Final Draft

SACRAMENTO TRANSPORTATION AUTHORIY

DEVELOPMENT IMPACT FEE STUDY

Prepared for:

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TABLE OF CONTENTS

EXECUTIVE SUMMARY

In July of 2004 the Governing Board of the Sacramento Transportation Authority ("STA") passed Ordinance No. STA 04-01 ("Ordinance"), which provides for the continuation of a one half of one percent retail transactions and use tax for local transportation purposes. Three key components of the ordinance are 1) An expenditure plan ("Exhibit A of the Ordinance") that defines the projects to be financed, identifies the associated costs and allocates the costs between sales tax revenue funding and DIF funding, 2) Guidelines for the implementation of the Retail Transactions and Use Tax ("Retail Tax"), and 3) Guidelines for the implementation of the Sacramento Countywide Transportation Mitigation Fee Program ("SCTMFP"). Section VII of the Ordinance deals with the SCTMFP and states that "No revenue generated from the [retail transactions and use] tax shall be used to replace transportation mitigation fees required from new development…", and requires that the STA develop "… a professional and planning based process for charging new development with the cost of traffic impacts caused by each development…". Furthermore, Section VII dictates that the new fee schedule implemented shall be based on a fee per single family unit of $1,000.00, and the fees for multi-family units, retail, office and industrial or warehouse uses shall be proportionate to the single family fee as determined by the vehicular trip generation rates assigned to each of the land uses.

In August of 2005 the STA hired Public Financial Management, Inc. ("PFM") to prepare a finance and capital improvement plan that would implement the provisions of the Ordinance. PFM hired David Taussig and Associates, Inc. ("DTA") as a sub-consultant to prepare this AB 1600 Fee Justification Study (the "Fee Study"), which would be the basis for the implementation of the SCTMFP. This Fee Study is intended to comply with Section 66000 *et. seq.* of the Government Code, which was enacted by the State of California in 1987, by identifying additional public facilities required by new development ("Future Facilities") and determining the level of County-wide development impact fees ("County-wide DIF") that may be imposed to pay the costs of the Future Facilities. Fee amounts have been determined that will partially satisfy the financing of transportation infrastructure at levels identified by the various local agencies within the County of Sacramento ("County") as being necessary to meet the needs of new development through the year 2039. The proposed projects and associated construction costs are identified in the Needs List, Table IV-1, which is included in Section IV of the Fee Study. A description of the methodology used to calculate the fees is included in Section V. All new development may be required to pay a portion of its "fair share" of the cost of the new infrastructure through the development fee program.

1. ORGANIZATION OF THE REPORT

Section I of this report provides an introduction to the study including a brief description of County surroundings, and background information on development fee financing. Section II provides an overview of the legal requirements for implementing and imposing such fees. Section III includes a discussion of projected new development and demand variables such as future population and employment assuming current growth trends in housing, commercial, and industrial development extrapolated over the next thirty-three year period to 2039. Projections of future development are based on data provided by Sacramento Area Council of Governments ("SACOG"). Section IV includes a description of the Needs List, which identifies the facilities

needed to serve new development through 2039 that are eligible for funding in the SCTMFP. The Needs List provides the total estimated facilities costs in 2005 dollars, offsetting revenues, net cost to STA and cost allocated to new development for all facilities listed in the New Measure A Ordinance as approved by Sacramento County voters. This list is a compilation of projects and costs identified by the local agency planning and engineering departments. Section V contains the methodology used to determine the fees for all facility types as well as calculations to determine fee levels. Section VI includes a summary of the proposed fees justified by this study.

2. COLLABORATION WITH LOCAL AGENCIES

Workshop meetings with representatives of the local agencies, STA management and consultants occurred during January through March of 2006, with the purpose of discussing the various schedules and procedures to be used in implementing the fees, and also the various factors and criteria used in calculating the fees. Representatives of Caltrans, Regional Transit, the County of Sacramento, and the Cities of Sacramento, Elk Grove, Folsom, Rancho Cordova, Galt and Citrus Heights all participated in the workshop meetings. At these meetings the local agencies had the opportunity to update project lists and cost estimates previously provided, to modify the cash flow timeline requirements for their respective projects and to provide comments to the methodology and assumptions used in this report.

3. METHODOLOGY AND IMPACT FEE SUMMARY

As stated above, transportation costs for mitigating the impacts of new development were apportioned to the various land uses by average daily trips generated ("ADT's) for each land use type.

Section V describes the apportionment of transportation facilities costs from the Needs List. Transportation facilities benefit future residents and employees in providing safe and efficient vehicular access to properties. It has been well documented by transportation engineers that different land uses generate trips at different rates. Therefore, all facility costs in this study are apportioned on the basis of average daily trip ("ADT") generation factors. Reliable data for the trip generation rates was obtained from the Institute of Traffic Engineers ("ITE"). An average county-wide trip generation rate for commercial retail uses was used. Refer to Section V for a more detailed discussion of the criteria and assumptions used in determining this average trip rate.

All of the transportation facilities are sized to meet the needs of future residents and employees, and based on input from the local agencies, none of the fees will be used to correct existing deficiencies in the road systems. In total, $894,041,000 can be generated from County-wide DIF collected from new development within the 30 year collection period from 2009 to 2039. The fee schedule required to finance new development's share of the costs of facilities in the Needs Lists are summarized in Table ES-1 below:

TABLE ES-1

COUNTY-WIDE DEVELOPMENT IMPACT FEE SUMMARY

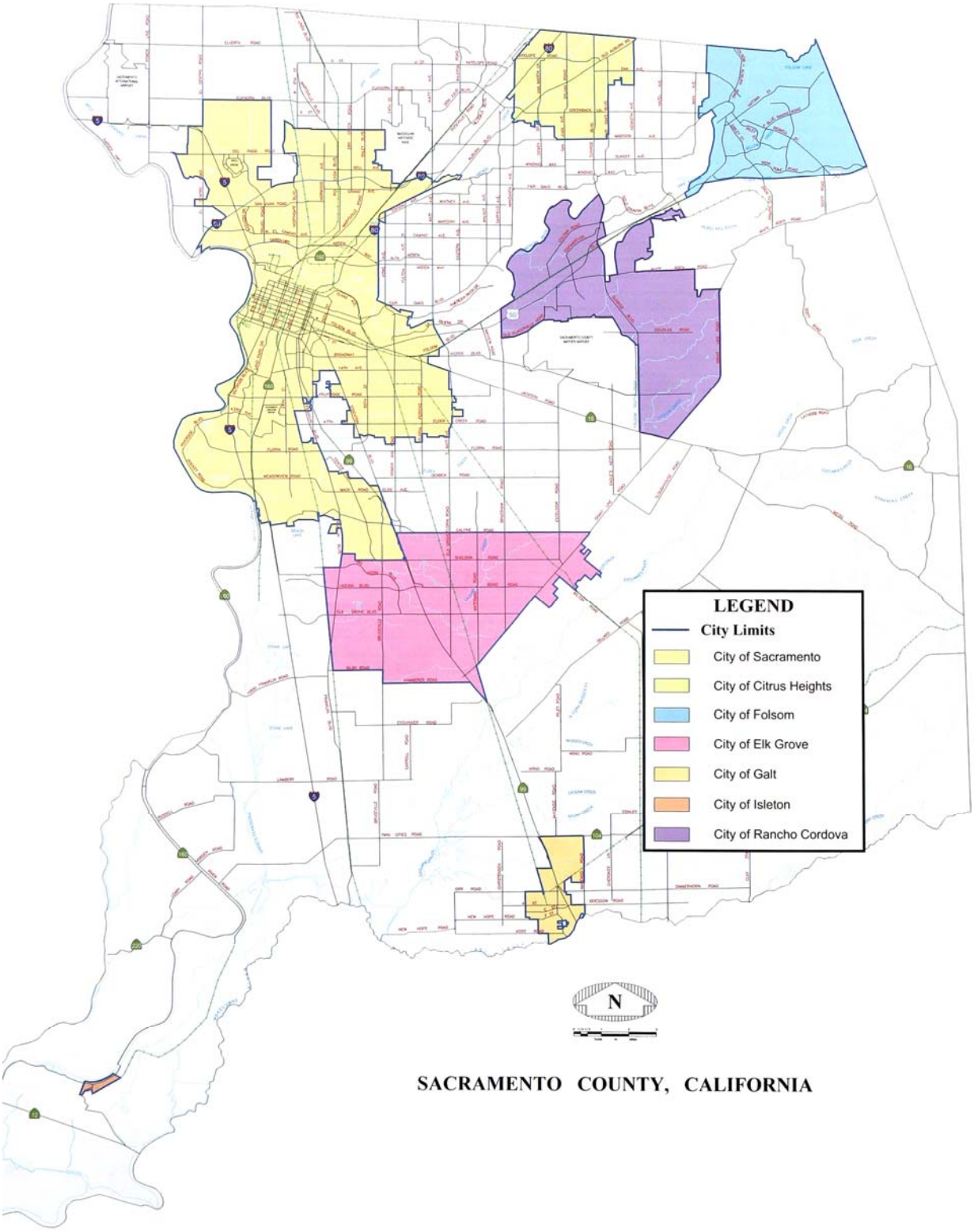
Residential (per unit)		Non - Residential (per 1,000 s.f.)	
Land Use Category	Fee	Land Use Category	Fee
Single Family	$1,000	Commercial, Retail	$3,705
Multi- Family	$700	Commercial, Office	$1,200
		Industrial	$800

The fee calculations were based on fair share analysis from the year 2005 (present development) to the year 2039 (end of the study period). Consistent with ordinance number STA-04-01, the total expected fee revenue was computed based on fee collections beginning April 1, 2009 and proceeding through March 31, 2039.

I. INTRODUCTION

The County of Sacramento (the "County"), located in central California encompassing approximately 994 square miles. The County is bordered on the east by the foothills of the Sierra Nevada, on the south and north by the counties of the San Joaquin Valley. To the west a sliver portion of the county reaches the upstream source of the San Francisco Bay. Incorporated cities within County borders include Sacramento, Citrus Heights, Elk Grove, Folsom, Galt, Isleton and Rancho Cordova. Interstate 5, Interstate 80, and US 50 form the major spines upon which the countywide circulation system depends.

The County is experiencing a surge of new housing construction within its borders, driven by population increases, low interest rates, expanding job centers, and various economic factors and incentives available within County limits. New development and the associated increase in population over the next 3 decades will place an expected burden on the existing roadway and transit systems throughout the County. In order to mitigate the impacts of this new growth, the Sacramento Transportation Authority, ("STA"), in cooperation with state and local agencies, has identified a capital improvement program and expenditure plan that will finance various roadway projects throughout the County, a portion of which will be funded through development impact fees. Ordinance STA-04-01 identifies both a one half of one percent Retail Transaction and Use Tax ("Retail Tax") and a countywide Development Impact Fee ("DIF") program. This study, in accordance with the requirements and guidelines of AB1600, will be the basis of the implementation of the County-wide DIF program. Local agencies will be required to incorporate the fee schedule identified in this study into their own local DIF programs, and will be responsible for the collection and transfer of countywide DIF revenue to STA.


LEGEND
City Limits
City of Sacramento
City of Citrus Heights
City of Folsom
City of Elk Grove
City of Galt
City of Isleton
City of Rancho Cordova
N
SACRAMENTO COUNTY, CALIFORNIA

II. LEGAL REQUIREMENTS TO JUSTIFY IMPACT FEES

Prior to World War II, development in California was held responsible for very little of the cost of public infrastructure. Public improvements were financed primarily through jurisdictional general funds and utility charges. It was not uncommon during this period for speculators to subdivide tracts of land without providing any public improvements, expecting the closest city to eventually annex a project and provide public improvements and services.

However, starting in the late 1940s, the use of impact fees grew with the increased planning and regulation of new development. During the 1960s and 1970s, the California Courts broadened the right of local government to impose fees on developers for public improvements that were not located on project sites. More recently, with the passage of Proposition 13, the limits on general revenues for new infrastructure have resulted in new development being held responsible for a greater share of public improvements, and both the use and levels of impact fees have grown substantially. Higher fee levels were undoubtedly driven in part by a need to offset the decline in funds for infrastructure development from other sources. Spending on public facilities at all levels of government was $161 per capita in 1965, but it had fallen by almost fifty percent to less than $87 per capita by 1984 (measured in constant dollars).

The levy of impact fees is one authorized method of financing the public facilities necessary to mitigate the impacts of new development, as the levy of such fees provides funding to maintain an agency's service standard required for an increased service population. A fee is "a monetary exaction, other than a tax or special assessment, which is charged by a local agency to the applicant in connection with approval of a development project for the purpose of defraying all or a portion of the cost of public facilities related to the development project..." (California Government Code, Section 66000). A fee may be levied for each type of capital improvement required for new development, with the payment of the fee occurring prior to the beginning of construction of a dwelling unit or non-residential building (or prior to the expansion of existing buildings of these types). Fees are often levied at final map recordation, issuance of a certificate of occupancy, or more commonly, at building permit issuance.

STA has identified the need to levy impact fees to pay for transportation infrastructure. A detailed list of required public facilities (the "Needs List") is contained within Section IV herein. The fees presented in this study will finance facilities on the Needs List at levels identified by STA as appropriate to mitigate the impacts of new development. Upon the adoption of the Fee Study and required legal documents by the Governing Board, all new development will be required to pay its "fair share" of the cost of facilities on the Needs List through these fees at rate structures set in the Ordinance.

Assembly Bill ("AB") 1600, which created Section 66000 *et. seq*. of the Government Code, was enacted by the State of California in 1987. This Fee Study is intended to meet the nexus or benefit requirements of AB 1600, which mandates that there is a nexus between fees imposed, the use of the fees, and the development projects on which the fees are imposed.

Furthermore, there must be a relationship between the amount of the fee and the cost of the improvements. To impose a fee as a condition for a development project, a public agency must do the following:

- Identify the purpose of the fee.
- Identify the use to which the fee is to be applied. If the use is financing public facilities, the facilities must be identified.
- Determine how there is a reasonable relationship between the fee's use and the type of development project on which the fee is imposed.
- Determine how there is a reasonable relationship between the need for a public facility and the type of development project on which the fee is being imposed.

Addressing these items will enable an impact fee to meet the nexus and rough proportionality requirements established by *Dolan versus City of Tigard* and other court cases. These findings and the nexus test for each proposed fee element are presented in Section V. Current state financing and fee assessment requirements only allow new development to pay for its fair share of new facilities' costs. Any current deficiencies resulting from the needs of existing development must be funded through other sources. Therefore, a key element to establishing legal impact fees is to determine what share of the benefit or cost of a particular improvement can be equitably assigned to existing development, even if that improvement has not yet been constructed. By removing this factor, the true impact of new development can be assessed and equitable fees assigned.

A. PURPOSE OF THE FEE (GOVERNMENT CODE SECTION 66001(A)(1))

Population, housing, and employment estimates prepared for the Fee Study project approximately 337,865 new Single Family and Multi-Family units over the next thirty-four years (2005-2039). During that same time period, approximately 570,260,000 square feet of new commercial and industrial development are expected to generate 417,101 new employees.[1] The future residents and employees will create an additional demand for transportation systems that existing public facilities cannot accommodate. In order to accommodate new development in an orderly manner, while maintaining the current quality of life in the County, the facilities on the Needs List (Section IV, Table IV-1) will need to be constructed.

It is the projected direct and cumulative effect of future development that has required the need for a development impact fee program. New development will contribute to the need for new roadway and transit projects. Without future development many of the new projects would not be necessary. Future development drives the need for future facilities, with certain exceptions where various facility costs are shared between new and existing development due to the need to cure existing deficiencies. However, in the case of Sacramento County, the local agencies have indicated that the facilities listed on the

[1] Refer to Section III for more detailed information regarding development projections.

Needs List are required to mitigate the impacts of new growth, and that none of the facilities are required to correct existing deficiencies. The impact fees will be used for the acquisition, installation, and construction of transportation and transit projects identified on the Needs Lists and other appropriate costs to mitigate the direct and cumulative impacts of new development in the Cities and unincorporated area.

B. THE USE TO WHICH THE FEE IS TO BE PUT (GOVERNMENT CODE SECTION 66001(A)(2))

The fee will be used for the acquisition, installation, and construction of the transportation facilities identified on the Needs List, included in Section IV of the Fee Study, and other appropriate costs to mitigate the direct and cumulative impacts of new development in the County. The fee will provide a source of revenue to the STA to fund such facilities, which in turn will both preserve the quality of life in the County and protect the health, safety, and welfare of the existing and future residents and employees.

C. DETERMINE THAT THERE IS A REASONABLE RELATIONSHIP BETWEEN THE FEE'S USE AND THE TYPE OF DEVELOPMENT PROJECT UPON WHICH THE FEE IS IMPOSED (BENEFIT RELATIONSHIP) (GOVERNMENT CODE SECTION 66001(A)(3))

The fees collected will be used for the construction of transportation facilities within the County. The types of development that will be paying these fees are new residential, commercial and industrial projects within the local Cities and the unincorporated areas of the County between April 1, 2009 and March 31, 2039. This expected development will generate new residents and employees that will increase the burden on existing transportation infrastructure in the form of increased traffic and transit ridership. In order to maintain existing service standards the fees to be imposed on new development, as recommended in this Study, will insure that new development contributes its fair share of funds to mitigate the impacts caused by such development.

D. DETERMINE HOW THERE IS A REASONABLE RELATIONSHIP BETWEEN THE NEED FOR THE PUBLIC FACILITY AND THE TYPE OF DEVELOPMENT PROJECT UPON WHICH THE FEE IS IMPOSED (IMPACT RELATIONSHIP) (GOVERNMENT CODE SECTION 66001(A)(4))

As determined by technical analysis consistent with the regional transportation model performed by SACOG, and State and local agency staff recommendations, the facilities to be financed are required to maintain existing service levels. These facilities are listed in Section IV and correspond directly to the impact generated by new development. For example, the projected growth of residential homes ("dwelling units") and the growth of commercial and industrial leaseable space ("square feet") translate to additional traffic on city and county streets (average daily trips, or "ADT's"). In order to prevent congestion, streets need to be created or widened, signals installed, and transit capacity needs to be enhanced.

E. THE RELATIONSHIP BETWEEN THE AMOUNT OF THE FEE AND THE COST OF THE PUBLIC FACILITIES ATTRIBUTABLE TO THE DEVELOPMENT UPON WHICH THE FEE IS IMPOSED ("ROUGH PROPORTIONALITY" RELATIONSHIP) (GOVERNMENT CODE 66001(A)

This study uses various methodologies to apportion the cost of new facilities to new development in proportion to the magnitude of the impacts that drive the need for the facilities. Fee amounts for the various land uses are determined by apportioning costs according to their appropriate demand factors, which in this case consists of traffic trip generation rates. Section V "Methodology and Fee Calculation," defines the various trip rate factors, describes the various methodologies for apportioning costs, and presents the calculations that justify the proposed fees for each facility group.

TABLE II-A

SACRAMENTO TRANSPORTATION AUTHORITY
PROPOSED LAND USE CATEGORIES

Land Use Classification for Fee Study
Single Family Residential
Multi-Family Residential
Commercial, Retail
Commercial, Office
Industrial

III. DEMOGRAPHICS

In order to determine the public facilities needed to serve new development as well as establish fee amounts to fund such facilities, the number of dwelling units, commercial and industrial square footages, population and employment for both existing and projected development must be quantified. Estimates of existing and future residential units and square footage of commercial development through 2025 were provided by Sacramento Area Council of Governments ("SACOG"), data file "TAZ_2004 to 2032" dated 04/11/06. DTA isolated only the Sacramento County Traffic Analysis Zones ("TAZ") and totaled the columns for dwelling units and population to determine Sacramento County –specific demographics. In order to extrapolate growth to the year 2039, DTA computed average growth rate for SACOG's twenty-one year interval occurring between 2004 and 2025. The trends in growth rates for the various land uses were then used to extrapolate future residential units and future commercial and industrial employment in the year 2039. Commercial and industrial employment data were then converted to building square footages by multiplying the employment population data by employee density factors given by SACOG. See Appendix A for year by year growth rates and extrapolations. See Appendix B for employment density factors.

Tables III-A and III-B below depict the growth in residential units and non-residential square footages used in this study to approximate the expected DIF revenue from 2009 to 2039. See Appendix A for calculation of expected revenue from 2009 to 2039.

Table III-A
Residential Dwellling Units

Category	2039 DU's	2009 DU's	Growth DU's
Single Family	470,382	348,512	121,871
Multi Family	398,455	212,272	186,183
Totals	868,838	560,784	308,054

Table III-B
Non-Residential Building Square Feet

Category	2039 k.s.f..	2009 Existing k.s.f.	Growth (k.s.f.)
Commercial, Retail	246,158	176,375	69,782
Commercial, Office	374,236	241,808	132,428
Industrial	1,499,506	1,181,773	317,733

Tables III-C and III-D below depict the growth in residential units and non-residential square footages used in this study to calculate the fair share fee structure for growth between 2005 and 2039.The calculations used to determine the proposed fee structure can be found in Appendix C, "Fee Calculation".

Table III-C
Residential Dwellling Units

Category	2039 DU's	2005 DU's	Growth DU's
Single Family	470,382	334,752	135,630
Multi Family	398,455	191,251	207,204
Totals	868,838	526,004	342,834

Table III-D
Non-Residential Building Square Feet

Category	2039 k.s.f..	2005 Existing k.s.f.	Growth (k.s.f.)
Commercial, Retail	246,158	168,496	77,661
Commercial, Office	374,236	226,857	147,379
Industrial	1,499,506	1,145,900	353,606

IV. THE NEEDS LIST AND FACILITIES COSTS

Identification of the facilities to be financed is a critical component of any development impact fee program. In the broadest sense the purpose of impact fees is to protect the public health, safety, and general welfare by providing for adequate public facilities. "Public Facilities" per Government Code 66000 include "public improvements, public services, and community amenities." Fees imposed for a public capital facility improvement cannot be used for maintenance or services.

Government Code 66000 requires that if impact fees are going to be used to finance public facilities, those facilities must be identified. Identification of the facilities may be made in an applicable general or specific plan, other public documents, or by reference to a Capital Improvement Program (CIP) or Capital Improvement Plan. For purposes of the STA fee program, the Needs List is intended to be the official public document identifying the facilities eligible to be financed, in whole or in part, through the levy of a uniform development fee on new development in the County.

STA management and it's consultant team surveyed and also met with representatives from Caltrans, the County of Sacramento, and local cities to determine what public facilities would be needed to meet increased demand resulting from new development in the County. For purposes of the fee program and consistent with the Measure A time horizon, it was determined that a thirty year planning horizon would be appropriate. The Needs List (Table IV-1) identifies transportation facilities that will be needed to serve future development between April 1, 2009 and March 31, 2039.

The Needs List also shows the breakdown of funding between the sales tax component of Measure A, the county-wide DIF program, the local DIF programs, and "other" sources.

The total County-wide DIF program revenue is determined by calculating the total revenue expected to be collected during the study period, based on the fee schedule and the expected growth in residential units and non-residential building square feet. The fee schedule is determined by complying with Section VII of the Ordinance, or in other words, fixing the single family residential fee at $1,000 per unit and computing the fees for the remaining land uses proportionate to the single family fee on the basis of average daily vehicular trips generated by the respective land uses. The assumptions and calculations are discussed in Section V of this Study.

TABLE IV-1
SACRAMENTO TRANSPORTATION AUTHORITY
NEEDS LIST THROUGH 2039

FACILITY NAME	FROM:	TO:	SEGMENT COSTS	TOTAL COST OF SEGMENT	% of Total	County-wide DIF Program: % of total revenue	County-wide DIF Program: Expected Revenue	Local Agency DIF Program	Sales Tax and Other Funding Sources
A. LOCAL ARTERIAL PROGRAM									
Antelope Road	Watt	Roseville Rd.	$7,500,000				$1,600,418	$5,000,000	$899,582
Antelope Road	Roseville Rd.	I-80	$8,820,000				$1,882,091	$0	$6,937,909
Antelope Road	I-80	Auburn	$11,040,000				$2,355,815	$0	$8,684,185
Sub Total				$27,360,000			$5,838,324	$5,000,000	$16,521,676
Arden Way ITS	Del Paso	Ethan Road	$3,000,000				$640,167	$0	$32,143,770
Arden Way ITS	Ethan Road	Fair Oaks	$3,000,000				$640,167	$0	$57,349,632
Sub Total				$6,000,000			$1,280,334	$0	$4,719,666
Bradshaw Road	Grant Line (9)	Calvine Road	$34,000,000				$7,255,227	$22,667,000	$4,077,773
Bradshaw Road	Calvine Road	Florin Road	$13,640,000				$2,910,626	$6,540,000	$4,189,374
Bradshaw Road	Florin Road	Folsom Blvd.	$130,000,000				$27,740,573	$43,310,000	$58,949,427
Sub Total				$177,640,000			$37,906,426	$72,517,000	$67,216,574
Bruceville Road	Sheldon	CosumnesRiv Blvd.	$14,000,000	$14,000,000			$2,987,446	$0	$11,012,554
Cosumnes River Blvd.	I-5	Franklin	$47,000,000	$47,000,000			$10,029,284	$24,000,000	$12,970,716
Elk Grove Blvd.	Big Horn	Waterman	$20,000,000	$20,000,000			$4,267,780	$0	$15,732,220
Folsom Blvd.	65th	Watt Avenue	$45,000,000				$9,602,506	$12,200,000	$23,197,494
Folsom Blvd.	Watt Avenue	Bradshaw Road	$25,000,000				$5,334,726	$5,000,000	$14,665,274
Folsom Blvd.	Bradshaw Road	Sunrise	$10,800,000				$2,304,601	$1,700,000	$6,795,399
Sub Total				$80,800,000			$17,241,833	$18,900,000	$44,658,167
Folsom Bridge Crossing			$113,000,000	$113,000,000			$24,112,959	$0	$88,887,041
I-5/ SR99/ SR50 Connector			$300,000,000	$300,000,000			$64,016,707	$0	$235,983,293
Greenback Lane	I-80	Manzanita Ave	$9,000,000				$1,920,501	$1,760,000	$5,319,499
Greenback Lane	West City Limit	Fair Oaks Blvd.	$4,600,000				$981,590	$0	$3,618,410
Greenback Lane	Fair Oaks Blvd	Hazel Ave.	$25,140,000				$5,364,600	$8,510,000	$11,265,400
Greenback Lane	Hazel Ave.	Main Street	$18,000,000				$3,841,002	$5,850,000	$8,308,998
Sub Total				$56,740,000			$12,107,693	$16,120,000	$28,512,307
Hazel Avenue	US 50	Folsom Blvd.	$45,000,000				$9,602,506	$14,700,000	$20,697,494
Hazel Avenue	Madison Ave.	US 50	$69,250,000				$14,777,190	$15,130,000	$39,342,810
Hazel Avenue	Placer Co.Line	Madison Ave.	$77,500,000				$16,537,649	$25,700,000	$35,262,351
Sub Total				$191,750,000			$40,917,345	$55,530,000	$95,302,655
Madison Avenue	Sunrise	Hazel Ave.	$17,230,000				$3,676,693	$5,550,000	$8,003,307
Madison Avenue	Hazel Ave.	Greenback Lane	$17,800,000				$3,798,325	$5,700,000	$8,301,675
Madison Avenue	Watt Ave.	Sunrise Blvd.	$40,000,000				$8,535,561	$13,250,000	$18,214,439
Sub Total				$75,030,000			$16,010,578	$24,500,000	$34,519,422
South Watt/EG -Florin Road	Florin Road	SR 16	$9,470,000				$2,020,794	$3,190,000	$4,259,206
South Watt/EG -Florin Road	Folsom Blvd.	Calvine Road	$130,000,000				$27,740,573	$43,300,000	$58,959,427
South Watt/EG -Florin Road	Calvine Road	Elk Grove Blvd.	$20,530,000				$4,380,877	$0	$16,149,123
Sub Total				$160,000,000			$34,142,243	$46,490,000	$79,367,757
Sheldon Road	Bruceville	Bradshaw	$28,883,000	$28,883,000			$6,163,315	$19,255,000	$3,464,685
Sunrise Blvd.	Jackson Road	GrantLine Rd.	$54,900,000				$11,715,057	$36,600,000	$6,584,943
Sunrise Blvd.	Gold Country Road	Jackson Road	$30,900,000				$6,593,721	$24,100,000	$206,279
Sunrise Blvd.	Madison Avenue	Gold Country Blvd	$15,000,000				$3,200,835	$3,000,000	$8,799,165
Sunrise Blvd.	Greenback Lane	Oak Ave.	$13,360,000				$2,850,877	$0	$10,509,123
Sunrise Blvd.	Oak Avenue	Antelope Road	$11,710,000				$2,498,785	$0	$9,211,215
Sunrise Blvd.	Antelope Road	Placer Co. line	$8,830,000				$1,884,225	$0	$6,945,775
Sub Total				$134,700,000			$28,743,501	$63,700,000	$42,256,499
Watt Avenue	Antelope	CapCity Fwy	$33,500,000	$33,500,000			$7,148,532	$6,700,000	$19,651,468
TOTAL LOCAL ARTERIAL PROGRAM				$1,466,403,000	39.00%	35.00%	$312,914,302	$352,712,000	$800,776,698
B. TRANSIT CAPITAL IMPROVEMENT PROGRAM									
Downtown Intermodal Station			$226,000,000				$66,786,730	$32,140,000	$127,073,270
LRT extension	Meadowview Rd.	Cosumnes Riv Blvd	$177,710,000				$52,516,238	$3,680,000	$121,513,762
Regional Rail Commuter Service			$70,000,000				$20,686,155	$0	$49,313,845
LRT extension to Airport	(planning/enviro/design only)		$101,360,000				$29,953,553	$6,580,000	$64,826,447
LRT improvements in I-80 Corridor			$30,000,000				$8,865,495	$0	$21,134,505
TOTAL TRANSIT CAPITAL IMPROVEMENT PROGRAM				$605,070,000	16.09%	20.00%	$178,808,172	$42,400,000	$383,861,828
C. FREEWAY SAFETY AND CONGESTION RELIEF PROGRAM									
Bus/carpool Lane Connectors and Extensions									
Bus/carpool ramp connection	SR50E	SR99S	$150,000,000				$18,308,004	$0	$131,691,996
I-80 Bus/carpool lanes	I-5	Capital City Fwy	$200,000,000				$24,410,672	$0	$175,589,328
I/5 Bus/carpool lanes	Elk Grove	Downtown	$200,000,000				$24,410,672	$0	$175,589,328
Connector ramp widenings	SR50	I-5	$150,000,000				$18,308,004	$0	$131,691,996
SR50 Bus/carpool lanes	Sunrise	Downtown	$200,000,000				$24,410,672	$0	$175,589,328
Subtotal - Bus/carpool Lane Connectors and Extensions				$900,000,000	23.94%		$109,848,024	$0	$790,151,976
Freeway Interchange Congestion Relief Upgrades									
Central Galt/SR 99 interchange upgrade			$38,000,000				$4,638,028	$8,500,000	$24,861,972
Consumnes River Blvd./I-5 interchange upgrade			$33,000,000				$4,027,761	$16,000,000	$12,972,239
GrantLine Road/SR 99 interchange upgrades			$62,000,000				$7,567,308	$41,333,000	$13,099,692
I-5/I-80 X-change upgrade & carpool lane connector w/ carpool lanes			$300,000,000				$36,616,008	$0	$263,383,992
Richards Blvd./I-5 interchange upgrade			$45,000,000				$5,492,401	$15,000,000	$24,507,599
Sheldon Road/SR99 Interchange Upgrade			$62,000,000				$7,567,308	$30,861,000	$23,571,692
Watt Ave/SR50 interchange upgrade			$25,000,000				$3,051,334	$0	$21,948,666
Subtotal - Freeway Interchange Congestion Relief Upgrades				$565,000,000	15.03%		$68,960,148	$111,694,000	$384,345,852
TOTAL FREEWAY SAFETY AND CONGESTION RELIEF PROGRAM				$1,465,000,000	38.96%	20.00%	$178,808,172	$111,694,000	$1,174,497,828
E. SMART GROWTH INCENTIVE PROGRAM									
Promotion of transit oriented development			$129,106,129				$129,106,129	$0	$0
Planning/development/Acquisition of open space preservation program related to I-			$5,000,000				$5,000,000	$0	$0
TOTAL SMART GROWTH INCENTIVE PROGRAM				$134,106,129	3.57%	15.00%	$134,106,129	$0	$0
F. TRANSPORTATION PROJECT ENVIRONMENTAL MITIGATION PROGRAM									
Environmental mitigation for Measure A transportation projects			$28,134,695				$28,134,695	$0	$0
open space acquisition			$28,134,695				$28,134,695	$0	$0
Natural habitat preservation			$28,134,695				$28,134,695	$0	$0
Planning/development/acquisition of open space preservation program related to I-			$5,000,000				$5,000,000	$0	$0
TOTAL ENVIRONMENTAL MITIGATION PROGRAM				$89,404,086	2.38%	10.00%	$89,404,086	$0	$0
TOTAL PROJECT				$3,759,983,215	100.00%		$894,040,862	$506,806,000	$2,359,136,354
							23.78%		

V. METHODOLOGY UTILIZED TO CALCULATE DEVELOPMENT IMPACT FEE

Transportation facilities included as part of this study will serve the entire County. Consequently, the service area for fees calculated in this chapter is the County jurisdictional area. The resulting fees are intended to apply to all development in this study area.

Roadway and public transit facilities benefit future residents and employees by providing safe and efficient access to properties. It has been well documented by transportation engineers that different land uses contribute to traffic volumes at different rates. Various entities, such as the Institute of Transportation Engineers ("ITE"), and San Diego Association of Governments ("SANDAG") have published trip generation rates for many different land uses. Although most publications are in close agreement on trip generation rates for residential, commercial office and industrial uses, ITE publications provide data for very specific commercial retail land use categories, which is helpful in determining site specific or local agency specific trip rates. This study will use average daily trips ("ADT's) provided by ITE to determine the proportionate share of costs and fee levels among the various land uses. ITE also publishes various "pass-by credit" data to be applied to commercial ADT's to prevent double counting of trips to and from commercial sites that were made by a motorist as he "passes by" or is diverted from his trip from his primary origin and destination. While the "Commercial Retail" land use is a very broad category with a wide range of trip generation rates for specific uses within the category, this study uses an average ADT rate for commercial retail category and it's associated pass-by credit. Without specific detail of the mix of commercial retail uses county-wide, an average rate based on known data, comparisons with other similar study areas and engineering and planning judgment is justified. See Appendix E for calculation of average county-wide ADT rate for commercial retail uses.

For example, the trip generation rates for commercial shopping centers are generally based on total building square footages where the smaller neighborhood and community centers generate higher ADT's per square foot of building area than its regional counterparts. Because the facilities being financed by the DIF are regional in nature, neighborhood and community shopping centers in the size range of 50,000 square feet to 300,000 square feet were not considered in the estimate for a county-wide ADT rate for commercial retail land use. A very general assessment of expected uses and their percentage of total future building square feet yielded an average ADT rate of 57 trips per 1,000 square feet of building area.

The Nexus requirements of AB1600 require that the purpose, use and need for the proposed facilities be clearly identified. Table V-A below summarizes the responses to the AB1600 requirement:

TABLE V-A

TRANSPORTATION ELEMENT
AB 1600 NEXUS TEST

Identify Purpose of Fee	Mitigate the congestion impacts of new development
Identify Use of Fee	Roads, Transit, and Environmental Mitigation improvements
Demonstrate how there is a reasonable relationship between the need for the public facility, the use of the fee, and the type of development project on which the fee is imposed	New residential and non-residential development will generate additional residents and employees who will create additional vehicular and non-vehicular traffic. Roads and signals will have to be improved or extended to meet the increased demand and provide for circulation in the County and Traffic Signals will have to be installed to efficiently direct increased traffic flow. Ridership will increase on public transit facilities. Thus there is a relationship between new development and the need for new transportation facilities. Fees collected from new development will be used exclusively for transportation facilities on the Needs List.

Average daily trip factors were multiplied by the various dwelling units and building square footages for the 2005-2039 period to calculate the total ADT's generated by new development. Normally the total facility cost is divided by the total ADT's to determined the cost per ADT of new development, and then apply this cost per ADT to the trip generation rates for the various land use categories to determine the fee structure. Since the Ordinance requires that the fee for single family residential shall be fixed at $1,000 per unit, it becomes necessary to determine what total facility cost, based on the average daily trip rates, would compute a single family residential fee of $1,000. The corresponding fees for the remaining uses are then calculated by the ratio of trip generation rates.

The methodology and calculations are shown in Appendix C. This table depicts the assumptions for trip generation rates and pass-by credits, the calculation of total trips generated by existing and new development, the total facility cost that would generate a $1,000 per unit fee for single family residential, and the corresponding fee levels for the remaining land uses.

In order to determine the maximum County-wide DIF that can be charged to new development (represented by the calculated fee charged to new development that will pay for 100% of the facilities required to mitigate the impacts), the total cost of the program, less local DIF revenues, was apportioned to existing and future development. The calculations used to determine the maximum County-wide DIF are shown in Appendix D. Table V-B below shows the maximum County-wide DIF allowed and the proposed fee structures for the various land uses:

Table V-B

Maximum and Proposed Fee Schedule

Land Use Category	Maximum Fee	Proposed Fee
Single Family	$1,004.85	$1,000.00
Multi- Family	$703.39	$700.00
Commercial, Retail	$3,722.97	$3,705.00
Commercial, Office	$1,205.82	$1,200.00
Industrial	$803.88	$800.00

In order to determine the total expected revenues from the County-wide DIF program from 2009 through 2039, and expected revenues on a year by year basis, DTA used the average annual growth rates calculated in Section III multiplied by the proposed fee structure to determine annual expected revenues for the various land uses in 2005 dollars. A separate calculation applies a 3% annual compounded escalation factor to the annual revenues for the purpose of including into a Measure A Program Cash Flow Pro Forma, as part of the Measure A Finance Plan provided by others. Appendix F shows the calculations for both escalated and un-escalated revenues from 2009 to 2039, with partial fiscal years assigned to 2009 and 2039, because the County-wide DIF program commences on April 1, 2009 and ends on March 31, 2039.

VI. SUMMARY

The success of the county-wide DIF program depends on the timely adoption of the fees into local city DIF programs and implementation by 2009. To the extent that local projects are "front loaded" in the sense that facilities need to be constructed prior to 100% of the needed funds from DIF fees and Measure A Retail Tax revenues are collected, bond financing options are available. Cash flow and capitalized interest costs are identified in the Measure A Finance Plan.

The total revenue that can be generated by the DIF fee program is $894,040,862. New development generates 10,132,463 new ADT's, or about 31% of the total ADT's in 2039. While local agencies have independently determined that the new facilities identified in the needs list are required to mitigate the impacts of new development, and no funds will be used to correct existing deficiencies, an added element of safety in terms of meeting the requirements of AB1600 is the fact that new development is contributing 23.8% of the total program cost ($3,759,983,215) through the County-wide DIF, while contributing 31% of the traffic volume in 2039.

Table VI-A below summarizes the proposed county-wide DIF fees:

TABLE VI-A

FEE SUMMARY

Residential (per unit)		Non - Residential (per 1,000 s.f.)	
Land Use Category	Fee	Land Use Category	Fee
Single Family	$1,000	Commercial, Retail	$3,705
Multi- Family	$700	Commercial, Office	$1,200
		Industrial	$800

APPENDICES

APPENDIX A

Year by Year Growth in Residential Dwelling Units and Non Residential Square Feet

	Residential		Non Residential							
	Single Family	Multi Family	Retail		Office		Industrial		Totals	
Year	DU's	DU's	Employees	Square Feet	Employees	Square Feet	Employees	Square Feet	Employees	Square Feet
2004	**330,821**	**185,246**	**202,485**	166,245,369	**304,581**	222,584,749	**407,792**	1,135,650,969	914,858	1,524,481,087
2005	334,752	191,251	205,227	168,496,416	310,427	226,856,608	411,472	1,145,900,414	927,126	1,541,253,438
2006	338,683	197,257	207,969	170,747,462	316,272	231,128,467	415,153	1,156,149,860	939,393	1,558,025,789
2007	342,615	203,263	210,710	172,998,509	322,118	235,400,326	418,833	1,166,399,305	951,661	1,574,798,140
2008	346,546	209,269	213,452	175,249,556	327,963	239,672,185	422,514	1,176,648,750	963,929	1,591,570,491
2009	350,477	215,275	216,194	177,500,603	333,809	243,944,044	426,194	1,186,898,195	976,196	1,608,342,842
2010	354,409	221,281	218,936	179,751,650	339,654	248,215,903	429,874	1,197,147,640	988,464	1,625,115,193
2011	358,340	227,287	221,677	182,002,697	345,500	252,487,762	433,555	1,207,397,085	1,000,732	1,641,887,545
2012	362,271	233,293	224,419	184,253,744	351,345	256,759,621	437,235	1,217,646,530	1,012,999	1,658,659,896
2013	366,203	239,299	227,161	186,504,791	357,191	261,031,480	440,916	1,227,895,975	1,025,267	1,675,432,247
2014	370,134	245,305	229,903	188,755,838	363,036	265,303,339	444,596	1,238,145,420	1,037,535	1,692,204,598
2015	374,065	251,310	232,644	191,006,885	368,882	269,575,198	448,276	1,248,394,865	1,049,802	1,708,976,949
2016	377,997	257,316	235,386	193,257,932	374,727	273,847,058	451,957	1,258,644,311	1,062,070	1,725,749,300
2017	381,928	263,322	238,128	195,508,979	380,573	278,118,917	455,637	1,268,893,756	1,074,338	1,742,521,651
2018	385,859	269,328	240,870	197,760,026	386,419	282,390,776	459,318	1,279,143,201	1,086,606	1,759,294,002
2019	389,791	275,334	243,611	200,011,073	392,264	286,662,635	462,998	1,289,392,646	1,098,873	1,776,066,353
2020	393,722	281,340	246,353	202,262,120	398,110	290,934,494	466,678	1,299,642,091	1,111,141	1,792,838,704
2021	397,653	287,346	249,095	204,513,167	403,955	295,206,353	470,359	1,309,891,536	1,123,409	1,809,611,055
2022	401,584	293,352	251,837	206,764,214	409,801	299,478,212	474,039	1,320,140,981	1,135,676	1,826,383,406
2023	405,516	299,358	254,578	209,015,260	415,646	303,750,071	477,719	1,330,390,426	1,147,944	1,843,155,758
2024	409,447	305,364	257,320	211,266,307	421,492	308,021,930	481,400	1,340,639,871	1,160,212	1,859,928,109
2025	413,378	311,369	260,062	213,517,354	427,337	312,293,789	485,080	1,350,889,316	1,172,479	1,876,700,460
2026	417,310	317,375	262,804	215,768,401	433,183	316,565,648	488,761	1,361,138,762	1,184,747	1,893,472,811
2027	421,241	323,381	265,545	218,019,448	439,028	320,837,507	492,441	1,371,388,207	1,197,015	1,910,245,162
2028	425,172	329,387	268,287	220,270,495	444,874	325,109,366	496,121	1,381,637,652	1,209,282	1,927,017,513
2029	429,104	335,393	271,029	222,521,542	450,719	329,381,225	499,802	1,391,887,097	1,221,550	1,943,789,864
2030	433,035	341,399	273,771	224,772,589	456,565	333,653,084	503,482	1,402,136,542	1,233,818	1,960,562,215
2031	436,966	347,405	276,512	227,023,636	462,410	337,924,943	507,163	1,412,385,987	1,246,085	1,977,334,566
2032	**440,898**	**353,411**	**279,254**	229,274,683	**468,256**	342,196,802	**510,843**	1,422,635,432	1,258,353	1,994,106,917
2033	444,829	359,417	281,996	231,525,730	474,102	346,468,661	514,523	1,432,884,877	1,270,621	2,010,879,268
2034	448,760	365,423	284,738	233,776,777	479,947	350,740,520	518,204	1,443,134,322	1,282,888	2,027,651,619
2035	452,692	371,428	287,479	236,027,824	485,793	355,012,379	521,884	1,453,383,767	1,295,156	2,044,423,971
2036	456,623	377,434	290,221	238,278,871	491,638	359,284,238	525,565	1,463,633,213	1,307,424	2,061,196,322
2037	460,554	383,440	292,963	240,529,918	497,484	363,556,097	529,245	1,473,882,658	1,319,691	2,077,968,673
2038	464,486	389,446	295,705	242,780,965	503,329	367,827,957	532,925	1,484,132,103	1,331,959	2,094,741,024
2039	468,417	395,452	298,446	245,032,011	509,175	372,099,816	536,606	1,494,381,548	1,344,227	2,111,513,375
04 to '32 growth	110,077	168,165	76,769		163,675		103,051			
period (years)	28	28	28		28		28			
Linear Growth Rate	3,931.31	6,005.90	2,741.75	2,251.05	5,845.54	4,271.86	3,680.39	10,249.45		
S.F./ Employee				821.03		730.79		2,784.88		

Appendix B

Square Feet per Employee Ratios

Commercial [1]	Square Feet Per Employee
Retail	781.205
Community/Neigborhood Retail	882.317
Regional Retail	735.562
Community/Neighborhood Commercial/Office - Modified	898.33
Regional Commercial/Office	807.71
Average Commercial Retail:	**821.026**
Office	290.768
High Intensity Office	176.614
Moderate-Intensity Office	290.768
Light Industrial - Office	2,165.010
Average Commercial Office:	**730.790**
Industrial [1]	
Light Industrial	1,609.756
Heavy Industrial	3,960.000
Average Industrial:	**2,784.878**

[1] Sacramento Council of Governments, 2005.

APPENDIX C

FEE CALCULATION

I. Existing ADT Calculation (2005)

Land Use Category	Trip Generation Rate per Unit/per Non-Res. KSF [1]	Units	Pass-By-Credit	Net Trip Generation Rate per Unit/per Non-Res. KSF	Number of Units/ Non-Res. KSF	ADTs
Residential, Single Family	10	DU	-	10	334,752	3,347,522
Residential, Multi-Family	7	DU	-	7	191,251	1,338,760
Commercial, Retail	57	DU	19.95	37	168,496	6,242,792
Commercial, Office	12	DU	-	12	226,857	2,722,279
Industrial	8	KSF		8	1,145,900	9,167,203
Total						22,818,556

II. Future ADT Calculation

Land Use Category	Trip Generation Rate per Unit/per Non-Res. KSF [1]	Units	Pass-By-Credit	Net Trip Generation Rate per Unit/per Non-Res. KSF	Number of Units/ Non-Res. KSF	ADTs
Residential, Single Family	10	DU	-	10	133,665	1,336,647
Residential, Multi-Family	7	DU	-	7	204,201	1,429,405
Commercial, Retail	57	DU	19.95	37	76,536	2,835,644
Commercial, Office	12	DU	-	12	145,243	1,742,918
Industrial	8	KSF		8	348,481	2,787,849
Total						10,132,463

III. Proposed Facilities Cost

Facility Type	Total Facility Cost
Transportation Facilities	$1,013,246,310
Total	$1,013,246,310

IV. Allocation of Facilities to New Development

Facility Type	Total Number of ADTs	Cost Per ADT
Transportation Facilities	10,132,463	$100.00
Total Cost Per ADT		$100.00

V. Developer Fees and Cost Financed by Fees per Unit or Per Non-Res. KSF 2005-2039

Land Use Category	Trip Generation Rate per Unit/ per Non-Res. KSF	Fees per Unit/ per Non-Res. KSF	Number of Units/ Non-Res. KSF	Cost Financed by DIF
Residential, Single Family	10.0	**$1,000.00**	133,665	$133,664,680
Residential, Multi-Family	7.0	**$700.00**	204,201	$142,940,491
Commercial, Retail	37.1	**$3,705.00**	76,536	$283,564,383
Commercial, Office	12.0	**$1,200.00**	145,243	$174,291,849
Industrial	8.0	**$800.00**	348,481	$278,784,907
Total Cost Allocated to New Development				**$1,013,246,310**
Total Cost of Transportation Facilities				**$1,013,246,310**

V. Developer Fees and Cost Financed by Fees per Unit or Per Non-Res. KSF 2009-2039

Land Use Category	Trip Generation Rate per Unit/ per Non-Res. KSF	Fees per Unit/ per Non-Res. KSF	Number of Units/ Non-Res. KSF	Cost Financed by DIF
Residential, Single Family	10.0	$1,000.00	121,871	$121,870,738
Residential, Multi-Family	7.0	$700.00	186,183	$130,328,095
Commercial, Retail	37.1	$3,705.00	69,782	$258,543,996
Commercial, Office	12.0	$1,200.00	132,428	$158,913,156
Industrial	8.0	$800.00	317,733	$254,186,238
Total Cost Allocated to New Development				**$923,842,224**
Total Cost of Transportation Facilities				**$923,842,224**

APPENDIX D

MAXIMUM FEE CALCULATION

I. Existing ADT Calculation (2005)

Land Use Category	Trip Generation Rate per Unit/per Non-Res. KSF [1]	Units	Pass-By-Credit (41%)	Net Trip Generation Rate per Unit/per Non-Res. KSF	Number of Units/ Non-Res. KSF	ADTs
Residential, Single Family	10	DU	-	10	334,752	3,347,522
Residential, Multi-Family	7	DU	-	7	191,251	1,338,760
Commercial, Retail	57	DU	23.37	34	168,496	5,666,534
Commercial, Office	12	DU	-	12	226,857	2,722,279
Industrial	8	KSF		8	1,145,900	9,167,203
Total						22,242,298

II. Future ADT Calculation

Land Use Category	Trip Generation Rate per Unit/per Non-Res. KSF [1]	Units	Pass-By-Credit	Net Trip Generation Rate per Unit/per Non-Res. KSF	Number of Units/ Non-Res. KSF	ADTs
Residential, Single Family	10	DU	-	10	133,665	1,336,647
Residential, Multi-Family	7	DU	-	7	204,201	1,429,405
Commercial, Retail	57	DU	19.95	37	76,536	2,835,644
Commercial, Office	12	DU	-	12	145,243	1,742,918
Industrial	8	KSF		8	348,481	2,787,849
Total						10,132,463

III. Proposed Facilities Cost

Facility Type	Total Facility Cost
Transportation Facilities	$3,253,177,215
Total	$3,253,177,215

IV. Allocation of Facilities to Existing and New Development (based on total ADTs)

Facility	Total Number of ADTs	Percentage of Cost Allocated	Facility Cost	Cost per ADT
Existing Development	22,242,298	68.70%	$2,235,016,879	
New Development	10,132,463	31.30%	$1,018,160,337	$100.48
Total	32,374,762	100%	$3,253,177,215	

V. Developer Fees and Cost Financed by Fees per Unit or Per Non-Res. KSF 2005-2039

Land Use Category	Trip Generation Rate per Non-Res. KSF	Fees per Unit/ per Non-Res. KSF	Number of Units/ Non-Res. KSF	Expected revenue 2005-2039
Residential, Single Family	10.0	**$1,004.85**	133,665	$134,312,925
Residential, Multi-Family	7.0	**$703.39**	204,201	$143,633,722
Commercial, Retail	37.1	**$3,722.97**	76,536	$284,939,609
Commercial, Office	12.0	**$1,205.82**	145,243	$175,137,127
Industrial	8.0	**$803.88**	348,481	$280,136,953
Total Cost Allocated to New Development				**$1,018,160,337**

APPENDIX E

Weighted Average ADT Rate for Commercial Retail

Commercial Use	Trip Rate[1]	Estimated percent Square Footage	weighted ave. ADT's
Neighborhood Shopping Center		0.00%	0.00
Community Shopping Center		0.00%	0.00
Regional Shopping Center	27.07	40.00%	10.83
Convenience, Service Station	162.78	11.00%	17.91
Restaurant	89.95	15.00%	13.49
Fast Food Restaurant	43.87	5.00%	2.19
Car Dealership	21.14	6.00%	1.27
Home Improvement Superstore	35.05	15.00%	5.26
Bank	72.79	8.00%	5.82
		100.00%	**56.77**

1. Based on average vehicle trip ends per 1,000 square feet on a weekday, ITE, 6th Edition.

APPENDIX F

CASH FLOW ANALYSIS

DEVELOPMENT IMPACT FEE REVENUE

Escalation Factor: 3.00%

		SINGLE FAMILY		MULTI-FAMILY		COMMERCIAL RETAIL		COMMERCIAL OFFICE		INDUSTRIAL		TOTAL	
Year	Period	2005 Dollars	3% Escalator	2005 Dollars	3% Escalator	2005 Dollars	3% Escalator	2005 Dollars	3% Escalator	2005 Dollars	3% Escalator	2005 Dollars	3% Escalator
1	2005-2006	$3,931,314	$3,931,314	$4,204,132	$4,204,132	$8,340,129	$8,340,129	$5,126,231	$5,126,231	$8,199,556	$8,199,556	$0	$0
2	2006-2007	$3,931,314	$4,049,254	$4,204,132	$4,330,256	$8,340,129	$8,590,333	$5,126,231	$5,280,018	$8,199,556	$8,445,543	$0	$0
3	2007-2008	$3,931,314	$4,170,731	$4,204,132	$4,460,164	$8,340,129	$8,848,043	$5,126,231	$5,438,418	$8,199,556	$8,698,909	$0	$0
4	2008-2009	$3,931,314	$4,295,853	$4,204,132	$4,593,969	$8,340,129	$9,113,484	$5,126,231	$5,601,571	$8,199,556	$8,959,876	$7,450,341	$8,141,188
5	2009-2010	$3,931,314	$4,424,729	$4,204,132	$4,731,788	$8,340,129	$9,386,889	$5,126,231	$5,769,618	$8,199,556	$9,228,673	$29,801,362	$33,541,696
6	2010-2011	$3,931,314	$4,557,471	$4,204,132	$4,873,741	$8,340,129	$9,668,495	$5,126,231	$5,942,707	$8,199,556	$9,505,533	$29,801,362	$34,547,946
7	2011-2012	$3,931,314	$4,694,195	$4,204,132	$5,019,954	$8,340,129	$9,958,550	$5,126,231	$6,120,988	$8,199,556	$9,790,699	$29,801,362	$35,584,385
8	2012-2013	$3,931,314	$4,835,021	$4,204,132	$5,170,552	$8,340,129	$10,257,307	$5,126,231	$6,304,617	$8,199,556	$10,084,420	$29,801,362	$36,651,916
9	2013-2014	$3,931,314	$4,980,071	$4,204,132	$5,325,669	$8,340,129	$10,565,026	$5,126,231	$6,493,756	$8,199,556	$10,386,952	$29,801,362	$37,751,474
10	2014-2015	$3,931,314	$5,129,473	$4,204,132	$5,485,439	$8,340,129	$10,881,977	$5,126,231	$6,688,569	$8,199,556	$10,698,561	$29,801,362	$38,884,018
11	2015-2016	$3,931,314	$5,283,357	$4,204,132	$5,650,002	$8,340,129	$11,208,436	$5,126,231	$6,889,226	$8,199,556	$11,019,518	$29,801,362	$40,050,539
12	2016-2017	$3,931,314	$5,441,858	$4,204,132	$5,819,502	$8,340,129	$11,544,689	$5,126,231	$7,095,902	$8,199,556	$11,350,103	$29,801,362	$41,252,055
13	2017-2018	$3,931,314	$5,605,114	$4,204,132	$5,994,087	$8,340,129	$11,891,030	$5,126,231	$7,308,779	$8,199,556	$11,690,606	$29,801,362	$42,489,616
14	2018-2019	$3,931,314	$5,773,267	$4,204,132	$6,173,910	$8,340,129	$12,247,760	$5,126,231	$7,528,043	$8,199,556	$12,041,325	$29,801,362	$43,764,305
15	2019-2020	$3,931,314	$5,946,465	$4,204,132	$6,359,127	$8,340,129	$12,615,193	$5,126,231	$7,753,884	$8,199,556	$12,402,564	$29,801,362	$45,077,234
16	2020-2021	$3,931,314	$6,124,859	$4,204,132	$6,549,901	$8,340,129	$12,993,649	$5,126,231	$7,986,501	$8,199,556	$12,774,641	$29,801,362	$46,429,551
17	2021-2022	$3,931,314	$6,308,605	$4,204,132	$6,746,398	$8,340,129	$13,383,459	$5,126,231	$8,226,096	$8,199,556	$13,157,880	$29,801,362	$47,822,438
18	2022-2023	$3,931,314	$6,497,863	$4,204,132	$6,948,790	$8,340,129	$13,784,962	$5,126,231	$8,472,879	$8,199,556	$13,552,617	$29,801,362	$49,257,111
19	2023-2024	$3,931,314	$6,692,799	$4,204,132	$7,157,253	$8,340,129	$14,198,511	$5,126,231	$8,727,065	$8,199,556	$13,959,195	$29,801,362	$50,734,824
20	2024-2025	$3,931,314	$6,893,583	$4,204,132	$7,371,971	$8,340,129	$14,624,467	$5,126,231	$8,988,877	$8,199,556	$14,377,971	$29,801,362	$52,256,869
21	2025-2026	$3,931,314	$7,100,391	$4,204,132	$7,593,130	$8,340,129	$15,063,201	$5,126,231	$9,258,543	$8,199,556	$14,809,310	$29,801,362	$53,824,575
22	2026-2027	$3,931,314	$7,313,402	$4,204,132	$7,820,924	$8,340,129	$15,515,097	$5,126,231	$9,536,299	$8,199,556	$15,253,590	$29,801,362	$55,439,312
23	2027-2028	$3,931,314	$7,532,804	$4,204,132	$8,055,552	$8,340,129	$15,980,549	$5,126,231	$9,822,388	$8,199,556	$15,711,197	$29,801,362	$57,102,491
24	2028-2029	$3,931,314	$7,758,789	$4,204,132	$8,297,218	$8,340,129	$16,459,966	$5,126,231	$10,117,060	$8,199,556	$16,182,533	$29,801,362	$58,815,566
25	2029-2030	$3,931,314	$7,991,552	$4,204,132	$8,546,135	$8,340,129	$16,953,765	$5,126,231	$10,420,572	$8,199,556	$16,668,009	$29,801,362	$60,580,033
26	2030-2031	$3,931,314	$8,231,299	$4,204,132	$8,802,519	$8,340,129	$17,462,378	$5,126,231	$10,733,189	$8,199,556	$17,168,050	$29,801,362	$62,397,434
27	2031-2032	$3,931,314	$8,478,238	$4,204,132	$9,066,595	$8,340,129	$17,986,249	$5,126,231	$11,055,185	$8,199,556	$17,683,091	$29,801,362	$64,269,357
28	2032-2033	$3,931,314	$8,732,585	$4,204,132	$9,338,592	$8,340,129	$18,525,837	$5,126,231	$11,386,840	$8,199,556	$18,213,584	$29,801,362	$66,197,438
29	2033-2034	$3,931,314	$8,994,562	$4,204,132	$9,618,750	$8,340,129	$19,081,612	$5,126,231	$11,728,445	$8,199,556	$18,759,991	$29,801,362	$68,183,361
30	2034-2035	$3,931,314	$9,264,399	$4,204,132	$9,907,313	$8,340,129	$19,654,060	$5,126,231	$12,080,299	$8,199,556	$19,322,791	$29,801,362	$70,228,862
31	2035-2036	$3,931,314	$9,542,331	$4,204,132	$10,204,532	$8,340,129	$20,243,682	$5,126,231	$12,442,708	$8,199,556	$19,902,475	$29,801,362	$72,335,728
32	2036-2037	$3,931,314	$9,828,601	$4,204,132	$10,510,668	$8,340,129	$20,850,992	$5,126,231	$12,815,989	$8,199,556	$20,499,549	$29,801,362	$74,505,800
33	2037-2038	$3,931,314	$10,123,459	$4,204,132	$10,825,988	$8,340,129	$21,476,522	$5,126,231	$13,200,469	$8,199,556	$21,114,535	$29,801,362	$76,740,974
34	2038-2039	$2,948,486	$7,820,372	$3,153,099	$8,363,076	$6,255,097	$16,590,613	$3,844,673	$10,197,362	$6,149,667	$16,310,979	$22,351,022	$59,282,402
2005-2039 Total		**$132,681,852**	**$224,348,668**	**$141,889,458**	**$239,917,596**	**$281,479,351**	**$475,946,910**	**$173,010,291**	**$292,539,091**	**$276,735,018**	**$467,924,827**	**$1,005,795,970**	$1,700,677,092
FY2009-2039 Total		**$117,939,424**	**$208,975,479**	**$126,123,963**	**$223,477,568**	**$250,203,867**	**$443,333,292**	**$153,786,926**	**$272,493,246**	**$245,986,682**	**$435,860,912**	**$894,040,862**	**$1,584,140,497**

Note: For FY 2009-2039 summation, 3/4 year revenue for 2038-2039 and 1/4 year revenue from 2008-2009 was used

The 2005-2039 summation represents the total expected revenues collected if fees were implemented in year 2005-2006. For information only.