor and average daily trips.

[6]Trip percentages and average trip lengths based on SANDAG "residential" category. See below for source.

[7]Average daily trip rates for neighborhood and super-regional shopping centers derived by applying the relative differences in trip rates from the SANDAG study (see below for source) to the ITE trip rate for a shopping center (category 820). ITE does not public shopping center trip factors by retail project size.

[8]Average daily trip rate represents the midpoint between the ITE factors for hotels and motels.

[9]Average daily trip rate is the average of the ITE rates for General Light Industrial (6.97) and General Heavy Industrial (1.50).

[10]Average daily trip rate represents a weighted average of the ITE factors for elementary, middle, and high schools based on the existing share of each share of each school type in the City.

Sources: San Diego Association of Governments (SANDAG), Brief Guide of Vehicular Traffic Generation Rates for the San Diego Region, April 2002; Institute of Traffic Engineers (ITE), Trip Generation, 9th Edition, 2012;

Table 3 presents trip demand generation from future development through 2030. Projected growth is calculated by applying the trip demand factors in Table 2 to the growth projections in Table 1. Projected growth is grouped by major land use categories as contained in the 2014 General Plan. All assumptions are documented in the footnotes of Table 3.

Table 3: Trip Growth, Average Daily Trip Approach

	Net Growth 2013-2030	Trip Demand Factor	Trip Growth
Dwelling Units			
Single-family	19,530	10.58	206,627
Multi-family [1]	6,170	7.25	44,733
Building Square Feet (000's)			
Retail [2]	7,941	21.77	172,876
Office [3]	807	18.21	14,695
Industrial [4]	9,547	4.15	39,620
Public	4,591	7.97	36,590
Total Trip Growth			515,141

[1] Average trip demand for all multi-family residential uses based on a City estimate that future development will be comprised of 95% standard multi-family units and 5% Senior/Assisted units.

[2] Assumes average trip demand for retail is represented by the mid-points between shopping centers of less than 125,000 square feet and shopping centers of more than 125,000 square feet.

[3] Average trip demand for all office uses based on a City estimate that future office development will be comprised of 78% General Office, 17% Medical/Dental Office and 5% Government Office based on building square footage.

[4] Average trip demand for all industrial uses based on a City estimate that future industrial development will be comprised of 30% Standard Industrial/Service Commercial, 30% Warehouse/Distribution, 35% High Cube Warehouse, and 5% Storage based on building square footage.

Sources: City of Visalia General Plan Update, March 2014, Table 1 of this document

Chapter 3 -- Transportation Improvements to Accommodate New Development

This section summarizes the transportation improvements required to accommodate new development in the City of Visalia. Need for improvements is based on a need to either maintain acceptable facility standards on existing roads as development occurs or to provide adequate connectivity as development occurs in new areas.

Level of Service and Design Standards

The Circulation Element of the City of Visalia General Plan establishes a minimum acceptable level of service (LOS) of D. The Circulation Element established a program of improvements needed to achieve this standard. The Circulation Element also outlines basic guidelines for the City's grid system of east/west and north/south arterials and collectors. Arterials are typically spaced at one-mile intervals and collectors at half-mile intervals.

Although a portion of the improvements that will be funded by the fee program are needed to achieve this LOS standard, projects are more commonly needed to complete the City's grid system and provide accessibility to new growth areas. The completed grid system will provide adequate connectivity to meet the Circulation Element goal of providing safe and efficient movement of people and goods in the Visalia planning area.

Planned Improvements and Costs

As noted, the majority of the improvements included in the fee program update represent those needed to complete the planned Circulation Element street system inside of the City's 210,000 population 2014 General Plan boundaries.

Unit Costs Appendix 1 shows the unit costs that were utilized for the project. The main sources from which the prices were obtained were the Caltrans Contract Cost Data, years 2011-2013, and the Saylor "2013 Current Construction Costs" publication. Additional items that were not found in these sources were received from Contractor interviews and input from Visalia engineering staff members.

Table 4 Contains a listing of all projects included in the 2014 TIF and their costs.

Table 5 presents a summary of the planned improvement costs. The improvements included are all projects listed in Table 4 plus an allocation for 50 new traffic signals at unspecified locations. The signal locations will be selected based on satisfaction of traffic signal warrants.

The City makes annual adjustments to all impact fees by applying a percentage adjustment based on the Engineering News Record Construction Cost Index (ENRCCI) calculated in accordance with Section 13.44.070 of the City of Visalia municipal code.

Table 4: 2015 TIF Projects

Project No.	Street Name	Project Description	Total Length (ft.)	2014 Total Project Costs	2014 Total Developer Responsibility
1	Ben Maddox Way	Main to Houston	4,200	$10,418,000	$2,640,000
2	Caldwell Avenue	Demaree to Sallee Court	4,000	$2,511,000	$1,035,000
3	Court Street	Wren to Riggin	1,300	$401,000	$182,000
4	Houston Avenue	Ben Maddox to Lovers Lane	5,200	$4,385,000	$1,956,000
5	McAuliff Street	Houston to River	2,700	$12,337,000	$1,235,000
6	Murray Avenue	Giddings to Santa Fe	5,200	$4,946,000	$2,546,000
7	Santa Fe Street	K Ave to Tulare	4,500	$4,803,000	$2,086,000
8	Santa Fe Street	Tulare to Houston	8,000	$3,889,000	$2,372,000
9	Tulare Avenue	Encina to Church St.	1,100	$835,000	$440,000
10	Tulare Avenue	Lovers Lane to McAuliff	2,600	$3,010,000	$1,118,000
11	Akers Street	Goshen to Riggin	5,300	$1,475,000	$561,000
12	Cain Street	Goshen to Douglas	1,300	$2,802,000	$953,000
13	Caldwell Avenue	Akers to Demaree	5,300	$1,038,000	$133,000
14	Court Street	Walnut to Tulare	2,600	$2,468,000	$1,140,000
15	Ferguson Avenue	Plaza to Kelsey	2,600	$1,798,000	$622,000
16	Goshen Avenue	Santa Fe to Lovers Lane	8,090	$7,801,000	$3,717,000
17	Houston Avenue	Mooney to Santa Fe	7,800	$6,930,000	$3,364,000
18	"K" Avenue	Santa Fe to Lovers Lane	8,000	$5,677,000	$3,018,000
19	Kelsey Street	Doe to Riggin	3,800	$3,504,000	$1,645,000
20	McAuliff Street	Walnut to Noble	5,100	$1,859,000	$915,000
21*	Mooney Boulevard (SR 63)	Avenue 272 to Hwy 198	15,500	$2,101,000	$807,000
22	Mooney Boulevard	Goshen to Houston	2,200	$2,559,000	$1,021,000
23	Pinkham Street	Caldwell to K Ave	2,900	$1,560,000	$776,000
24	Santa Fe Street	Caldwell to "K"	3,500	$2,107,000	$987,000
25	Sunnyview Avenue	Kelsey to Clancy	2,600	$1,430,000	$656,000
26	Virmargo Street	Goshen to Houston	2,900	$3,461,000	$1,658,000
27	Caldwell Ave	Santa Fe to Lovers Lane	7,800	$5,046,000	$2,531,000
28*	Chinowth Street	Ave 272 to Caldwell Ave	5,300	$4,727,000	$1,970,000
29	Chinowth Street	Goshen Ave to Houston Ave	800	$1,203,000	$260,000
30	Court Street	Ave 272 to Caldwell	4,500	$6,392,000	$1,476,000
31	Ferguson Avenue	Shirk to Giddings	15,600	$1,692,000	$788,000
32	Kelsey Street	SR198 to Goshen	5,200	$4,104,000	$2,165,000
33	Linwood Street	Ave 272 to Caldwell	5,200	$2,466,000	$1,093,000
34	Linwood Street	Houston to Ave 320	10,600	$7,761,000	$3,037,000
35	Mooney Boulevard	Ferguson to Riggin	2,600	$1,102,000	$376,000

Project No.	Street Name	Project Description	Total Length (ft.)	2014 Total Project Costs	2014 Total Developer Responsibility
36*	Pinkham Street	Ave 272 to Caldwell	4,960	$5,999,000	$2,249,000
37	Riggin Avenue	Mooney to Dinuba Blvd (SR 63)	5,100	$3,395,000	$1,022,000
38	Roeben Street	Caldwell to Tulare	8,000	$3,369,000	$1,139,000
39	Santa Fe Street	Ave 272 to Caldwell	4,750	$7,887,000	$2,264,000
40	Santa Fe Street	Houston to Riggin	5,500	$8,492,000	$2,728,000
41	Shirk Road	Ave 276 to SR 198	13,000	$23,127,000	$6,096,000
42	Shirk Street	SR198 to Goshen	5,100	$23,963,000	$3,008,000
43	Tulare Avenue	Woodland to Central	1,900	$1,082,000	$556,000
44	Tulare Avenue	Shirk to Roeben	2,600	$2,993,000	$1,162,000
45	Walnut Avenue	Cedar to Rd 148	6,300	$6,126,000	$1,997,000
46	Akers Street	Ave 276 (Visalia Pkwy) to Ave 272	2,600	$4,254,000	$1,172,000
47	Akers Street	Caldwell to Ave 276 (Visalia Pkwy)	2,600	$1,323,000	$429,000
48	Akers Street	Riggin to Ave 320	5,200	$9,425,000	$2,387,000
49*	Avenue 272	Ben Maddox to Rd 156	10,600	$18,187,000	$4,853,000
50*	Avenue 272	Demaree to Ben	15,600	$23,190,000	$6,785,000
51*	Avenue 274 (Mid Valley Ave)	County Center to Court	9,000	$8,084,000	$3,590,000
52*	Avenue 276 (Visalia Pkwy)	Ben Maddox to Rd 148	10,500	$12,875,000	$4,378,000
53	Avenue 276 (Visalia Pkwy)	Demaree to Ben Maddox	15,600	$22,534,000	$5,738,000
54	Avenue 276 (Visalia Pkwy)	Shirk to Demaree	10,500	$13,736,000	$4,373,000
55	Avenue 308 (Ferguson Ave)	Road 76 (American St) to Plaza Drive	2,700	$1,773,000	$962,000
56	Avenue 316	Plaza to Hwy 63 (Dinuba Blvd)	28,900	$27,527,000	$11,661,000
57*	Avenue 320	Demaree to Mooney	5,200	$8,466,000	$2,290,000
58*	Avenue 320	Plaza to Demaree	18,400	$30,353,000	$8,638,000
59	Ben Maddox Way	Avenue 272 to Caldwell	4,600	$9,643,000	$2,329,000
60	Caldwell Avenue	99 to Akers	10,800	$16,241,000	$4,447,000
61	Caldwell Avenue	Lovers Lane to Rd 148	5,300	$7,653,000	$2,015,000
62	Camp Drive /Neeley St/Crowley Ave	Plaza to Goshen	10,700	$12,415,000	$4,496,000
63*	County Center Drive	Ave 272 to Packwood Creek	4,000	$3,494,000	$1,438,000
64*	County Center Drive	Riggin to Ave 320	5,300	$2,029,000	$892,000
65	Demaree Street	Riggin to Ave 320	5,300	$2,780,000	$937,000
66	Giddings Street	Riggin to Ave 316 (Riverway Dr.)	2,700	$1,485,000	$847,000
67	Goshen Avenue	Road 68 to Road 76 (American)	4,700	$6,131,000	$1,806,000

Project No.	Street Name	Project Description	Total Length (ft.)	2014 Total Project Costs	2014 Total Developer Responsibility
68	Hurley Avenue	Camp to Rd 76 (American)	1,600	$1,479,000	$657,000
69	Hurley Avenue	Plaza to Shirk	7,600	$5,562,000	$2,262,000
70	Hurley Avenue	Rd 76 (American) to Plaza	3,000	$3,305,000	$1,622,000
71*	Hwy 63 (Dinuba Blvd)	Riggin to St. John's	3,000	$13,187,000	$1,701,000
72	"K" Rd	Lovers Lane to Rd 148	5,200	$6,437,000	$2,330,000
73	Kelsey Street	Riggin to Ave 320	5,300	$5,784,000	$2,566,000
74*	McAuliff Street	Caldwell (Ave 280) to Ave 272	5,300	$5,034,000	$2,219,000
75	McAuliff Street	Walnut to Caldwell	5,300	$6,316,000	$1,880,000
76	Mooney Boulevard	Riggin to Ave 320	5,300	$3,619,000	$1,202,000
77	Riggin Avenue	Akers to Mooney	10,500	$6,073,000	$1,701,000
78	Riggin Avenue	Plaza to Shirk	7,800	$10,582,000	$3,252,000
79	Riggin Avenue	Shirk to Akers	5,200	$8,586,000	$2,936,000
80	Road 76 (American)	Ave 308 (Ferguson) to Riggin	2,600	$2,443,000	$1,142,000
81	Road 76 (American)	Camp to Hurley	1,700	$1,599,000	$710,000
82	Road 76 (American)	Hurley to Ferguson (Ave 308)	5,800	$4,576,000	$1,504,000
83	Road 88	SR198 to Goshen	5,200	$5,670,000	$2,265,000
84	Road 88	Riggin to Ave 320	5,200	$4,893,000	$2,170,000
85*	Road 96 (Roeben	Ferguson to Ave 320	7,200	$6,912,000	$2,338,000
86*	Road 148	Ave 272 to Visalia Parkway (Ave 276)	2,650	$6,353,000	$1,323,000
87*	Road 148	Visalia Pkwy to Walnut	7,900	$12,123,000	$2,648,000
88	Road 148	Houston to Riggin	2,500	$3,537,000	$1,199,000
89	Road 148	Mineral King to	5,200	$9,514,000	$2,412,000
90	Road 148	Walnut to Noble	5,110	$8,241,000	$2,292,000
91*	Roeben Street (Road	Avenue 272 to Caldwell	5,200	$5,451,000	$2,213,000
92*	Shirk Street	Visalia Parkway (Avenue 276) to Avenue 272	2,600	$4,383,000	$1,181,000
93	Shirk Street	Goshen to Riggin	5,200	$5,532,000	$1,707,000
94*	Shirk Street	Riggin to Avenue 320	5,300	$9,443,000	$2,431,000
95	Walnut Avenue	Plaza Drive to Akers	9,300	$4,340,000	$1,641,000
96	Doe Avenue	Shirk to Roeben	2,500	$3,437,000	$1,447,000
97	Lovers Lane	Ave 272 to Caldwell	5,300	$6,626,000	$2,187,000
98	Santa Fe Street	Riggin /St John's Parkway to Shannon	1,500	$2,122,000	$719,000
99	Shannon Parkway	Dinuba to Santa Fe	2,400	$1,827,000	$623,000
100	St Johns Parkway	McAuliff to Rd 148	2,500	$12,986,000	$1,512,000
101	Whitendale Avenue	Shirk to Roeben	2,600	$4,794,000	$1,841,000
102	Burke Street	Tulare to Houston	7,900	$1,961,000	$750,000

Project No.	Street Name	Project Description	Total Length (ft.)	2014 Total Project Costs	2014 Total Developer Responsibility
103	Hillsdale Avenue	Akers to Shirk	5,400	$646,000	$282,000
104	SR 198	Akers Street	Improvement	$3,000,000	$600,000
105	SR 198	Lovers Lane	Improvement	$18,500,000	$3,700,000
106	SR 198	Road 148	New Interchange	$38,400,000	$7,680,000
Complete Project Totals:				**$725,902,000**	**$224,808,000**

Table 5: Summary of Planned Improvements

Total Projects	$725,902,000
New Signal Costs (50 total)	$15,000,000
All Projects Total Amount	$740,902,000
Anticipated Developer Contributions	$179,846,000
Total Project Deferral Cost Reduction	$168,557,000
Total Project Cost Less Developer Contributions and Deferrals	**$392,499,000**

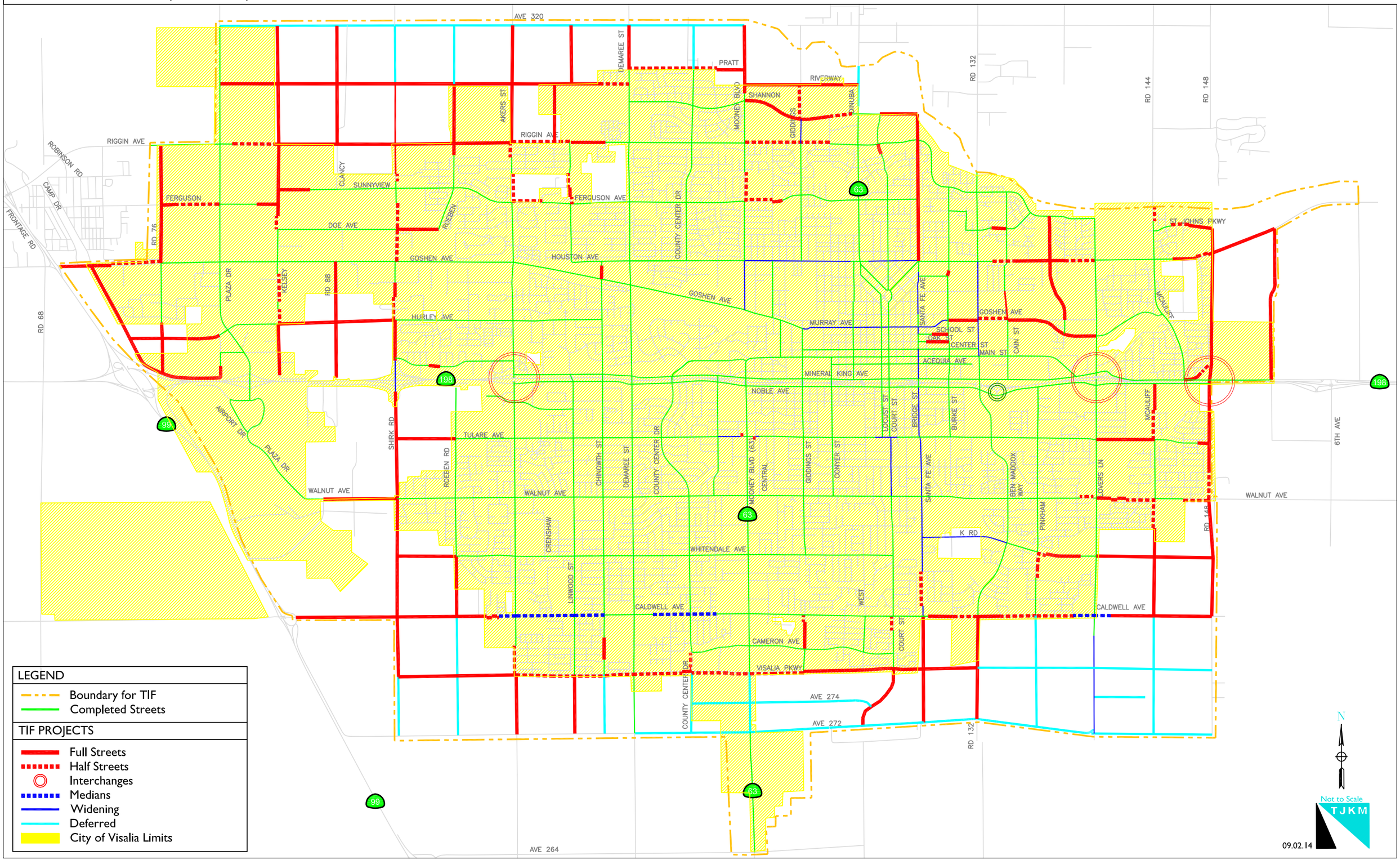
Figure 1 shows the locations of planned improvements.

Deferred Projects

Some of the Circulation Element streets were deferred from the main list of projects. The streets in this category include Avenue 320 on the northern edge of the City along with a few north-south streets in the same area. In the southern portion of the City projects along Avenues 274 and 272 and portions of Visalia Parkway were deferred along with a few north-south streets in the same area. These are illustrated on Figure 1 and listed in Table 6. These projects were deferred for two primary reasons: 1) they are on the edges of the City and are likely to be the latest to develop because of their location and the availability of other City services, and 2) to control the TIF costs. The deferred projects are expected to be included in future updates of the TIF.

City of Visalia - 2014 Transportation Impact Fee Update
Circulation Element Transportation Improvements

Figure
1



LEGEND

- Boundary for TIF
- Completed Streets

TIF PROJECTS

- Full Streets
- Half Streets
- Interchanges
- Medians
- Widening
- Deferred
- City of Visalia Limits

N

Not to Scale

TJKM

09.02.14

Table 6: Deferred Projects

Project No.	Street Name	Project Description	Project Deferral Percentage	2014 Full Construction Costs	Deferral Cost Reduction
21	Mooney Boulevard (SR 63)	Avenue 272 to Hwy 198	100	$2,101,000	$2,101,000
28	Chinowth Street	Ave 272 to Caldwell Ave	71.1	4,727,000	3,361,000
36	Pinkham Street	Ave 272 to Caldwell	100	5,999,000	5,999,000
49	Avenue 272	Ben Maddox to Rd 156	100	18,187,000	18,187,000
50	Avenue 272	Demaree to Ben Maddox	100	23,190,000	23,190,000
51	Avenue 274 (Mid Valley Ave)	County Center to Court	100	8,084,000	8,084,000
52	Avenue 276 (Visalia Pkwy)	Ben Maddox to Rd 148	100	12,875,000	12,875,000
57	Avenue 320	Demaree to Mooney	100	8,466,000	8,466,000
58	Avenue 320	Plaza to Demaree	100	30,353,000	30,353,000
63	County Center Drive	Ave 272 to Packwood Creek	79.4	3,494,000	2,774,000
64	County Center Drive	Riggin to Ave 320	100	2,029,000	2,029,000
71	Hwy 63 (Dinuba Blvd)	Riggin to St. John's River	100	13,187,000	13,187,000
74	McAuliff Street	Caldwell (Ave 280) to Ave 272	100	5,034,000	5,034,000
85	Road 96 (Roeben Street)	Ferguson to Ave 320	50	6,912,000	3,456,000
86	Road 148	Ave 272 to Visalia Parkway (Ave 276)	100	6,353,000	6,353,000
87	Road 148	Visalia Pkwy to Walnut Ave	31.6	12,123,000	3,831,000
91	Roeben Street (Road 96)	Avenue 272 to Caldwell	100	5,451,000	5,451,000
92	Shirk Street	Visalia Parkway (Avenue 276) to Avenue 272	100	4,383,000	4,383,000
94	Shirk Street	Riggin to Avenue 320	100	9,443,000	9,443,000
			Total Project Deferral Cost Reduction		**$168,557,000**

Chapter 4 -- Allocation of Improvement Costs

This section determines the maximum justifiable share of transportation improvement project costs that may be charged to new development in the City of Visalia through the transportation impact fee.

Alternative Funding Sources

Over the life of this fee program, the City projects that roughly $120.7 million in funding from the Countywide Measure R sales tax for transportation will be available to fund projects included in the program. This funding is dedicated to regional transportation projects in the City and therefore applies to the same types of projects that are covered by impact fees. Because this funding could not reasonably be applied to projects outside of the fee program, it has been applied to the fee-eligible cost total to reduce impact fees on new development.

The City also has an existing transportation impact fee fund deficit of $8.5 million. This deficit is accounted for in the calculation of updated fees.

Combined, the Measure R regional funds, the existing fund balance deficit, and funds from other sources shown in **Table 7** result in $141.1 million in funds programmed for improvements that are within the scope of the fee program. That amount, therefore, is described in this report as "project specific" revenue that is deducted from the project cost total prior to calculating the maximum justified impact fee amounts. The traffic impact fees needed after alternative available funding sources total **$259,708,999**.

Maximum Justifiable Cost per Trip

Table 7 shows the per-trip cost allocation for the improvements needed to accommodate future development. This figure is based on the improvement cost allocated to new development in Visalia and the estimated daily trip demand of new development in the City. As depicted in Table 7, the $259,708,999 total impact fees divided by the 515,141 new trips determined in Chapter 2 yields a cost per trip of $504.15. This figure is used to calculate the fees for various land use types.

Table 7: Revenues and Costs Per Trip

	Growth Rate		Total
Revenues (fund balances are included in FY 13/14)			
Gas Tax Apportion	Flat	$	50,785,204
Street Highway Exchange	Flat	$	25,914,583
Transportation Funds (LTF, CMAQ, Federal, & State Grants)	Flat	$	1,350,000
Measure R Local Funds	2.25%	$	40,678,300
Measure R Regional Funds	Flat	$	18,469,787
Interest Earnings	4.00%	$	1,076,100
Total Street Revenues		**$**	**138,273,974**
Expenditures			
Street Maintenance Projects	Budget/2%	$	72,105,962
Street Projects funded by Measure R - not listed in Circ. Element	Flat	$	18,469,787
Street Projects not in Circulation Element (Existing Deficiencies)	Flat	$	18,771,239
Total Street Expenditures		**$**	**109,346,988**
Total Funds Available for Capital Projects		***$***	***28,926,986***
Revenues for Circulation Element Projects			
Transportation Impact Fee Fund Balance		$	(8,502,382)
Measure R Regional Funds (includes STIP projects)	Flat	$	120,678,264
Federal Transportation Enhancement Grant	Actual		0
Total Revenues for Circulation Element Projects		**$**	**112,175,882**
Expenditures for Circulation Element Projects			
Measure R Local Bond Interest ($13 m bond: Term 18 years)	5.00%	$	6,512,867
Admin Fee (Managing Circulation Element, Fee Program)	Flat	$	1,800,000
Circulation Element Project Costs & ROW	Flat	$	392,499,000
Total Program Costs		**$**	**400,811,867**
Transportation Impact Fees Needed		**$**	**259,708,999**
Total Trips (from Table 3)			515,141
Cost Per Trip		**$**	**504.15**

Maximum Justified Fee Schedule

Table 8 presents the transportation facilities impact fee schedule that results from the cost per trip shown in Table 7. The cost per trip is multiplied by the trip demand factors shown in Table 2 to generate the impact fee for each land use. Maximum justified fee amounts are shown per dwelling unit for residential uses. For nonresidential development projects, fees will be assessed per gross building square foot, except for gas stations and hotel/motel which will be charged per fueling position and per room, respectively.

Proposed Fee Schedule

Table 8 also shows the proposed fee schedule. In most cases, the proposed fee is identical to the maximum allowable fee and results in a fee increase of about 11 percent above current fee levels. In two categories, the proposed fee has been reduced so that the increase matches the overall 11 percent increase in other land use categories. Such adjustments are proposed for hotels and industrial/service commercial. It should also be noted that two warehouse/distribution categories (0 to 20 KSF and 20 to 100 KSF) have maximum fees that result in less than 11 percent fee increases. This is as a result of updated trip generation data in these categories.

The final column of Table 8 indicates what the maximum allowable fees would be if the deferred projects were included in the fee calculation. The fee resulting from including the deferred projects would have been about 64 percent higher than the recommended fees.

Inflation Adjustment

Fees are updated annually for inflation in facilities costs. The City uses Engineering News Record Construction Cost Index (ENRCCI) calculated in accordance with Section 13.44.070 of the City of Visalia municipal code.

Table 8: Proposed Traffic Facilities Fee Schedule

Land Use	Current Fee[1]	Proposed Fee: Cost Per Trip	Proposed Fee: Trip Demand Factor	Proposed Fee: Max. Allow. Fee	Proposed Fee[2]	% Increase	Alt. Fee[3]
Residential (per dwelling unit)							
Single family	$4,808	$504	10.58	$5,332	$5,332	11	$8,792
Multi family	3,376	504	7.43	3,745	3,745	11	6,176
Senior/Assisted	1,750	504	3.85	1,940	1,940	11	3,199
Non-Residential (Per thousand square feet)							
General retail (<125 KSF)	11,868	504	26.12	13,164	13,164	11	21,707
General retail (>125 KSF)	7,915	504	17.42	8,780	8,780	11	14,478
Hotel/Motel (per room)	2,105	504	6.49	3,271	2,333	11	5,394
Gasoline Service Station (per fueling position)							
1st – 4th	22,609	504	49.76	25,079	25,079	11	41,355
5th – 8th	16,957	504	37.32	18,809	18,809	11	31,016
9th – 12th	12,718	504	27.99	14,107	14,107	11	23,262
13th & beyond	9,538	504	20.99	10,579	10,579	11	17,445
General Office	5,309	504	11.67	5,882	5,882	11	9,699
Medical/Dental Office	12,932	504	28.46	14,344	14,344	11	23,653
Government Office	22,887	504	50.37	25,386	25,386	11	41,862
Industrial/Service Commercial	1,659	504	4.71	2,374	1,839	11	3,033
Warehouse/Distribution (0-20 KSF)	1,659	504	3.33	1,678	1,678	1	2,767
Warehouse/Distribution (20-100 KSF)	1,194	504	2.47	1,245	1,245	4	2,053
Warehouse/Distribution (100+ KSF)	732	504	1.61	811	811	11	1,337
Mini Storage	777	504	1.71	862	862	11	1,421
School	3,621	504	7.97	4,017	4,017	11	6,624
Church	2,727	504	6.00	3,024	3,024	11	4,987

Notes:
1. Current Fee as of August 15, 2014
2. In cases where Proposed Fee is lower than Maximum allowable fee, the purpose is to maintain equity among categories and to maintain economic incentives previously approved by the City Council.
3. Alternate Fee represents fee if deferred projects were included in fee calculations.

Chapter 5 – Mitigation Fee Act Findings

Transportation impact fees are one-time fees typically paid prior to the issuance of a building permit and imposed on development projects by local agencies responsible for regulating land use (cities and counties). To guide the widespread imposition of public facilities fees, the State Legislature adopted the Mitigation Fee Act (the Act) with Assembly Bill 1600 in 1987 and subsequent amendments. The Act, contained in California Government Code §§66000-66025, establishes requirements on local agencies for the imposition and administration of fee programs. The Act requires local agencies to document five findings when adopting a fee.

The five statutory findings required for adoption of the maximum justified fee documented in this report are presented in this chapter and supported in detail by this report. All statutory references are to the Act.

Purpose of the Fee

For the first finding the City must:

Identify the purpose of the fee. (§66001(a)(1))

This fee would be charged under the authority of Chapter 16.44 of the City of Visalia Municipal Code, which establishes a Transportation Impact Fee Program. According to the Municipal Code, "the city must expand its street system in order to maintain current levels of service if new development is to be accommodated without decreasing current levels of service. The imposition of impact fees is one of the preferred methods of ensuring that development bears a proportionate share of the cost of capital facilities necessary to accommodate such development." This fee will further that policy by charging new development the fair share cost of transportation improvements needed to mitigate the transportation impacts created by that development.

Use of Fee Revenues

For the second finding the City must:

Identify the use to which the fee is to be put.

If the use is financing public facilities, the facilities shall be identified. That identification may, but need not, be made by reference to a capital improvement plan as specified in Section 65403 or 66002, may be made in applicable general or specific plan requirements, or may be made in other public documents that identify the public facilities for which the fee is charged. (§66001(a)(2))

The transportation impact fee will be used to either construct the improvements described herein or to reimburse a private developer for improvements included in this study that are funded by the developer, consistent with City policy. Per the Municipal Code, "The fees established by Section 16.44.070 are derived from, are based upon, and do not exceed the costs of providing additional rights-of-way, street construction and street improvements necessitated by the new land developments for which the fees are levied."

Additional details on planned uses of fee revenues are contained in Chapter 3 of this report.

Benefit Relationship

For the third finding the City must:

> *Determine how there is a reasonable relationship between the fee's use and the type of development project on which the fee is imposed. (§66001(a)(3))*

The City has determined that the improvements listed in the report are necessary to support projected development in the City of Visalia. Public facilities funded by the fee will provide a network of transportation infrastructure accessible to the additional residents and workers associated with new development. The benefit from planned improvements and facilities will result both from the maintenance of acceptable levels of congestion and the improved connectivity of an expanded transportation system. Thus, there is a reasonable relationship between the use of fee revenues and the residential and nonresidential types of new development that will pay the fee.

Burden Relationship

For the fourth finding the City must:

> *Determine how there is a reasonable relationship between the need for the public facility and the type of development project on which the fee is imposed. (§66001(a)(4))*

Residential dwelling units and building square footage are indicators of the demand for transportation facilities needed to accommodate growth. As new building square footage is created, the occupants of the new structures will place additional burdens on the transportation facilities. The need for the fee is based on traffic engineering studies assessing the impact of additional vehicle trips from new development as well as City policies governing the design of a transportation system needed to serve new growth areas. Traffic engineering and related data were also used to inform the scope of improvements included in the fee program. For transportation improvements needed to accommodate the development anticipated in the near term, the cost burden is fully allocated based on development anticipated in the near term. For transportation improvements that are not immediately needed to accommodate near term development, but that will be needed to accommodate development in the longer term, the cost burden is allocated based on projections of new development. Thus, there is a reasonable relationship between the need for the planned improvements, the scope of the improvements, and the parcels that will pay the fee.

Proportionality

For the fifth finding the City must:

> *Determine how there is a reasonable relationship between the amount of the fee and the cost of the public facility or portion of the public facility attributable to the development on which the fee is imposed. (§66001(b))*

There is a reasonable relationship between the transportation impact fee for a specific development project and the cost of the facilities attributable to that development based on the estimated vehicle trip demand the development will generate in the City. The total fee for a specific development is based on its planned square footage for nonresidential uses and the number of dwelling units for residential. Larger projects of a certain land use type will have a higher trip generation and pay a higher fee than smaller projects of the same land use type. Thus, the fee schedule ensures a reasonable relationship between the transportation impact fee for a specific development project and the cost of the facilities attributable to that project.

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Appendix 1: Unit Costs

Appendix 1: Unit Costs

Construction Items		
Item	Units	2014/15 Price
Demolition - Building	LS	Varies per Project
Bridge - New/Replacement	LS	Varies per Project
Other Structures	LS	Varies per Project
Traffic Control [1]	LF	$16.05
Construction Area Signs	LF	$2.35
Clearing & Grubbing - Rural without Orchard	AC	$1,070
Clearing & Grubbing - Rural with Orchard	AC	$7,491
Clearing & Grubbing - Urban Streetscape	AC	$62,004
Earthwork/Grading/Subgrade Prep (balanced)	CY	$14.98
7" Asphalt Concrete (Type B) - Arterial [2]	SF	$4.64
13" Aggregate Base (Class II) - Arterial [3]	SF	$2.09
5.5" Asphalt Concrete (Type B) - Collector [2]	SF	$3.65
10" Aggregate Base (Class II) - Collector [3]	SF	$1.61
Concrete Curb, Gutter, and Sidewalk [4]	LF	$47.35
Median Curb	LF	$9.95
Median Irrigation and Trees	SF	$4.12
Street Lighting [5]	LF	$114.14
Signing, Striping & Pavement Markings	LF	$6.37
Drainage Costs	LS	7% of Items Costs
Sewer Costs	LS	7% of Item Costs
Misc. Minor Items	LS	15% of Items Costs
Utility Relocation	LS	3.5% of Items Costs
Engineering Design	LS	7.5% of Items Costs
Project Management	LS	7.5% of Items Costs
Administration	LS	3% of Items Costs

Developer Responsibility		
Item	Units	14/15 Price
Parking Lane AC/AB - Arterial [2] [3] [6]	SF	$6.73
Parking Lane AC/AB - Collector [2] [3] [6]	SF	$5.26
Concrete Curb, Gutter, and Sidewalk [4] [7]	LF	$47.35
Street Lighting [5] [8]	LF	$114.14
Developer Right of Way [9] [10]	SF	See Modified R/W Costs Table Below
Parking Lane Misc. Items [11]	LS	See Percentage Table Below
Utility Relocation [12]	LS	3.5% of Item Costs

Modified R/W Costs [10]		
Item	Units	14/15 Price
Agricultural	SF	$0.57
Commercial	SF	$7.17
Industrial	SF	$2.47
Residential	SF	$1.59

Parking Lane Misc. Items Percentage Table [13]			
Cross Section	Developer Responsibility (ft.)	Cross Section Width (ft.)	Percentage
Major Arterial	36	110	32.7%
Minor Arterial	36	84	42.9%
Major Collector	36	84	42.9%
Collector	36	60	60.0%

Notes:

1 – Traffic Control unit cost reduced by 90% for projects which require minimal traffic control (i.e. rural areas)
2 – AC quantities are converted to SF basis on roadway classification and pavement depth (see Pavement Sections sheet)
3 – AB quantities are converted to SF basis on roadway classification and pavement depth (see Pavement Sections sheet)
4- Sidewalk converted to a LF cost by assuming 6' of sidewalk per side of street
5 – Street lighting cost taken as single arm poles spaced 260 ft plus 1½" conduit plus 1 – N5 P.B. on both sides
6 – Developer shall be responsible for a maximum of 12' of AC/AB width per proposed fee program
7 – Developer shall be responsible for all curb, gutter and sidewalk improvements needed (excluding median curbs) per proposed fee program
8 – Developer shall be responsible for all necessary street light improvements per proposed fee program
9 – Unit cost for Developer R/W taken as weighted average based on land type
10 – Modified R/W Costs taken as the average value from the respective land use type using "Middle of Value Range" costs from the March 2014 update of the Land Value Study. The city of Visalia shall not reimburse a developer for the outer 18' of necessary R/W on each side of roadway per proposed fee program
11 – Developer shall be responsible for a percentage of miscellaneous construction items relating to the addition of new parking lanes per proposed fee program. These items include Traffic Control, Construction Area signs, Clearing and Grubbing, Earthwork/Grading/Subgrade Prep (balanced), Signing, Striping & Pavement Markings, Drainage Costs, and Misc. Minor Items
12 – Developer shall be responsible for necessary utility relocations per the proposed fee program
13 – Miscellaneous Construction Item Percentage calculated based on 36' developer responsibility over the total cross sectional width of each roadway classification

Appendix 2: Project Cost Calculations Under Separate Cover

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