



# Development Impact Fee Annual Report



*For Fiscal Year Period Ending June 30, 2021*

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## Executive Summary

Development Impact Fees are fees imposed by a local government on new or proposed development projects to ensure public services and infrastructure will be sufficient to serve those new development projects. California state law requires local agencies, on an annual basis, to prepare a report on the status of their Development Impact Fee (DIF) program.

Mountain House Community Service District (MHCS D or CSD) currently collects the following two development impact fees: Transportation Improvement Fee (TIF) and Community Facilities Fee (CFF). The improvements in MHCS D are primarily developer constructed. While the fee revenues can be used by the CSD to build improvements, they are largely used as a reimbursement mechanism for developers who fund the construction of the improvements.

The following sections will provide the legal context for this annual report, a summary description of each of the Mountain House CSD's development fees, and an accounting snapshot including revenues collected and expenditures for each of those funds in Fiscal Year 20/21 (July 1, 2020 thru June 30, 2021).



*Figure 1 –MHCS D Town Hall*



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## **Section 1 - Requirements of Mitigation Fee Act (AB1600)**

The Mitigation Fee Act (Act), commonly known as Assembly Bill 1600 (AB1600), was adopted by the state of California in 1987 and created Section 66000 et. seq. of the Government Code. AB1600 was enacted to ensure that new development mitigates its impact on the jurisdiction's infrastructure.

AB1600 requires that agencies report annually on the fees collected and the use of those fees. The requirements are:

1. A brief description of the type of fee in the account or fund.
2. The amount of the fee.
3. The beginning and ending balances in each fee account.
4. The amount of fees collected and interest earned during the preceding year.
5. Identification of each public improvement on which fees were expended and the amount expended on each improvement, including the total percentage of the cost of improvements funded with the fees.
6. An identification of an approximate date by which the construction of the public improvement will commence if the local agency determines that sufficient funds have been collected to complete financing on an incomplete public improvement and the public improvement remains incomplete.
7. A description of any interfund transfers or loans, including a description of the public improvement on which the transferred or loaned fees will be expended, the interest that the account will receive for the loan and the date on which the loan will be repaid.
8. Identification of any refunds made once determined that sufficient monies have been collected to fund fee-related projects.

In addition, every five years, agencies must make the following findings with respect to funds remaining unexpended, whether committed or uncommitted:

1. Identify the purpose to which the fee is to be put.
2. Demonstrate a reasonable relationship between the fee and the purpose for which it is charged.
3. Identify all sources and amounts of funding anticipated to complete financing of incomplete improvements in the fee program.
4. Designate the approximate dates on which the funding is expected to be deposited into the appropriate account or fund.

This report does not include the five year reporting requirements.



## Section 2 – Overview of Development Impact Fees

### Fund 301: Transportation Improvement Fee (TIF)

**Requirement 1.** Brief description of the type of fee in the account or fund.

New development within the community should fund the costs of the transportation improvements required to serve the new development. In order to implement the goals and objectives of the master specific plan for the community regarding transportation improvements, and to mitigate the impact of new development within the community and the surrounding areas, certain transportation improvements must be designed and constructed. The Mountain House Board of Directors has determined that a transportation impact fee is needed to finance these transportation improvements and to pay the development's fair share of the costs of improvements outside of the boundaries of the community.

**Requirement 2.** Amount of the fee.

The Transportation Improvement Fees for Fiscal Year 20/21 are summarized in Table 1. As shown on Table 1, updated fees were adopted by the Board of Directors on November 18, 2020 and the updated fees were effective 60 days after adoption.

**Table 1: Transportation Improvement Fee by Land Use and Facility Type**

Type	Description	TIF 07/01/20 <sup>1</sup>	Updated TIF <sup>1,2</sup>
<b>Residential</b>		<i>(per du)</i>	<i>(per du)</i>
R-VL	SF Very Low Density	\$ 13,225	\$ 13,385
R-L	SF Low Density	\$ 13,225	\$ 13,385
R-M	SF Medium Density	\$ 13,225	\$ 13,385
R-MH	SF Medium High Density	\$ 9,993	\$ 10,113
R-H	High Density Housing <sup>3</sup>	\$ 9,257	\$ 9,369
R-H	High Density Senior Housing	\$ 1,469	\$ 1,487
<b>Commercial</b>		<i>(per ksf)</i>	<i>(per ksf)</i>
C/N	Neighborhood Commercial	\$ 16,458	\$ 16,657
C/C	Community Commercial	\$ 16,458	\$ 16,657
C/G	General	\$ 16,458	\$ 16,657
C/O	Office	\$ 14,401	\$ 14,575
CFS	Freeway Commercial <sup>4</sup>	\$ 17,927	\$ 18,144
MX	Non Residential Mixed Use	\$ 13,225	\$ 13,385
<b>Industrial</b>		<i>(per ksf)</i>	<i>(per ksf)</i>
I/L	Limited Industrial (N. of Byron)	\$ 10,443	\$ 10,559
I/L	Limited Industrial (S. of Byron)	\$ 20,573	\$ 20,821
I/G	General Industrial	\$ 7,641	\$ 7,733

Notes:

1) All fees include 3% administrative costs.

2) Updated fees were adopted November 18, 2020 and went into effect 60 days after Board adoption.

3) Includes town center residential (200 du).

4) Assumes a mix of uses that could include motels, gas stations, fast food and convenience stores. Estimated trip generation factors reflect an average rate for each respective land use.



## Fund 302: Community Facilities Fee (CFF)

**Requirement 1.** Brief description of the type of fee in the account or fund.

New development within the community should fund the costs of the community facilities required to serve new development. In order to implement the goals and objectives of the master specific plan for the community regarding community facilities, and to mitigate the impact of development within the community and surrounding areas, certain community facilities must be designed and constructed. The Mountain House Board of Directors has determined that a Community Facilities Fee (CFF) is needed in order to finance these public improvements.

**Requirement 2.** Amount of the fee.

The Community Facilities Fees for Fiscal Year 20/21 are summarized in Table 2. As shown on Table 1, updated fees were adopted by the Board of Directors on November 18, 2020 and the updated fees were effective 60 days after adoption

**Table 2: Community Facilities Fee by Land Use and Facility Type**

Land Use	07/01/20 CFF	Updated Park Facilities Fee <sup>1,2</sup>	Updated Library Facilities Fee <sup>1,2</sup>	Updated Public Safety & Admin. Fee <sup>1,2</sup>	Updated 2021 CFF Fee <sup>1,2,3</sup>
<b>Residential</b>		(Per DU)	(Per DU)	(Per DU)	(Per DU)
Very-Low Density (R/VL)	\$ 19,385	\$ 15,310	\$ 1,410	\$ 3,696	\$ 20,416
Low Density (R/L)	\$ 19,360	\$ 15,290	\$ 1,409	\$ 3,691	\$ 20,390
Medium Density (R/M)	\$ 16,754	\$ 13,232	\$ 1,219	\$ 3,194	\$ 17,645
Medium High Density (R/MH)	\$ 12,410	\$ 9,802	\$ 903	\$ 2,366	\$ 13,071
Senior Housing (R/MH, R/H)	\$ 12,410	\$ 9,802	\$ 903	\$ 2,366	\$ 13,071
High Density (R/H, M/X) <sup>4</sup>	\$ 12,410	\$ 9,802	\$ 903	\$ 2,366	\$ 13,071
<b>Non-Residential</b>				(Per 1,000 SF of Building)	(Per 1,000 SF of Building)
Commercial (C/N, C/C, C/G)	\$ 1,351	N/A	N/A	\$ 1,459	\$ 1,459
Freeway Service Commercial (C/FS)	\$ 1,007	N/A	N/A	\$ 1,088	\$ 1,088
Office Commercial (C/O)	\$ 1,417	N/A	N/A	\$ 1,532	\$ 1,532
Mixed Use (M/X)	\$ 553	N/A	N/A	\$ 597	\$ 597
Limited Ind, NOB (I/L)	\$ 859	N/A	N/A	\$ 929	\$ 929
Limited Ind, SOB (I/L)	\$ 1,015	N/A	N/A	\$ 1,097	\$ 1,097
General Industrial (I/G)	\$ 440	N/A	N/A	\$ 475	\$ 475
Institutional (P)	-	N/A	N/A	\$ 341	\$ 341

Notes:

- 1) All costs include a 3% admin. markup.
- 2) Cost of land is not included in the fee calculation.
- 3) Updated fees were adopted November 18, 2020 and went into effect 60 days after Board adoption.
- 4) The land use of high density residential includes 200 units from mixed use town center.



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## **Section 3 – Description of Current Development Impact Fee Program**

The following section provides a description of each of the development impact fees MHCS D collects.

### **Fund 301: Transportation Improvement Fee (TIF)**

On April 11, 2000, by Board Order B-00-439, the San Joaquin Board of Supervisors adopted the TIF for the Mountain House Community. The TIF was established through the report “Mountain House Transportation Improvement Fee”, prepared by OpTrans Inc., dated March 19, 2000 (Technical Report) and was based on the Condor Earth Technology’s Report, "GIS Cost Analysis Major Roadway Costs for the Mountain House Traffic Impact Fee", dated June 4, 1999. The Condor report provided detailed cost estimates for each of the proposed roadway improvements.

The TIF finances the construction of the transportation improvements within the community as well as the fair share of transportation obligations in other jurisdictions that are required to implement the Mountain House Master Plan (Master Plan) and California’s Environmental Impact Report (EIR) mitigation measures. These improvements include arterial and collector roadways, transit equipment, transit facilities, roadway landscaping, street lighting, street signage, sound walls, signalization, medians, and bridges. Also included are entries, rail crossings, interchanges, overpasses, and park and ride lots, to the extent that they are within or immediately adjacent to Mountain House and required to implement the Mountain House Master Plan. The fees also fund the Mountain House CSD share of regional roadways both within and outside of the CSD Sphere of Influence. The TIF is being implemented pursuant to, but not limited to, the Master Plan, Public Financing Plan, Specific Plans, Project Reimbursement Agreements, all resolutions, and ordinances.

The TIF can be used by the CSD to build improvements or as a reimbursement mechanism for developers who fund the construction of the transportation improvements. Developers may receive reimbursement for facilities they construct. The developers are required to submit their project construction documents and go through a project cost certification process. The project must be certified and accepted by the CSD prior to reimbursement through the Developer Reimbursement program which is implemented on a “first-in-time” priority basis.

On January 23, 2003, by Resolution Number R-03-52, the updated TIF Fees were adopted by the Board of the Mountain House CSD. In 2019, Harris & Associates (Harris) reassessed and updated the TIF facilities, costs and fees. The updated fees were adopted by the Board at the April 10, 2019 board meeting. The fees were then updated in July 2020 using the Engineering News Record (ENR) 20-City Construction Cost Index (CCI) as a basis of escalation. In 2020, Harris completed an annual update of the TIF that incorporated updated road cost and all cost certifications finalized to date. In addition, an ENR was applied to the all other project costs as appropriate. The analysis also updated the remaining number of permits, fund balances, and outstanding credit balances, based on information provided by the CSD.





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## Fund 302: Community Facilities Fee (CFF)

On August 22, 2000, by Resolution Number R-00-435 the San Joaquin Board of Supervisors adopted the CFF. This fee finances the construction of community facilities required to implement the Master Plan including Park Facilities, Library Facilities, and Public Safety and Administration Facilities. The CFF was calculated based on the costs developed in the “Mountain House Community Services District (CSD) Community Facilities Fees Technical Report” prepared by Economic & Planning Systems, Inc. dated July 2000 (Technical Report).



*Figure 2 –MHCSD Central Community Park*

The CFF can be used by the CSD to build improvements or as a reimbursement mechanism for developers who fund the construction of the community facilities improvements. Developers may receive reimbursement for facilities they construct. The developers are required to submit their project construction documents and go through a project cost certification process. The project must be certified and accepted by the CSD prior to reimbursement through the Developer Reimbursement program which is implemented on a “first-in-time” priority basis. The CFF is being implemented pursuant to, but not limited to, the Master Plan, Public Financing Plan, Specific Plans, Project Reimbursement Agreements, all resolutions, and ordinances.

On January 23, 2003, by Resolution Number R-03-53, the updated CFF Fees were adopted by the Board of the Mountain House CSD. In 2019, Harris reassessed and updated the CFF facilities, costs, and fees. The updated fees were adopted by the Board at the April 10, 2019 board meeting. The fees were then updated in July 2020 using the Engineering News Record (ENR) 20-City Construction Cost Index (CCI) as a basis of escalation. In 2020, Harris completed an annual update of the CFF that incorporated the final cost for the Town Hall and Library, updated park costs, updated corporation yard costs, and all cost certifications finalized to date. In addition, an ENR CCI, ENR Building Cost Index (BCI), and the Consumer Price Index (CPI) was applied to the all other project costs as appropriate. The analysis also updated the remaining number of permits, fund balances, and outstanding credit balances, based on information provided by the CSD.





## Section 4 - Development Impact Fee Fund Summary

**Requirement 3.** Beginning and ending balance in the account or fund.

Table 3 summarizes the beginning and ending fund balances for both the TIF and CFF for Fiscal Year 20/21.

**Requirement 4.** Amount of fees collected and the interest earned during the previous year.

Table 3 summarizes the fees collected and the interest earned for both the TIF and CFF during Fiscal Year 20/21.

**Table 3: Development Impact Fee Fund Summary**

Description	Fund No.	Transportation Improvement Fee	Community Facilities Fee
		301	302
Starting Balance July 1, 2020		\$ 2,050,726	\$ 31,200,541
Interfund Loan <sup>1</sup>		\$ -	\$ (1,188,000)
Computer/Vehicles <sup>2</sup>		\$ -	\$ (323,269)
<b>Starting Fund Balance</b>		<b>\$ 2,050,726</b>	<b>\$ 29,689,273</b>
<b>REVENUES</b>			
Fees Collected		\$ 8,508,214	\$ 9,326,400
Impact Fee Interest		56,209	69,625
Other Interest		-	-
Other Revenues		-	-
<b>Total Revenues</b>		<b>\$ 8,564,424</b>	<b>\$ 9,396,024</b>
<b>EXPENDITURES</b>			
Reimbursement to Developers		\$ (8,259,511)	\$ (32,327,573)
<b>Total Expenditures</b>		<b>\$ (8,259,511)</b>	<b>\$ (32,327,573)</b>
Transfers In <sup>3</sup>		\$ -	\$ 7,425
Transfers Out		-	-
<b>Net Fund Transfers</b>		<b>\$ -</b>	<b>\$ 7,425</b>
<b>Ending Balance June 30, 2021</b>		<b>\$ 2,355,638</b>	<b>\$ 6,765,150</b>

<sup>1</sup> Includes interfund loan advance to Fund 202.

<sup>2</sup> A percentage of the CFF fee is set aside to fund vehicles and computers.

<sup>3</sup> Includes the interest for the interfund loan advance.



## Section 5 - Project Expenditures

The TIF and CFF can be used by the CSD to build improvements or as a reimbursement mechanism for developers who fund the construction of the transportation improvements and community facilities improvements. To date, the CSD has primarily used the CFF and TIF to reimburse developers for the construction of infrastructure. This section identifies the reimbursements to developers within each fund and the percentage of the reimbursement that was funded with fees. It also indicates whether sufficient funds have been identified to complete future certified reimbursements or projects and the approximate date by which the reimbursement or construction of the public improvement will commence if sufficient funds have been identified.

### Fund 301: Transportation Improvement Fee (TIF)

**Requirement 5.** Identification of each public improvement for which fees were expended and the amount of expenditures, including the total percentage of the cost of the public improvement that was funded with fees.

Table 4 below shows the total reimbursements to developers for the TIF, by developer, for FY 20/21.

**Requirement 6.** An identification of an approximate date by which the construction of the public improvement will commence if the local agency determines that sufficient funds have been collected to complete financing on an incomplete public improvement and the public improvement remains incomplete.

Table 4 summarizes the planned future reimbursements from the TIF and the anticipated date of future reimbursement.

**Table 4: Transportation Improvement Fee Project Expenditures**

Developer Reimbursement	Amount	Fund 301 Expense FY 20-21	Fund 301 Future Expenditures	Approximate Date of Future Reimbursement	% Funded by Fee	Sufficient Funds to Completely Reimburse Developer? (Y/N)
Payment to Trimark	\$ (8,259,511)	\$ (8,259,511)	\$ -	2021-22	100%	Y
<b>TOTAL PROJECT EXPENSES</b>	<b>\$ (8,259,511)</b>	<b>\$ (8,259,511)</b>	<b>\$ -</b>			
Bond Payments <sup>1</sup>	N/A	N/A	\$ (60,522,545)	N/A	100%	Y
<b>GRAND TOTAL</b>	<b>\$ (16,519,023)</b>	<b>\$ (16,519,023)</b>	<b>\$ (60,522,545)</b>			

1) Debt amount was provided by the CSD. Total amount shown. Assumes bond pays off Trimark completely and fees fund 100% of bond payments.

### TIF and CFF Reimbursements Owed

The TIF and CFF fees are based on the remaining project costs and the credit balances. Fee credits and reimbursements are granted to developers who build and dedicate facilities that are included in the TIF and CFF programs. In no case shall the developer be entitled to a credit or reimbursement that exceeds the



cost of construction of the facility. Reimbursement from the TIF and CFF for the improvements identified in the TIF and CFF Technical Report are to be available to the extent that funds are collected and available; no money from the general fund or other CSD funds may be used to reimburse the developer. The developer is required to submit all construction documentation for certification of costs and determination of the reimbursable/creditable amount. Table 5 shows the reimbursements still owed to developers as of June 30, 2021.

**Table 5: Reimbursements Owed as of June 30, 2021**

<b>Developer</b>	<b>Transportation Improvement Fee (Fund 301)</b>	<b>Community Facilities Fee (Fund 302)</b>
Trimark	\$ 55,700,182	\$ -
The Resmark Companies <sup>1</sup>	\$ 14,069,611	\$ 1,722,517
Mountain House Investors (MHI)	\$ 32,949,593	\$ -
Shea Homes	\$ 1,838,236	\$ -
<b>Total</b>	<b>\$ 104,557,622</b>	<b>\$ 1,722,517</b>

<sup>1</sup>Company was previously known as Mountain House Developers (MHD).

As funds are collected the CSD repays the reimbursements that are owed to developers consistent with the adopted policies and ordinances. If no reimbursements are owed at the time fees are collected, the CSD retains the funds until additional costs are certified and at that time, releases funds for reimbursement. The CSD may also set aside funds for CSD related expenses or eligible projects. A 3 percent administrative fee is collected that is used to fund development impact fee related expenses.

Appendix A includes the list of remaining CFF and TIF projects.



## Fund 302: Community Facilities Fee (CFF)

**Requirement 5.** Identification of each public improvement for which fees were expended and the amount of expenditures, including the total percentage of the cost of the public improvement that was funded with fees.

Table 6 below shows the total reimbursements to developers for CFF projects, by project, for FY 20/21.

**Requirement 6.** An identification of an approximate date by which the construction of the public improvement will commence if the local agency determines that sufficient funds have been collected to complete financing on an incomplete public improvement and the public improvement remains incomplete.

Table 6 summarizes the planned future expenditures for the CFF and the anticipated date of future reimbursements.

**Table 6: Community Facilities Fee Project Expenditures**

Developer Reimbursement	Amount	Fund 302 Expense FY 20-21	Fund 302 Future Expenditures	Approximate Date of Future Reimbursement	% Funded by Fee	Sufficient Funds to Completely Reimburse Developer? (Y/N)
Town Hall and Library <sup>1</sup>	\$ (28,077,077)	\$ (28,077,077)	\$ (1,930,946)	2022	100%	Y
Hansen Park <sup>1</sup>	\$ (2,439,614)	\$ (2,439,614)	\$ (1,400,000)	2022	100%	Y
Questa Park <sup>1</sup>	\$ (1,752,797)	\$ (1,752,797)	\$ -	N/A	100%	Y
Annexation Fee <sup>2</sup>	\$ (58,085)	\$ (58,085)	TBD	TBD	100%	Y
Cordes Park <sup>1</sup>	\$ -	\$ -	\$ (3,100,000)	2022	100%	Y
<b>TOTAL</b>	<b>\$ (32,327,573)</b>	<b>\$ (32,327,573)</b>	<b>\$ (6,430,946)</b>			

<sup>1</sup>Reimbursed to The Resmark Companies (previously known as Mountain House Developers).

<sup>2</sup>Reimbursed to Mountain House Investors (MHI).



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## Section 6 - Interfund Transfers and Loans

**Requirement 7.** Description of each interfund transfer or loan made from the account, including the public improvement on which the transferred or loaned fees will be expended, and when each will be repaid and the rate of interest the account will receive on the loan.

### Transfers

#### Transfers In

Fund 302 had an interest payment transfer in for FY 2020-21 in the amount of \$7,425 based on 0.5% interest rate and a 10-year repayment schedule which started in September 2015.

#### Transfers Out

MHCSO did not have any transfers out for Fund 301 or Fund 302 for FY 2020-21.

### Loans

In September 2015, the Board approved a resolution for certificate of acceptance of a grant deed for fire station land and related improvements and appurtenances and agreed to purchase the community fire station. The CFF originally advanced \$2,970,000 to Fund 202, the special tax public safety fund, for the purchase of a community fire station. In FY 2020-21 the CFF fund collected \$7,425 in interest on the loan advance. The outstanding principal is \$1,188,000. The advance is a 10-year interfund loan and will be paid back from Fund 202 to Fund 302 by 2025. Fund 202 makes a principal payment of \$297,000 annually.



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## Section 7 - Refunds

**Requirement 8.** Identification of any refunds made once determined that sufficient monies have been collected to fund fee-related projects.

No refunds were made from Funds 301 and 302 in FY 20-21.



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## Appendix A: Remaining Improvements





**Table A-1: Remaining Transportation Improvement Projects**

Item	Category	Description	Segment/Node	Detail	MHCS D Costs 2020
1	Roads	Mountain House Parkway I-205 to Byron	1 to 2	MHP (I205 to Central)	\$ 1,650,786
2	Roads	Mountain House Parkway I-205 to Byron	2 to 3	MHP (Central to Von Sosten)	\$ 928,135
3	Roads	Mountain House Parkway I-205 to Byron	3 to 4	MHP (Von Sosten to GLR)	\$ 2,271,477
4	Roads	Mountain House Parkway I-205 to Byron	4 to 47	MHP (GLR to Texiera)	\$ 1,333,180
5	Roads	Mountain House Parkway I-205 to Byron	47 to 5	MHP (Texiera to Mustang)	\$ 1,232,610
6	Roads	Mountain House Parkway I-205 to Byron	5 to 6	MHP (Mustang to Wicklund)	\$ 42,967
7	Roads	Mountain House Parkway I-205 to Byron	6 to 7	MHP (Wicklund to Armaudo)	\$ 34,307
8	Roads	Mountain House Parkway I-205 to Byron	7 to 8	MHP (Armaudo to Main)	\$ 1,283,381
9	Roads	Mountain House Parkway I-205 to Byron	8 to 9	MHP (Main to Byron)	\$ 2,113,017
10	Roads	Byron Road	34 to 35	Byron (Wicklund to Henderson)	\$ 3,935,720
11	Roads	Byron Road	35 to 9	Byron (Henderson to MHP)	\$ 2,084,930
12	Roads	Byron Road	9 to 37	Byron (MHP to GVP)	\$ 14,467,997
13	Roads	Byron Road	37 to 38	Byron (GVP to County line)	\$ 2,556,485
14	Roads	Grant Line Road	4 to 12	GLR (MHP to De Anza)	\$ 1,413,409
15	Roads	Grant Line Road	12 to 19	GLR (De Anza to Central)	\$ 8,779,561
16	Roads	Grant Line Road	19 to 29	GLR (Central to GVP)	\$ 7,837,591
17	Roads	Great Valley Parkway	29 to 30	GVP (GLR to Mustang)	\$ 361,824
18	Roads	Great Valley Parkway	30 to 31	GVP (Mustang to Main)	\$ 87,236
19	Roads	Great Valley Parkway	31 to 18	GVP (Main to De Anza)	\$ 64,859
20	Roads	Great Valley Parkway	18 to 32	GVP (De Anza to Kelso)	\$ 75,000
21	Roads	Great Valley Parkway	32 to 37	GVP (Kelso to Byron)	\$ 20,000
22	Roads	Great Valley Parkway	37 to 43	GVP (Byron to Central)	\$ 3,793,859
23	Roads	Central Parkway	2 to 10	Central (MHP to De Anza)	\$ 2,204,676
24	Roads	Central Parkway	10 to 19	Central (De Anza to GLR)	\$ 17,887,853
25	Roads	Central Parkway	19 to 20	Central (GLR to Mustang)	\$ 275,000
26	Roads	Central Parkway	20 to 21	Central (Mustang to Arnaudo)	\$ 85,729
27	Roads	Central Parkway	21 to 24	Central (Arnaudo to Main)	\$ 30,731
28	Roads	Central Parkway	24 to 17	Central (Main to De Anza)	\$ 52,597
29	Roads	Central Parkway	17 to 36	Central (De Anza to Byron)	\$ 300,002
30	Roads	Central Parkway	36 to 42	Central (Byron to MHP)	\$ 2,840,377
31	Roads	De Anza Blvd	10 to 11	De Anza (Central to Von Sosten)	\$ 992,048
32	Roads	De Anza Blvd	11 to 12	De Anza (Von Sosten to GLR)	\$ 3,099,045
33	Roads	De Anza Blvd	12 to 13	De Anza (GLR to Mustang)	\$ 4,218,476
34	Roads	De Anza Blvd	13 to 14	De Anza (Mustang to Wicklund)	\$ 43,120
35	Roads	De Anza Blvd	14 to 15	De Anza (Wicklund to Arnaudo)	\$ 34,154
36	Roads	De Anza Blvd	15 to 16	De Anza (Armaudo to Main)	\$ 632,850
37	Roads	De Anza Blvd	16 to 17	De Anza (Main to Central)	\$ 898,877
38	Roads	De Anza Blvd	17 to 18	De Anza (Central to GVP)	\$ 300,000
39	Roads	Mascot Blvd	5 to 13	Mustang (MHP to De Anza)	\$ 17,703
40	Roads	Mascot Blvd	13 to 20	Mustang (De Anza to Central)	\$ 1,282,123
41	Roads	Mascot Blvd	20 to 30	Mustang (Central to GVP)	\$ 1,167,933
42	Roads	Armaudo Blvd 4	7 to 15	Armaudo (MHP to De Anza)	\$ 19,261
43	Roads	Armaudo Blvd 4	15 to 23	Armaudo (De Anza to Providence)	\$ 25,928
44	Roads	Armaudo Blvd 4	23 to 22	Armaudo (Providence to Tradition)	\$ 20,717
45	Roads	Armaudo Blvd 4	22 to 21	Armaudo (Tradition to Central)	\$ 18,929
46	Roads	Main Street	8 to 16	Main (MHP to De Anza)	\$ 1,048,540
47	Roads	Main Street	16 to 24	Main (De Anza to Central)	\$ 5,997,520
48	Roads	Main Street	24 to 31	Main (Central to GVP)	\$ -
49	Roads	Mountain House Parkway I-205 to Byron	9 to 41	MHP (Byron to River)	\$ 2,617,530
50	Roads	Mountain House Parkway North of Byron Rd	41 to 42	MHP (River to Central)	\$ 4,000,436



**Table A-1: Remaining Transportation Improvement Projects (continued)**

Item	Category	Description	Segment/Node	Detail	MHCS D Costs 2020
51	Roads	Mountain House Parkway North of Byron Rd	42 to 43	Central (MHP to GVP)	\$ 6,076,330
52	Roads	A Street	26 to 28	Giotto (De Anza to Central)	\$ 803,892
53	Roads	Tradition St	22 to 25	Tradition (Arnaudo to Main)	\$ 751,774
54	Roads	Prosperity St	23 to 27	Prosperity (Arnaudo to Main)	\$ 672,075
55	Roads	Wickland Crossing	6 to 14	Wicklund (MHP to De Anza)	\$ 18,929
56	Roads	River/Henderson	35 to 41	Henderson (Byron to MHP)	\$ 2,153,236
57	Roads	Bethany	35 to 39	Bethany (Henderson to Co. Line)	\$ 1,711,440
58	Roads	Van Sosten	3 to 11	Von Sosten (MHP to De Anza)	\$ 503,586
59	Roads	Comm/Ind Collector	47 to 48	Texiera (MHP to De Anza)	\$ 507,482
60	Intersection	Intersection	Node 2	MHP/Central	\$ 824,527
61	Intersection	Intersection	Node 3	MHP/Von Sosten	\$ 116,045
62	Intersection	Intersection	Node 4	MHP/GLR	\$ 390,790
63	Intersection	Intersection	Node 5	MHP/Mustang	\$ -
64	Intersection	Intersection	Node 6	MHP/Wicklund	\$ -
65	Intersection	Intersection	Node 7	MHP/Arnaudo	\$ -
66	Intersection	Intersection	Node 8	MHP/Main	\$ 868,844
67	Intersection	Intersection	Node 9	MHP/Byron	\$ 788,309
68	Intersection	Intersection	Node 10	De Anza/Central	\$ 613,665
69	Intersection	Intersection	Node 11	De Anza/Von Sosten	\$ 576,993
70	Intersection	Intersection	Node 12	De Anza/GLR	\$ 1,163,811
71	Intersection	Intersection	Node 13	De Anza/Mustang	\$ 102,463
72	Intersection	Intersection	Node 14	De Anza/Wicklund	\$ 449,686
73	Intersection	Intersection	Node 15	De Anza/Arnaudo	\$ -
74	Intersection	Intersection	Node 16	De Anza/Main	\$ 601,569
75	Intersection	Intersection	Node 17	De Anza/Central	\$ 318,670
76	Intersection	Intersection	Node 18	De Anza/GVP	\$ 323,318
77	Intersection	Intersection	Node 19	Central/GLR	\$ 1,190,754
78	Intersection	Intersection	Node 20	Central/Mustang	\$ 317,456
79	Intersection	Intersection	Node 21	Central/Arnaudo	\$ -
80	Intersection	Intersection	Node 22	Arnaudo/Tradition	\$ 318,105
81	Intersection	Intersection	Node 23	Arnaudo/Prosperity	\$ 271,202
82	Intersection	Intersection	Node 24	Central/Main	\$ 317,456
83	Intersection	Intersection	Node 29	GVP/GLR	\$ 875,601
84	Intersection	Intersection	Node 30	GVP/Mustang	\$ 317,806
85	Intersection	Intersection	Node 31	GVP/Main	\$ 307,782
86	Intersection	Intersection	Node 32	GVP/Kelso	\$ 560,255
87	Intersection	Intersection	Node 37	GVP/Byron	\$ 1,180,811
88	Intersection	Intersection	Node 41	MHP/River	\$ 674,422
89	Intersection	Intersection	Node 42	MHP/Central	\$ 1,076,985
90	Intersection	Intersection	Node 43	GVP/Central	\$ 1,096,659
91	Intersection	Intersection	Node 47	Texiera/MHP	\$ 564,721
92	Intersection	Intersection	Node 48	Texiera/De Anza	\$ 511,445
93	Local Improvements	250' Bridge Xing at Great Valley Prkwy2 @ MH Creek			\$ -
94	Local Improvements	500' Bridge Xing at Main @ MH Creek			\$ -
95	Local Improvements	250' Bridge Xing at Central @ MH Creek			\$ -
96	Local Improvements	250' Bridge Xing at De Anza @ MH Creek			\$ -
97	Local Improvements	300' Bridge Xing at Pat. Pass N @ MH Creek		MHP across MH Creek	\$ 3,094,170
98	Local Improvements	Grade Sep., Central @ Byron			\$ 8,725,038
99	Local Improvements	RR Xing Great Valley Parkway2			\$ 521,766
100	Local Improvements	RR Xing Paterson Pass North			\$ 368,386
101	Local Improvements	RR Xing Henderson			\$ 368,386
102	Local Improvements	Close Wickland Rail Crossing			\$ 283,046
103	Local Improvements	Park and Ride lots			\$ 2,549,848
104	Local Improvements	Transit Buses, Large			\$ -
105	Local Improvements	Transit Buses, Small			\$ 2,503,318
106	Local Improvements	Bike Facilities, Rack, signs, striping			\$ -
107	Local Improvements	Traffic Planning, Modeling, Counts			\$ 834,051
108	Local Improvements	Traffic Monitoring, Signal Computer Center			\$ 103,529
109	Local Improvements	Additional Channelization and Turn Lanes			\$ -
110	Local Improvements	Community Gateway		Monument at I205 and MHP	\$ 338,020
111	Local Improvements	Contingency for Regional Offset Improvements			\$ -
112	Regional Improve	Interchange I-205 @ MH Parkway3			\$ 873,827
113	Regional Improve	Grant Line Road - Byron to MH Parkway			\$ 5,922,114
114	Regional Improve	MH Parkway - I-205 to Delta Mendota Canal			\$ -
115	Regional Improve	Bryon Road - Grant Line to Wicklund			\$ 4,716,985
116	Other Jurisdictions	Grant Line Road, County Line to I-580		GLR (GVP to I-580)	\$ 8,404,474
<b>Totals</b>					<b>\$ 176,006,335</b>

Note: This list of projects is sourced from the Nexus Study completed by Harris in 2020.



**Table A-2: Remaining Community Facilities Projects**

Item	2020 Remaining Cost
<b>Park Facilities</b>	
Central Community Park Phase 2	\$ 38,447,605
North Community Park	\$ 16,831,747
South Community Park (31 of 38 acres)	\$ 27,354,933
Old River Regional Park	\$ 17,961,030
Linear Creek Park Phase 2 & 3	\$ 8,345,570
Hansen Park	\$ 3,400,000
Cordes Park	\$ 3,400,000
Remaining Neighborhood Parks (6)	\$ 16,277,683
<b>Library Facilities</b>	
Central Library building	\$ 11,204,299
Volumes	\$ 50,000
<b>Public Safety and Administrative Facilities</b>	
Town Hall (Administration Building)	\$ 19,745,701
Fire Station No. 2	\$ 1,582,458
Police Station	\$ 9,494,750
Facilities Operation Center	\$ -
Corporation Yard Phase 1	\$ 1,000,000
Corporation Yard Phase 2	\$ 5,571,258
Warehouse	\$ -
Fuel Station	\$ -
Operation & Maintenance Vehicles	\$ 2,941,033
Remaining Fire Vehicles	\$ 2,645,237
Remaining Police Vehicles	\$ 1,071,444
Computer Equipment	\$ 157,276