

*The Economics of Land Use*



## Draft Hearing Report

# Plumas Lake Specific Plan/North Arboga Study Area Road Fee Nexus Study—2014 Update

Prepared for:

County of Yuba

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# 1. EXECUTIVE SUMMARY

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## **Plumas Lake Specific Plan/North Arboga Study Area Road Fee Nexus Study 2014 Update**

This 2014 Update to the Plumas Lake Specific Plan/North Arboga Study Area (PLSP/NASA) Road Fee Nexus Study (PLSP/NASA Road Fee Program) updates the PLSP/NASA Road Fee Program, prepared in December 2004 (2005 Update). The 2005 Update revised the Plumas Lake Specific Plan Road Fee Nexus Study, prepared in September 2003. The 2005 Update added land uses located in the NASA. This 2014 Update takes into account current development conditions in the PLSP and the NASA. This 2014 Update uses revised land use information, as well as revised and updated costs, to calculate the PLSP/NASA Road Fee. This 2014 Update includes the land uses and roadway improvements for Bear River; the project was annexed into the PLSP.

The purpose and methodology of this report are similar to the 2003 Road Fee Nexus Study and the 2005 Update. The reader may wish to refer to the 2003 Road Fee Nexus Study and the 2005 Update to compare the contents of those hearing reports to this 2014 Update.

This 2014 Update has been completed following Yuba County's update of the Countywide Capital Facilities Fee, and this 2014 Update interfaces with Yuba projects funded through that fee program.

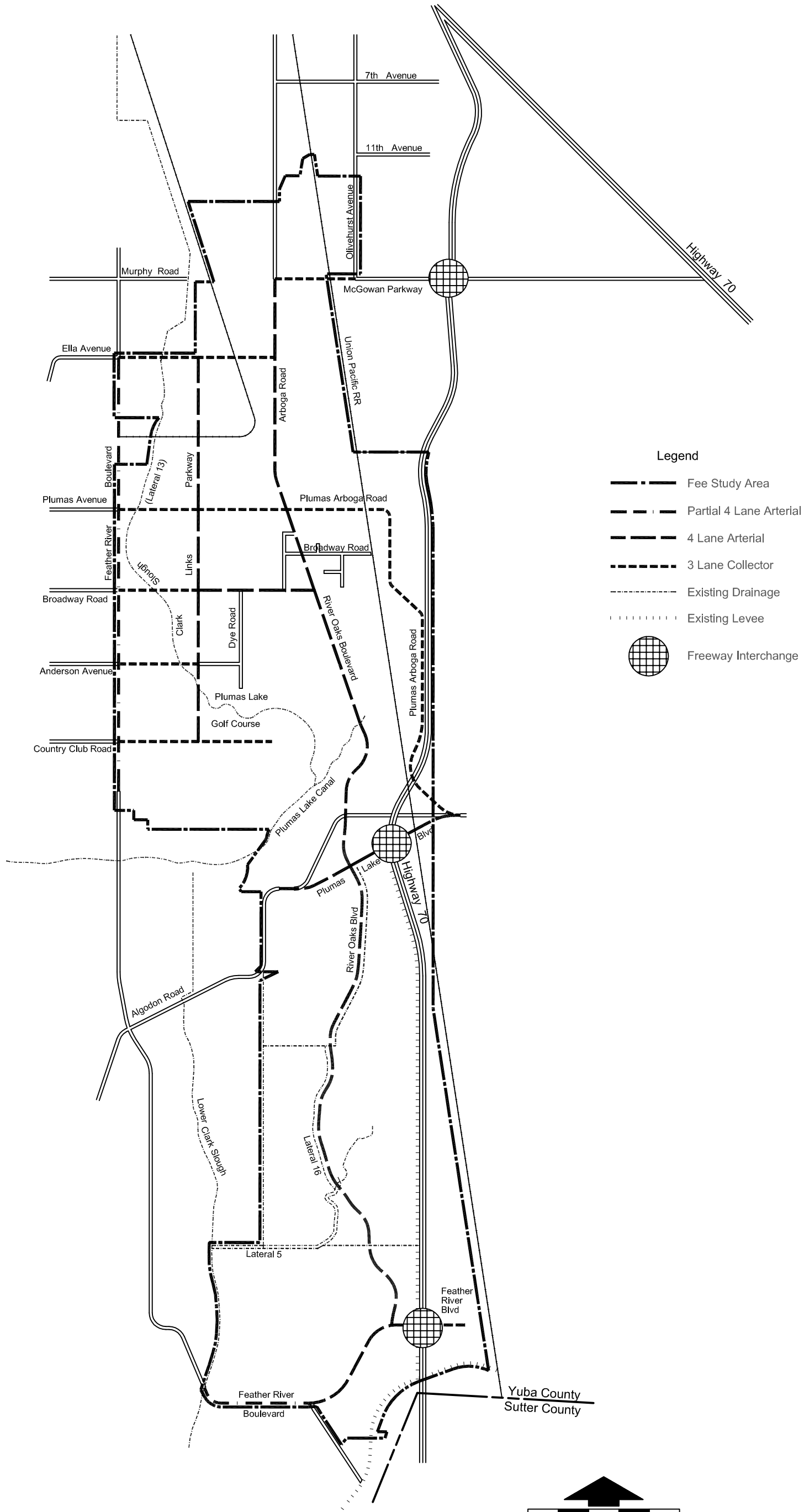
### **Background**

Economic & Planning Systems, Inc. (EPS) has prepared this 2014 Update to the PLSP/NASA Road Fee Program. Yuba County retained EPS to establish the nexus between the PLSP, the NASA, and the portion of the public roadway facilities that will be funded by the PLSP/NASA road development impact fee program, proposed for adoption by the Yuba County Board of Supervisors.

Yuba County adopted the PLSP with the Plumas Lake Financing Plan as a companion document on September 21, 1993. The NASA was established in 1993. **Map 1** shows the boundaries of the PLSP and the NASA. The Yuba County Board of Supervisors adopted an updated Financing Plan in June 2000. Construction of housing in the southern portion of the PLSP began in late 2003 and continued throughout 2004.

The updated 2000 Financing Plan described the financing strategy for infrastructure in the PLSP and the NASA. While the cost estimates and land use plan have been updated for this 2014 Update, the financing strategy for transportation infrastructure has not changed from the updated 2000 Financing Plan. That strategy is to adopt a fee program for the PLSP and the NASA to ensure the roadway system to serve the area is fully funded from a variety of available financing sources.

In September 2003, EPS provided a Hearing Report for the Plumas Lake Specific Plan Road Fee Nexus Study. The 2003 Road Fee Nexus Study Hearing Report provided the basis to establish the PLSP Road Fee, which was adopted by Yuba County. This report serves as an update to the



# PLSP/NASA NEXUS STUDY BOUNDARIES

Map 1

May 28, 2014

2003 Road Fee Nexus Study Hearing Report and the 2005 Update and takes into account changes in land use and improvement costs. The updates and changes are summarized in this 2014 Update.

## Purpose of the Study

The purpose of this 2014 Update is to establish the nexus between new development that occurs in the PLSP/NASA and the need for additional roadway facilities, for which Yuba County is the service provider. After establishing the nexus, this 2014 Update calculates the roadway development impact fees (the PLSP/NASA Road Fee) to be levied for each land use in the PLSP/NASA, based on the proportionate share of the total road facility use.

## Authority

This 2014 Update has been prepared to establish a development impact fee program pursuant to the Yuba County police power, in accordance with the procedural guidelines as codified in California Government Section 66000 et. seq. This code section sets forth the procedural requirements for establishing and collecting development impact fees. These procedures require that “a reasonable relationship,” or nexus, “must exist between a governmental exaction and the purpose of the condition.” Specifically, each local agency imposing a fee must:

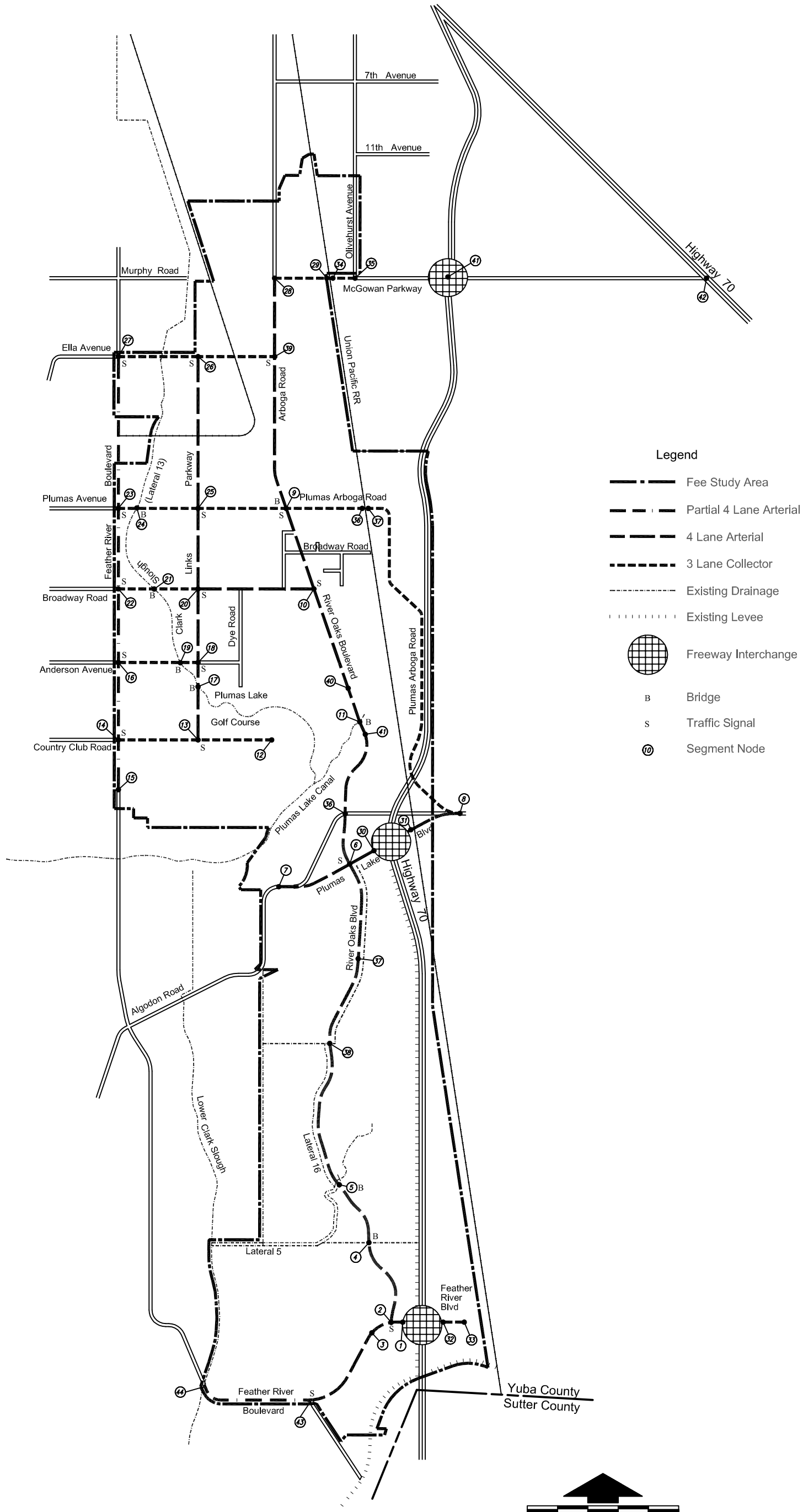
- Identify the purpose of the fee.
- Identify how the fee is to be used.
- Determine how a reasonable relationship exists between the fee’s use and the type of development project on which the fee is imposed.
- Determine how a reasonable relationship exists between the need for the public facility and the type of development project on which the fee is imposed.
- Demonstrate 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.

The development impact fees to be collected for each land use are calculated based on the proportionate share of the total facility use each land use represents.

## Summary of Updates and Updated Road Fee

A series of roadway infrastructure is needed, which will benefit development in the PLSP, the NASA, and the surrounding area. The required roadway system is shown in **Map 2**. The total cost of the off-site and on-site roadway improvements in the area is estimated at \$150.4 million (2014\$) as outlined in **Table 1**.

Approximately \$29.7 million or 20 percent of the total roadway projects are anticipated to provide a benefit to both the PLSP/NASA development and the neighboring areas. The funding sources for the \$29.7 million include Yuba County gas taxes and State Transportation



- Legend**
- Fee Study Area
  - Partial 4 Lane Arterial
  - 4 Lane Arterial
  - 3 Lane Collector
  - Existing Drainage
  - Existing Levee
  - Freeway Interchange
  - Bridge
  - Traffic Signal
  - Segment Node



# PLSP/NASA CIRCULATION PLAN

Map 2

May 28, 2014

**Table 1**  
**Summary of Funding Sources for the Road System Costs**  
**Serving the PLSP/NASA and Surrounding Area - 2014\$ [1]**

Funding Sources	Amount [2]	Percentage Share
<b>PLSP/NASA Funding Sources</b>		
PLSP/NASA Developers	\$61,713,000	42%
<b>PLSP/NASA Road Fee</b>		
Amount Funded by Road Fee	\$70,122,000	
AFC Fund Obligations	\$2,478,000	
<b>PLSP/NASA Road Fee Costs Subtotal</b>	<b>\$72,600,000</b>	
<i>Less: Balance in Road Fee Fund</i>	<i>(\$13,027,000)</i>	
<b>Total PLSP/NASA Road Fee</b>	<b>\$59,573,000</b>	<b>40%</b>
<b>Cobblestone Sub-Area Road Fee</b>	<b>\$1,408,800</b>	<b>1%</b>
<b>Total PLSP/NASA Funding Sources</b>	<b>\$122,694,800</b>	<b>83%</b>
<b>Other Funding Sources</b>		
County Capital Facilities Fee	\$11,171,000	8%
County Gas Tax, STIP, and Caltrans	\$5,000,000	3%
Developers Outside the PLSP	\$9,500,000	6%
<b>Total Other Funding Sources</b>	<b>\$25,671,000</b>	<b>17%</b>
<b>Total Roadway Improvements</b>	<b>\$148,365,800</b>	<b>100%</b>

"funding\_detail"

Source: Yuba County.

[1] See Table B-2 for detail.

[2] Rounded.



Improvement Program (STIP) funds, the California Department of Transportation (Caltrans), the roadway portion of the Yuba County Capital Facilities Fee, and developers outside the PLSP/NASA.

Approximately \$25.0 million is required for phase two of the interchange at State Route 70 (Highway 70) and Plumas Lake Boulevard. Approximately \$24.0 million will be needed to construct phase three of the Feather River Boulevard interchange and portions of McGowan Parkway (widen overpass and add signals).

The remaining \$122.7 million or 80 percent of the total roadway projects are anticipated to directly benefit the PLSP/NASA. Approximately \$61.7 million will be funded by the PLSP and the NASA developers. The updated PLSP/NASA Road Fee will fund approximately \$72.6 million in road projects. The \$72.6 million includes approximately \$2.5 million in Advance Funding Charge (AFC) obligations to PLSP/NASA developers who paid the AFC and have contractual arrangements with Yuba County for AFC fee credits for projects constructed by the developers.

Yuba County has approximately \$13.0 million in PLSP/NASA Road Fees available to fund construction projects. The amount needed to be funded by the PLSP/NASA Road Fee is \$59.6 million, which is the cost of all PLSP/NASA Road Fee projects (\$72.6 million), less the balance on hand (\$13.0 million).

This 2014 Update will add a “sub-area” road fee for improvement projects with specific benefits to a portion of the Cobblestone project area. The Cobblestone Sub-Area Road Fee (Sub-Area Road Fee) will be added to the PLSP/NASA Road Fee in the remaining undeveloped portions of the Cobblestone project, west of River Oaks Drive. The Sub-Area Road Fee will generate approximately \$1.4 million.

This report incorporates the following changes:

- **Included the Bear River land uses and roadway improvements:** Bear River annexed into the PLSP and therefore the land uses and roadway improvements for Bear River are included in this 2014 Update.
- **Included Country Club Estates land uses:** Acreage for County Club Estates was included in the 2005 Update but there was no development plan at that time. Land uses for Country Club Estates have been included in the 2014 Update.
- **Amended Boundary to the PLSP/NASA Road Fee Map:** Yuba County amended the northern boundary of the PLSP/NASA Road Fee Map to exclude portions of McGowan Parkway.
- **Updated the land uses included in the PLSP/NASA Road Fee:** Several land use adjustment factors have been revised because projections for future development in the PLSP have changed since the 2003 Road Fee was established. Land uses in the PLSP and the NASA are updated because approximately 3,000 units will pay their share of the PLSP/NASA Road Fee before implementation of this 2014 Update. **Chapter 2** summarizes changes made to the PLSP/NASA land uses.

- **Updated the Capital Improvement Program (CIP):** Yuba County provided updated cost estimates for the CIP. Several cost estimates for improvements to roads, bridges, streetlights, and other road-related improvements have been added or changed.
- **Excluded the AFC:** This 2014 Update does not calculate an updated 2014 AFC. Funds currently available in the PLSP/NASA Road Fee fund have been identified for use on the phase three Feather River Boulevard/Highway 70 Interchange. This 2014 Update includes approximately \$2.5 million in remaining AFC reimbursement obligations. These obligations are to developers with advance funding and reimbursement agreements with Yuba County specifying the obligation of Yuba County to provide fee credits or reimbursements under the AFC. Yuba County does not have contractual agreements with any other parties providing for the mechanisms for fee credits or reimbursements for AFC paid by others parties and, as such, will discontinue the calculation, reimbursement (excluding existing contractual obligation to KB Homes), and collection of the AFC.

For 2014, updated improvement costs for the PLSP/NASA road infrastructure will require approximately \$59.6 million in funding from the Road Fee program.

The necessary findings and calculations for the PLSP/NASA Road Fee are presented in the following chapters.

The proposed PLSP/NASA Road Fees are summarized in **Table 2**. The cost estimates presented in this 2014 Update are in constant 2014 dollars. This proposed 2014 Update is based on the best available cost estimates and land use information at this time. If costs change significantly in either direction, if assumptions significantly change, or if other funding to construct the facilities becomes available, the fees would be adjusted accordingly. Yuba County periodically will conduct a review of road improvement costs and will make necessary adjustments to the fee program.

## **Applicability of PLSP/NASA Road Fee Program**

Once the new fee program is in effect, the PLSP/NASA Road Fee will be collected from new development in the PLSP/NASA at the time of final building inspection. The fee is applied on a per-unit basis for residential development and on a per-building-square-foot basis for nonresidential development.

Public and recreational land uses that will be developed in the PLSP and the NASA are incidental/supportive uses to the residential and nonresidential land uses and will not be subject to the PLSP/NASA Road Fee.

Existing development located in the PLSP or the NASA will not be subject to the PLSP/NASA Road Fee. Expansions, modifications of, or change of use at existing facilities may be subject to the new PLSP/NASA Road Fee as determined by the Yuba County Public Works Director. With written approval from the Yuba County Public Works Director, or his/her designee, any or all of the PLSP/NASA Road Fee may be waived if the Director determines that a proposed expansion, modification, or change in use will not impact the roadway facilities for which the fee is being collected.

**Table 2**  
**PLSP/NASA Road Fee Nexus Study**  
**PLSP/NASA Road Fee Summary (2014 \$)**

Land Use	Allocated Cost	Administrative Charge	PLSP/NASA Road Fee	Existing PLSP/NASA Road Fee	Percent Change
<b>RESIDENTIAL</b>		<i>per unit</i>			
Low-Density SF	\$4,912	\$147	\$5,059	\$6,718	-24.7%
Medium-Density SF	\$4,912	\$147	\$5,059	\$6,718	-24.7%
Multifamily	\$2,947	\$88	\$3,035	\$5,038	-39.8%
<b>NONRESIDENTIAL</b>		<i>per building sq. ft.</i>			
Convenience Commercial	\$2.95	\$0.09	\$3.04	\$23.63	-87.2%
Community Commercial	\$2.95	\$0.09	\$3.04	\$14.93	-79.7%
Travel Commercial	\$2.95	\$0.09	\$3.04	\$20.66	-85.3%
Other Highway Commercial	\$2.95	\$0.09	\$3.04	\$13.93	-78.2%
Office	\$2.95	\$0.09	\$3.04	\$5.40	-43.8%
Other Business Park	\$2.95	\$0.09	\$3.04	\$4.42	-31.3%
Light Industrial	\$0.06	\$0.01	\$0.07	\$3.07	-97.6%

"fee\_summ"

## Organization of Report

The report is divided into six chapters, including this Executive Summary as **Chapter 1**. **Chapter 2** describes land uses in the PLSP/NASA Road Fee program. **Chapter 3** discusses the updated roadway CIP. **Chapter 4** provides the cost allocations and the PLSP/NASA Road Fee calculation. **Chapter 5** describes how the PLSP/NASA Road Fee will be implemented. **Chapter 6** provides the nexus findings for the PLSP/NASA Road Fee.

This report includes three appendices. **Appendix A** provides the detail on the land use projections. **Appendix B** shows the roadway CIP. **Appendix C** shows the allocation of road facilities costs and PLSP/NASA road fees.

## 2. LAND USE

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This chapter describes the amount of growth projected to occur from development of the PLSP/NASA and the roadway facilities necessary to provide service to this new development. The Road Fee will be applied to the land uses described in this chapter.

The PLSP (including Bear River) and NASA are located on approximately 6,341 acres in Southern Yuba County. **Map 1** shows the boundaries of the PLSP and NASA. Based on the 1993 Plumas Lake Specific Plan; approved tentative maps; and information provided by developers, property owners, and engineers, at buildout, the PLSP/NASA could contain up to approximately 6.4 million square feet of commercial and business park development, 16,621 single-family residential units, and approximately 276 multifamily residential units. The PLSP/NASA projected land use summary is shown in **Table 3**. **Appendix A** provides the detail of the land use projections.

The public, recreational, and other land uses shown in **Table 3** are incidental or supportive uses to the residential and nonresidential land uses and therefore will not be subject to the PLSP/NASA Road Fee.

### Land Use Updates and Adjustment Factors—2014 Update

The most significant land use update is the inclusion of Bear River and Country Club Estates land uses into the Road Fee Program.

Although the PLSP/NASA entitles landowners to develop up to 6.4 million square feet of commercial development and 16,621 residences, Yuba County and PLSP/NASA developers and consultants do not believe actual development yields will produce these totals. Consequently, to avoid under-funding the PLSP/NASA Road Fee Program, land use estimates have been adjusted for purposes of the PLSP/NASA Road Fee.

**Table 4** shows the PLSP/NASA land use adjustments that have been updated by Yuba County staff. The adjustment factor for low-density housing has remained at 70 percent. Medium-density housing in the southern portion of the PLSP and NASA was decreased from 99.5 percent to 90 percent. Medium-density in the northern portion of the PLSP was decreased from 80 percent to 70 percent.

The Bear River project has been annexed into the Plumas Lake Specific Plan. Therefore, Bear River has been added to the Road Fee Program for this 2014 Update. Bear River adds 2,123 residential units and 29.8 acres of nonresidential uses to the Road Fee Program.

The Country Club Estates project is planned to have 1,681 residential units on 577 acres in the PLSP north area.

The overall methodology of reducing the estimated total potential commercial and residential development in the PLSP/NASA is used to avoid under-funding the fee program in the event the planned land uses are not fully developed. The development program must be closely monitored to avoid under- or over-funding the fee program.

**Table 3**  
**PLSP/NASA Road Fee Nexus Study**  
**Land Use Summary in the PLSP and NASA at Buildout before Land Use Adjustment**  
**Maximum Potential Buildout [2]**

Land Use	Estimated Gross Acres	Estimated Units	Estimated Building Sq. Ft. [1]
<b>Residential</b>			
<b>Single-Family</b>			
Low Density (maximum of 2 units per acre)	584	1,168	
Medium Density (maximum of 4 units per acre)	3,959	15,177	
<b>Subtotal Single-Family</b>	<b>4,543</b>	<b>16,345</b>	
Multifamily (maximum of 12 units per acre)	23	276	
<b>Subtotal Residential</b>	<b>4,566</b>	<b>16,621</b>	
<b>Nonresidential</b>			
Community/Neighborhood Commercial	57		621,710
Highway Commercial	225		2,445,894
Business Park	252		3,293,136
<b>Subtotal Nonresidential</b>	<b>534</b>		<b>6,360,740</b>
<b>Subtotal Residential and Nonresidential</b>	<b>5,100</b>	<b>16,621</b>	<b>6,360,740</b>
<b>Public/Recreational/Other</b>			
Open Space/Drainage Ways	407		
Parks	131		
Schools	170		
Other Public	169		
Arterials/Major Roadways	314		
Estimated Non-Buildable (Interchange/Drainage)	50		
<b>Subtotal Public/Recreational/Other</b>	<b>1,241</b>		
<b>Total Plumas Lake Specific Plan/NASA</b>	<b>6,341</b>	<b>16,621</b>	<b>6,360,740</b>

*"land\_use"*

Source: Plumas Lake Specific Plan adopted in 1993 with the changes noted on the following page

[1] Building sq. ft. based on a .30 FAR for Business Park and .25 FAR for all other nonresidential uses.

[2] See Table A-1 for details on estimated Gross Acres and Units.

**Table 4  
PLSP/NASA Road Fee Nexus Study  
Land Uses Subject to the PLSP/NASA Road Fee**

Land Use	Total Estimated Gross Acres	Adjustment Factors [1]	Acres Subject to the PLSP Roadway Fees	Total Estimated Units/ Bldg. Sq. Ft. [2]	Adjustment Factors [1]	Units/Bldg. Sq. Ft. Subject to the PLSP Roadway Fees	Less Constructed Units/ Building Sq. Ft.	Remaining Constructed Units/ Building Sq. Ft.
	A	B	C = A x B	D	E	F = D x E	G	H = F - G
<b>Residential</b>								
<u>Units</u>								
<b>Single-Family</b>								
Low Density [3]	584	70.0%	409	1,168	70.0%	818	0	818
Medium Density								
Medium Density in South Zone	2,057	90.0%	1,852	8,280	90.0%	7,452	(1,966)	5,486
Medium Density in North Zone	1,442	70.0%	1,010	4,684	70.0%	3,279	(663)	2,616
Medium Density in NASA	460	90.0%	415	2,213	90.0%	1,992	(365)	1,627
<b>Subtotal Medium Density</b>	<b>3,959</b>		<b>3,277</b>	<b>15,177</b>		<b>12,723</b>	<b>(2,994)</b>	<b>9,729</b>
<b>Subtotal Single-Family</b>	<b>4,543</b>		<b>3,686</b>	<b>16,345</b>		<b>13,541</b>	<b>(2,994)</b>	<b>10,547</b>
Multifamily [3]	23	60.0%	14	276	60.0%	166	0	166
<b>Subtotal Residential</b>	<b>4,566</b>		<b>3,700</b>	<b>16,621</b>		<b>13,707</b>	<b>(2,994)</b>	<b>10,713</b>
<u>Building Sq. Ft.</u>								
<b>Nonresidential</b>								
Community/Neighborhood Commercial	57	100.0%	57	621,710	100.0%	621,710	(16,662)	605,048
Highway Commercial	225	25.0%	56	2,445,894	25.0%	611,474	(6,207)	605,266
<b>Subtotal Commercial</b>	<b>282</b>		<b>113</b>	<b>3,067,604</b>		<b>1,233,184</b>	0	1,233,184
Business Park	252	25.0%	63	3,293,136	25.0%	823,284	0	823,284
<b>Subtotal Nonresidential</b>	<b>534</b>		<b>176</b>	<b>6,360,740</b>		<b>2,056,468</b>	0	2,056,468
<b>Total Land Uses Subject to the PLSP Roadway Fee Program</b>	<b>5,100</b>		<b>3,876</b>					

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*"fee\_landuses"*

Note: Acreages, unit counts, and building square footages all rounded up to the nearest whole number.

[1] To avoid underfunding the fee program, adjustment factors were applied to the land uses to reduce the maximum PLSP buildout to what is anticipated to be developed over the next 15 to 20 years.

[2] Building sq. ft. based on a .30 FAR for Business Park and .25 FAR for all other nonresidential uses.

[3] Low Density and Multifamily Units are expected to be developed in the North Area.

## Remaining Development in the PLSP/NASA Road Fee Program

**Table 4** shows the units estimated to have paid the PLSP/NASA Road Fees and the units remaining that would be subject to the Road Fee program. This 2014 Update is based on the assumption that approximately 2,994 residential units will have been constructed by the time the updated Road Fee becomes effective. Consequently, 8,851 residential units remain to be completed.

Nonresidential land uses to date are:

- Lally's gas station
- Walgreens
- Tower Mart
- Mini Storage

**Table 5** summarizes the land use adjustments, on a percentage basis, for each land use type and the remaining land use estimates. The land use estimates in **Table 5** are those over which the remaining PLSP/NASA roadway facilities costs are allocated.



**Table 5**  
**PLSP/NASA Road Fee Nexus Study**  
**Summary of PLSP/NASA Land Uses Subject to PLSP/NASA Road Fee**

Land Use	Units/ Acres	Adjustment Factor [1]	Units/Acres Used in Road Fee Calculation	Units/Acres Developed	Remaining Units/Acres Used in Road Fee Calculation
<b>RESIDENTIAL</b>			<i>Units</i>		
LDR	1,168	70%	818	0	818
MDR—PLSP South Zone	8,280	90%	7,452	(1,966)	5,486
MDR—PLSP North Zone	4,684	70%	3,279	(663)	2,616
MDR – NASA	2,213	90%	1,992	(365)	1,627
Multifamily	276	60%	166	0	166
<b>Total</b>	<b>16,621</b>		<b>13,707</b>	<b>(2,994)</b>	<b>10,713</b>
<b>NONRESIDENTIAL</b>			<i>Acres</i>		
Community Commercial	57.09	100%	57.09	(1.53)	55.56
Highway Commercial	224.60	25%	56.15	(0.57)	55.58
Business Park	252.00	25%	63.00	0	63.00
<b>Total</b>	<b>533.69</b>		<b>176.24</b>	<b>(2.10)</b>	<b>174.14</b>

"final\_units"

Source: Plumas Lake Specific Plan, Yuba County, MSA, Stantec, and EPS.

[1] Used to adjust entitled unit and nonresidential acreage totals to the amount of development in each land use type anticipated to develop in the Specific Plan.

### 3. ROADWAY CIP

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#### Roadway CIP and Estimated Costs

The roadway facilities benefiting the PLSP/NASA and surrounding area, the associated cost estimates, and funding sources are shown in **Table 6**. Yuba County Public Works Department provided the roadway infrastructure improvements, cost estimates, and funding sources. The supporting detail for the roadway CIP is found in **Appendix B**.

The cost estimates for roadways include the costs for roadways located both on and off site. Cost estimates include the following roadway and other facilities:

- Four-lane modified arterials
- A partial four-lane arterial
- Three-lane collector roadway segments
- An allowance for missing curb lanes
- Signalized intersections
- Bridges
- At-grade railroad crossings
- Three Highway 70 interchanges
- Miscellaneous improvements
- PLSP/NASA Road Fee Program formation and updated costs

Each of these facilities is further discussed on the following pages.

**Table 6** shows the total \$160.0 million in estimated costs of all on-site and off-site roadway improvements and target funding sources for the PLSP/NASA roadway improvements. Approximately \$11.2 million is anticipated to be funded by the Yuba County Capital Facilities Fee, \$5.0 million is anticipated to be funded by Yuba County gas tax revenues and State Transportation Improvement Program (STIP) funding, while \$9.5 million in funding is anticipated to come from developers outside the PLSP/NASA.

Approximately \$61.7 million is anticipated to be funded by the PLSP/NASA developers. This total includes construction of roadway frontage lanes and curb, gutter, sidewalk, and landscape corridor improvements. The remaining \$67.1 million of total costs will be funded through the PLSP/NASA Road Fee and existing funds being held in the fee improvement fund. Nearly one-half of the roadway system costs included in the PLSP/NASA Road Fee are for construction of the interchanges on Highway 70 at Plumas Lake Boulevard, Feather River Boulevard, and McGowan Parkway.

The costs for the Sub-Area Road Fee are shown in a separate table and discussed further in this chapter.

**Table 1** indicated the amount to be funded with the PLSP/NASA Road Fee was \$59.6 million. The \$72.6 million in PLSP/NASA Road Fee costs are reduced by the approximately \$13.0 million in improvements fund cash balance.

Table 6  
 PLSP/NASA Road Fee Nexus Study  
 Funding Sources for Road Improvement Costs at Buildout - 2014 \$

Project Number	2003 CIP Project Number	Road Segment (see map)	Figure Ref.	Cross Section	Status	Reimb?	Roads; Signalizations; Bridges; At Grade Crossings; Interchanges	Project Description	Total Estimated Cost (see Table B-3)	% Funded by PLSP Road Fee	Other Funding Sources			PLSP/NASA Funding Sources	
											County Capital Facilities Fee	County Gas Tax, STIP, & Caltrans	Developers Outside of PLSP/NASA	PLSP/NASA Developers	PLSP/NASA Road Fee Program
1a	1a	1-3	B-4a	"A"	Not Built		Feather River Boulevard from Highway 70 to West Boundary of the PLSP, west of River Oaks Boulevard	36' wide center median in modified 4-lane parkway arterial (includes pavement removal)	\$243,000	100%					\$243,000
1b	1b	1-3	B-4a	"B"	Not Built		Feather River Boulevard from Highway 70 to West Boundary of the PLSP, west of River Oaks Boulevard	Modified 4-lane parkway arterial including pavement, curb, gutter, sidewalk, and back of curb landscaping (includes pavement removal)	\$955,125	0%				\$955,125	\$0
1c	1c	1-3	B-4b	"C"	Not Built		Feather River Boulevard from Highway 70 to West Boundary of the PLSP, west of River Oaks Boulevard	Convert initial 2-lane to 4-lane modified parkway arterial - 2 addnl. lanes and reduced median	\$430,875	100%					\$430,875
2a	2a	2-4	B-4a	"A"	Not Built		River Oaks Boulevard from Feather River Boulevard to Lateral 5	36' wide center median in modified 4-lane parkway arterial (excludes pavement removal)	\$477,000	100%					\$477,000
2c	2c	2-4	B-4b	"C"	Not Built		River Oaks Boulevard from Feather River Boulevard to Lateral 5	Convert initial 2-lane to 4-lane modified parkway arterial - 2 addnl. lanes and reduced median	\$1,149,000	100%					\$1,149,000
3c	3c	4-5	B-4b	"C"	Not Built		River Oaks Boulevard from Lateral 5 to Lateral 16	Convert initial 2-lane to 4-lane modified parkway arterial - 2 addnl. lanes and reduced median	\$919,200	100%					\$919,200
8a	8,9	36-40	B-4d	"A"	Not Built		River Oaks Boulevard from Algodon to Draper Project South Boundary	36' wide center median in modified 4-lane parkway arterial with imported fill (excludes pavement removal)	\$1,827,450	100%					\$1,827,450
8b	8,9	36-40	B-4d	"B"	Not Built		River Oaks Boulevard from Algodon to Draper Project South Boundary	Modified 4-lane parkway arterial with imported fill including pavement, curb, gutter, sidewalk, and back of curb landscaping	\$3,622,350	0%				\$3,622,350	\$0
8c	8,9	36-40	B-4b	"C"	Not Built		River Oaks Boulevard from Algodon to Draper Project South Boundary	Convert initial 2-lane to 4-lane modified parkway arterial - 2 addnl. lanes and reduced median	\$1,780,950	100%					\$1,780,950
9a	10a	40-10	B-4a	"A"	Not Built		River Oaks Boulevard from Draper Project South Boundary to Broadway Street	36' wide center median in modified 4-lane parkway arterial (excludes pavement removal)	\$548,550	100%					\$548,550
9b	10b	40-10	B-4a	"B"	Not Built		River Oaks Boulevard from Draper Project South Boundary to Broadway Street	Modified 4-lane parkway arterial including pavement, curb, gutter, sidewalk, and back of curb landscaping	\$2,929,050	0%				\$2,929,050	\$0
9c	10c	40-10	B-4b	"C"	Not Built		River Oaks Boulevard from Draper Project South Boundary to Broadway Street	Convert initial 2-lane to 4-lane modified parkway arterial - 2 addnl. lanes and reduced median	\$1,321,350	100%					\$1,321,350
10a	11a	10-9	B-4a	"A"	Not Built		River Oaks Boulevard from Broadway Street to Plumas Arboga Road	36' wide center median in modified 4-lane parkway arterial (excludes pavement removal)	\$453,150	100%					\$453,150
10b	11b	10-9	B-4a	"B"	Not Built		River Oaks Boulevard from Broadway Street to Plumas Arboga Road	Modified 4-lane parkway arterial including pavement, curb, gutter, sidewalk, and back of curb landscaping	\$2,419,650	0%				\$2,419,650	\$0
10c	11c	10-9	B-4b	"C"	Not Built		River Oaks Boulevard from Broadway Street to Plumas Arboga Road	Convert initial 2-lane to 4-lane modified parkway arterial - 2 addnl. lanes and reduced median	\$1,091,550	100%					\$1,091,550
11a	12a	9-39	B-4e	"A"	Not Built		Arboga Road from Plumas Arboga Road to Ella Avenue	36' wide center median in modified 4-lane parkway arterial (excludes pavement removal)	\$1,637,100	100%					\$1,637,100
11b	12b	9-39	B-4e	"B"	Not Built		Arboga Road from Plumas Arboga Road to Ella Avenue	Modified 4-lane parkway arterial including pavement, curb, gutter, sidewalk, and back of curb landscaping	\$4,329,900	0%				\$4,329,900	\$0
11c	12c	9-39	B-4b	"C"	4,370 LF Not Built	No	Arboga Road from Plumas Arboga Road to Ella Avenue	Convert initial 2-lane to 4-lane modified parkway arterial - 2 addnl. lanes and reduced median	\$1,673,710	100%					\$1,673,710
13a	14a	28-29	B-6	"A"	Not Built		McGowan Parkway from Arboga Road to UPRR	3-lane collector - center 12' of pavement (includes pavement removal)	\$221,400	0%	\$221,400				\$0

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Table 6  
 PLSP/NASA Road Fee Nexus Study  
 Funding Sources for Road Improvement Costs at Buildout - 2014 \$

Project Number	2003 CIP Project Number	Road Segment (see map)	Figure Ref.	Cross Section	Status	Reimb?	Roads; Signalizations; Bridges; At Grade Crossings; Interchanges	Project Description	Total Estimated Cost (see Table B-3)	% Funded by PLSP Road Fee	Other Funding Sources			PLSP/NASA Funding Sources	
											County Capital Facilities Fee	County Gas Tax, STIP, & Caltrans	Developers Outside of PLSP/NASA	PLSP/NASA Developers	PLSP/NASA Road Fee Program
13b	14b	28-29	B-6	"B"	Not Built		McGowan Parkway from Arboga Road to UPRR	3-lane collector -outside 16' of pavement, curb, gutter, sidewalk and back of curb landscaping	\$1,346,400	0%				\$1,346,400	\$0
15a	16a	26-25	B-4a	"A"	North 1/2 Not Built	No	Links Parkway from Ella Avenue to Plumas Arboga Rd	36' wide center median in modified 4-lane parkway arterial (excludes pavement removal)	\$403,065	100%					\$403,065
15b	16b	26-25	B-4a	"B"	North 1/2 Not Built	N/A	Links Parkway from Ella Avenue to Plumas Arboga Rd	Modified 4-lane parkway arterial including pavement, curb, gutter, sidewalk, and back of curb landscaping	\$2,152,215	0%				\$2,152,215	\$0
15c	16c	26-25	B-4b	"C"	Not Built		Links Parkway from Ella Avenue to Plumas Arboga Rd	Convert initial 2-lane to 4-lane modified parkway arterial - 2 addnl. lanes and reduced median	\$1,941,810	100%					\$1,941,810
16a	16a	25-13	B-4a	"A"	Not Built		Links Parkway from Plumas Arboga Rd to Country Club Road	36' wide center median in modified 4-lane parkway arterial (excludes pavement removal)	\$1,209,195	100%					\$1,209,195
16b	16b	25-13	B-4a	"B"	Not Built		Links Parkway from Plumas Arboga Rd to Country Club Road	Modified 4-lane parkway arterial including pavement, curb, gutter, sidewalk, and back of curb landscaping	\$6,456,645	0%				\$6,456,645	\$0
16c	16c	25-13	B-4b	"C"	Not Built		Links Parkway from Plumas Arboga Rd to Country Club Road	Convert initial 2-lane to 4-lane modified parkway arterial - 2 addnl. lanes and reduced median	\$2,912,715	100%					\$2,912,715
17	17	27-15	B-5	"Full Dev."	Not Built		Feather River Boulevard from Ella Avenue to south of Country Club Avenue	Partial 4-lane parkway arterial	\$8,964,320	0%				\$8,964,320	\$0
18a	18a	27-39	B-6	"A"	Not Built		Ella Avenue from Feather River Boulevard to Arboga Road	3-lane collector -center 12' of pavement (includes pavement removal)	\$644,520	100%					\$644,520
18b	18b	27-39	B-6	"B"	Not Built		Ella Avenue from Feather River Boulevard to Arboga Road	3-lane collector -outside 16' of pavement, curb, gutter, sidewalk and back of curb landscaping	\$3,919,520	0%				\$3,919,520	\$0
19a	19a	23-9	B-6	"A"	South 1/2 Not Built	No	Plumas Arboga Rd from Feather River Boulevard to Arboga Road	3-lane collector -center 12' of pavement (excludes pavement removal)	\$285,825	100%					\$285,825
19b	19b	23-9	B-6	"B"	South 1/2 Not Built	N/A	Plumas Arboga Rd from Feather River Boulevard to Arboga Road	3-lane collector -outside 16' of pavement, curb, gutter, sidewalk and back of curb landscaping	\$2,075,700	0%				\$2,075,700	\$0
20a	20a	9-36	B-6	"A"	Not Built		Plumas Arboga Road from Arboga Road to Union Pacific Railroad	3-lane collector -center 12' of pavement (includes pavement removal)	\$322,875	100%					\$322,875
20b	20b	9-36	B-6	"B"	Not Built		Plumas Arboga Road from Arboga Road to Union Pacific Railroad	3-lane collector -outside 16' of pavement, curb, gutter, sidewalk and back of curb landscaping	\$1,963,500	0%				\$1,963,500	\$0
21a	21a	37-8	B-6	"A"	Not Built		Plumas Arboga Road from Union Pacific Railroad to Plumas Lake Road east of Highway 70	3-lane collector -center 12' of pavement (includes pavement removal)	\$1,491,375	100%					\$1,491,375
21b	21b	37-8	B-6	"B"	Not Built		Plumas Arboga Road from Union Pacific Railroad to Plumas Lake Road east of Highway 70	3-lane collector -outside 16' of pavement, curb, gutter, sidewalk and back of curb landscaping	\$9,069,500	0%				\$9,069,500	\$0
22a	22a	22-20	B-6	"A"	Not Built		Broadway Street from Feather River Boulevard to Links Parkway	3-lane collector -center 12' of pavement (includes pavement removal)	\$324,105	100%					\$324,105
22b	22b	22-20	B-6	"B"	Not Built		Broadway Street from Feather River Boulevard to Links Parkway	3-lane collector -outside 16' of pavement, curb, gutter, sidewalk and back of curb landscaping	\$1,970,980	0%				\$1,970,980	\$0
23a	23a	20-10	B-4a	"A"	Not Built		Broadway Street from Links Parkway to River Oaks Boulevard	36' wide center median in modified 4-lane parkway arterial (includes pavement removal)	\$685,570	100%					\$685,570
23b	23b	20-10	B-4a	"B"	Not Built		Broadway Street from Links Parkway to River Oaks Boulevard	Modified 4-lane parkway arterial including pavement, curb, gutter, sidewalk, and back of curb landscaping	\$3,251,670	0%				\$3,251,670	\$0
23c	23c	20-10	B-4b	"C"	Not Built		Broadway Street from Links Parkway to River Oaks Boulevard	Convert initial 2-lane to 4-lane modified parkway arterial - 2 addnl. lanes and reduced median	\$1,466,890	100%					\$1,466,890

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Table 6  
 PLSP/NASA Road Fee Nexus Study  
 Funding Sources for Road Improvement Costs at Buildout - 2014 \$

Project Number	2003 CIP Project Number	Road Segment (see map)	Figure Ref.	Cross Section	Status	Reimb?	Roads; Signalizations; Bridges; At Grade Crossings; Interchanges	Project Description	Total Estimated Cost (see Table B-3)	% Funded by PLSP Road Fee	Other Funding Sources			PLSP/NASA Funding Sources	
											County Capital Facilities Fee	County Gas Tax, STIP, & Caltrans	Developers Outside of PLSP/NASA	PLSP/NASA Developers	PLSP/NASA Road Fee Program
24a	24a	16-18	B-6	"A"	Not Built		Anderson Road from Feather River Boulevard to Links Parkway	3-lane collector -center 12' of pavement (includes pavement removal)	\$324,105	100%					\$324,105
24b	24b	16-18	B-6	"B"	Not Built		Anderson Road from Feather River Boulevard to Links Parkway	3-lane collector -outside 16' of pavement, curb, gutter, sidewalk and back of curb landscaping	\$1,970,980	0%				\$1,970,980	\$0
25a	25a	14-12	B-6	"A"	Not Built		Country Club Avenue from Feather River Boulevard to Plumas Lake Golf Course	3-lane collector -center 12' of pavement (includes pavement removal)	\$623,610	100%					\$623,610
25b	25b	14-12	B-6	"B"	Not Built		Country Club Avenue from Feather River Boulevard to Plumas Lake Golf Course	3-lane collector - outside 16' of pavement, curb, gutter, sidewalk and back of curb landscaping	\$3,792,360	0%				\$3,792,360	\$0
28a	28a	32-33	B-6	"A"	To be Built w/interchange		Feather River Boulevard from Highway 70 to East	3-lane collector -center 12' of pavement (excludes pavement removal)	\$72,100	100%					\$72,100
28b	28b	32-33	B-6	"B"	Some to be built w/interchange, dev the rest		Feather River Boulevard from Highway 70 to East	3-lane collector -outside 16' of pavement, curb, gutter, sidewalk and back of curb landscaping	\$523,600	0%				\$523,600	\$0
29	29	2	n/a	n/a	Not Built		Feather River Boulevard and River Oaks Boulevard	4-Way Signalization Project	\$250,000	100%					\$250,000
31	31	9	n/a	n/a	Not Built		Plumas Arboga Road and River Oaks Boulevard	4-Way Signalization Project	\$250,000	100%					\$250,000
32	32	10	n/a	n/a	Not Built		River Oaks Boulevard and Broadway Street	3 Way Signalization Project	\$200,000	100%					\$200,000
33	33	13	n/a	n/a	Not Built		Country Club Avenue and Links Parkway	3 Way Signalization Project	\$200,000	100%					\$200,000
34	34	14	n/a	n/a	Not Built		Country Club Avenue and Feather River Boulevard	4-Way Signalization Project	\$250,000	100%					\$250,000
35	35	16	n/a	n/a	Not Built		Anderson Road and Feather River Boulevard	4-Way Signalization Project	\$250,000	100%					\$250,000
36	36	18	n/a	n/a	Not Built		Anderson Road and Links Parkway	4-Way Signalization Project	\$250,000	100%					\$250,000
37	37	20	n/a	n/a	Not Built		Broadway Street and Links Parkway	4-Way Signalization Project	\$250,000	100%					\$250,000
38	38	22	n/a	n/a	Not Built		Broadway Street and Feather River Boulevard	4-Way Signalization Project	\$250,000	100%					\$250,000
39	39	23	n/a	n/a	Not Built		Plumas Arboga Rd and Feather River Boulevard	4-Way Signalization Project	\$250,000	100%					\$250,000
40	40	25	n/a	n/a	Not Built		Plumas Arboga and Links Parkway	4-Way Signalization Project	\$250,000	100%					\$250,000
41	41	26	n/a	n/a	Not Built		Ella Avenue and Links Parkway	4-Way Signalization Project	\$250,000	100%					\$250,000
42	42	27	n/a	n/a	Not Built		Ella Avenue and Feather River Boulevard	4-Way Signalization Project	\$250,000	100%					\$250,000
43	43	39	n/a	n/a	Not Built		Ella Avenue and Arboga Road	3 Way Signalization Project	\$200,000	100%					\$200,000
44	new	28	n/a	n/a	Not Built		Arboga Road and McGowan Parkway	3 Way Signalization Project	\$200,000	100%					\$200,000
45	new	35	n/a	n/a	Not Built		Olivehurst Avenue and McGowan Parkway	3 Way Signalization Project	\$200,000	100%					\$200,000
46	new	42	n/a	n/a	County CAP		McGowan and SR 65	Onramp Signalization Project	\$325,000	0%	\$325,000				\$0
47	new	42	n/a	n/a	County CAP		McGowan and SR 66	Onramp Signalization Project	\$325,000	0%	\$325,000				\$0
50	46	11	n/a	n/a	Not Built		River Oaks Boulevard crossing Plumas Lake Canal	100' long x 84' wide bridge - 4-lane parkway arterial	\$1,145,000	100%					\$1,145,000
51	47	17	n/a	n/a	Not Built		Links Parkway crossing Clark Slough	40' long x 84' wide bridge - 4-lane parkway arterial	\$571,200	100%					\$571,200
52	48	19	n/a	n/a	Not Built		Anderson Road crossing Clark Slough	40' long x 60' wide bridge - 3-lane collector	\$408,000	100%					\$408,000
53	49	21	n/a	n/a	Not Built		Broadway Street crossing Clark Slough	40' long x 60' wide bridge - 3-lane collector	\$408,000	100%					\$408,000
56	51	36-37	n/a	n/a	Not Built		Plumas Arboga Road / UPRR At Grade Intersection	Upgrade at grade intersection at UPRR	\$800,000	100%					\$800,000
57	52	29-34	n/a	n/a	Not Built		McGowan Parkway / UPRR At Grade Intersection	Upgrade at grade intersection at UPRR	\$800,000	0%	\$800,000				\$0

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Table 6  
 PLSP/NASA Road Fee Nexus Study  
 Funding Sources for Road Improvement Costs at Buildout - 2014 \$

Project Number	2003 CIP Project Number	Road Segment (see map)	Figure Ref.	Cross Section	Status	Reimb?	Roads; Signalizations; Bridges; At Grade Crossings; Interchanges	Project Description	Total Estimated Cost (see Table B-3)	% Funded by PLSP Road Fee	Other Funding Sources			PLSP/NASA Funding Sources	
											County Capital Facilities Fee	County Gas Tax, STIP, & Caltrans	Developers Outside of PLSP/NASA	PLSP/NASA Developers	PLSP/NASA Road Fee Program
59	55	30-31	n/a	n/a	Not Built		Highway 70 and Plumas Lake Blvd	Phase 2 of Interchange	\$25,000,000	20%	\$5,500,000	\$5,000,000	\$9,500,000		\$5,000,000
63	59	1-32	n/a	n/a	Not Built		Highway 70 and Feather River Blvd.	Phase 3 Interchange	\$18,000,000	100%					\$18,000,000
64	new	41	n/a	n/a	Countywide CIP	N/A	Highway 70 and McGowan	Widen Overpass and Add Signals	\$4,000,000	0%	\$4,000,000				\$0
65	60	n/a	n/a	n/a	Not Built		Allowance for missing curb lane	Allowance for curb lanes not privately developed because of existing development or public use	\$200,000	100%					\$200,000
69	63	n/a	B-7	n/a	N/A		Formation and Update Costs	Financing - Formation and Update	\$100,000	100%					\$100,000
70	--	3-43	n/a	"A"	Not Built		FRB along Bear River Frontage		\$831,600	100%					\$831,600
70	--	3-43	0	"B"	Not Built		FRB along Bear River Frontage		\$3,268,650	100%					\$3,268,650
70	--	3-43	0	"C"	Not Built		FRB along Bear River Frontage		\$1,474,550	100%					\$1,474,550
71	--	43-44	n/a	"A"	Not Built		FRB along Bear River Frontage (1/2 section)		\$745,200	100%					\$745,200
71	--	43-44	0	"B"	Not Built		FRB along Bear River Frontage (1/2 section)		\$2,929,050	100%					\$2,929,050
71	--	43-44	0	"C"	Not Built		FRB along Bear River Frontage (1/2 section)		\$1,321,350	100%					\$1,321,350
72	--	43-44	n/a	n/a	Not Built		FRB at "A" Way		\$250,000	100%					\$250,000
73	--	5-38	n/a	n/a	Not Built		River Oaks Blvd @ High School/Middle School		\$250,000	100%					\$250,000
74	--	1-32	n/a	n/a	Not Built		SR70 @ FRB Interchange		\$1,000,000	100%					\$1,000,000
75	--	5-38	n/a	n/a	Not Built		100 acre school site frontage Improvements (River Oaks Boulevard)		\$508,800	100%					\$508,800
76	--	5-38	n/a	n/a	Not Built		Bridge Crossings to 100 acre school site		\$900,000	100%					\$900,000
77	--	n/a	n/a	n/a	Not Built		AFC Fund Obligations		\$2,478,000	100%					\$2,478,000
<b>Totals</b>									<b>\$159,984,910</b>		<b>\$11,171,400</b>	<b>\$5,000,000</b>	<b>\$9,500,000</b>	<b>\$61,713,465</b>	<b>\$72,600,045</b>
<b>Percent Funded by Source [1]</b>									<b>100.0%</b>		<b>7.0%</b>	<b>3.1%</b>	<b>5.9%</b>	<b>38.6%</b>	<b>45.4%</b>

\*funding\_sources\*

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The PLSP/NASA Road Fee presented in this 2014 Update is based on the best available cost estimates and land use information at this time. If costs change significantly in either direction, or if other funding to construct the facilities becomes available, the fees will be adjusted accordingly. Yuba County periodically will conduct a review of improvement costs and will make necessary adjustments to the PLSP/NASA Road Fee.

### Roadway CIP Updates—2014 Update

Several updates have been made to the 2014 roadway CIP, including these:

- Increase in costs for Highway 70 Interchanges
- Bear River Projects
  - Improvements to Feather River Boulevard
  - Signalization

### Roadway Segments

The roadway segments are listed on **Table 6**. Each roadway segment is categorized by roadway cross section, constructing party, and funding source. As shown in **Table 6** and **Appendix B**, the PLSP/NASA Road Fee Program designates a constructing party—developer or Yuba County—for each roadway segment. This designation is based on discussions between the developers and Yuba County.

As shown in **Tables B-4** through **B-7**, costs for Yuba County-constructed projects are 20 percent higher than those for developer-constructed projects. Yuba County-constructed projects are included at higher costs to account for increased administration and other costs often experienced in construction contracts awarded through a public agency.

Each year, Yuba County should review the roadway facilities projects list to ensure the constructing party list is up to date. Similarly, as Yuba County gains experience in constructing PLSP/NASA roadway projects, Yuba County may wish to change the PLSP/NASA Road Fee Program unit costs, either up or down, for Yuba County-constructed projects.

### Four-Lane Modified Arterials

The center two 12-foot travel lanes and median portion of the four-lane modified arterials will be funded through the PLSP/NASA Road Fee Program. The only exception to this applies to a portion of Feather River Boulevard as discussed below. Funding for the outer two lanes and landscape corridors will be the private responsibility of the adjoining PLSP/NASA property owner/developer.

Four-lane modified arterials are located in **Appendix B, Tables B-4a** and **B-4b**. The roadway cross section for the four-lane modified arterial is shown in **Appendix B, Table B-1**.

Initially, the four-lane modified arterials will be constructed as two-lane arterials, with the center two lanes included as part of an initial 36-foot-wide center median (includes two 6-inch curbs on either side). When and if traffic warrants, Yuba County will convert 24 feet of the 36 feet into two additional 12-foot travel lanes, leaving an 11-foot permanent median with two 6-inch curbs

on either side. The portion of the landscaping included in the expanded 36-foot-wide median that may be removed to construct two additional travel lanes will be minimal.

### **Partial Four-Lane Parkway Arterial**

Feather River Boulevard between Ella Avenue on the north to just south of Country Club Avenue (as outlined in **Map 1**) will be built as a partial four-lane parkway arterial (Project Number 17). Feather River Boulevard along Bear River will be built as a partial four-lane arterial (Project 71).

The detailed cost estimate for the partial four-lane arterial is located in **Appendix B, Table B-5**. The roadway cross section for the partial four-lane arterial is shown in **Appendix B, Table B-2**.

This road segment is identified as a partial segment because the existing pavement will continue to be used, and the PLSP/NASA developers then will build one additional outside 12-foot travel lane; a 6-foot bike lane; and 20 feet of curb, landscape, and sidewalk along the east side of this roadway segment.

If any future development occurs on the west side of this road segment, this future development will be responsible to fund the west side of this roadway segment. Consequently, the west side development costs are not included in this 2014 Update. If the west side of this road segment develops, the improvements would include one additional outside 12-foot travel lane; a 6-foot bike lane; and 20 feet of curb, landscape, and sidewalk, so this road segment then would be a four-lane arterial without a median.

### **Three-Lane Collectors**

The center 12-foot travel lane on three-lane collectors will be the funding responsibility of the PLSP/NASA Road Fee. The only exception to this applies to a portion of McGowan Parkway as further discussed below (Project Numbers 13a and 14a). The outer two lanes and landscaping corridors will be the private funding responsibility of the adjoining PLSP/NASA property owner/developer.

The detailed costs for the three-lane collectors are located in **Appendix B, Table B-6**. The roadway cross section for the three-lane collectors is shown in **Appendix B, Table B-2**.

The exception to the rule of the center lane being the responsibility of the PLSP/NASA Road Fee is the portion of McGowan Parkway between Olivehurst Road and Arboga Road (as outlined in **Map 2**). This road segment benefits an area beyond the PLSP/NASA, so the center lane will be funded by the roadway component of the Yuba County Capital Facilities Fee.

### **Allowance for Missing Curb Lane**

An allowance of \$200,000 is included in the estimated costs as Project Number 65 in **Table 6**. Some areas in the PLSP and NASA already have existing development, so development of the outside lane and landscaping corridor may be difficult to achieve. To provide funding for the required roadway improvements, an allowance has been included in the cost estimates.



## Signalizations

As shown in Project Numbers 29–47 in **Table 6**, 19 signalized intersections (including new signals described below) will be required in the PLSP/NASA at buildout. All but two signals will be funded by the PLSP/NASA Road Fee.

Two new signalization projects have been added to the CIP (Project Numbers 72 and 73). Signals at Feather River Boulevard and “A” Way serving the Bear River project and River Oaks Boulevard at a proposed site for a high school and middle school in the Cobblestone development. These two signals are estimated to cost \$250,000 each.

## Bridges and Other Drainageway Crossings

Because of the number of drainageways in the PLSP/NASA, a total of four bridges or drainage pipes/culverts will be required as shown in Project Numbers 50–53 in **Table 6**. This total includes changes made in the 2014 Road Fee Update. One of the bridges or drainage pipes/culverts are along River Oaks Boulevard and will cross Plumas Lake Canal. Three of the bridges will cross the Clark Slough at various locations through the PLSP/NASA. All four bridges or drainage pipes/culverts will be funded by the PLSP/NASA Road Fee.

## Upgrades to At-Grade Railroad Crossings

There are two Union Pacific Railroad crossings required to be upgraded to serve the PLSP, the NASA, and the surrounding area. As shown in Project Numbers 56 and 57 in **Table 6**, the two upgrades to at-grade intersection are located on Plumas Arboga Road and McGowan Parkway and will be funded by the PLSP/NASA Road Fee.

## Highway 70 Interchanges

### *Highway 70 and Plumas Lake Boulevard/Algodon Road Interchange—Phase 2*

This interchange cost has increased by approximately \$4.0 million from the 2005 Update to reflect the most recent cost estimates provided by Yuba County and Caltrans.

Phase one of the Highway 70 and Plumas Lake Boulevard/Algodon Road interchange has been constructed as identified in **Table 6**, Project Number 59. Year 2005 cost estimates for Phase 2 were \$21.0 million. The current costs of \$25.0 million in interchange improvements will be funded by the following sources:

- Roadway component of the Yuba County Capital Facilities Fee
- Yuba County gas tax revenues and STIP funding
- Developers outside the PLSP/NASA
- PLSP/NASA Road Fee

The PLSP/NASA Road Fee will contribute \$5.0 million toward the funding of this interchange.

### **Highway 70 and Feather River Boulevard Interchange—Phase 3**

Interchange costs have decreased by approximately \$2.3 million from the 2005 Update to reflect the most recent cost estimates provided by Yuba County and Caltrans, from \$22.3 million in 2005 to \$20.0 million in this 2014 Update.

The Highway 70 and Feather River Boulevard interchange was planned to be constructed in three phases. Phases one and two are complete. The phase three project is identified in **Table 6**, Project Number 63. Phase 3 is the ultimate Feather River Boulevard/Highway 70 interchange. Eighty percent of the \$20.0 million in interchange improvements will be funded by the PLSP/NASA Road Fee.

### **Highway 70 and McGowan Parkway Overpass/Interchange**

The Highway 70 and McGowan Parkway Overpass/Interchange are identified as Project Number 64 in **Table 6** and are expected to cost approximately \$4.0 million. The improvements consist of widening the overpass to accommodate four lanes of traffic and the addition of signalization.

### **PLSP/NASA Road Fee Program Update Costs**

Yuba County acknowledges the PLSP/NASA Road Fee Program will need to be periodically updated. The estimated cost of future updates, approximately \$100,000, is included in the CIP and proposed PLSP/NASA Road Fee, as shown in **Table B-7**.

## **Sub-Area Road Fee**

The remaining undeveloped portions of the Cobblestone development, located west of River Oaks Boulevard, can be accessed only by bridge and culvert improvements spanning Reclamation District 784's Lateral 16 adjacent to River Oaks Boulevard. In the "Cost Share and Access Agreement" (Agreement) between Yuba County and property owners (see Document 2011R-014844 recorded with the Yuba County Recorder, December 9, 2011) states the cost of improvements required to access the sub-area will be shared by developers of the remaining undeveloped portion of Cobblestone.

**Table 7** shows the projects identified by Yuba County staff required to provide such access. The total cost for projects is approximately \$1.4 million. The Agreement states sub-area costs are to be allocated on a per-acre basis. There are approximately 252 gross acres in the sub-area. This means the per-acre fair share, which in turn is the amount of the Sub-Area Road Fee, is \$5,590.48.

The Agreement states the Sub-Area Road Fee is to be collected by Yuba County before any permit allowing development in the sub-area, whether the permit is issued by Yuba County or the State.

**Table 7  
PLSP/NASA Road Fee Nexus Study  
Cobblestone Sub-Area Road Fee [1]**

Project Number	Road Segment (see map)	Figure Reference	Cross Section	Status	Reimb?	Roads; Signalizations; Bridges; At Grade Crossings; Interchanges	Project Description	Total Estimated Cost (see Table B-3)	Cobblestone Sub Fee Cost
75	5-38	n/a	n/a	Not Built		100 acre school site frontage Improvements (River Oaks Boulevard)	Includes clear/grub, sidewalks, and landscape	\$508,800	\$508,800
76	5-38	n/a	n/a	Not Built		Bridge Crossings to 100 acre school site	Bridge and culvert	\$900,000	\$900,000
<b>Total</b>								<b>\$1,408,800</b>	<b>\$1,408,800</b>

<b>Cobblestone Sub-Area Road Fee Calculation [2]</b>	Gross Acres in Sub-Fee Area	252
	<b>Cobblestone Sub-Area Road Fee per Gross Acre</b>	<b>\$5,590.48</b>

[1] The Cobblestone Sub-Area Road Fee is determined per the "Cost Share and Access Agreement" between the County of Yuba and Barbara E. Leak, as Trustee of the Edwin F. Leak Marital Q Tip Trust, dated January 4, 1998, and Alan J. Leak and Cindy Leak, Husband and Wife as Joint Tenants, recorded as document number 2011R-014844 on December 9, 2011.

[2] The Cobblestone Sub-Area is defined as Assessor's Parcel Numbers 016-350-021, -022, -023, and 0-19 as of the date of this report.

"sub\_fee"

The areas included in the Sub-Area Road Fee are identified below:

**Assessor's Parcel Number:**

- 016-350-019-000
- 016-350-021-000
- 016-350-022-000
- 016-350-023-000

## **Completed Projects**

Several projects have been completed since the last Road Fee Program, including improvements to River Oaks Boulevard, Arboga Road, McGowan Parkway, Links Parkway, Plumas Arboga Road, Plumas Lake Boulevard, and Phase 1 of the Highway 70/Plumas Lake Boulevard Interchange. The costs of completed projects are approximately \$59.5 million. **Table 8** shows details for all completed projects.

**Table 8**  
**PLSP/NASA Road Fee Nexus Study**  
**Funding Sources for Built Road Improvements - 2014 \$**

Project Number	2003 CIP Project Number	Road Segment (see map)	Figure Ref.	Cross Section	Status	Reimb?	Roads; Signalizations; Bridges; At Grade Crossings; Interchanges	Project Description	Total Estimated Cost (see Table B-3)	% Funded by PLSP Road Fee	Other Funding Sources			PLSP/NASA Funding Sources	
											County Capital Facilities Fee	County Gas Tax, STIP, & Caltrans	Developers Outside of PLSP/NASA	PLSP/NASA Developers	PLSP/NASA Road Fee Program
2b	2b	2-4	B-4a	"B"	Built	N/A	River Oaks Boulevard from Feather River Boulevard to Lateral 5	Modified 4-lane parkway arterial including pavement, curb, gutter, sidewalk, and back of curb landscaping	\$2,547,000	0%				\$2,547,000	\$0
3a	3a	4-5	B-4a	"A"	Built	No	River Oaks Boulevard from Lateral 5 to Lateral 16	36' wide center median in modified 4-lane parkway arterial (excludes pavement removal)	\$381,600	100%					\$381,600
3b	3b	4-5	B-4a	"B"	Built	N/A	River Oaks Boulevard from Lateral 5 to Lateral 16	Modified 4-lane parkway arterial including pavement, curb, gutter, sidewalk, and back of curb landscaping	\$2,037,600	0%				\$2,037,600	\$0
4a	4a	5-38	B-4c	"D"	Built	KB	River Oaks Boulevard from Lateral 16 to Rio Del Oro South Boundary	Two center lanes and median (excludes pavement removal)	\$1,627,200	100%					\$1,627,200
4b	4b	5-38	B-4c	"B"	Built	N/A	River Oaks Boulevard from Lateral 16 to Rio Del Oro South Boundary	Modified 4-lane parkway arterial including pavement, curb, gutter, sidewalk, and back of curb landscaping	\$4,075,200	0%				\$4,075,200	\$0
5a	5a	38-37	B-4c	"D"	Built	KB	River Oaks Boulevard from Rio Del Oro South Boundary to School	Two center lanes and median (excludes pavement removal)	\$1,017,000	100%					\$1,017,000
5b	5b	38-37	B-4c	"B"	Built	N/A	River Oaks Boulevard from Rio Del Oro South Boundary to School	Modified 4-lane parkway arterial including pavement, curb, gutter, sidewalk, and back of curb landscaping	\$2,547,000	0%				\$2,547,000	\$0
6a	6a	37-6	B-4c	"D"	Built	Yes	River Oaks Boulevard from School to Plumas Lake Blvd - Constructed by Nordic Industries in 2004	36' wide center median in modified 4-lane parkway arterial (excludes pavement removal)	\$1,133,333	100%					\$1,133,333
6b	6b	37-6	B-4c	"B"	Built	N/A	River Oaks Boulevard from Algodon Rd to Plumas Lake Blvd - Constructed by Nordic Industries in 2004	Modified 4-lane parkway arterial including pavement, curb, gutter, sidewalk, and back of curb landscaping	\$2,801,700	0%				\$2,801,700	\$0
7a	7a	6-36	B-4c	"D"	Built	Yes	River Oaks Boulevard from Plumas Lake Blvd to Algodon Road - Constructed by Nordic Industries in 2004	36' wide center median in modified 4-lane parkway arterial (excludes pavement removal)	\$566,667	100%					\$566,667
7b	7b	6-36	B-4c	"B"	Built	N/A	River Oaks Boulevard from Algodon Rd to Plumas Lake Blvd - Constructed by Nordic Industries in 2004	Modified 4-lane parkway arterial including pavement, curb, gutter, sidewalk, and back of curb landscaping	\$1,400,850	0%				\$1,400,850	\$0
11c	12c	9-39	B-4b	"C"	370 LF □ Not Built	No	Arboga Road from Plumas Arboga Road to Ella Avenue	Convert initial 2-lane to 4-lane modified parkway arterial - 2 addnl. lanes and reduced median	\$279,590	100%					\$279,590
12a	13a	39-28	B-4e	"A"	Built	No	Arboga Road from Ella Avenue to McGowan Parkway	36' wide center median in modified 4-lane parkway arterial (excludes pavement removal)	\$818,550	100%					\$818,550
12b	13b	39-28	B-4e	"B"	Built	N/A	Arboga Road from Ella Avenue to McGowan Parkway	Modified 4-lane parkway arterial including pavement, curb, gutter, sidewalk, and back of curb landscaping	\$2,164,950	0%				\$2,164,950	\$0
12c	13c	39-28	B-4b	"C"	Built	No	Arboga Road from Ella Avenue to McGowan Parkway	Convert initial 2-lane to 4-lane modified parkway arterial - 2 addnl. lanes and reduced median	\$976,650	100%					\$976,650
14a	15a	34-35	B-6	"A"	Built	N/A	McGowan Parkway from UPRR to Olivehurst Ave	3-lane collector - center 12' of pavement (includes pavement removal)	\$101,475	0%	\$101,475				\$0
14b	15b	34-35	B-6	"B"	Built	N/A	McGowan Parkway from UPRR to Olivehurst Ave	3-lane collector - outside 16' of pavement, curb, gutter, sidewalk and back of curb landscaping	\$617,100	0%				\$617,100	\$0
15a	16a	26-25	B-4a	"A"	South 1/2 Built	No	Links Parkway from Ella Avenue to Plumas Arboga Rd	36' wide center median in modified 4-lane parkway arterial (excludes pavement removal)	\$403,065	100%					\$403,065

**Table 8**  
**PLSP/NASA Road Fee Nexus Study**  
**Funding Sources for Built Road Improvements - 2014 \$**

Project Number	2003 CIP Project Number	Road Segment (see map)	Figure Ref.	Cross Section	Status	Reimb?	Roads; Signalizations; Bridges; At Grade Crossings; Interchanges	Project Description	Total Estimated Cost (see Table B-3)	% Funded by PLSP Road Fee	Other Funding Sources			PLSP/NASA Funding Sources	
											County Capital Facilities Fee	County Gas Tax, STIP, & Caltrans	Developers Outside of PLSP/NASA	PLSP/NASA Developers	PLSP/NASA Road Fee Program
15b	16b	26-25	B-4a	"B"	South 1/2 Built	N/A	Links Parkway from Ella Avenue to Plumas Arboga Rd	Modified 4-lane parkway arterial including pavement, curb, gutter, sidewalk, and back of curb landscaping	\$2,152,215	0%				\$2,152,215	\$0
19a	19a	23-9	B-6	"A"	North 1/2 Built	No	Plumas Arboga Rd from Feather River Boulevard to Arboga Road	3-lane collector -center 12' of pavement (excludes pavement removal)	\$285,825	100%					\$285,825
19b	19b	23-9	B-6	"B"	North 1/2 Built	N/A	Plumas Arboga Rd from Feather River Boulevard to Arboga Road	3-lane collector -outside 16' of pavement, curb, gutter, sidewalk and back of curb landscaping	\$2,075,700	0%					\$0
26a	26a	7-6	B-4c	"D"	Built	Yes	Plumas Lake Blvd from Algodon Road (West) to River Oaks Boulevard	Two center lanes and median (excludes pavement removal)	\$847,500	100%					\$847,500
26b	26b	7-6	B-4c	"B"	Built	N/A	Plumas Lake Blvd from Algodon Road (West) to River Oaks Boulevard	Modified 4-lane parkway arterial - outside lane improvements including pavement, curb, gutter, sidewalk, and back of curb landscaping	\$2,122,500	0%				\$2,122,500	\$0
27a	27	6-30	B-4c	"D"	Built	County Built	Plumas Lake Blvd from River Oaks Boulevard to Interchange	Two center lanes and median (excludes pavement removal)	\$305,100	100%					\$305,100
27b	27	6-30	B-4c	"B"	County Built		Plumas Lake Blvd from River Oaks Boulevard to Interchange	Modified 4-lane parkway arterial - outside lane improvements including pavement, curb, gutter, sidewalk, and back of curb landscaping	\$764,100	0%					\$0
30	30	6	n/a	n/a	County Built		River Oaks Boulevard and Plumas Lake Blvd	4-Way Signalization Project	\$250,000	100%					\$250,000
48	44	4	n/a	n/a	Built	No	River Oaks Boulevard crossing Lateral 5	40' long x 84' wide bridge - 4-lane modified parkway arterial	\$571,200	100%					\$571,200
49a	45a	5	n/a	n/a	Built	KB	River Oaks Boulevard crossing Lateral 16	40' long x 84' wide bridge - 4-lane modified parkway arterial	\$571,200	100%					\$571,200
49b	45c	38	n/a	n/a	Built	No	Drainage Pipe in River Oaks Boulevard within Rio Del Oro	66" drainage pipes under River Oaks Blvd.	\$325,000	100%					\$325,000
54	50	24	n/a	n/a	Built	No	Plumas Arboga Rd crossing Clark Slough	40' long x 60' wide bridge - 3-lane collector	\$408,000	100%					\$408,000
55	new	9	n/a	n/a	Built	No	Plumas Arboga Rd crossing Lateral 15	40' long x 60' wide bridge - 3-lane collector	\$408,000	100%					\$408,000
58	54	30-31	n/a	n/a	County Built		Highway 70 and Plumas Lake Blvd	Phase 1 of Interchange	\$16,200,000	31%		\$11,200,000			\$5,000,000
60	56	n/a	n/a	n/a	Built	Yes	City of Marysville STIP Repayment	Financing - STIP Repayment	\$850,000	100%					\$850,000
61	57	1-32	n/a	n/a	Built	Yes	Highway 70 and Feather River Blvd.	Phase 1 of Intersection - at grade interchange and signal	\$3,164,029	100%					\$3,164,029
62	58	1-32	n/a	n/a	Built	CalTrans	Highway 70 and Feather River Blvd.	Phase 2 of Intersection - convert 2 lane signalization to 4 lane	\$900,000	100%					\$900,000
66	61	n/a	n/a	n/a	County Built	N/A	Northern Location of Park and Ride Facility	Estimated Cost for 1 acre park and ride facility includes land acquisition	\$830,000	100%					\$830,000
67	61	n/a	n/a	n/a	County Built	N/A	Southern Location of Park and Ride Facility	Estimated Cost for 1 acre park and ride facility includes land acquisition	\$1,000,000	0%		\$1,000,000			\$0
<b>Totals</b>									<b>\$59,526,899</b>		<b>\$101,475</b>	<b>\$12,200,000</b>	<b>\$0</b>	<b>\$22,466,115</b>	<b>\$21,919,509</b>
<b>Percent Funded by Source</b>									<b>95.2%</b>		<b>0.2%</b>	<b>20.5%</b>	<b>0.0%</b>	<b>37.7%</b>	<b>36.8%</b>

Source: Yuba County

"built"

## 4. COST ALLOCATION AND FEE CALCULATION

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This chapter describes the cost allocation methodology and calculates the PLSP/NASA Road Fee. This discussion focuses on the calculation of the Base Fee component of the PLSP/NASA Road Fee. Because approximately 18 percent of the total equivalent units have paid fees to date, this 2014 Update allocates the remaining costs to the remaining land uses, as outlined below. The methodology for calculating the fees is summarized below:

1. Determine the amount of remaining development in the PLSP/NASA that benefits from roadway improvements (summarized in **Chapter 2**).
2. Determine the long-term roadway improvements needed to serve the remaining development (included in **Chapter 2**).
3. Determine the cost of road facilities to be funded by the PLSP/NASA Road Fee after accounting for other financing sources (included in the previous chapter).
4. Allocate the cost per equivalent dwelling unit (DUE) for the roadway facilities (shown in this chapter).
5. Add appropriate allowance to the cost allocations for administration of the fee program (shown in this chapter).
6. Determine the fee for residential and nonresidential land uses for the roadway facilities (summarized in this chapter).

### **Allocation of Estimated Construction Costs and Fee Calculation**

The purpose of allocating certain improvement costs among the various land uses is to provide an equitable method of funding required infrastructure. The key to apportioning the cost of public improvements to different land uses is the assumption that the demands placed on public facilities and services are related to land use type and such demands can be stated in relative terms for all land uses. Only by relating demand for facilities and services to land use types can a reasonable nexus, or relationship, be established for the apportionment of costs to that land use.

A DUE is a common use factor that allows the allocation of improvement costs among residential and nonresidential land uses. A DUE is defined as the amount of facility use for each land use type relative to a single-family unit, so the DUE for a single-family unit is 1.0.

The DUE factors used in this 2014 Update were provided by Yuba County. The DUE factors used in this study are based on common use factors in the March 17, 2014, Development Impact Fee Justification Study report for Yuba County, prepared by David Taussig & Associates, Inc.

In addition, this 2014 Update has further subdivided the categories of planned PLSP/NASA nonresidential development. Nonresidential DUE calculations include additional subcategories to

account for the wide range of permitted uses in each of the PLSP's broad nonresidential development categories (see **Table 9**).

Total DUEs by land use are calculated by multiplying the DUE factor by the applicable amount of projected new development in the PLSP/NASA. This 2014 Update spreads the estimated Highway Commercial and Business Park acreage between the relevant subcategories for purposes of calculating estimated nonresidential DUEs. The cost allocation formulas for all land uses that are used to allocate the roadway facility costs to the various land uses are shown in **Appendix C, Table C-1**.

As shown on **Table 10** and in **Appendix C, Table C-2**, based on this methodology, the net infrastructure cost burden for the roadway improvements of \$59.6 million has been apportioned to the estimated amount of remaining development. **Table 10** shows the estimated cost per DUE. **Table C-2** shows the calculated PLSP/NASA Road Fee for the various land uses, which includes a 3-percent administrative cost for Yuba County to annually administer the PLSP/NASA Road Fee Program. The cost to annually administer the fee program includes these:

- All collection and accounting costs associated with the new fee program.
- Annual review of the PLSP/NASA Road Fee Program costs, fees, and policies.

The cost allocation plus administrative cost equals the total fees for roadway improvements.

The PLSP/NASA Road Fee is needed from new development in the PLSP/NASA to fund the cost of major roadway improvements not funded by other funding sources. The fees may be reduced if additional funding from other sources is identified. Conversely, the fees may be increased if actual costs are higher than anticipated in this 2014 Update or a reduction in anticipated revenue sources occurs. This 2014 Update therefore will have to be periodically updated as new information regarding cost estimates, land uses, and funding sources becomes available.

### **Application of Calculated PLSP/NASA Road Fee to Specific Nonresidential Land Uses**

Even with inclusion of additional nonresidential development subcategories, applying the PLSP/NASA Road Fee to specific nonresidential development projects will require additional detail. **Table 9** lists potential commercial development uses and indicates which PLSP/NASA fee (based on assigned category) each use should be charged. For any missing categories Public Works will determine appropriate fees.



**Table 9**  
**PLSP/NASA Road Fee Nexus Study**  
**Commercial Land Uses - Assignment of Classification by Specific Land Use Type**

PLSP/NASA Road Fees - Commercial Uses				
Land Use	Convenience Commercial	Community Commercial	Highway Commercial - Other	Highway Commercial - Travel
<b>Retail</b>				
Shopping Center (at least one tenant 50,000 sq. ft. or more)				
< 200,000 sq. ft.		X		
200,001-500,000 sq. ft.		X		
500,001-1,000,000 sq. ft.			X	
>1,000,000 sq. ft.			X	
Food Stores and Supermarkets < 15,000 sq. ft.	X			
Food Stores and Supermarkets > 15,000 sq. ft.		X		
Clothing Stores		X		
Liquor Stores	X			
Fast Food w/ drive-thru	X			
Drugstore		X		
Walk-In Bank		X		
Drive-In Bank		X		
Discount Club			X	
Eating and Drinking Establishments		X		
Bars (no food service)		X		
Hardware Stores (non-automotive)		X		
Art Galleries and Gift Shops		X		
Other Similar Retail Facilities		X		
<b>Automotive Related</b>				
Service Stations and Self Service Fuel				X
Auto Parts Stores Without Machine Shop			X	
Machine Shops and Mechanical Repair Shops			X	
Auto Paint and Body Shops			X	
Quick Lube and Car Washes			X	
Auto and Truck Dealers or Rental Agencies			X	

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**Table 9  
PLSP/NASA Road Fee Nexus Study  
Commercial Land Uses - Assignment of Classification by Specific Land Use Type**

PLSP/NASA Road Fees - Commercial Uses				
Land Use	Convenience Commercial	Community Commercial	Highway Commercial - Other	Highway Commercial - Travel
<b>Service and Professional Office Uses [1]</b>				
Personal Service such as barbers, dry cleaners, and similar	X			
Professional Offices such as real estate, medical and legal		X		
Business Services such as printing and commercial services		X		
Theaters, recreation centers except those involving sexual materials or displays			X	
Private Clubs, Lodges and Fraternal Organizations			X	
Day Care Centers		X		
Veterinary Offices		X		
Motels and Hotels				X
Other Similar Office Uses [2]			X	
Churches and Places of Worship		X		

[1] If such land uses occur in commercial zoning. Office uses in business park zoning would be charged the office fee rate.

[2] Charged at rate if land use occurs on a parcel that was planned to contain nonresidential development.

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**Table 10**  
**PLSP/NASA Road Fee Nexus Study**  
**Estimated PLSP/NASA Road Fee (2014 \$)**

Item	Total
<b>Estimated Road Fee Costs [1]</b>	<b>\$59,573,000</b>
Estimated Remaining DUEs	12,129
Estimated Cost per DUE	\$4,912
Plus Administration at 3%	<u>\$147</u>
<b>Estimated Road Fee per DUE</b>	<b>\$5,059</b>

*"road\_fee"*

## 5. IMPLEMENTATION

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The proposed fees presented in this 2014 Update are based on the best development cost estimates, administrative cost estimates, and land use information available at this time. If costs change significantly in either direction, if the type or amount of new projected development changes, if other assumptions significantly change, or if other funding becomes available, the PLSP/NASA Fee Program should be updated accordingly.

After the PLSP/NASA Road Fee presented in this 2014 Update is established, Yuba County should conduct periodic reviews of PLSP/NASA roadway facility costs and other assumptions used as the basis of this 2014 Update. Based on these reviews, Yuba County may make necessary adjustments to the PLSP/NASA Fee Programs. For example, Yuba County may adjust the percentages used for interchange funding and developer fee credits to meet annual cash flow requirements.

The cost estimates presented in this 2014 Update are in constant 2014 dollars. Each year Yuba County will automatically adjust the costs and fees for inflation as outlined in this chapter.

### **Implementing Ordinances/Resolutions**

The proposed PLSP/NASA Road Fee should be adopted by the Yuba County Board of Supervisors through an ordinance(s) authorizing collection of the fees and through a fee resolution(s) establishing the fee. Once adopted, the PLSP/NASA Road Fee may be updated at any time by resolution of the Yuba County Board of Supervisors.

The fee update will be effective 60 days following the Yuba County Board of Supervisors' final action on the adoption of this 2014 Update, the ordinances authorizing collection of the fee, and the fee resolution(s) establishing the fee. The new resolutions should reference the inflation adjustment factor discussed in this chapter.

### **Fee Collection and Exemptions**

All new development occurring in the PLSP and NASA, except as specifically exempted herein, shall pay the proposed fees at the time of final building inspection. Existing development is exempt from the proposed PLSP/NASA Road Fee identified in this 2014 Update. With written approval from the Yuba County Public Works Director, any or all portions of the proposed fees may be waived if it can be determined that a proposed project will not impact any facility for which the fees are collected or for other reasons as determined by the Yuba County Public Works Director. Written fee waivers may be available on a case-by-case basis for certain temporary structures such as a mobile home used for construction management purposes.

### **Reimbursements and Fee Credits**

As is typical with development impact fee programs, many of the public infrastructure facilities are needed up-front, before adequate revenue from the fee collection would be available to fund

such improvements. Consequently, some type of private funding is necessary to pay for the public improvements when they are needed. This private financing may be in the form of land secured bonds, developer equity, or other form of private financing.

When this occurs, development impact fee programs need a mechanism to address situations where developers privately fund public facilities that normally would be funded by the fee program. To address this issue, this 2014 Update enables fee credits and reimbursements to provide the necessary link between collection of the PLSP/NASA Road Fee and the private construction and dedication of eligible roadway improvements.

Developers/landowners who fund construction of roadway facilities included in the PLSP/NASA Road Fee Program will be eligible for reimbursements against the fee. Fee credits/reimbursements will be available for the facility construction cost as shown in this 2014 Update or actual costs if actuals are less than the PLSP/NASA Road Fee Program estimated costs.

If actual costs exceed PLSP/NASA Road Fee Program estimated costs, developers/landowners may seek additional reimbursements for the portion of actual costs that exceeded the scheduled costs only at such time this 2014 Update is updated to include the additional cost. In this instance, developers/landowners will be eligible to request reimbursement only for that portion of the additional cost that could be included in the update to the PLSP/NASA Road Fee Program.

Fee credits/reimbursements will be adjusted annually by the inflation factor used to adjust the fee programs. Once fee credits have been determined, they will be used at the time the respective fees would be due: at final building inspection.

Yuba County reserves the authority to reduce the PLSP/NASA Road Fee under certain circumstances if necessary. Any reduction in the fees will be based on Yuba County's independent analysis and review of the particular property.

### **Eligibility for Fee Credits/Reimbursements**

Fee credits/reimbursements for PLSP/NASA Road Fee Program facilities will be provided under the following conditions:

1. The roadway facility improvement(s) must have been competitively bid and must be accepted to the satisfaction of Yuba County and constructed in accordance with Yuba County improvement standards and standard specifications (e.g., prevailing wage and competitive bid requirements).
2. The roadway facility improvement must be shown on Yuba County-approved improvement plans and must be secured with bonds or other financial security to the satisfaction of Yuba County.
3. The value of any developer-installed/-acquired improvements for reimbursement/fee credit purposes shall not exceed the total cost estimate (as adjusted for inflation) used to establish the amount of the fee or actual costs if the actual costs are lower than estimated costs. Parties seeking fee credits/reimbursements shall be required to provide proof of actual construction costs to Yuba County's satisfaction.

If actual costs exceed PLSP/NASA Road Fee Program estimated costs, developers may seek additional reimbursement for the portion of the cost that exceeded the scheduled costs only at such time that this 2014 Update is updated to include the additional cost. In this instance, developers then would be eligible to request reimbursement for that portion of the additional cost that could be included in the update to the PLSP/NASA Road Fee Program.

4. The use of accumulated Base Road Fee revenues shall be used in the following priority order:
  - a. Highway 70 interchange projects.
  - b. Critical Yuba County-constructed projects in the PLSP and NASA.
  - c. Accruals for future critical Yuba County-constructed projects in the PLSP and NASA.
  - d. Repayment of accrued reimbursement to private developers.

The Yuba County Public Works director, or his or her designee, shall have final determination regarding the designation of a roadway improvement project as a "critical project."

In the event of cash flow shortfalls, Yuba County may delay reimbursement of accrued reimbursements and AFCs paid by developers to cure the cash flow shortfall problem.

## **Timing and Amount of Fee Credits/Reimbursements**

### ***Fee Credit/Reimbursement Timing***

Once all criteria are met, fee credits may be taken against the PLSP/NASA Road Fee when payable at final building inspection. To obtain fee credits, the public facility projects must meet all criteria, and developers must apply to Yuba County before completion of the first final inspection associated with a final subdivision map. Yuba County maintains the flexibility to allocate fee credits in a manner it chooses. Fee credits granted shall be on a per-unit basis for single-family and multifamily development or on a per-acre basis for nonresidential development projects.

### ***Fee Credit/Reimbursement Amount***

Developers will be due reimbursements from the PLSP/NASA Road Fee Program for advance-funding eligible roadway improvements. Developers will be reimbursed first through fee credits and then through cash reimbursements after fee credits have been exhausted.

Eligible public facility costs, which are used to determine the total reimbursement amount, will be based on the lesser of either cost schedule in the PLSP/NASA Road Fee Program or actual construction costs. Proof of actual construction costs must be provided to the satisfaction of Yuba County.

Cost schedules in the PLSP/NASA Road Fee Program will be automatically adjusted annually by the inflation adjustment factor identified in this 2014 Update. In addition to automatic adjustments, Yuba County will monitor cost schedules and make periodic updates as necessary to reflect current public facility improvement costs.

### Reimbursements after Fee Credits

Reimbursements will be due to developers who have advance-funded a facility (or facilities) in excess of their fee credits taken to date for that (those) public facility cost (or facilities costs). In this instance, developers would first obtain fee credits, up to the allowable percentage of the total PLSP/NASA Road Fee, and then await reimbursement from fee revenue collections from other fee payers.

Reimbursement priority will be determined on a first in and first out basis. Yuba County will prioritize Yuba County-accepted public facilities on a month-by-month basis. For example, if one roadway improvement project receives Yuba County approval on the second of the month while another receives Yuba County approval on the 20<sup>th</sup> of the same month, each of the projects have equal weighting in terms of priority for reimbursement.

Yuba County will maintain a reimbursement account for each developer who advances funds or constructs eligible PLSP/NASA Road Fee-funded improvements. Reimbursement for funding advances or construction of eligible roadway improvements will be tracked by the date Yuba County approves the reimbursement. Similar to fee credits, reimbursements account balances will be adjusted annually by the inflation factor used to adjust the fee programs.

When funds are available, reimbursements will be paid to the first developer awaiting reimbursement until that developer is paid in full. Then reimbursements accrue to the next developer awaiting reimbursement until paid in full. It is important to note that Yuba County may delay repaying outstanding reimbursements owed when such delay is necessary for annual cash flow purposes.

To obtain reimbursements, developers must enter into a reimbursement agreement with Yuba County. When funds are available in each fee component, reimbursements will be paid semi-annually, or as otherwise determined by Yuba County. As noted, reimbursements will be paid only after Yuba County accepts the public facility improvements. Reimbursements are an obligation only of the PLSP/NASA Road Fee Program and are not an obligation of the Yuba County General Fund.

## **Fee Program Administration**

The proposed PLSP/NASA Road Fee will be collected at the time of final building inspection. Yuba County will separately account for the Base Road Fee paid by each development project. In addition, Yuba County will maintain fee credit and reimbursement accounts for each developer who advances funds or constructs eligible fee-funded improvements. Balances in fee credit and reimbursement accounts will be adjusted annually by the inflation factor used to adjust the PLSP/NASA Road Fee Program.

Yuba County may use the fee when collected or may wait until a sufficient fund balance can be accrued. According to Government Code Section 66006, Yuba County is required to deposit, invest, account for, and expend the fees in a prescribed manner.

### **Annual Inflation Adjustment and Periodic Fee Review**

The proposed PLSP/NASA Road Fee will be updated by Public Works and reported to the Yuba County Board of Supervisors annually to account for the inflation of construction and acquisition costs. This 2014 Update recommends that in June of each calendar year, the fee programs should be increased by the May over May of the previous year increase in the San Francisco and 20-Cities Construction Cost Index (CCI), as reported in the Engineering News Record (ENR).

The proposed fees are subject to periodic update based on changes in developable land, cost estimates, or outside funding sources. Yuba County will periodically review the costs and fees to determine if any updates to the fees are warranted. During the periodic reviews, Yuba County will analyze these:

- Changes to the required facilities listed in this 2014 Update.
- Changes in the priority of roadway improvements funding.
- Changes in the cost to update or administer the fees.
- Changes in costs greater than inflation.
- Changes in assumed land uses.
- Changes in other funding sources.

Any changes to the fees based on the periodic update will be presented to the Yuba County Board of Supervisors for approval before an increase of the fees.

### **Five-Year Review**

The fifth fiscal year following the first deposit into the fee account or fund, and every 5 years thereafter, Yuba County is required to make all of the following findings with respect to that portion of the account or fund remaining unexpended:

- Identify the purpose for which the fee is to be put.
- Demonstrate a reasonable relationship between the fee and the purpose for which it is charged.
- Identify all sources and amounts of funding anticipated to complete financing in incomplete plan area improvements.
- Designate the approximate dates the funding referred to in the above step is expected to be deposited in the appropriate account or fund.

Yuba County must refund the unexpended or uncommitted revenue portion for which a need could not be demonstrated in the above findings, unless the administrative costs exceed the amount of the refund.



## 6. AB1600 NEXUS FINDINGS

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### Authority

This 2014 Update has been prepared to establish the PLSP/NASA Road Fee in accordance with the procedural guidelines established in Assembly Bill (AB) 1600, which is codified in California Government Section 66000 et. seq. These code sections set forth the procedural requirements for establishing and collecting various development impact fees. These procedures require that “a reasonable relationship or nexus must exist between a governmental exaction and the purpose of the condition.” Specifically, each local agency imposing a fee must:

- Identify the purpose of the fee.
- Identify how the fee is to be used.
- Determine how a reasonable relationship exists between the fee’s use and the type of development project on which the fee is imposed.
- Determine how a reasonable relationship exists between the need for the public facility and the type of development project on which the fee is imposed.
- Demonstrate 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.

### Purpose of the Fee

The PLSP/NASA Road Fee will help maintain adequate levels of service for roadway facilities. New development in the PLSP and NASA will increase the demand for roadway facilities. The new PLSP/NASA Road Fee will fund roadway circulation facilities necessary to accommodate residential and nonresidential development in the PLSP and NASA. The roadway CIP is described in more detail in **Chapter 3**.

### Use of Fees

The PLSP/NASA Road Fees will be used to fund additions and improvements to the roadway system needed to accommodate future traffic resulting from residential and nonresidential development in the PLSP and NASA. Roadway improvements include four-lane modified arterials, a partial four-lane arterial, three-lane collector roadway segments, an allowance for missing curb lanes, signalized intersections, bridges, at-grade railroad crossings, three Highway 70 interchanges, miscellaneous roadway improvements, and fee program administration costs.

## **Relation between Use of Fees and Type of Development**

Development of residential and nonresidential land uses in the PLSP and the NASA will generate additional roadway trips and thus the need for roadway improvements. The PLSP/NASA Road Fee will be used to develop the roadway improvements as outlined in this 2014 Update, which are necessary to serve new development in the PLSP and the NASA.

## **Relation between Need for Facility and Type of Project**

Each residential and nonresidential development project will add to the incremental need for PLSP or NASA roadway capacity, and each new project will benefit from the new roadway capacity. For the new development described in this 2014 Update to occur in the PLSP and the NASA, the roadway improvements need to be expanded and improved to provide an adequate roadway system in the area.

## **Relation between Amount of Fees and Cost of or Portion of Facility Attributed to Development on Which the Fee Is Imposed**

The PLSP/NASA Road Fee is based solely on the estimated cost of the improvements and the estimated fee program administrative costs. The estimated construction costs for roadway facilities have been allocated to the various land uses based on common use factors. The common use factor is PM peak trips generated by each land use.

## 7. ADVANCE FUNDING CHARGE

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The 2003 Road Fee Nexus Study and the 2005 Update had an AFC to fund initial projects required for development to proceed. Because Mello-Roos bond financing was not a viable option to help advance-fund roadway infrastructure, Yuba County and the PLSP/NASA developers agreed the PLSP/NASA Road Fee Program should include an AFC. The purpose of the AFC is to ensure adequate fee revenues will be collected to fund the initial projects needed, particularly the following improvements:

- Interchange Improvements:
  - Plumas Lake Boulevard—Phase 1 and 2
  - Feather River Boulevard—Phases 1 to 3
  - Park and Ride Facilities
  - McGowan Parkway Facilities
- Other Roadway Improvements:
  - River Oaks Boulevard—PLSP South
  - River Oaks Boulevard—PLSP North
  - Arboga Road PLSP NASA

The 2003 Road Fee Nexus Study and 2005 Update described the process by which developers could eventually receive fee credits or reimbursements for AFC paid to Yuba County. Approximately 3,000 residential units have been constructed and would have been subject to the AFC.

Yuba County intended to collect the AFC only as long as it was needed to fund priority projects required to serve the initial development in the PLSP and NASA and to repay parties entitled to an AFC reimbursement. Once sufficient funding had been collected to fund all priority projects in the CIP and to cover all other obligations of the AFC, Yuba County intended to cease collecting the AFC.

This 2014 Update does not calculate an updated 2014 AFC. Funds currently available in the PLSP/NASA Road Fee fund have been identified for use on the phase three Feather River Boulevard/Highway 70 Interchange. This 2014 Update includes approximately \$2.5 million in remaining AFC reimbursement obligations. The obligations are to developers with advance funding and reimbursement agreements with Yuba County, specifying the obligation of Yuba County to provide fee credits or reimbursements under the AFC.

Yuba County does not have contractual agreements with any other parties providing for the mechanisms for fee credits or reimbursements for AFC paid by others parties and, as such, will discontinue any further calculation, reimbursement, and collection of the AFC.

## APPENDICES:

- Appendix A: Detailed Land Use Projections
- Appendix B: Roadway Capital Improvement Program
- Appendix C: Road Facilities Costs and Fees



## APPENDIX A:

### Detailed Land Use Projections

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**Table A-1**  
**PLSP/NASA Road Fee Nexus Study**  
**Land Use Summary in the PLSP and NASA at Buildout before Land Use Adjustment**  
**Maximum Potential Buildout [2]**

Land Use	Estimated Gross Acres	Estimated Units	Estimated Building Sq. Ft. [1]
<b>Residential</b>			
<b>Single-Family</b>			
Low Density (maximum of 2 units per acre)	584	1,168	
Medium Density (maximum of 4 units per acre)	3,959	15,177	
<b>Subtotal Single-Family</b>	<b>4,543</b>	<b>16,345</b>	
Multifamily (maximum of 12 units per acre)	23	276	
<b>Subtotal Residential</b>	<b>4,566</b>	<b>16,621</b>	
<b>Nonresidential</b>			
Community/Neighborhood Commercial	57		621,710
Highway Commercial	225		2,445,894
Business Park	252		3,293,136
<b>Subtotal Nonresidential</b>	<b>534</b>		<b>6,360,740</b>
<b>Subtotal Residential and Nonresidential</b>	<b>5,100</b>	<b>16,621</b>	<b>6,360,740</b>
<b>Public/Recreational/Other</b>			
Open Space/Drainage Ways	407		
Parks	131		
Schools	170		
Other Public	169		
Arterials/Major Roadways	314		
Estimated Non-Buildable (Interchange/Drainage)	50		
<b>Subtotal Public/Recreational/Other</b>	<b>1,241</b>		
<b>Total Plumas Lake Specific Plan/NASA</b>	<b>6,341</b>	<b>16,621</b>	<b>6,360,740</b>

*"land\_use"*

Source: Plumas Lake Specific Plan adopted in 1993 with the changes noted on the following page

[1] Building sq. ft. based on a .30 FAR for Business Park and .25 FAR for all other nonresidential uses.

[2] See Table A-1 for details on estimated Gross Acres and Units.

**Table A-2**  
**PLSP/NASA Road Fee Nexus Study**  
**Land Use Summary for the Plumas Lake Specific Plan South Zone**

<b>South Zone</b>
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Land Use	Estimated Gross Acres	Estimated Units	Assumed FAR	Estimated Building Sq. Ft. [1]
<b>Residential</b>				
<b>Single-Family</b>				
Low Density (maximum of 2 units per acre)	0	0		
Medium Density (maximum of 4 units per acre)	2,057	8,280		
<b>Subtotal Single-Family</b>	<b>2,057</b>	<b>8,280</b>		
Multifamily (maximum of 12 units per acre)	0	0		
<b>Subtotal Residential</b>	<b>2,057</b>	<b>8,280</b>		
<b>Nonresidential</b>				
Community/Neighborhood Commercial	42		0.25	458,360
Highway Commercial	61		0.25	659,934
Business Park	12		0.30	156,816
<b>Subtotal Nonresidential</b>	<b>115</b>			<b>1,275,110</b>
<b>Subtotal Residential and Nonresidential</b>	<b>2,172</b>	<b>8,280</b>		<b>1,275,110</b>
<b>Public/Recreational/Other</b>				
Open Space/Drainage Ways	363			
Parks	100			
Schools	158			
Other Public	9			
Arterials/Major Roadways	231			
<b>Subtotal Public/Recreational/Other</b>	<b>861</b>			
<b>Total South Zone Plumas Lake Specific Plan</b>	<b>3,033</b>	<b>8,280</b>		<b>1,275,110</b>

**Estimated Population (2.9 people/household for single-family and 1.9 people/household for multifamily)** **24,012**

"south\_lu"

See Table A-3 for South Zone detail. Totals may not add due to rounding.

[1] Building sq. ft. based on a .30 FAR for Business Park and .25 FAR for all other nonresidential uses.

Table A-3  
 PLSP/NASA Road Fee Nexus Study  
 Land Use Detail for the Plumas Lake Specific Plan Area South Area

South Zone

Plumas Land Uses	RESIDENTIAL				NONRESIDENTIAL AND OTHER ACREAGE								TOTAL ALL ACREAGE
	Medium Density		High Density		Community Commercial	Highway Commercial	Business Park	Open Space & Drainage	Parks	Schools	Other Public	Major Roads & Landscaping	
	Acreage	Units	Acreage	Units									
<b>Approved Tentative Maps</b>													
Riverside Meadows	171.0	599	0	-	-	-	-	8.9	11.5	8.5	-	6.3	206.2
Woodside Village	120.9	590	0	-	10.9	-	-	5.8	6.7	8.0	-	9.1	161.3
Creekside Village	42.7	159	0	-	-	-	-	2.0	1.1	-	-	0.6	46.4
River Oaks East	98.9	265	0	-	-	-	-	12.6	5.3	-	-	8.6	125.5
Rio Del Oro [1]	481.2	1,566	0	-	10.0	60.6	-	45.6	27.4	10.0	-	38.6	673.4
River Oaks North	37.3	107	0	-	-	-	-	22.6	2.4	-	-	2.4	64.8
Cobblestone [2]	309.8	1,484	0	-	-	-	-	83.5	22.4	116.0	1.5	12.2	545.4
River Oaks South	50.2	259	0	-	3.4	-	-	7.0	1.0	-	-	7.0	68.6
Bear River	319.2	1,928	16.5	195	17.8	-	12.0	41.4	5.0	15.7	3.3	130.7	545.1
Ross Ranch	254.5	617	8.7	183	-	-	-	103.7	11.5	-	3.7	12.7	386.1
Danna 70	69.2	309	0	-	-	-	-	19.3	-	-	0.2	2.9	91.6
Northpoint	51.8	215	0	-	-	-	-	10.4	2.3	-	-	-	64.5
<b>Subtotal Approved Tentative Maps</b>	<b>2,006.7</b>	<b>8,098</b>	<b>25.2</b>	<b>378</b>	<b>42.1</b>	<b>60.6</b>	<b>12.0</b>	<b>362.8</b>	<b>96.6</b>	<b>158.2</b>	<b>8.7</b>	<b>231.2</b>	<b>2,978.7</b>
<b>Tentative Maps-Not Approved</b>													
Sawyer's Landing	50.2	182	0	-	-	-	-	-	3.6	-	-	-	53.8
<b>Subtotal Tentative Maps-Not Approved</b>	<b>50.2</b>	<b>182</b>	<b>0</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>3.6</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>53.8</b>
<b>Total Southern Area Land Uses</b>	<b>2,056.9</b>	<b>8,280</b>	<b>25.2</b>	<b>378</b>	<b>42.1</b>	<b>60.6</b>	<b>12.0</b>	<b>362.8</b>	<b>100.2</b>	<b>158.2</b>	<b>8.7</b>	<b>231.2</b>	<b>3,032.5</b>

"southdetail"

Sources: Tentative maps. For unmapped areas, estimates provided by Murray Smith & Associates, and EPS.

[1] Cobblestone has a revised land use plan. 100 acres of residential land uses has been acquired for public uses. EPS reduced the total number of residential units by 350, assuming the density is, on average, 3.5 units per acre in the South Zone.

A-3



**Table A-4**  
**PLSP/NASA Road Fee Nexus Study**  
**Estimated Adjusted Residential and Nonresidential Land Uses for PLSP South**

<b>South Zone Adjusted</b>
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Land Use	Estimated Acres to Develop	Estimated Units to Develop	Estimated Building Sq. Ft. to Develop [1]
<b>Residential</b>			
<b>Single-Family</b>			
Low Density (maximum of 2 units per acre)	0	0	
Medium Density (maximum of 4 units per acre)	1,852	7,452	
<b>Subtotal Single-Family</b>	<b>1,852</b>	<b>7,452</b>	
Multifamily (maximum of 12 units per acre)	0	0	
<b>Subtotal Residential</b>	<b>1,852</b>	<b>7,452</b>	
<b>Nonresidential</b>			
Community/Neighborhood Commercial	42		458,360
Highway Commercial	61		659,934
Business Park	12		156,816
<b>Subtotal Nonresidential</b>	<b>115</b>		<b>1,275,110</b>
<b>Total Residential and Nonresidential</b>	<b>1,967</b>	<b>7,452</b>	<b>1,275,110</b>
<b>Estimated Population (2.9 people/household for single-family and 1.9 people/household for multifamily)</b>		<b>21,611</b>	

*"develop\_south"*

Note: To avoid underfunding the fee program, adjustment factors were applied to the land uses. See Table 4.

[1] Building sq. ft. based on a .30 FAR for Business Park and .25 FAR for all other nonresidential uses.

**Table A-5  
PLSP/NASA Road Fee Nexus Study  
Land Use Summary for the Plumas Lake Specific Plan North Zone**

North Zone
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Land Use	Estimated Gross Acres	Estimated Units	Assumed FAR	Estimated Building Sq. Ft. [1]
<b>Residential</b>				
<b>Single-Family</b>				
Low Density (maximum of 2 units per acre)	584	1,168		
Medium Density (maximum of 4 units per acre)	1,442	4,684		
<b>Subtotal Single-Family</b>	<b>2,026</b>	<b>5,852</b>		
Multifamily (maximum of 12 units per acre)	23	276		
<b>Subtotal Residential</b>	<b>2,049</b>	<b>6,128</b>		
<b>Nonresidential</b>				
Community Commercial	15		0.25	163,350
Highway Commercial	164		0.25	1,785,960
Business Park	240		0.30	3,136,320
<b>Subtotal Nonresidential</b>	<b>419</b>			<b>5,085,630</b>
<b>Subtotal Residential and Nonresidential</b>	<b>2,468</b>	<b>6,128</b>		<b>5,085,630</b>
<b>Public/Recreational/Other</b>				
Open Space/Drainage Ways	20			
Parks	21			
Schools	12			
Other Public [2]	156			
Arterials/Major Roadways	48			
<b>Subtotal Public/Recreational/Other</b>	<b>256</b>			
<b>Total North Zone Plumas Lake Specific Plan</b>	<b>2,724</b>	<b>6,128</b>		<b>5,085,630</b>

<b>Estimated Population (2.9 people/household for single-family and 1.9 people/household for multifamily)</b>	<b>17,495</b>
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"north\_lu"

See Table A-6 for North Zone detail. Totals may not add due to rounding.

[1] Building sq. ft. based on a .30 FAR for Business Park and .25 FAR for all other nonresidential uses.

[2] Includes existing Marysville Municipal Golf Course.

Table A-6  
 PLSP/NASA Road Fee Nexus Study  
 Land Use Detail for the Plumas Lake Specific Plan North Area

North Zone

Plumas Land Uses	RESIDENTIAL						NONRESIDENTIAL AND OTHER ACREAGE								TOTAL ALL ACREAGE
	Low Density		Medium Density		High Density		Community Commercial	Highway Commercial	Business Park [1]	Open Space & Drainage	Parks	Schools	Other Public [2]	Major Roads & Landscaping	
	Acreage	Units	Acreage	Units	Acreage	Units									
<b>Approved Tentative Maps</b>															
Wheeler & Leal Ranch	-	-	384.6	1,376	-	-	12.6	-	-	19.5	12.6	11.7	2.3	35.1	478.4
Hawes Ranch/KB Homes	-	-	39.0	182	-	-	-	-	-	-	-	-	-	1.0	40.0
The Meadows	-	-	125.0	382	-	-	-	-	-	-	-	-	-	-	125.0
Draper Ranch South	-	-	139.2	441	-	-	-	-	-	-	5.0	-	3.8	7.1	155.1
Fairway North	-	-	58.0	236	-	-	-	-	-	-	3.1	-	-	2.2	63.3
Fairway West	22.0	44	-	-	-	-	-	-	-	-	-	-	-	-	22.0
The Greens	29.0	20	-	-	-	-	-	-	-	-	-	-	-	-	29.0
Feather River North [3]	-	-	14.3	50	-	-	-	-	-	-	-	-	-	2.4	16.7
Feather River South [3]	-	-	14.3	50	-	-	-	-	-	-	-	-	-	-	14.3
Bishop Ranch	-	-	80.0	255	-	-	-	-	-	-	-	-	-	-	-
Country Club Estates	-	-	577.1	1,681	-	-	-	-	-	-	-	-	-	-	-
Franks	-	-	10.8	31	-	-	-	-	-	-	-	-	-	-	-
<b>Subtotal Approved Tentative Maps</b>	<b>51.0</b>	<b>64</b>	<b>1,442.3</b>	<b>4,684</b>	<b>0</b>	<b>0</b>	<b>12.6</b>	<b>-</b>	<b>-</b>	<b>19.5</b>	<b>20.7</b>	<b>11.7</b>	<b>6.1</b>	<b>47.8</b>	<b>1,611.7</b>
<b>Specific Plan Land Use-Projected Development [4]</b>															
Specific Plan Projected Development	533.0	1,104	-	-	23	276	2.4	164.0	240.0	-	-	-	150.0	-	1,112.4
<b>Subtotal Approved Tentative Maps</b>	<b>584.0</b>	<b>1,168</b>	<b>1,442.3</b>	<b>4,684</b>	<b>23</b>	<b>276</b>	<b>15.0</b>	<b>164.0</b>	<b>240.0</b>	<b>19.5</b>	<b>20.7</b>	<b>11.7</b>	<b>156.1</b>	<b>47.8</b>	<b>2,724.1</b>

\*northdetail\*

Sources: Tentative maps. For unmapped areas, estimates provided by Murray Smith & Associates, and EPS

[1] 69 acres of business park located on the east side of Highway 70 was reclassified per a Specific Plan Amendment approved 10/02. An estimated 3.4 acres were converted to community commercial and 65.21 acres to medium density residential.

[2] Includes existing Marysville Municipal Golf Course.

[3] Acreages are estimated based on density of 3.5 units per acre.

[4] This includes land uses that are described in the Specific Plan but are not included in any approved Tentative Maps. All Commercial, Low Density and Multi Family are adjusted to match Specific Plan land use assumptions; other land use categories a based on Tentative Maps.

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**Table A-7**  
**PLSP/NASA Road Fee Nexus Study**  
**Estimated Adjusted Residential and Nonresidential Land Uses for PLSP North**

<b>North Zone Adjusted</b>
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Land Use	Estimated Acres to Develop	Estimated Units to Develop	Estimated Building Sq. Ft. to Develop [1]
<b>Residential</b>			
<b>Single-Family</b>			
Low Density (maximum of 2 units per acre)	409	818	
Medium Density (maximum of 4 units per acre)	1,010	3,279	
<b>Subtotal Single-Family</b>	<b>1,419</b>	<b>4,097</b>	
Multifamily (maximum of 12 units per acre)	14	166	
<b>Subtotal Residential</b>	<b>1,433</b>	<b>4,263</b>	
<b>Nonresidential</b>			
Community/Neighborhood Commercial	15		163,350
Highway Commercial	41		446,490
Business Park	60		784,080
<b>Subtotal Nonresidential</b>	<b>116</b>		<b>1,393,920</b>
<b>Total Residential and Nonresidential</b>	<b>1,549</b>	<b>4,263</b>	<b>1,393,920</b>
<b>Estimated Population (2.9 people/household for single-family and 1.9 people/household for multifamily)</b>		<b>12,196</b>	

*"develop\_north*

Note: To avoid underfunding the fee program, adjustment factors were applied to the land uses. See Table 4.

[1] Building sq. ft. based on a .30 FAR for Business Park and .25 FAR for all other nonresidential uses.

**Table A-8**  
**PLSP/NASA Road Fee Nexus Study**  
**Land Use Summary for the North Arboga Study Area**

NASA
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Land Use	Estimated Gross Acres	Estimated Units	Assumed FAR	Estimated Building Sq. Ft. [1]
<b>Residential</b>				
<b>Single-Family</b>				
Low Density (maximum of 2 units per acre)	0	0		
Medium Density (maximum of 4 units per acre)	460	2,213		
<b>Subtotal Single-Family</b>	<b>460</b>	<b>2,213</b>		
Multifamily (maximum of 12 units per acre)	0	0		
<b>Subtotal Residential</b>	<b>460</b>	<b>2,213</b>		
<b>Nonresidential</b>				
Community Commercial	0		0.25	0
Highway Commercial	0		0.25	0
Business Park	0		0.30	0
<b>Subtotal Nonresidential</b>	<b>0</b>			<b>0</b>
<b>Subtotal Residential and Nonresidential</b>	<b>460</b>	<b>2,213</b>		<b>0</b>
<b>Public/Recreational/Other</b>				
Open Space/Drainage Ways	25			
Parks	10			
Schools	0			
Other Public	4			
Arterials/Major Roadways	35			
<b>Subtotal Public/Recreational/Other</b>	<b>74</b>			
<b>Total North Zone Plumas Lake Specific Plan</b>	<b>534</b>	<b>2,213</b>		<b>0</b>

**Estimated Population (2.9 people/household for single-family and 1.9 people/household for multifamily)** **6,418**

"nasa\_lu"

See Table A-9 for NASA detail. Totals may not add due to rounding.

[1] Building sq. ft. based on a .30 FAR for Business Park and .25 FAR for all other nonresidential uses.

Table A-9  
 PLSP/NASA Road Fee Nexus Study  
 Land Use Detail for the North Arboga Study Area

NASA

Plumas Land Uses	RESIDENTIAL		NONRESIDENTIAL AND OTHER ACREAGE							TOTAL ALL ACREAGE	
	Medium Density		Community Commercial	Highway Commercial	Business Park	Open Space & Drainage	Parks	Schools	Other Public [1]		Major Roads & Landscaping
	Acreage	Units									
<b>Approved Tentative Maps</b>											
River Glen/KB Homes	54.0	275	-	-	-	-	3.1	-	-	-	57.1
Draper Ranch North	134.9	590	-	-	-	25.0	-	-	-	-	159.9
Ward Ranch	81.4	525	-	-	-	-	4.3	-	4.0	34.6	124.3
Crossroads	31.7	180	-	-	-	-	-	-	-	-	31.7
Thoroughbred Estates	109.6	440	-	-	-	-	3.0	-	-	-	112.6
Hansen Ranch Estates	13.0	66	-	-	-	-	-	-	-	-	13.0
Prado Del Sol - Unit 2	8.7	35	-	-	-	-	-	-	-	-	8.7
Jansen Estates	10.3	44	-	-	-	-	-	-	-	-	10.3
Sundari Homes	2.1	8	-	-	-	-	-	-	-	-	2.1
Other Properties [1]	14.3	50	-	-	-	-	-	-	-	-	14.3
<b>Subtotal Approved Tentative Maps</b>	<b>460.0</b>	<b>2,213</b>	-	-	-	<b>25.0</b>	<b>10.4</b>	-	<b>4.0</b>	<b>34.6</b>	<b>534.0</b>

"nasadetail"

Sources: Tentative maps. For unmapped areas, estimates provided by Murray Smith & Associates, and EPS.

[1] Acreage is estimated based on density of 3.5 units per acre.

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**Table A-10  
PLSP/NASA Road Fee Nexus Study  
Estimated Adjusted Residential and Nonresidential Land Uses for NASA**

<b>NASA Adjusted</b>
--------------------------

Land Use	Estimated Acres to Develop	Estimated Units to Develop	Estimated Building Sq. Ft. to Develop [1]
<b>Residential</b>			
<b>Single-Family</b>			
Low Density (maximum of 2 units per acre)	0	0	
Medium Density (maximum of 4 units per acre)	415	1,992	
<b>Subtotal Single-Family</b>	<b>415</b>	<b>1,992</b>	
Multifamily (maximum of 12 units per acre)	0	0	
<b>Subtotal Residential</b>	<b>415</b>	<b>1,992</b>	
<b>Nonresidential</b>			
Community/Neighborhood Commercial	0		0
Highway Commercial	0		0
Business Park	0		0
<b>Subtotal Nonresidential</b>	<b>0</b>		<b>0</b>
<b>Total Residential and Nonresidential</b>	<b>415</b>	<b>1,992</b>	<b>0</b>
<b>Estimated Population (2.9 people/household for single-family and 1.9 people/household for multifamily)</b>		<b>5,777</b>	

*"develop\_nasa"*

Note: To avoid underfunding the fee program, adjustment factors were applied to the land uses. See Table 4.

[1] Building sq. ft. based on a .30 FAR for Business Park and .25 FAR for all other nonresidential uses.

## APPENDIX B:

### Roadway Capital Improvement Program

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**Table B-1**  
**Summary of Funding Sources for the Road System Costs**  
**Serving the PLSP/NASA and Surrounding Area - 2014\$ [1]**

Funding Sources	Amount [2]	Percentage Share
<b>PLSP/NASA Funding Sources</b>		
PLSP/NASA Developers	\$61,713,000	42%
<b>PLSP/NASA Road Fee</b>		
Amount Funded by Road Fee	\$70,122,000	
AFC Fund Obligations	\$2,478,000	
<b>PLSP/NASA Road Fee Costs Subtotal</b>	<b>\$72,600,000</b>	
<i>Less: Balance in Road Fee Fund</i>	<i>(\$13,027,000)</i>	
<b>Total PLSP/NASA Road Fee</b>	<b>\$59,573,000</b>	<b>40%</b>
<b>Cobblestone Sub-Area Road Fee</b>	<b>\$1,408,800</b>	<b>1%</b>
<b>Total PLSP/NASA Funding Sources</b>	<b>\$122,694,800</b>	<b>83%</b>
<b>Other Funding Sources</b>		
County Capital Facilities Fee	\$11,171,000	8%
County Gas Tax, STIP, and Caltrans	\$5,000,000	3%
Developers Outside the PLSP	\$9,500,000	6%
<b>Total Other Funding Sources</b>	<b>\$25,671,000</b>	<b>17%</b>
<b>Total Roadway Improvements</b>	<b>\$148,365,800</b>	<b>100%</b>

"funding\_detail"

Source: Yuba County.

[1] See Table B-2 for detail.

[2] Rounded.

**Table B-2  
PLSP/NASA Road Fee Nexus Study  
Funding Sources for Road Improvement Costs at Buildout - 2014 \$**

Project Number	2003 CIP Project Number	Road Segment (see map)	Figure Ref.	Cross Section	Status	Reimb?	Roads; Signalizations; Bridges; At Grade Crossings; Interchanges	Project Description	Total Estimated Cost (see Table B-3)	% Funded by PLSP Road Fee	Other Funding Sources			PLSP/NASA Funding Sources	
											County Capital Facilities Fee	County Gas Tax, STIP, & Caltrans	Developers Outside of PLSP/NASA	PLSP/NASA Developers	PLSP/NASA Road Fee Program
1a	1a	1-3	B-4a	"A"	Not Built		Feather River Boulevard from Highway 70 to West Boundary of the PLSP, west of River Oaks Boulevard	36' wide center median in modified 4-lane parkway arterial (includes pavement removal)	\$243,000	100%					\$243,000
1b	1b	1-3	B-4a	"B"	Not Built		Feather River Boulevard from Highway 70 to West Boundary of the PLSP, west of River Oaks Boulevard	Modified 4-lane parkway arterial including pavement, curb, gutter, sidewalk, and back of curb landscaping (includes pavement removal)	\$955,125	0%				\$955,125	\$0
1c	1c	1-3	B-4b	"C"	Not Built		Feather River Boulevard from Highway 70 to West Boundary of the PLSP, west of River Oaks Boulevard	Convert initial 2-lane to 4-lane modified parkway arterial - 2 addnl. lanes and reduced median	\$430,875	100%					\$430,875
2a	2a	2-4	B-4a	"A"	Not Built		River Oaks Boulevard from Feather River Boulevard to Lateral 5	36' wide center median in modified 4-lane parkway arterial (excludes pavement removal)	\$477,000	100%					\$477,000
2c	2c	2-4	B-4b	"C"	Not Built		River Oaks Boulevard from Feather River Boulevard to Lateral 5	Convert initial 2-lane to 4-lane modified parkway arterial - 2 addnl. lanes and reduced median	\$1,149,000	100%					\$1,149,000
3c	3c	4-5	B-4b	"C"	Not Built		River Oaks Boulevard from Lateral 5 to Lateral 16	Convert initial 2-lane to 4-lane modified parkway arterial - 2 addnl. lanes and reduced median	\$919,200	100%					\$919,200
8a	8,9	36-40	B-4d	"A"	Not Built		River Oaks Boulevard from Algodon to Draper Project South Boundary	36' wide center median in modified 4-lane parkway arterial with imported fill (excludes pavement removal)	\$1,827,450	100%					\$1,827,450
8b	8,9	36-40	B-4d	"B"	Not Built		River Oaks Boulevard from Algodon to Draper Project South Boundary	Modified 4-lane parkway arterial with imported fill including pavement, curb, gutter, sidewalk, and back of curb landscaping	\$3,622,350	0%				\$3,622,350	\$0
8c	8,9	36-40	B-4b	"C"	Not Built		River Oaks Boulevard from Algodon to Draper Project South Boundary	Convert initial 2-lane to 4-lane modified parkway arterial - 2 addnl. lanes and reduced median	\$1,780,950	100%					\$1,780,950
9a	10a	40-10	B-4a	"A"	Not Built		River Oaks Boulevard from Draper Project South Boundary to Broadway Street	36' wide center median in modified 4-lane parkway arterial (excludes pavement removal)	\$548,550	100%					\$548,550
9b	10b	40-10	B-4a	"B"	Not Built		River Oaks Boulevard from Draper Project South Boundary to Broadway Street	Modified 4-lane parkway arterial including pavement, curb, gutter, sidewalk, and back of curb landscaping	\$2,929,050	0%				\$2,929,050	\$0
9c	10c	40-10	B-4b	"C"	Not Built		River Oaks Boulevard from Draper Project South Boundary to Broadway Street	Convert initial 2-lane to 4-lane modified parkway arterial - 2 addnl. lanes and reduced median	\$1,321,350	100%					\$1,321,350
10a	11a	10-9	B-4a	"A"	Not Built		River Oaks Boulevard from Broadway Street to Plumas Arboga Road	36' wide center median in modified 4-lane parkway arterial (excludes pavement removal)	\$453,150	100%					\$453,150
10b	11b	10-9	B-4a	"B"	Not Built		River Oaks Boulevard from Broadway Street to Plumas Arboga Road	Modified 4-lane parkway arterial including pavement, curb, gutter, sidewalk, and back of curb landscaping	\$2,419,650	0%				\$2,419,650	\$0
10c	11c	10-9	B-4b	"C"	Not Built		River Oaks Boulevard from Broadway Street to Plumas Arboga Road	Convert initial 2-lane to 4-lane modified parkway arterial - 2 addnl. lanes and reduced median	\$1,091,550	100%					\$1,091,550
11a	12a	9-39	B-4e	"A"	Not Built		Arboga Road from Plumas Arboga Road to Ella Avenue	36' wide center median in modified 4-lane parkway arterial (excludes pavement removal)	\$1,637,100	100%					\$1,637,100
11b	12b	9-39	B-4e	"B"	Not Built		Arboga Road from Plumas Arboga Road to Ella Avenue	Modified 4-lane parkway arterial including pavement, curb, gutter, sidewalk, and back of curb landscaping	\$4,329,900	0%				\$4,329,900	\$0
11c	12c	9-39	B-4b	"C"	4,370 LF Not Built	No	Arboga Road from Plumas Arboga Road to Ella Avenue	Convert initial 2-lane to 4-lane modified parkway arterial - 2 addnl. lanes and reduced median	\$1,673,710	100%					\$1,673,710
13a	14a	28-29	B-6	"A"	Not Built		McGowan Parkway from Arboga Road to UPRR	3-lane collector - center 12' of pavement (includes pavement removal)	\$221,400	0%	\$221,400				\$0

B-2

**Table B-2  
PLSP/NASA Road Fee Nexus Study  
Funding Sources for Road Improvement Costs at Buildout - 2014 \$**

Project Number	2003 CIP Project Number	Road Segment (see map)	Figure Ref.	Cross Section	Status	Reimb?	Roads; Signalizations; Bridges; At Grade Crossings; Interchanges	Project Description	Total Estimated Cost (see Table B-3)	% Funded by PLSP Road Fee	Other Funding Sources			PLSP/NASA Funding Sources	
											County Capital Facilities Fee	County Gas Tax, STIP, & Caltrans	Developers Outside of PLSP/NASA	PLSP/NASA Developers	PLSP/NASA Road Fee Program
13b	14b	28-29	B-6	"B"	Not Built		McGowan Parkway from Arboga Road to UPRR	3-lane collector -outside 16' of pavement, curb, gutter, sidewalk and back of curb landscaping	\$1,346,400	0%				\$1,346,400	\$0
15a	16a	26-25	B-4a	"A"	North 1/2 Not Built	No	Links Parkway from Ella Avenue to Plumas Arboga Rd	36' wide center median in modified 4-lane parkway arterial (excludes pavement removal)	\$403,065	100%					\$403,065
15b	16b	26-25	B-4a	"B"	North 1/2 Not Built	N/A	Links Parkway from Ella Avenue to Plumas Arboga Rd	Modified 4-lane parkway arterial including pavement, curb, gutter, sidewalk, and back of curb landscaping	\$2,152,215	0%				\$2,152,215	\$0
15c	16c	26-25	B-4b	"C"	Not Built		Links Parkway from Ella Avenue to Plumas Arboga Rd	Convert initial 2-lane to 4-lane modified parkway arterial - 2 addnl. lanes and reduced median	\$1,941,810	100%					\$1,941,810
16a	16a	25-13	B-4a	"A"	Not Built		Links Parkway from Plumas Arboga Rd to Country Club Road	36' wide center median in modified 4-lane parkway arterial (excludes pavement removal)	\$1,209,195	100%					\$1,209,195
16b	16b	25-13	B-4a	"B"	Not Built		Links Parkway from Plumas Arboga Rd to Country Club Road	Modified 4-lane parkway arterial including pavement, curb, gutter, sidewalk, and back of curb landscaping	\$6,456,645	0%				\$6,456,645	\$0
16c	16c	25-13	B-4b	"C"	Not Built		Links Parkway from Plumas Arboga Rd to Country Club Road	Convert initial 2-lane to 4-lane modified parkway arterial - 2 addnl. lanes and reduced median	\$2,912,715	100%					\$2,912,715
17	17	27-15	B-5	"Full Dev."	Not Built		Feather River Boulevard from Ella Avenue to south of Country Club Avenue	Partial 4-lane parkway arterial	\$8,964,320	0%				\$8,964,320	\$0
18a	18a	27-39	B-6	"A"	Not Built		Ella Avenue from Feather River Boulevard to Arboga Road	3-lane collector -center 12' of pavement (includes pavement removal)	\$644,520	100%					\$644,520
18b	18b	27-39	B-6	"B"	Not Built		Ella Avenue from Feather River Boulevard to Arboga Road	3-lane collector -outside 16' of pavement, curb, gutter, sidewalk and back of curb landscaping	\$3,919,520	0%				\$3,919,520	\$0
19a	19a	23-9	B-6	"A"	South 1/2 Not Built	No	Plumas Arboga Rd from Feather River Boulevard to Arboga Road	3-lane collector -center 12' of pavement (excludes pavement removal)	\$285,825	100%					\$285,825
19b	19b	23-9	B-6	"B"	South 1/2 Not Built	N/A	Plumas Arboga Rd from Feather River Boulevard to Arboga Road	3-lane collector -outside 16' of pavement, curb, gutter, sidewalk and back of curb landscaping	\$2,075,700	0%				\$2,075,700	\$0
20a	20a	9-36	B-6	"A"	Not Built		Plumas Arboga Road from Arboga Road to Union Pacific Railroad	3-lane collector -center 12' of pavement (includes pavement removal)	\$322,875	100%					\$322,875
20b	20b	9-36	B-6	"B"	Not Built		Plumas Arboga Road from Arboga Road to Union Pacific Railroad	3-lane collector -outside 16' of pavement, curb, gutter, sidewalk and back of curb landscaping	\$1,963,500	0%				\$1,963,500	\$0
21a	21a	37-8	B-6	"A"	Not Built		Plumas Arboga Road from Union Pacific Railroad to Plumas Lake Road east of Highway 70	3-lane collector -center 12' of pavement (includes pavement removal)	\$1,491,375	100%					\$1,491,375
21b	21b	37-8	B-6	"B"	Not Built		Plumas Arboga Road from Union Pacific Railroad to Plumas Lake Road east of Highway 70	3-lane collector -outside 16' of pavement, curb, gutter, sidewalk and back of curb landscaping	\$9,069,500	0%				\$9,069,500	\$0
22a	22a	22-20	B-6	"A"	Not Built		Broadway Street from Feather River Boulevard to Links Parkway	3-lane collector -center 12' of pavement (includes pavement removal)	\$324,105	100%					\$324,105
22b	22b	22-20	B-6	"B"	Not Built		Broadway Street from Feather River Boulevard to Links Parkway	3-lane collector -outside 16' of pavement, curb, gutter, sidewalk and back of curb landscaping	\$1,970,980	0%				\$1,970,980	\$0
23a	23a	20-10	B-4a	"A"	Not Built		Broadway Street from Links Parkway to River Oaks Boulevard	36' wide center median in modified 4-lane parkway arterial (includes pavement removal)	\$685,570	100%					\$685,570
23b	23b	20-10	B-4a	"B"	Not Built		Broadway Street from Links Parkway to River Oaks Boulevard	Modified 4-lane parkway arterial including pavement, curb, gutter, sidewalk, and back of curb landscaping	\$3,251,670	0%				\$3,251,670	\$0
23c	23c	20-10	B-4b	"C"	Not Built		Broadway Street from Links Parkway to River Oaks Boulevard	Convert initial 2-lane to 4-lane modified parkway arterial - 2 addnl. lanes and reduced median	\$1,466,890	100%					\$1,466,890

B-3

**Table B-2  
PLSP/NASA Road Fee Nexus Study  
Funding Sources for Road Improvement Costs at Buildout - 2014 \$**

Project Number	2003 CIP Project Number	Road Segment (see map)	Figure Ref.	Cross Section	Status	Reimb?	Roads; Signalizations; Bridges; At Grade Crossings; Interchanges	Project Description	Total Estimated Cost (see Table B-3)	% Funded by PLSP Road Fee	Other Funding Sources			PLSP/NASA Funding Sources	
											County Capital Facilities Fee	County Gas Tax, STIP, & Caltrans	Developers Outside of PLSP/NASA	PLSP/NASA Developers	PLSP/NASA Road Fee Program
24a	24a	16-18	B-6	"A"	Not Built		Anderson Road from Feather River Boulevard to Links Parkway	3-lane collector -center 12' of pavement (includes pavement removal)	\$324,105	100%					\$324,105
24b	24b	16-18	B-6	"B"	Not Built		Anderson Road from Feather River Boulevard to Links Parkway	3-lane collector -outside 16' of pavement, curb, gutter, sidewalk and back of curb landscaping	\$1,970,980	0%				\$1,970,980	\$0
25a	25a	14-12	B-6	"A"	Not Built		Country Club Avenue from Feather River Boulevard to Plumas Lake Golf Course	3-lane collector -center 12' of pavement (includes pavement removal)	\$623,610	100%					\$623,610
25b	25b	14-12	B-6	"B"	Not Built		Country Club Avenue from Feather River Boulevard to Plumas Lake Golf Course	3-lane collector - outside 16' of pavement, curb, gutter, sidewalk and back of curb landscaping	\$3,792,360	0%				\$3,792,360	\$0
28a	28a	32-33	B-6	"A"	To be Built w/interchange		Feather River Boulevard from Highway 70 to East	3-lane collector -center 12' of pavement (excludes pavement removal)	\$72,100	100%					\$72,100
28b	28b	32-33	B-6	"B"	Some to be built w/interchange, dev the rest		Feather River Boulevard from Highway 70 to East	3-lane collector -outside 16' of pavement, curb, gutter, sidewalk and back of curb landscaping	\$523,600	0%				\$523,600	\$0
29	29	2	n/a	n/a	Not Built		Feather River Boulevard and River Oaks Boulevard	4-Way Signalization Project	\$250,000	100%					\$250,000
31	31	9	n/a	n/a	Not Built		Plumas Arboga Road and River Oaks Boulevard	4-Way Signalization Project	\$250,000	100%					\$250,000
32	32	10	n/a	n/a	Not Built		River Oaks Boulevard and Broadway Street	3 Way Signalization Project	\$200,000	100%					\$200,000
33	33	13	n/a	n/a	Not Built		Country Club Avenue and Links Parkway	3 Way Signalization Project	\$200,000	100%					\$200,000
34	34	14	n/a	n/a	Not Built		Country Club Avenue and Feather River Boulevard	4-Way Signalization Project	\$250,000	100%					\$250,000
35	35	16	n/a	n/a	Not Built		Anderson Road and Feather River Boulevard	4-Way Signalization Project	\$250,000	100%					\$250,000
36	36	18	n/a	n/a	Not Built		Anderson Road and Links Parkway	4-Way Signalization Project	\$250,000	100%					\$250,000
37	37	20	n/a	n/a	Not Built		Broadway Street and Links Parkway	4-Way Signalization Project	\$250,000	100%					\$250,000
38	38	22	n/a	n/a	Not Built		Broadway Street and Feather River Boulevard	4-Way Signalization Project	\$250,000	100%					\$250,000
39	39	23	n/a	n/a	Not Built		Plumas Arboga Rd and Feather River Boulevard	4-Way Signalization Project	\$250,000	100%					\$250,000
40	40	25	n/a	n/a	Not Built		Plumas Arboga and Links Parkway	4-Way Signalization Project	\$250,000	100%					\$250,000
41	41	26	n/a	n/a	Not Built		Ella Avenue and Links Parkway	4-Way Signalization Project	\$250,000	100%					\$250,000
42	42	27	n/a	n/a	Not Built		Ella Avenue and Feather River Boulevard	4-Way Signalization Project	\$250,000	100%					\$250,000
43	43	39	n/a	n/a	Not Built		Ella Avenue and Arboga Road	3 Way Signalization Project	\$200,000	100%					\$200,000
44	new	28	n/a	n/a	Not Built		Arboga Road and McGowan Parkway	3 Way Signalization Project	\$200,000	100%					\$200,000
45	new	35	n/a	n/a	Not Built		Olivehurst Avenue and McGowan Parkway	3 Way Signalization Project	\$200,000	100%					\$200,000
46	new	42	n/a	n/a	County CAP		McGowan and SR 65	Onramp Signalization Project	\$325,000	0%	\$325,000				\$0
47	new	42	n/a	n/a	County CAP		McGowan and SR 66	Onramp Signalization Project	\$325,000	0%	\$325,000				\$0
50	46	11	n/a	n/a	Not Built		River Oaks Boulevard crossing Plumas Lake Canal	100' long x 84' wide bridge - 4-lane parkway arterial	\$1,145,000	100%					\$1,145,000
51	47	17	n/a	n/a	Not Built		Links Parkway crossing Clark Slough	40' long x 84' wide bridge - 4-lane parkway arterial	\$571,200	100%					\$571,200
52	48	19	n/a	n/a	Not Built		Anderson Road crossing Clark Slough	40' long x 60' wide bridge - 3-lane collector	\$408,000	100%					\$408,000
53	49	21	n/a	n/a	Not Built		Broadway Street crossing Clark Slough	40' long x 60' wide bridge - 3-lane collector	\$408,000	100%					\$408,000
56	51	36-37	n/a	n/a	Not Built		Plumas Arboga Road / UPRR At Grade Intersection	Upgrade at grade intersection at UPRR	\$800,000	100%					\$800,000
57	52	29-34	n/a	n/a	Not Built		McGowan Parkway / UPRR At Grade Intersection	Upgrade at grade intersection at UPRR	\$800,000	0%	\$800,000				\$0

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Table B-2  
 PLSP/NASA Road Fee Nexus Study  
 Funding Sources for Road Improvement Costs at Buildout - 2014 \$

Project Number	2003 CIP Project Number	Road Segment (see map)	Figure Ref.	Cross Section	Status	Reimb?	Roads; Signalizations; Bridges; At Grade Crossings; Interchanges	Project Description	Total Estimated Cost (see Table B-3)	% Funded by PLSP Road Fee	Other Funding Sources			PLSP/NASA Funding Sources	
											County Capital Facilities Fee	County Gas Tax, STIP, & Caltrans	Developers Outside of PLSP/NASA	PLSP/NASA Developers	PLSP/NASA Road Fee Program
59	55	30-31	n/a	n/a	Not Built		Highway 70 and Plumas Lake Blvd	Phase 2 of Interchange	\$25,000,000	20%	\$5,500,000	\$5,000,000	\$9,500,000		\$5,000,000
63	59	1-32	n/a	n/a	Not Built		Highway 70 and Feather River Blvd.	Phase 3 Interchange	\$18,000,000	100%					\$18,000,000
64	new	41	n/a	n/a	Countywide CIP	N/A	Highway 70 and McGowan	Widen Overpass and Add Signals	\$4,000,000	0%	\$4,000,000				\$0
65	60	n/a	n/a	n/a	Not Built		Allowance for missing curb lane	Allowance for curb lanes not privately developed because of existing development or public use	\$200,000	100%					\$200,000
69	63	n/a	B-7	n/a	N/A		Formation and Update Costs	Financing - Formation and Update	\$100,000	100%					\$100,000
70	--	3-43	n/a	"A"	Not Built		FRB along Bear River Frontage		\$831,600	100%					\$831,600
70	--	3-43	0	"B"	Not Built		FRB along Bear River Frontage		\$3,268,650	100%					\$3,268,650
70	--	3-43	0	"C"	Not Built		FRB along Bear River Frontage		\$1,474,550	100%					\$1,474,550
71	--	43-44	n/a	"A"	Not Built		FRB along Bear River Frontage (1/2 section)		\$745,200	100%					\$745,200
71	--	43-44	0	"B"	Not Built		FRB along Bear River Frontage (1/2 section)		\$2,929,050	100%					\$2,929,050
71	--	43-44	0	"C"	Not Built		FRB along Bear River Frontage (1/2 section)		\$1,321,350	100%					\$1,321,350
72	--	43-44	n/a	n/a	Not Built		FRB at "A" Way		\$250,000	100%					\$250,000
73	--	5-38	n/a	n/a	Not Built		River Oaks Blvd @ High School/Middle School		\$250,000	100%					\$250,000
74	--	1-32	n/a	n/a	Not Built		SR70 @ FRB Interchange		\$1,000,000	100%					\$1,000,000
75	--	5-38	n/a	n/a	Not Built		100 acre school site frontage Improvements (River Oaks Boulevard)		\$508,800	100%					\$508,800
76	--	5-38	n/a	n/a	Not Built		Bridge Crossings to 100 acre school site		\$900,000	100%					\$900,000
77	--	n/a	n/a	n/a	Not Built		AFC Fund Obligations		\$2,478,000	100%					\$2,478,000
<b>Totals</b>									<b>\$159,984,910</b>		<b>\$11,171,400</b>	<b>\$5,000,000</b>	<b>\$9,500,000</b>	<b>\$61,713,465</b>	<b>\$72,600,045</b>
<b>Percent Funded by Source [1]</b>									<b>100.0%</b>		<b>7.0%</b>	<b>3.1%</b>	<b>5.9%</b>	<b>38.6%</b>	<b>45.4%</b>

\*funding\_sources\*

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**Table B-3**  
**PLSP/NASA Road Fee Nexus Study**  
**Preliminary Estimate of Roadway Improvement Costs at Buildout - 2014 \$**

Costs Last Updated: 4/2/2014

Project Number	2003 CIP Project Number	Road Segment (see map)	Figure Ref.	Cross Section	County/ Developer	Roads; Signalizations; Bridges; At Grade Crossings; Interchanges	Project Description	On-Site or Off-Site	Quantity	Units	Unit Cost (Tables B-4 through B-6)	Total Estimated Cost
1a	1a	1-3	B-4a	"A"	C	Feather River Boulevard from Highway 70 to West Boundary of the PLSP, west of River Oaks Boulevard	36' wide center median in modified 4-lane parkway arterial (includes pavement removal)	ON	1,125	LF	\$216	\$243,000
1b	1b	1-3	B-4a	"B"	D	Feather River Boulevard from Highway 70 to West Boundary of the PLSP, west of River Oaks Boulevard	Modified 4-lane parkway arterial including pavement, curb, gutter, sidewalk, and back of curb landscaping (includes pavement removal)	ON	1,125	LF	\$849	\$955,125
1c	1c	1-3	B-4b	"C"	C	Feather River Boulevard from Highway 70 to West Boundary of the PLSP, west of River Oaks Boulevard	Convert initial 2-lane to 4-lane modified parkway arterial - 2 addnl. lanes and reduced median	ON	1,125	LF	\$383	\$430,875
2a	2a	2-4	B-4a	"A"	D	River Oaks Boulevard from Feather River Boulevard to Lateral 5	36' wide center median in modified 4-lane parkway arterial (excludes pavement removal)	ON	3,000	LF	\$159	\$477,000
2b	2b	2-4	B-4a	"B"	D	River Oaks Boulevard from Feather River Boulevard to Lateral 5	Modified 4-lane parkway arterial including pavement, curb, gutter, sidewalk, and back of curb landscaping	ON	3,000	LF	\$849	\$2,547,000
2c	2c	2-4	B-4b	"C"	C	River Oaks Boulevard from Feather River Boulevard to Lateral 5	Convert initial 2-lane to 4-lane modified parkway arterial - 2 addnl. lanes and reduced median	ON	3,000	LF	\$383	\$1,149,000
3a	3a	4-5	B-4a	"A"	D	River Oaks Boulevard from Lateral 5 to Lateral 16	36' wide center median in modified 4-lane parkway arterial (excludes pavement removal)	ON	2,400	LF	\$159	\$381,600
3b	3b	4-5	B-4a	"B"	D	River Oaks Boulevard from Lateral 5 to Lateral 16	Modified 4-lane parkway arterial including pavement, curb, gutter, sidewalk, and back of curb landscaping	ON	2,400	LF	\$849	\$2,037,600
3c	3c	4-5	B-4b	"C"	C	River Oaks Boulevard from Lateral 5 to Lateral 16	Convert initial 2-lane to 4-lane modified parkway arterial - 2 addnl. lanes and reduced median	ON	2,400	LF	\$383	\$919,200
4a	4a	5-38	B-4c	"D"	D	River Oaks Boulevard from Lateral 16 to Rio Del Oro South Boundary	Two center lanes and median (excludes pavement removal)	ON	4,800	LF	\$339	\$1,627,200
4b	4b	5-38	B-4c	"B"	D	River Oaks Boulevard from Lateral 16 to Rio Del Oro South Boundary	Modified 4-lane parkway arterial including pavement, curb, gutter, sidewalk, and back of curb landscaping	ON	4,800	LF	\$849	\$4,075,200
5a	5a	38-37	B-4c	"D"	D	River Oaks Boulevard from Rio Del Oro South Boundary to School	Two center lanes and median (excludes pavement removal)	ON	3,000	LF	\$339	\$1,017,000
5b	5b	38-37	B-4c	"B"	D	River Oaks Boulevard from Rio Del Oro South Boundary to School	Modified 4-lane parkway arterial including pavement, curb, gutter, sidewalk, and back of curb landscaping	ON	3,000	LF	\$849	\$2,547,000
6a	6a	37-6	B-4c	"D"	D	River Oaks Boulevard from School to Plumas Lake Blvd - Constructed by Nordic Industries in 2004	36' wide center median in modified 4-lane parkway arterial (excludes pavement removal)	ON	3,300	LF	n/a	\$1,133,333
6b	6b	37-6	B-4c	"B"	D	River Oaks Boulevard from Algodon Rd to Plumas Lake Blvd - Constructed by Nordic Industries in 2004	Modified 4-lane parkway arterial including pavement, curb, gutter, sidewalk, and back of curb landscaping	ON	3,300	LF	\$849	\$2,801,700

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**Table B-3**  
**PLSP/NASA Road Fee Nexus Study**  
**Preliminary Estimate of Roadway Improvement Costs at Buildout - 2014 \$**

Costs Last Updated: 4/2/2014

Project Number	2003 CIP Project Number	Road Segment (see map)	Figure Ref.	Cross Section	County/ Developer	Roads; Signalizations; Bridges; At Grade Crossings; Interchanges	Project Description	On-Site or Off-Site	Quantity	Units	Unit Cost (Tables B-4 through B-6)	Total Estimated Cost
7a	7a	6-36	B-4c	"D"	D	River Oaks Boulevard from Plumas Lake Blvd to Algodon Road - Constructed by Nordic Industries in 2004	36' wide center median in modified 4-lane parkway arterial (excludes pavement removal)	ON	1,650	LF	n/a	\$566,667
7b	7b	6-36	B-4c	"B"	D	River Oaks Boulevard from Algodon Rd to Plumas Lake Blvd - Constructed by Nordic Industries in 2004	Modified 4-lane parkway arterial including pavement, curb, gutter, sidewalk, and back of curb landscaping	ON	1,650	LF	\$849	\$1,400,850
8a	8,9	36-40	B-4d	"A"	D	River Oaks Boulevard from Algodon to Draper Project South Boundary	36' wide center median in modified 4-lane parkway arterial with imported fill (excludes pavement removal)	ON	4,650	LF	\$393	\$1,827,450
8b	8,9	36-40	B-4d	"B"	D	River Oaks Boulevard from Algodon to Draper Project South Boundary	Modified 4-lane parkway arterial with imported fill including pavement, curb, gutter, sidewalk, and back of curb landscaping	ON	4,650	LF	\$779	\$3,622,350
8c	8,9	36-40	B-4b	"C"	C	River Oaks Boulevard from Algodon to Draper Project South Boundary	Convert initial 2-lane to 4-lane modified parkway arterial - 2 addnl. lanes and reduced median	ON	4,650	LF	\$383	\$1,780,950
9a	10a	40-10	B-4a	"A"	D	River Oaks Boulevard from Draper Project South Boundary to Broadway Street	36' wide center median in modified 4-lane parkway arterial (excludes pavement removal)	ON	3,450	LF	\$159	\$548,550
9b	10b	40-10	B-4a	"B"	D	River Oaks Boulevard from Draper Project South Boundary to Broadway Street	Modified 4-lane parkway arterial including pavement, curb, gutter, sidewalk, and back of curb landscaping	ON	3,450	LF	\$849	\$2,929,050
9c	10c	40-10	B-4b	"C"	C	River Oaks Boulevard from Draper Project South Boundary to Broadway Street	Convert initial 2-lane to 4-lane modified parkway arterial - 2 addnl. lanes and reduced median	ON	3,450	LF	\$383	\$1,321,350
10a	11a	10-9	B-4a	"A"	D	River Oaks Boulevard from Broadway Street to Plumas Arboga Road	36' wide center median in modified 4-lane parkway arterial (excludes pavement removal)	ON	2,850	LF	\$159	\$453,150
10b	11b	10-9	B-4a	"B"	D	River Oaks Boulevard from Broadway Street to Plumas Arboga Road	Modified 4-lane parkway arterial including pavement, curb, gutter, sidewalk, and back of curb landscaping	ON	2,850	LF	\$849	\$2,419,650
10c	11c	10-9	B-4b	"C"	C	River Oaks Boulevard from Broadway Street to Plumas Arboga Road	Convert initial 2-lane to 4-lane modified parkway arterial - 2 addnl. lanes and reduced median	ON	2,850	LF	\$383	\$1,091,550
11a	12a	9-39	B-4e	"A"	D	Arboga Road from Plumas Arboga Road to Ella Avenue	36' wide center median in modified 4-lane parkway arterial (excludes pavement removal)	OFF	5,100	LF	\$321	\$1,637,100
11b	12b	9-39	B-4e	"B"	D	Arboga Road from Plumas Arboga Road to Ella Avenue	Modified 4-lane parkway arterial including pavement, curb, gutter, sidewalk, and back of curb landscaping	OFF	5,100	LF	\$849	\$4,329,900
11c	12c	9-39	B-4b	"C"	C	Arboga Road from Plumas Arboga Road to Ella Avenue	Convert initial 2-lane to 4-lane modified parkway arterial - 2 addnl. lanes and reduced median	OFF	5,100	LF	\$383	\$1,953,300

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**Table B-3**  
**PLSP/NASA Road Fee Nexus Study**  
**Preliminary Estimate of Roadway Improvement Costs at Buildout - 2014 \$**

Costs Last Updated: 4/2/2014

Project Number	2003 CIP Project Number	Road Segment (see map)	Figure Ref.	Cross Section	County/ Developer	Roads; Signalizations; Bridges; At Grade Crossings; Interchanges	Project Description	On-Site or Off-Site	Quantity	Units	Unit Cost (Tables B-4 through B-6)	Total Estimated Cost
12a	13a	39-28	B-4e	"A"	D	Arboga Road from Ella Avenue to McGowan Parkway	36' wide center median in modified 4-lane parkway arterial (excludes pavement removal)	OFF	2,550	LF	\$321	\$818,550
12b	13b	39-28	B-4e	"B"	D	Arboga Road from Ella Avenue to McGowan Parkway	Modified 4-lane parkway arterial including pavement, curb, gutter, sidewalk, and back of curb landscaping	OFF	2,550	LF	\$849	\$2,164,950
12c	13c	39-28	B-4b	"C"	C	Arboga Road from Ella Avenue to McGowan Parkway	Convert initial 2-lane to 4-lane modified parkway arterial - 2 addnl. lanes and reduced median	OFF	2,550	LF	\$383	\$976,650
13a	14a	28-29	B-6	"A"	D	McGowan Parkway from Arboga Road to UPRR	3-lane collector -center 12' of pavement (includes pavement removal)	OFF	1,800	LF	\$123	\$221,400
13b	14b	28-29	B-6	"B"	D	McGowan Parkway from Arboga Road to UPRR	3-lane collector -outside 16' of pavement, curb, gutter, sidewalk and back of curb landscaping	OFF	1,800	LF	\$748	\$1,346,400
14a	15a	34-35	B-6	"A"	D	McGowan Parkway from UPRR to Olivehurst Ave	3-lane collector -center 12' of pavement (includes pavement removal)	OFF	825	LF	\$123	\$101,475
14b	15b	34-35	B-6	"B"	D	McGowan Parkway from UPRR to Olivehurst Ave	3-lane collector -outside 16' of pavement, curb, gutter, sidewalk and back of curb landscaping	OFF	825	LF	\$748	\$617,100
15a	16a	26-25	B-4a	"A"	D	Links Parkway from Ella Avenue to Plumas Arboga Rd	36' wide center median in modified 4-lane parkway arterial (excludes pavement removal)	ON	5,070	LF	\$159	\$806,130
15b	16b	26-25	B-4a	"B"	D	Links Parkway from Ella Avenue to Plumas Arboga Rd	Modified 4-lane parkway arterial including pavement, curb, gutter, sidewalk, and back of curb landscaping	ON	5,070	LF	\$849	\$4,304,430
15c	16c	26-25	B-4b	"C"	C	Links Parkway from Ella Avenue to Plumas Arboga Rd	Convert initial 2-lane to 4-lane modified parkway arterial - 2 addnl. lanes and reduced median	ON	5,070	LF	\$383	\$1,941,810
16a	16a	25-13	B-4a	"A"	D	Links Parkway from Plumas Arboga Rd to Country Club Road	36' wide center median in modified 4-lane parkway arterial (excludes pavement removal)	ON	7,605	LF	\$159	\$1,209,195
16b	16b	25-13	B-4a	"B"	D	Links Parkway from Plumas Arboga Rd to Country Club Road	Modified 4-lane parkway arterial including pavement, curb, gutter, sidewalk, and back of curb landscaping	ON	7,605	LF	\$849	\$6,456,645
16c	16c	25-13	B-4b	"C"	C	Links Parkway from Plumas Arboga Rd to Country Club Road	Convert initial 2-lane to 4-lane modified parkway arterial - 2 addnl. lanes and reduced median	ON	7,605	LF	\$383	\$2,912,715
17	17	27-15	B-5	"Full Dev."	D	Feather River Boulevard from Ella Avenue to south of Country Club Avenue	Partial 4-lane parkway arterial	ON	14,320	LF	\$626	\$8,964,320
18a	18a	27-39	B-6	"A"	D	Ella Avenue from Feather River Boulevard to Arboga Road	3-lane collector -center 12' of pavement (includes pavement removal)	ON	5,240	LF	\$123	\$644,520
18b	18b	27-39	B-6	"B"	D	Ella Avenue from Feather River Boulevard to Arboga Road	3-lane collector -outside 16' of pavement, curb, gutter, sidewalk and back of curb landscaping	ON	5,240	LF	\$748	\$3,919,520

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**Table B-3**  
**PLSP/NASA Road Fee Nexus Study**  
**Preliminary Estimate of Roadway Improvement Costs at Buildout - 2014 \$**

Costs Last Updated: 4/2/2014

Project Number	2003 CIP Project Number	Road Segment (see map)	Figure Ref.	Cross Section	County/ Developer	Roads; Signalizations; Bridges; At Grade Crossings; Interchanges	Project Description	On-Site or Off-Site	Quantity	Units	Unit Cost (Tables B-4 through B-6)	Total Estimated Cost
19a	19a	23-9	B-6	"A"	D	Plumas Arboga Rd from Feather River Boulevard to Arboga Road	3-lane collector -center 12' of pavement (excludes pavement removal)	ON	5,550	LF	\$103	\$571,650
19b	19b	23-9	B-6	"B"	D	Plumas Arboga Rd from Feather River Boulevard to Arboga Road	3-lane collector -outside 16' of pavement, curb, gutter, sidewalk and back of curb landscaping	ON	5,550	LF	\$748	\$4,151,400
20a	20a	9-36	B-6	"A"	D	Plumas Arboga Road from Arboga Road to Union Pacific Railroad	3-lane collector -center 12' of pavement (includes pavement removal)	ON	2,625	LF	\$123	\$322,875
20b	20b	9-36	B-6	"B"	D	Plumas Arboga Road from Arboga Road to Union Pacific Railroad	3-lane collector -outside 16' of pavement, curb, gutter, sidewalk and back of curb landscaping	ON	2,625	LF	\$748	\$1,963,500
21a	21a	37-8	B-6	"A"	D	Plumas Arboga Road from Union Pacific Railroad to Plumas Lake Road east of Highway 70	3-lane collector -center 12' of pavement (includes pavement removal)	ON & OFF	12,125	LF	\$123	\$1,491,375
21b	21b	37-8	B-6	"B"	D	Plumas Arboga Road from Union Pacific Railroad to Plumas Lake Road east of Highway 70	3-lane collector -outside 16' of pavement, curb, gutter, sidewalk and back of curb landscaping	ON & OFF	12,125	LF	\$748	\$9,069,500
22a	22a	22-20	B-6	"A"	D	Broadway Street from Feather River Boulevard to Links Parkway	3-lane collector -center 12' of pavement (includes pavement removal)	ON	2,635	LF	\$123	\$324,105
22b	22b	22-20	B-6	"B"	D	Broadway Street from Feather River Boulevard to Links Parkway	3-lane collector -outside 16' of pavement, curb, gutter, sidewalk and back of curb landscaping	ON	2,635	LF	\$748	\$1,970,980
23a	23a	20-10	B-4a	"A"	D	Broadway Street from Links Parkway to River Oaks Boulevard	36' wide center median in modified 4-lane parkway arterial (includes pavement removal)	ON	3,830	LF	\$179	\$685,570
23b	23b	20-10	B-4a	"B"	D	Broadway Street from Links Parkway to River Oaks Boulevard	modified 4-lane parkway arterial including pavement, curb, gutter, sidewalk, and back of curb landscaping	ON	3,830	LF	\$849	\$3,251,670
23c	23c	20-10	B-4b	"C"	C	Broadway Street from Links Parkway to River Oaks Boulevard	Convert initial 2-lane to 4-lane modified parkway arterial - 2 addnl. lanes and reduced median	ON	3,830	LF	\$383	\$1,466,890
24a	24a	16-18	B-6	"A"	D	Anderson Road from Feather River Boulevard to Links Parkway	3-lane collector -center 12' of pavement (includes pavement removal)	ON	2,635	LF	\$123	\$324,105
24b	24b	16-18	B-6	"B"	D	Anderson Road from Feather River Boulevard to Links Parkway	3-lane collector -outside 16' of pavement, curb, gutter, sidewalk and back of curb landscaping	ON	2,635	LF	\$748	\$1,970,980
25a	25a	14-12	B-6	"A"	D	Country Club Avenue from Feather River Boulevard to Plumas Lake Golf Course	3-lane collector -center 12' of pavement (includes pavement removal)	ON	5,070	LF	\$123	\$623,610
25b	25b	14-12	B-6	"B"	D	Country Club Avenue from Feather River Boulevard to Plumas Lake Golf Course	3-lane collector - outside 16' of pavement, curb, gutter, sidewalk and back of curb landscaping	ON	5,070	LF	\$748	\$3,792,360
26a	26a	7-6	B-4c	"D"	D	Plumas Lake Blvd from Algodon Road (West) to River Oaks Boulevard	Two center lanes and median (excludes pavement removal)	ON	2,500	LF	\$339	\$847,500

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**Table B-3**  
**PLSP/NASA Road Fee Nexus Study**  
**Preliminary Estimate of Roadway Improvement Costs at Buildout - 2014 \$**

Costs Last Updated: 4/2/2014

Project Number	2003 CIP Project Number	Road Segment (see map)	Figure Ref.	Cross Section	County/ Developer	Roads; Signalizations; Bridges; At Grade Crossings; Interchanges	Project Description	On-Site or Off-Site	Quantity	Units	Unit Cost (Tables B-4 through B-6)	Total Estimated Cost
26b	26b	7-6	B-4c	"B"	D	Plumas Lake Blvd from Algodon Road (West) to River Oaks Boulevard	Modified 4-lane parkway arterial - outside lane improvements including pavement, curb, gutter, sidewalk, and back of curb landscaping	ON	2,500	LF	\$849	\$2,122,500
27a	27	6-30	B-4c	"D"	D	Plumas Lake Blvd from River Oaks Boulevard to Interchange	Two center lanes and median (excludes pavement removal)	ON	900	LF	\$339	\$305,100
27b	27	6-30	B-4c	"B"	D	Plumas Lake Blvd from River Oaks Boulevard to Interchange	Modified 4-lane parkway arterial - outside lane improvements including pavement, curb, gutter, sidewalk, and back of curb landscaping	ON	900	LF	\$849	\$764,100
28a	28a	32-33	B-6	"A"	D	Feather River Boulevard from Highway 70 to East	3-lane collector -center 12' of pavement (excludes pavement removal)	ON	700	LF	\$103	\$72,100
28b	28b	32-33	B-6	"B"	D	Feather River Boulevard from Highway 70 to East	3-lane collector -outside 16' of pavement, curb, gutter, sidewalk and back of curb landscaping	ON	700	LF	\$748	\$523,600
29	29	2	n/a	n/a	D	Feather River Boulevard and River Oaks Boulevard	4-Way Signalization Project	ON	1	EA	\$250,000	\$250,000
30	30	6	n/a	n/a	D	River Oaks Boulevard and Plumas Lake Blvd	4-Way Signalization Project	ON	1	EA	\$250,000	\$250,000
31	31	9	n/a	n/a	D	Plumas Arboga Road and River Oaks Boulevard	4-Way Signalization Project	ON	1	EA	\$250,000	\$250,000
32	32	10	n/a	n/a	C	River Oaks Boulevard and Broadway Street	3 Way Signalization Project	ON	1	EA	\$200,000	\$200,000
33	33	13	n/a	n/a	C	Country Club Avenue and Links Parkway	3 Way Signalization Project	ON	1	EA	\$200,000	\$200,000
34	34	14	n/a	n/a	C	Country Club Avenue and Feather River Boulevard	4-Way Signalization Project	ON	1	EA	\$250,000	\$250,000
35	35	16	n/a	n/a	C	Anderson Road and Feather River Boulevard	4-Way Signalization Project	ON	1	EA	\$250,000	\$250,000
36	36	18	n/a	n/a	C	Anderson Road and Links Parkway	4-Way Signalization Project	ON	1	EA	\$250,000	\$250,000
37	37	20	n/a	n/a	C	Broadway Street and Links Parkway	4-Way Signalization Project	ON	1	EA	\$250,000	\$250,000
38	38	22	n/a	n/a	C	Broadway Street and Feather River Boulevard	4-Way Signalization Project	ON	1	EA	\$250,000	\$250,000
39	39	23	n/a	n/a	C	Plumas Arboga Rd and Feather River Boulevard	4-Way Signalization Project	ON	1	EA	\$250,000	\$250,000
40	40	25	n/a	n/a	C	Plumas Arboga and Links Parkway	4-Way Signalization Project	ON	1	EA	\$250,000	\$250,000
41	41	26	n/a	n/a	C	Ella Avenue and Links Parkway	4-Way Signalization Project	ON	1	EA	\$250,000	\$250,000
42	42	27	n/a	n/a	C	Ella Avenue and Feather River Boulevard	4-Way Signalization Project	ON	1	EA	\$250,000	\$250,000
43	43	39	n/a	n/a	D	Ella Avenue and Arboga Road	3 Way Signalization Project	ON	1	EA	\$200,000	\$200,000
44	new	28	n/a	n/a	C	Arboga Road and McGowan Parkway	3 Way Signalization Project	ON	1	EA	\$200,000	\$200,000

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**Table B-3**  
**PLSP/NASA Road Fee Nexus Study**  
**Preliminary Estimate of Roadway Improvement Costs at Buildout - 2014 \$**

Costs Last Updated: 4/2/2014

Project Number	2003 CIP Project Number	Road Segment (see map)	Figure Ref.	Cross Section	County/ Developer	Roads; Signalizations; Bridges; At Grade Crossings; Interchanges	Project Description	On-Site or Off-Site	Quantity	Units	Unit Cost (Tables B-4 through B-6)	Total Estimated Cost
45	new	35	n/a	n/a	C	Olivehurst Avenue and McGowan Parkway	3 Way Signalization Project	ON	1	EA	\$200,000	\$200,000
46	new	42	n/a	n/a	C	McGowan and SR 65	Onramp Signalization Project	ON	1	EA	\$325,000	\$325,000
47	new	42	n/a	n/a	C	McGowan and SR 66	Onramp Signalization Project	ON	1	EA	\$325,000	\$325,000
48	44	4	n/a	n/a	D	River Oaks Boulevard crossing Lateral 5	40' long x 84' wide bridge - 4-lane modified parkway arterial	ON	1	EA	\$571,200	\$571,200
49a	45a	5	n/a	n/a	D	River Oaks Boulevard crossing Lateral 16	40' long x 84' wide bridge - 4-lane modified parkway arterial	ON	1	EA	\$571,200	\$571,200
49b	45c	38	n/a	n/a	D	Drainage Pipe in River Oaks Boulevard within Rio Del Oro	66" drainage pipes under River Oaks Blvd.	ON	4	EA	\$81,250	\$325,000
50	46	11	n/a	n/a	D	River Oaks Boulevard crossing Plumas Lake Canal	100' long x 84' wide bridge - 4-lane parkway arterial	ON	1	EA	\$1,145,000	\$1,145,000
51	47	17	n/a	n/a	D	Links Parkway crossing Clark Slough	40' long x 84' wide bridge - 4-lane parkway arterial	ON	1	EA	\$571,200	\$571,200
52	48	19	n/a	n/a	D	Anderson Road crossing Clark Slough	40' long x 60' wide bridge - 3-lane collector	ON	1	EA	\$408,000	\$408,000
53	49	21	n/a	n/a	D	Broadway Street crossing Clark Slough	40' long x 60' wide bridge - 3-lane collector	ON	1	EA	\$408,000	\$408,000
54	50	24	n/a	n/a	D	Plumas Arboga Rd crossing Clark Slough	40' long x 60' wide bridge - 3-lane collector	ON	1	EA	\$408,000	\$408,000
55	new	9	n/a	n/a	D	Plumas Arboga Rd crossing Lateral 15	40' long x 60' wide bridge - 3-lane collector	ON	1	EA	\$408,000	\$408,000
56	51	36-37	n/a	n/a	D	Plumas Arboga Road / UPRR At Grade Intersection	Upgrade at grade intersection at UPRR	ON	1	EA	\$800,000	\$800,000
57	52	29-34	n/a	n/a	D	McGowan Parkway / UPRR At Grade Intersection	Upgrade at grade intersection at UPRR	OFF	1	EA	\$800,000	\$800,000
58	54	30-31	n/a	n/a	C	Highway 70 and Plumas Lake Blvd	Phase 1 of Interchange	ON	1	EA	\$16,200,000	\$16,200,000
59	55	30-31	n/a	n/a	C	Highway 70 and Plumas Lake Blvd	Phase 2 of Interchange	ON	1	EA	\$25,000,000	\$25,000,000
60	56	n/a	n/a	n/a	C	City of Marysville STIP Repayment	Financing - STIP Repayment	ON	1	EA	\$850,000	\$850,000
61	57	1-32	n/a	n/a	C	Highway 70 and Feather River Blvd.	Phase 1 of Intersection - at grade interchange and signal	ON	1	EA	\$3,164,029	\$3,164,000
62	58	1-32	n/a	n/a	C	Highway 70 and Feather River Blvd.	Phase 2 of Intersection - convert 2 lane signalization to 4 lane	ON	1	EA	\$900,000	\$900,000
63	59	1-32	n/a	n/a	C	Highway 70 and Feather River Blvd.	Phase 3 Interchange	ON	1	EA	\$18,000,000	\$18,000,000
64	new	41	n/a	n/a	C	Highway 70 and McGowan	Widen Overpass and Add Signals	ON	1	EA	\$4,000,000	\$4,000,000
65	60	n/a	n/a	n/a	C	Allowance for missing curb lane	Allowance for curb lanes not privately developed because of existing development or public use	ON & OFF	-	-	-	\$200,000
66	61	n/a	n/a	n/a	C	Northern Location of Park and Ride Facility	Estimated Cost for 1 acre park and ride facility includes land acquisition	ON	1	EA	\$830,000	\$830,000

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**Table B-3**  
**PLSP/NASA Road Fee Nexus Study**  
**Preliminary Estimate of Roadway Improvement Costs at Buildout - 2014 \$**

Costs Last Updated: 4/2/2014

Project Number	2003 CIP Project Number	Road Segment (see map)	Figure Ref.	Cross Section	County/ Developer	Roads; Signalizations; Bridges; At Grade Crossings; Interchanges	Project Description	On-Site or Off-Site	Quantity	Units	Unit Cost (Tables B-4 through B-6)	Total Estimated Cost
67	61	n/a	n/a	n/a	C	Southern Location of Park and Ride Facility	Estimated Cost for 1 acre park and ride facility includes land acquisition	ON	1	EA	\$1,000,000	\$1,000,000
68	62	n/a	n/a	n/a	D	OES Early Warning System	OES Early Warning System facilities for the PLSP	ON	1	EA	\$0	\$0
69	63	n/a	B-7	n/a	D	Formation and Update Costs	Financing - Formation and Update	ON	1	EA	\$100,000	\$100,000
70	--	3-43	n/a	"A"	C	FRB along Bear River Frontage		ON	3,850	LF	\$216	\$831,600
70	--	3-43		"B"	D	FRB along Bear River Frontage		ON	3,850	LF	\$849	\$3,268,650
70	--	3-43		"C"	C	FRB along Bear River Frontage		ON	3,850	LF	\$383	\$1,474,550
71	--	43-44	n/a	"A"	C	FRB along Bear River Frontage (1/2 section)		ON	3,450	LF	\$216	\$745,200
71	--	43-44		"B"	D	FRB along Bear River Frontage (1/2 section)		ON	3,450	LF	\$849	\$2,929,050
71	--	43-44		"C"	C	FRB along Bear River Frontage (1/2 section)		ON	3,450	LF	\$383	\$1,321,350
72	--	43-44	n/a	n/a	D	FRB at "A" Way	Signalization	ON	1	EA	\$250,000	\$250,000
73	--	5-38	n/a	n/a	D	River Oaks Blvd @ High School/Middle School	Signalization	ON	1	EA	\$250,000	\$250,000
74	--	1-32	n/a	n/a	D	SR70 @ FRB Interchange	Operational Improvements	ON	1	EA	\$1,000,000	\$1,000,000
75	--	5-38	n/a	n/a	D	100 acre school site frontage Improvements (River Oaks Boulevard)	Includes clear/grub, sidewalks, and landscape	ON	1	EA	\$508,800	\$508,800
76	--	5-38	n/a	n/a	D	Bridge Crossings to 100 acre school site	Bridge and culvert	ON	3	EA	\$300,000	\$900,000
77	--	n/a	n/a	n/a		AFC Fund Obligations			1	EA	\$2,478,000	\$2,478,000
<b>Total</b>												<b>\$203,554,580</b>

"improve\_costs"

Source: Murray Smith & Associates and Yuba County

Notes: Roadway costs include a 30% contingency.  
Improvement costs for Plumas Lake Parkway between segments 31 and 8 are included in the interchange costs.  
The OES early warning system may be constructed by the County.

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<b>4-Lane Modified Arterial Initial Construction Cross Section A &amp; B</b>
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**Table B-4a  
PLSP/NASA Road Fee Nexus Study**

**Preliminary Estimate of Initial 4-Lane Modified Parkway Arterial Road Improvement Cost per Lineal Foot - 2014 \$  
Includes Feather River Blvd. Segment 1-3, River Oaks Blvd. Segments 2-4, 4-5, 5-38, 38-37, 37-6, 6-36, Plumas Links Pkwy Segments 26-25, 25-13,  
Broadway St. Segment 20-10.**

Costs Last Updated: 4/2/2014

Description	Quantity	Unit	Unit Cost	Total Cost per LF	Fee Program Cost Share	Costs Last Updated: 4/2/2014	
						Fee Program Cost per LF	Other/Private Cost per LF
						"A"	"B"
<b>Developer Constructed</b>							
Clearing and Grubbing	112	sf	\$0.18	\$20.16	32%	\$6.45	\$13.71
Roadway Excavation (38' x 38")	4.5	cy	\$12.00	\$54.00	0%	\$0.00	\$54.00
5.5" Asphaltic Concrete	32	sf	\$2.23	\$71.36	0%	\$0.00	\$71.36
20.5" Aggregate Base	32	sf	\$3.20	\$102.40	0%	\$0.00	\$102.40
Vertical Curb & Gutter	2	lf	\$20.00	\$40.00	0%	\$0.00	\$40.00
5' Meandering Sidewalk	10	sf	\$5.00	\$50.00	0%	\$0.00	\$50.00
Median Curb (Interim)	2	lf	\$12.00	\$24.00	100%	\$24.00	\$0.00
Median Landscaping (Permanent)	11	sf	\$4.00	\$44.00	100%	\$44.00	\$0.00
Median Landscaping (Interim)	24	sf	\$2.00	\$48.00	100%	\$48.00	\$0.00
Back of Curb Landscaping	29	sf	\$4.00	\$116.00	0%	\$0.00	\$116.00
Signage and Striping	1	lf	\$6.00	\$6.00	0%	\$0.00	\$6.00
Storm Drainage	1	lf	\$100.00	\$100.00	0%	\$0.00	\$100.00
Street Lights	1	lf	\$35.00	\$35.00	0%	\$0.00	\$35.00
Joint Utility Trench	1	lf	\$65.00	\$65.00	0%	\$0.00	\$65.00
Utility Relocation/Undergrounding	0	lf	\$125.00	\$0.00	100%	\$0.00	\$0.00
			<b>Subtotal =</b>	<b>\$775.92</b>		<b>\$122.45</b>	<b>\$653.47</b>
			30% Contingency =	\$232.78		\$36.74	\$196.04
			<b>Total =</b>	<b>\$1,008.70</b>		<b>\$159.19</b>	<b>\$849.51</b>
			<b>Rounded =</b>	<b>\$1,009.00</b>		<b>\$159.00</b>	<b>\$849.00</b>
			Pavement Removal Cost =	\$20.00		\$20.00	\$0.00
			<b>Cost With Pavement Removal =</b>	<b>\$1,029.00</b>		<b>\$179.00</b>	<b>\$849.00</b>
<hr/>							
<b>County Constructed</b>							
20% Increase in Total Cost			<b>Total =</b>	<b>\$1,210.44</b>		<b>\$191.02</b>	<b>\$1,019.41</b>
			<b>Rounded =</b>	<b>\$1,211.00</b>		<b>\$192.00</b>	<b>\$1,020.00</b>
			Pavement Removal Cost =	\$24.00		\$24.00	\$0.00
			<b>Cost With Pavement Removal =</b>	<b>\$1,235.00</b>		<b>\$216.00</b>	<b>\$1,020.00</b>

"4 lane"

Source: Yuba County.

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**Table B-4a Notes**  
**PLSP/NASA Road Fee Nexus Study**  
**Preliminary Estimate of Initial 4-Lane Modified Parkway Arterial Road Improvement Cost per Lineal Foot - 2014 \$**

Notes:

1. All unit costs are updated by Yuba County Public Works.
2. Storm Drainage system includes these: 18" collector along street (\$65.00/lf); drop inlets, 15" laterals and manholes at spacing of 400 feet (\$1,750.00/ea, \$55.00/lf and \$3,400.00/ea respectively).
3. Street light system includes Type 'A' Street Lights, 200' on center, each side of the street (\$3,000.00/ea).
4. The 30% contingency includes 7% design, 8% staking, 5% plan check and inspection and 10% contingency.
5. The PLSP fee program cost share covers the center 36' of the street section.
6. Pavement removal item includes complete removal of 20' of existing pavement.

<b>4-Lane Arterial Full Improvements Cross Section B &amp; D</b>
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**Table B-4b  
PLSP/NASA Road Fee Nexus Study  
Preliminary Estimate of 4-Lane Parkway Arterial Road Improvement Cost per Lineal Foot - 2014 \$  
Includes Plumas Lake Parkway Segments 7-6, 6-30**

Costs Last Updated: 4/2/2014

Description	Quantity	Unit	Unit Cost	Total	Fee Program	Fee Program	Other/Private
				Cost per LF	Cost Share	Cost per LF	Cost per LF
				"Full Funding"		"D"	"B"
<b>Developer Constructed</b>							
Clearing and Grubbing	112	sf	\$0.18	\$20.16	32%	\$6.45	\$13.71
Roadway Excavation (64' x 38")	7.5	cy	\$12.00	\$90.00	40%	\$36.00	\$54.00
5.5" Asphaltic Concrete	56	sf	\$2.23	\$124.88	43%	\$53.52	\$71.36
20.5" Aggregate Base	56	sf	\$3.20	\$179.20	43%	\$76.80	\$102.40
Vertical Curb & Gutter	2	lf	\$20.00	\$40.00	0%	\$0.00	\$40.00
5' Meandering Sidewalk	10	sf	\$5.00	\$50.00	0%	\$0.00	\$50.00
Median Curb (Permanent)	2	lf	\$22.00	\$44.00	100%	\$44.00	\$0.00
Median Landscaping (Permanent)	11	sf	\$4.00	\$44.00	100%	\$44.00	\$0.00
Back of Curb Landscaping	29	sf	\$4.00	\$116.00	0%	\$0.00	\$116.00
Signage and Striping	1	lf	\$6.00	\$6.00	0%	\$0.00	\$6.00
Storm Drainage	1	lf	\$100.00	\$100.00	0%	\$0.00	\$100.00
Street Lights	1	lf	\$35.00	\$35.00	0%	\$0.00	\$35.00
Joint Utility Trench	1	lf	\$65.00	\$65.00	0%	\$0.00	\$65.00
			<b>Subtotal =</b>	<b>\$914.24</b>		<b>\$260.77</b>	<b>\$653.47</b>
			30% Contingency =	\$274.27		\$78.23	\$196.04
			<b>Total =</b>	<b>\$1,188.51</b>		<b>\$339.00</b>	<b>\$849.51</b>
			<b>Rounded =</b>	<b>\$1,189.00</b>		<b>\$339.00</b>	<b>\$849.00</b>
			Pavement Removal Cost =	\$20.00		\$20.00	\$0.00
			<b>Cost With Pavement Removal =</b>	<b>\$1,209.00</b>		<b>\$359.00</b>	<b>\$849.00</b>
<b>County Constructed</b>							
20% Increase in Total Cost			<b>Total =</b>	<b>\$1,426.21</b>		<b>\$406.80</b>	<b>\$1,019.41</b>
			<b>Rounded =</b>	<b>\$1,427.00</b>		<b>\$407.00</b>	<b>\$1,020.00</b>
			Right of Way =	\$15.00			
			<b>Cost With Right of Way =</b>	<b>\$1,442.00</b>			
			Pavement Removal Cost =	\$24.00		\$24.00	\$0.00
			<b>Cost With Pavement Removal =</b>	<b>\$1,451.00</b>		<b>\$431.00</b>	<b>\$1,020.00</b>

"4 lane"

Source: Yuba County.

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**Table B-4b Notes**  
**PLSP/NASA Road Fee Nexus Study**  
**Preliminary Estimate of 4-Lane Parkway Arterial Road Improvement Cost per Lineal Foot - 2014 \$**

Notes:

1. All unit costs are updated by Yuba County Public Works.
2. Storm Drainage system includes these: 18" collector along street (\$65.00/lf); drop inlets, 15" laterals and manholes at spacing of 400 feet (\$1,750.00/ea, \$55.00/lf and \$3,400.00/ea respectively).
3. Street light system includes Type 'A' Street Lights, 200' on center, each side of the street (\$3,000.00/ea).
4. The 30% contingency includes 7% design, 8% staking, 5% plan check and inspection and 10% contingency.
5. The PLSP fee program cost share covers the center 36' of the street section.
6. Pavement removal item includes complete removal of 20' of existing pavement.



<p align="center"><b>4-Lane Modified Arterial Initial Const. w/Average 2.5' Fills Cross Section A &amp; B</b></p>
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**Table B-4c  
PLSP/NASA Road Fee Nexus Study  
Preliminary Estimate of Initial 4-Lane Modified Parkway Arterial Road Improvement Cost per Lineal Foot - 2014 \$  
Includes River Oaks Blvd. Segment 36-40**

Costs Last Updated: 4/2/2014

Description	Quantity	Unit	Unit Cost	Total	Fee Program	Fee Program	Other/Private
				Cost per LF "Full Funding"	Cost Share	Cost per LF "A"	Cost per LF "B"
<b>Developer Constructed</b>							
Clearing and Grubbing	112	sf	\$0.18	\$20.16	32%	\$6.45	\$13.71
Roadway Embankment (2.5' fill)	15.0	cy	\$12.00	\$180.00	100%	\$180.00	\$0.00
5.5" Asphaltic Concrete	32	sf	\$2.23	\$71.36	0%	\$0.00	\$71.36
20.5" Aggregate Base	32	sf	\$3.20	\$102.40	0%	\$0.00	\$102.40
Vertical Curb & Gutter	2	lf	\$20.00	\$40.00	0%	\$0.00	\$40.00
5' Meandering Sidewalk	10	sf	\$5.00	\$50.00	0%	\$0.00	\$50.00
Median Curb (Interim)	2	lf	\$12.00	\$24.00	100%	\$24.00	\$0.00
Median Landscaping (Permanent)	11	sf	\$4.00	\$44.00	100%	\$44.00	\$0.00
Median Landscaping (Interim)	24	sf	\$2.00	\$48.00	100%	\$48.00	\$0.00
Back of Curb Landscaping	29	sf	\$4.00	\$116.00	0%	\$0.00	\$116.00
Signage and Striping	1	lf	\$6.00	\$6.00	0%	\$0.00	\$6.00
Storm Drainage	1	lf	\$100.00	\$100.00	0%	\$0.00	\$100.00
Street Lights	1	lf	\$35.00	\$35.00	0%	\$0.00	\$35.00
Joint Utility Trench	1	lf	\$65.00	\$65.00	0%	\$0.00	\$65.00
			<b>Subtotal =</b>	<b>\$901.92</b>		<b>\$302.45</b>	<b>\$599.47</b>
			30% Contingency =	\$270.58		\$90.74	\$179.84
			<b>Total =</b>	<b>\$1,172.50</b>		<b>\$393.19</b>	<b>\$779.31</b>
			<b>Rounded =</b>	<b>\$1,173.00</b>		<b>\$393.00</b>	<b>\$779.00</b>
			Pavement Removal Cost =	\$20.00		\$20.00	\$0.00
			<b>Cost With Pavement Removal =</b>	<b>\$1,193.00</b>		<b>\$413.00</b>	<b>\$779.00</b>
<b>County Constructed</b>							
20% Increase in Total Cost			<b>Total =</b>	<b>\$1,407.00</b>		<b>\$471.82</b>	<b>\$935.17</b>
			<b>Rounded =</b>	<b>\$1,407.00</b>		<b>\$472.00</b>	<b>\$936.00</b>
			Right of Way =	\$7.50			
			<b>Cost With Right of Way =</b>	<b>\$1,414.50</b>			
			Pavement Removal Cost =	\$24.00		\$24.00	\$0.00
			<b>Cost With Pavement Removal =</b>	<b>\$1,431.00</b>		<b>\$496.00</b>	<b>\$936.00</b>

"4 lane"

Source: Yuba County.

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**Table B-4c Notes**  
**PLSP/NASA Road Fee Nexus Study**  
**Preliminary Estimate of Initial 4-Lane Modified Parkway Arterial Road Improvement Cost per Lineal Foot - 2014 \$**

Notes:

1. All unit costs are updated by Yuba County Public Works.
2. Storm Drainage system includes these: 18" collector along street (\$65.00/lf); drop inlets, 15" laterals and manholes at spacing of 400 feet (\$1,750.00/ea, \$55.00/lf and \$3,400.00/ea respectively).
3. Street light system includes Type 'A' Street Lights, 200' on center, each side of the street (\$3,000.00/ea).
4. The 30% contingency includes 7% design, 8% staking, 5% plan check and inspection and 10% contingency.
5. The PLSP fee program cost share covers the center 36' of the street section.
6. Pavement removal item includes complete removal of 20' of existing pavement.
7. Roadway embankment assumes 10' of fill over 112' r/w with 2:1 sideslopes back down to existing on both sides plus 20% shrinkage.

<b>4-Lane Modified Arterial Initial Construction Cross Section A &amp; B</b>
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**Table B-4d**  
**PLSP/NASA Road Fee Nexus Study**  
**Preliminary Estimate of Initial 4-Lane Modified Parkway Arterial Road Improvement Cost per Lineal Foot - 2014 \$**  
**Arboga Rd Segments 9-39, 39-28**

Costs Last Updated: 4/2/2014

Description	Quantity	Unit	Unit Cost	Total Cost per LF	Fee Program Cost Share	Fee Program	Other/Private
						Cost per LF	Cost per LF
						"A"	"B"
<b>Developer Constructed</b>							
Clearing and Grubbing	112	sf	\$0.18	\$20.16	32%	\$6.45	\$13.71
Roadway Excavation (38' x 38")	4.5	cy	\$12.00	\$54.00	0%	\$0.00	\$54.00
5.5" Asphaltic Concrete	32	sf	\$2.23	\$71.36	0%	\$0.00	\$71.36
20.5" Aggregate Base	32	sf	\$3.20	\$102.40	0%	\$0.00	\$102.40
Vertical Curb & Gutter	2	lf	\$20.00	\$40.00	0%	\$0.00	\$40.00
5' Meandering Sidewalk	10	sf	\$5.00	\$50.00	0%	\$0.00	\$50.00
Median Curb (Interim)	2	lf	\$12.00	\$24.00	100%	\$24.00	\$0.00
Median Landscaping (Permanent)	11	sf	\$4.00	\$44.00	100%	\$44.00	\$0.00
Median Landscaping (Interim)	24	sf	\$2.00	\$48.00	100%	\$48.00	\$0.00
Back of Curb Landscaping	29	sf	\$4.00	\$116.00	0%	\$0.00	\$116.00
Signage and Striping	1	lf	\$6.00	\$6.00	0%	\$0.00	\$6.00
Storm Drainage	1	lf	\$100.00	\$100.00	0%	\$0.00	\$100.00
Street Lights	1	lf	\$35.00	\$35.00	0%	\$0.00	\$35.00
Joint Utility Trench	1	lf	\$65.00	\$65.00	0%	\$0.00	\$65.00
Utility Relocation/ Undergrounding	1	lf	\$125.00	\$125.00	100%	\$125.00	\$0.00
			<b>Subtotal =</b>	<b>\$900.92</b>		<b>\$247.45</b>	<b>\$653.47</b>
			30% Contingency =	\$270.28		\$74.24	\$196.04
			<b>Total =</b>	<b>\$1,171.20</b>		<b>\$321.69</b>	<b>\$849.51</b>
			<b>Rounded =</b>	<b>\$1,172.00</b>		<b>\$321.00</b>	<b>\$849.00</b>
			Pavement Removal Cost =	\$20.00		\$20.00	\$0.00
			<b>Cost With Pavement Removal =</b>	<b>\$1,192.00</b>		<b>\$341.00</b>	<b>\$849.00</b>
<b>County Constructed</b>							
20% Increase in Total Cost			<b>Total =</b>	<b>\$1,405.44</b>		<b>\$386.02</b>	<b>\$1,019.41</b>
			<b>Rounded =</b>	<b>\$1,406.00</b>		<b>\$387.00</b>	<b>\$1,020.00</b>
			Pavement Removal Cost =	\$24.00		\$24.00	\$0.00
			<b>Cost With Pavement Removal =</b>	<b>\$1,430.00</b>		<b>\$411.00</b>	<b>\$1,020.00</b>

"4 lane"

Source: Yuba County.

B-19

**Table B-4d Notes**  
**PLSP/NASA Road Fee Nexus Study**  
**Preliminary Estimate of Initial 4-Lane Modified Parkway Arterial Road Improvement Cost per Lineal Foot - 2014 \$**

Notes:

1. All unit costs are updated by Yuba County Public Works.
2. Storm Drainage system includes these: 18" collector along street (\$65.00/lf); drop inlets, 15" laterals and manholes at spacing of 400 feet (\$1,750.00/ea, \$55.00/lf and \$3,400.00/ea respectively).
3. Street light system includes Type 'A' Street Lights, 200' on center, each side of the street (\$3,000.00/ea).
4. The 30% contingency includes 7% design, 8% staking, 5% plan check and inspection and 10% contingency.
5. The PLSP fee program cost share covers the center 36' of the street section.
6. Pavement removal item includes complete removal of 20' of existing pavement.

<b>4-Lane Modified Arterial Final Construction Cross Section C</b>
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**Table B-4e**  
**PLSP/NASA Road Fee Nexus Study**  
**Preliminary Estimate of Final 4-Lane Modified Parkway Arterial Road Improvement Cost per Lineal Foot - 2014 \$**

Costs Last Updated: 4/2/2014

Description	Quantity	Unit	Unit Cost	Total Cost per LF	Fee Program Cost Share	Fee Program Cost per LF	Other/Private Cost per LF
<b>Developer Constructed</b>							
Clearing and Grubbing	26	sf	\$0.18	\$4.68	100%	\$4.68	\$0.00
Roadway Excavation (26' x 38")	3.0	cy	\$12.00	\$36.00	100%	\$36.00	\$0.00
5.5" Asphaltic Concrete	24	sf	\$2.23	\$53.52	100%	\$53.52	\$0.00
20.5" Aggregate Base	24	sf	\$3.20	\$76.80	100%	\$76.80	\$0.00
Median Curb (Permanent)	2	lf	\$22.00	\$44.00	100%	\$44.00	\$0.00
Median Landscaping Repairs	4	sf	\$6.00	\$24.00	100%	\$24.00	\$0.00
Signage and Striping	1	lf	\$6.00	\$6.00	100%	\$6.00	\$0.00
			<b>Subtotal =</b>	<b>\$245.00</b>		<b>\$245.00</b>	<b>\$0.00</b>
			30% Contingency =	\$73.50		\$73.50	\$0.00
			<b>Total =</b>	<b>\$318.50</b>		<b>\$318.50</b>	<b>\$0.00</b>
			<b>Rounded =</b>	<b>\$319.00</b>		<b>\$318.00</b>	<b>\$0.00</b>
<b>County Constructed</b>							
20% Increase in Total Cost			<b>Total =</b>	<b>\$382.20</b>		<b>\$382.20</b>	<b>\$0.00</b>
			<b>Rounded =</b>	<b>\$383.00</b>		<b>\$383.00</b>	<b>\$0.00</b>

"C"

"4 lane"

Source: Yuba County.

Notes:

1. All unit costs are updated by Yuba County Public Works.
2. When traffic warrants, the interim median landscaping will be converted to two 12' traffic lanes.
3. The 30% contingency includes 7% design, 8% staking, 5% plan check and inspection and 10% contingency.

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Partial - 4 Lane Parkway

**Table B-5  
PLSP/NASA Road Fee Nexus Study  
Preliminary Estimate of Partial 4-Lane Modified Parkway Arterial Road Improvement Cost per Lineal Foot - 2014 \$**

Costs Last Updated: 4/2/2014

Description	Quantity	Unit	Unit Cost	Total Cost per LF "Full Funding"	Fee Program Cost Share	Fee Program Cost per LF	Other/Private Cost per LF
<b>Constructed by Private Sector Firm</b>							
Clearing and Grubbing	40	sf	\$0.18	\$7.20	0%	\$0.00	\$7.20
Roadway Excavation (22.5' x 38")	2.6	cy	\$12.00	\$31.20	0%	\$0.00	\$31.20
Pavement Sawcut & Removal	2	sf	\$2.75	\$5.50	0%	\$0.00	\$5.50
5.5" Asphaltic Concrete	20	sf	\$2.23	\$44.60	0%	\$0.00	\$44.60
20.5" Aggregate Base	20	sf	\$3.20	\$64.00	0%	\$0.00	\$64.00
Vertical Curb & Gutter	2	lf	\$20.00	\$40.00	0%	\$0.00	\$40.00
5' Meandering Sidewalk	5	sf	\$5.00	\$25.00	0%	\$0.00	\$25.00
Back of Curb Landscaping	14.5	sf	\$4.00	\$58.00	0%	\$0.00	\$58.00
Signage and Striping	1	lf	\$6.00	\$6.00	0%	\$0.00	\$6.00
Storm Drainage	1	lf	\$100.00	\$100.00	0%	\$0.00	\$100.00
Street Lights	1	lf	\$35.00	\$35.00	0%	\$0.00	\$35.00
Joint Utility Trench	1	lf	\$65.00	\$65.00	0%	\$0.00	\$65.00
			<b>Subtotal =</b>	<b>\$481.50</b>		<b>\$0.00</b>	<b>\$481.50</b>
			30% Contingency =	\$144.45		\$0.00	\$144.45
			<b>Total =</b>	<b>\$625.95</b>		<b>\$0.00</b>	<b>\$625.95</b>
			<b>Rounded =</b>	<b>\$626.00</b>		<b>\$0.00</b>	<b>\$626.00</b>
<b>Constructed by County</b>							
20% Increase in Total Cost			<b>Total =</b>	<b>\$751.14</b>		<b>\$0.00</b>	<b>\$751.14</b>
			<b>Rounded =</b>	<b>\$752.00</b>		<b>\$0.00</b>	<b>\$752.00</b>

"partial 4 lane"

Source: Yuba County.

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**Table B-5 Notes**  
**PLSP/NASA Road Fee Nexus Study**  
**Preliminary Estimate of Partial 4-Lane Modified Parkway Arterial Road Improvement Cost per Lineal Foot - 2005 \$**

Notes:

1. All unit costs are updated by Yuba County Public Works.
2. The partial 4-lane parkway arterial will be constructed on Feather River Blvd. between Ella Avenue on the north, and just below Country Club Road on the south. No regional roadway funding is required since the existing pavement will be utilized. PLSP developers will fund the widening and landscaping on the east side of this roadway segment. The costs for widening and landscaping on the west side of this roadway segment is not included in the cost estimate and will be funded by development as it occurs on the west side of this roadway segment.
3. Storm drainage system includes these: 18" collector along street (\$65.00/lf); drop inlets, 15" laterals and manholes at spacing of 400 feet (\$1,750.00/ea, \$55.00/lf and \$3,400.00/ea respectively).
4. Street light system includes Type 'A' street lights, 250' on center, one side of the street (\$3,000.00/ea).
5. The 30% contingency includes 7% design, 8% staking, 5% plan check and inspection and 10% contingency.

**3-Lane Collector  
Cross Section A & B**

**Table B-6  
PLSP/NASA Road Fee Nexus Study  
Preliminary Estimate of 3-Lane Collector Road Improvement Cost per Lineal Foot - 2014 \$**

Costs Last Updated: 4/2/2014

Description	Quantity	Unit	Unit Cost	Total Cost per LF	Fee Program Cost Share	Fee Program Cost per LF "A"	Other/Private Cost per LF "B"
<b>Constructed by Private Sector Firm</b>							
Clearing and Grubbing	75	sf	\$0.18	\$13.50	16%	\$2.16	\$11.34
Roadway Excavation (48' x 35")	5.2	cy	\$12.00	\$62.40	25%	\$15.60	\$46.80
5.5" Asphaltic Concrete	44	sf	\$2.23	\$98.12	27%	\$26.76	\$71.36
18" Aggregate Base	44	sf	\$2.83	\$124.52	27%	\$33.96	\$90.56
Vertical Curb & Gutter	2	lf	\$20.00	\$40.00	0%	\$0.00	\$40.00
5' Meandering Sidewalk	10	sf	\$5.00	\$50.00	0%	\$0.00	\$50.00
Back of Curb Landscaping	15	sf	\$4.00	\$60.00	0%	\$0.00	\$60.00
Signage and Striping	1	lf	\$6.00	\$6.00	0%	\$0.00	\$6.00
Storm Drainage	1	lf	\$100.00	\$100.00	0%	\$0.00	\$100.00
Street Lights	1	lf	\$35.00	\$35.00	0%	\$0.00	\$35.00
Joint Utility Trench	1	lf	\$65.00	\$65.00	0%	\$0.00	\$65.00
			<b>Subtotal =</b>	<b>\$654.54</b>		<b>\$78.48</b>	<b>\$576.06</b>
			30% Contingency =	\$196.36		\$23.54	\$172.82
			<b>Total =</b>	<b>\$850.90</b>		<b>\$102.02</b>	<b>\$748.88</b>
			<b>Rounded =</b>	<b>\$850.00</b>		<b>\$103.00</b>	<b>\$748.00</b>
			Pavement Removal Cost =	\$20.00		\$20.00	\$0.00
			<b>Cost With Pavement Removal =</b>	<b>\$870.00</b>		<b>\$123.00</b>	<b>\$748.00</b>
<b>Constructed by County</b>							
20% Increase in Total Cost			<b>Total =</b>	<b>\$1,021.08</b>		<b>\$122.43</b>	<b>\$898.65</b>
			<b>Rounded =</b>	<b>\$1,022.00</b>		<b>\$123.00</b>	<b>\$899.00</b>
			Pavement Removal Cost =	\$24.00		\$24.00	\$0.00
			<b>Cost With Pavement Removal =</b>	<b>\$1,046.00</b>		<b>\$147.00</b>	<b>\$899.00</b>

"3 lane"

Source: Yuba County.



**Table B-6 Notes**  
**PLSP/NASA Road Fee Nexus Study**  
**Preliminary Estimate of 3-Lane Collector Road Improvement Cost per Lineal Foot - 2014 \$**

Notes:

1. All unit costs are updated by Yuba County Public Works.
2. The PLSP fee program roadway portion includes the center 12' travel lane. The fee program share of clearing and grubbing is based on 12 feet of fee program requirement to the total 75 feet of road ROW (16%). The fee program share of the roadway excavation is based on excavating 12 feet of a total 48 feet of required paving (25%). The fee program share of the asphaltic concrete and aggregate base is calculated using 12 feet of fee program requirement to 44 required feet (two 12' travel lanes plus two 6' bikeways less two 2' sections of vertical curb & gutter) which is 27%. Assumes existing paving sections to be replaced.
3. Storm drainage system includes these: 18" collector along street (\$65.00/lf); drop inlets, 15" laterals and manholes at spacing of 400 feet (\$1,750.00/ea, \$55.00/lf and \$3,400.00/ea respectively).
4. Street light system includes Type 'A' street lights, 250' on center, each side of the street (\$3,000.00/ea).
5. The 30% contingency includes 7% design, 8% staking, 5% plan check and inspection and 10% contingency.
6. The fee program cost share covers the center 12' of the street section.
7. Pavement removal item includes complete removal of 20 feet of existing pavement.

**Table B-7  
PLSP/NASA Road Fee Nexus Study  
Planning Studies and Formation Cost Estimates (2014 \$)**

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Item	PLSP Road Fee Update Costs
City/County Staff	\$20,000
Engineering and Financial Consultants	\$70,000
Contingency/Miscellaneous Costs	\$10,000
<b>Total</b>	<b>\$100,000</b>
<b>Total (rounded)</b>	

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*"prog\_form\_costs"*

Source: Yuba County.

## APPENDIX C:

### Road Facilities Costs and Fees

Table C-1	Road Cost Allocation Formulas .....	C-1
Table C-2	Allocation of Road Facilities Costs and PLSP/NASA Road Fees .....	C-2



**Table C-1**  
**Yuba County/Plumas Lake Specific Plan Road Fee Nexus Study**  
**Road Cost Allocation Formulas**

Allocation Assumptions	Residential				Nonresidential						
	Single-Family			Community Commercial		Highway Commercial		Business Park			
	Low-Density	Medium-Density	Multi-Family	Convenience Commercial	Community Commercial	Travel	Other	Office	Other	Light Industrial	
<b>Acres Subject to PLSP Road Fee</b>	3,876.2	409.0	3,277.0	14.0	0.0	57.1	15.2	41.0	17.6	45.4	0.0
% Distribution of Acres	100.0%	10.6%	84.5%	0.4%	0.0%	1.5%	0.4%	1.1%	0.5%	1.2%	0.0%
<b>Units Subject to PLSP Road Fee [1]</b>	10,962	818	9,978	166							
% Distribution of Units	100.0%	7.5%	91.0%	1.5%							
<b>Building Sq. Ft. Subject to PLSP Road Fee [2]</b>	2,056,468				0	621,710	165,098	446,376	230,520	592,764	0
% Distribution of Sq. Ft.	100.0%				0.0%	30.2%	8.0%	21.7%	11.2%	28.8%	0.0%
<b>Trips</b>		<b>PM Peak Trips per Unit</b>					<b>PM Peak Trips per 1,000 Sq. Ft.</b>				
PM Peak Trip Generation Rate		1.00	1.00	0.60	0.60	0.60	0.60	0.60	0.60	0.60	0.20
Total Trips	12,129	818	9,978	99	0	373	99	268	138	356	0
Total Trip Distribution	100.0%	6.7%	82.3%	0.8%	0.0%	3.1%	0.8%	2.2%	1.1%	2.9%	0.0%

"cost\_alloc\_formulas"

Source: Yuba County.

[1] Residential units that have built out through April 2014 are removed from total units.

[2] Assumes .25 FAR for Community Commercial and Highway Commercial, .30 FAR for Office/Other Business Park, and .35 FAR for Light Industrial.

**Table C-2**  
**Yuba County/Plumas Lake Specific Plan Road Fee Nexus Study**  
**Allocation of Road Facilities Costs and PLSP/NASA Road Fees**

Facility	Estimated Cost	Residential			Nonresidential						
		Single-Family		Multi-Family	Community Commercial		Highway Commercial		Business Park		
		Low-Density	Medium-Density		Convenience Commercial	Community Commercial	Travel	Other	Office	Other	Light Industrial
<b>COST ALLOCATION</b>											
Total Trip Distribution (See Table C-1)	100.0%	6.7%	82.3%	0.8%	0.0%	3.1%	0.8%	2.2%	1.1%	2.9%	0.0%
<b>TOTAL ALLOCATED COST [1]</b>	<b>\$59,573,000</b>	<b>\$4,017,623</b>	<b>\$49,007,140</b>	<b>\$488,009</b>	<b>\$0</b>	<b>\$1,832,125</b>	<b>\$486,529</b>	<b>\$1,315,430</b>	<b>\$679,321</b>	<b>\$1,746,825</b>	<b>\$0</b>
Cost per Unit		\$4,912	\$4,912	\$2,947							
Cost per Building Sq. Ft.					\$2.95	\$2.95	\$2.95	\$2.95	\$2.95	\$2.95	\$0.06
<b>ROAD FEES</b>											
Cost per Unit or Building Square Foot	see above	\$4,912	\$4,912	\$2,947	\$2.95	\$2.95	\$2.95	\$2.95	\$2.95	\$2.95	\$0.06
Fee Program Administration	3.0%	\$147	\$147	\$88	\$0.09	\$0.09	\$0.09	\$0.09	\$0.09	\$0.09	\$0.01
<b>TOTAL ROAD FEE INCLUDING ADMINISTRATION</b>		<b>\$5,059</b>	<b>\$5,059</b>	<b>\$3,035</b>	<b>\$3.04</b>	<b>\$3.04</b>	<b>\$3.04</b>	<b>\$3.04</b>	<b>\$3.04</b>	<b>\$3.04</b>	<b>\$0.07</b>

*"transportation\_alloc"*

C-2