

# Streets Capital Improvements Plan for New Development and Development Fee Study

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Prepared by:



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## Executive Summary

Pinal County has contracted with TischlerBise to update its Streets Capital Improvements Plan (CIP) for new development and resulting development fees.

## **DEVELOPMENT FEE REQUIREMENTS**

### *U.S. Constitutional Requirements*

Like all land use regulations, development exactions, including development fees, are subject to the Fifth Amendment prohibition on taking of private property for public use without just compensation. Both state and federal courts have recognized the imposition of development fees on development as a legitimate form of land use regulation, provided the fees meet standards intended to protect against regulatory takings. To comply with the Fifth Amendment, development regulations must be shown to substantially advance a legitimate governmental interest. In the case of development fees, that interest is in the protection of public health, safety, and welfare by ensuring that development is not detrimental to the quality of essential public services.

There is little federal case law specifically dealing with development fees, although other rulings on other types of exactions (e.g. land dedication requirements) are relevant. In one of the most important exaction cases, the U. S. Supreme Court found that a government agency imposing exactions on development must demonstrate an "essential nexus" between the exaction and the interest being protected (See *Nollan v. California Coastal Commission*, 1987). In a more recent case (*Dolan v. City of Tigard*, OR, 1994), the Court ruled that an exaction also must be "roughly proportional" to the burden created by development. However, the *Dolan* decision appeared to set a higher standard of review for mandatory dedications of land than for monetary exactions such as development fees.

These constitutional requirements of development fees are commonly referred to as "rational nexus" test. The rational nexus test has three elements:

Demand – a particular type of development demands a particular type of infrastructure.

Proportionality – the fees are proportionate to the demand created by development for infrastructure.

Benefit – The payer of the development fee must receive a benefit (i.e. the construction of infrastructure which accommodates their impact on a community's capital facilities and assets).

### *State Requirements*

Many of these constitutional concerns are echoed in the state enabling legislation for counties to assess development fees. Development fees for counties in Arizona are authorized by Arizona Revised Statutes (A.R.S.) 11-1102. Specifically:

*A. If a county has adopted a capital improvements plan, the county may assess development fees within the covered planning area in order to offset the capital costs for water, sewer, streets, parks and public safety facilities determined by the plan to be necessary for public services provided by the county to a development in the planning area.*

*B. Development fees assessed under this section are subject to the following requirements:*

*1. Development fees shall result in a beneficial use to the development.*

*2. Monies received from development fees shall be placed in a separate fund and accounted for separately and may only be used for the purposes authorized by this section. Interest earned on monies in the separate fund shall be credited to the fund.*

*3. The county shall prescribe the schedule for paying the development fees. The county shall provide a credit toward the payment of the fee for the required dedication of public sites and improvements provided by the developer for which that fee is assessed. The developer of residential dwelling units shall be required to pay the fees when construction permits for the dwelling units are issued.*

*4. The amount of any development fees must bear a reasonable relationship to the burden of capital costs imposed on the county to provide additional necessary public services to the development. In determining the extent of the burden imposed by the development, the county shall consider, among other things, the contribution made or to be made in the future in cash by taxes, fees or assessments by the property owner toward the capital costs of the necessary public service covered by the development fee.*

*5. Development fees shall be assessed in a nondiscriminatory manner.*

*6. In determining and assessing a development fee applying to land in a community facilities district established under title 48, chapter 4, article 6, the county shall take into account all public infrastructure provided by the district and capital costs paid by the district for necessary public services and shall not assess a portion of the development fee based on the infrastructure or costs.*

*C. Before assessing or increasing a development fee, the county shall:*

*1. Give at least one hundred twenty days' advance notice of intention to assess a new or increased development fee.*

*2. Release to the public a written report including all documentation that supports the assessment of a new or increased development fee.*

*3. Conduct a public hearing on the proposed new or increased development fee at any time after the expiration of the one hundred twenty day notice of intention to assess a new or increased development fee and at least fourteen days before the scheduled date of adoption of the new or increased fee.*

*D. A development fee assessed pursuant to this section is not effective for at least ninety days after its formal adoption by the board of supervisors.*

*E. Each county that assesses development fees shall submit an annual report accounting for the collection and use of the fees. The annual report shall include the following:*

- 1. The amount assessed by the county for each type of development fee.*
- 2. The balance of each fund maintained for each type of development fee assessed as of the beginning and end of the fiscal year.*
- 3. The amount of interest or other earnings on the monies in each fund as of the end of the fiscal year.*
- 4. The amount of development fee monies used to repay:
  - (a) Bonds issued by the county to pay the cost of a capital improvement project that is the subject of a development fee assessment.*
  - (b) Monies advanced by the county from funds other than the funds established for development fees in order to pay the cost of a capital improvement project that is the subject of a development fee assessment.**
- 5. The amount of development fee monies spent on each capital improvement project that is the subject of a development fee assessment and the physical location of each capital improvement project.*
- 6. The amount of development fee monies spent for each purpose other than a capital improvement project that is the subject of a development fee assessment.*

*F. Within ninety days following the end of each fiscal year, each county shall submit a copy of the annual report to the clerk of the board of supervisors. Copies shall be made available to the public on request. The annual report may contain financial information that has not been audited.*

*G. A county that fails to file the report required by this section shall not collect development fees until the report is filed.*

*H. This section does not affect any development fee adopted before May 18, 2000.*

In accordance with state law, this report includes a CIP for streets that are the result of new development (Note: this CIP does not include projects related to routine maintenance and replacement of existing capital facilities and assets, nor does it include projects which solely address existing capacity deficiencies). The CIP shows that the capital facilities for which the Streets Development Fee are prepared are a consequence of new development, the fees are proportionate and reasonably related to the capital facility service demands of new development and that

development fees will substantially benefit new development. The County can use this information to update its CIP as needed in order to ensure the requirements of state law are met.

Figure 1 provides a schedule of the Streets Development Fees for unincorporated Pinal County. In order to better meet the requirements of rational nexus and state law, TischlerBise recommends the County collect and expend these funds based on the impact fee areas (IFA's) in Figure 1 (this is discussed in more detail below). Development fees for residential development will be assessed per housing unit. Nonresidential development fees will be assessed per square foot of floor area except for those land uses which have unique characteristics. The County may adopt fees that are less than the amounts shown. However, a reduction in development fee revenue will necessitate an increase in other revenues, or a decrease in planned capital expenditures.

**Figure 1: Schedule of Streets Development Fees by Impact Fee Areas**

<i>ITE Land</i>		<i>IFA 1</i>	<i>IFA 2</i>	<i>IFA 3</i>	<i>IFA 4</i>	<i>IFA 5</i>	<i>IFA 6 and 7</i>
<i>Use Code</i>							
<u><i>Residential (per housing unit)</i></u>							
210	Single Family	\$7,197	\$8,331	\$5,569	\$6,435	\$3,712	\$5,001
240	All Other Types of Housing	\$3,752	\$4,344	\$2,903	\$3,355	\$1,936	\$2,607
<u><i>Nonresidential (per square foot of floor area except where noted)</i></u>							
820	Commercial / Shopping Center 0-100,000 SF	\$10.66	\$12.21	\$8.42	\$9.61	\$5.87	\$7.64
820	Commercial / Shopping Center 100,001+ SF	\$9.36	\$10.72	\$7.39	\$8.44	\$5.16	\$6.71
770	Business Park	\$5.18	\$5.95	\$4.07	\$4.66	\$2.82	\$3.69
710	Office / Institutional (all sizes)	\$4.47	\$5.13	\$3.52	\$4.02	\$2.43	\$3.18
610	Hospital (per bed)	\$4,793	\$5,504	\$3,772	\$4,315	\$2,607	\$3,415
560	Church	\$3.70	\$4.25	\$2.91	\$3.33	\$2.01	\$2.63
151	Mini-warehouse (self storage)	\$1.01	\$1.17	\$0.80	\$0.91	\$0.55	\$0.72
150	Warehousing	\$2.01	\$2.31	\$1.58	\$1.81	\$1.10	\$1.43
140	Manufacturing	\$1.55	\$1.78	\$1.22	\$1.40	\$0.84	\$1.10
110	Light Industrial	\$2.83	\$3.25	\$2.23	\$2.55	\$1.54	\$2.02
530	High School (per student)	\$694	\$797	\$546	\$625	\$378	\$495
522	Middle School/Junior High School (per student)	\$657	\$755	\$517	\$592	\$358	\$468
520	Elementary School (per student)	\$524	\$601	\$412	\$471	\$285	\$373
310	Hotel (per room)	\$2,285	\$2,624	\$1,798	\$2,057	\$1,243	\$1,628
254	Assisted Living (per bed)	\$1,112	\$1,277	\$875	\$1,001	\$605	\$792

All costs in the development fee calculations are given in current dollars with no assumed inflation rate over time. If cost estimates change significantly, the fees should be recalculated.

A note on rounding: Calculations throughout this report are based on analysis conducted using Excel software. Results are discussed in the report using one-and two-digit places (in most cases), which represent rounded figures. However, the analysis itself uses figures carried to their ultimate decimal places; therefore the sums and products generated in the analysis may not equal the sum or product if the reader replicates the calculation with the factors shown in the report (due to the rounding of figures shown, not due to rounding in the analysis).

## Streets Capital Improvements Plan

### **METHODOLOGY**

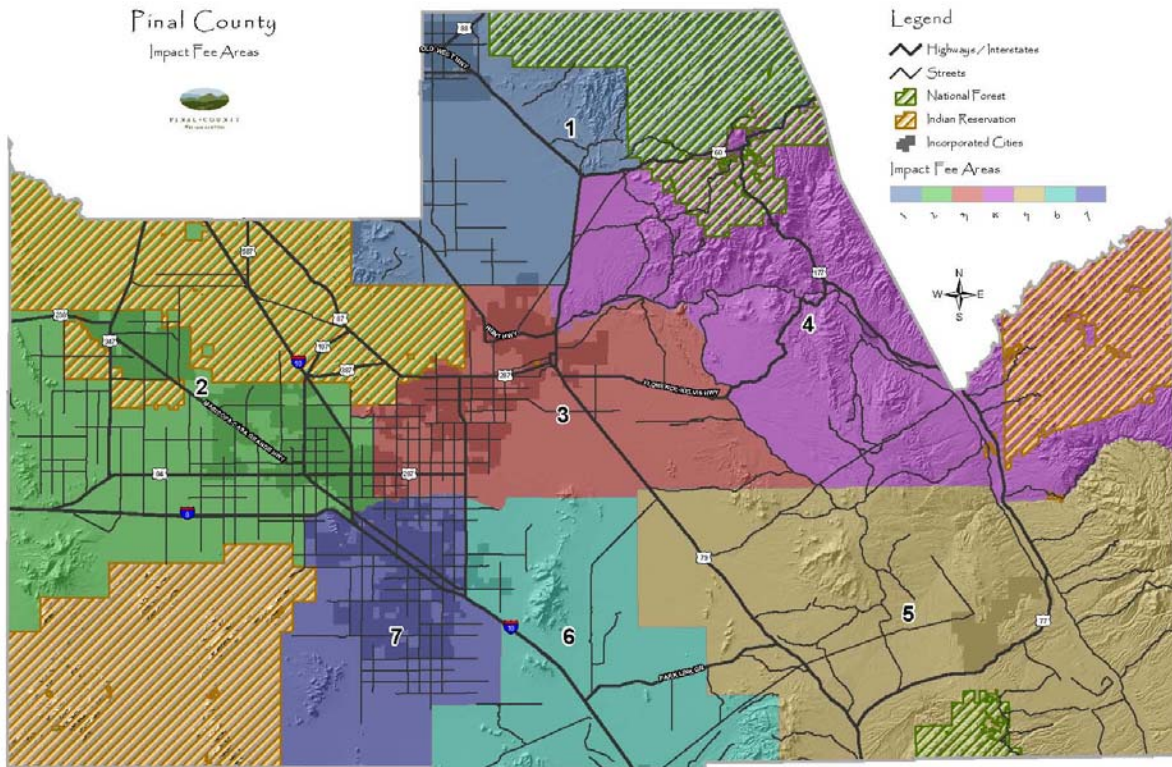
Development fees for streets are one of the infrastructure categories allowed under Arizona law (see “State Requirements” above). The Streets Development Fee study for Pinal County includes the following capital costs related to streets:

- Arterial streets
- Support facilities for streets
- Support equipment and vehicles for streets

State law also requires the County to have an adopted capital improvements plan (CIP) in order to assess development fees within the covered planning area to offset the capital costs listed in the CIP to be necessary for public services provided by the County to development in the planning area. TischlerBise has prepared a CIP for each of the capital costs listed above for the unincorporated portion of the County’s Impact Fee Areas (IFA).

To better plan, coordinate, and finance the planned infrastructure demanded by new development, the County has established seven impact fee areas shown in Figure 2 below.



**Figure 2: Pinal County Impact Fee Areas**

To better meet the benefit requirements of the rational nexus test and state law, TischlerBise recommends the County collect and expend the Streets Development Fees according to these seven impact fee areas with the exception of IFA's 6 and 7. Based on discussions with County staff, TischlerBise recommends combining IFA's 6 and 7 for the Streets Development Fee. This is the result of a high degree of interconnectivity of the County's arterial street network among these two IFA's in this part of the County. Thus, the Streets Development Fee for these two IFA's is the same.

These zones are used to document where in the County the development fee revenues are coming from and where capital projects for new development will be provided. The collection and expenditures zone map in Figure 2 is provided to give the reader a general indication of the IFA boundaries. Larger, detailed maps will be maintained by the County.

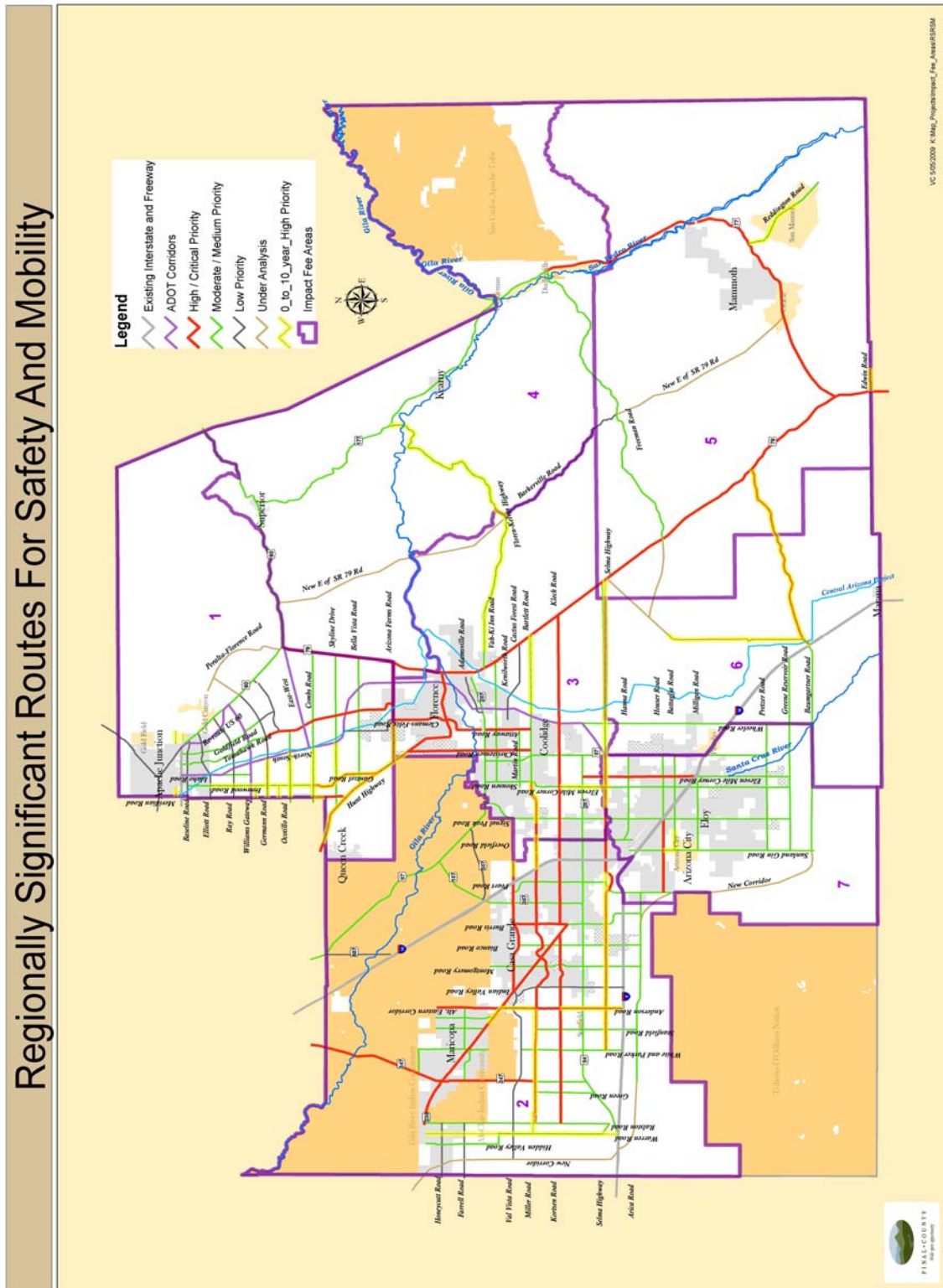
## **ARTERIAL STREETS**

The *Regionally Significant Routes for Mobility and Safety*, (October 2008) outlines the arterial streets the County plans to construct in the future. This plan envisions the County constructing 546.6 lane miles of arterial streets throughout the County over the next 10 years at a cost of \$947,508,281 (see Figures 3 and 3a below). Note this plan does not include any state road projects.

Figure 3: Summary 10 Year Arterial Streets Capital Improvements Plan

<i>IFA 1</i>	<i>ConstructionTimeframe</i>	<i>Lane Miles</i>	<i>Cost</i>
Ironwood Road (Elliot south to Bella Vista) - Existing	1-5 Years	52.0	\$98,127,248
Ironwood Road (Elliot south to Bella Vista) - 2 Lane Addition	1-5 Years	26.0	\$44,114,931
Gantzel (Bella Vista south to Hunt Hwy)	1-5 Years	6.0	\$15,712,416
Combs Road (Schnepf west to Meridian)	1-5 Years	6.0	\$10,180,369
Combs Road (Schnepf east to N-S Fwy)	1-5 Years	7.0	\$11,877,097
Ocotillo Road (Ironwood west to Meridian)	1-5 Years	2.0	\$3,393,456
Ocotillo Road (Ironwood east to N-S Fwy)	1-5 Years	7.0	\$11,877,097
Germann Road (Ironwood west to Meridian)	1-5 Years	2.0	\$3,393,456
Germann Road (Ironwood east to N-S Fwy)	1-5 Years	10.0	\$16,967,281
Skyline Road (Ironwood east to N-S Fwy)	1-5 Years	10.5	\$17,815,645
Empire (Ellsworth to Gary)	1-5 Years	4.0	\$496,140
Gary Road (Empire to Combs)	1-5 Years	2.0	\$3,393,456
Hunt Hwy (AZ Farms to Empire)	1-5 Years	19.0	\$32,237,834
Williams Gateway (Ironwood to Meridian)	6-10 Years	2.0	\$3,393,456
Southern Ave (Meridian east to Ironwood)	6-10 Years	1.6	\$2,714,765
Southern Ave (Mountain View east)	6-10 Years	2.0	\$3,393,456
34th Ave (Val Vista Road east)	6-10 Years	1.4	\$2,375,419
<b>SUBTOTAL IFA 1</b>		<b>160.5</b>	<b>\$281,463,524</b>
<i>IFA 2</i>	<i>ConstructionTimeframe</i>	<i>Lane Miles</i>	<i>Cost</i>
Miller Road (Warren east to Anderson)	1-5 Years	26.0	\$44,114,931
Anderson Road (Miller to CG/Maricopa Hwy)	1-5 Years	6.0	\$10,180,369
CG/Maricopa Hwy (Anderson to Maricopa city limits)	1-5 Years	3.6	\$6,108,221
Val Vista Road (I-10 east to Cox)	1-5 Years	3.0	\$5,090,184
McCartney Road (I-10 east to Weaver)	1-5 Years	5.0	\$8,483,641
Warren Road (I-8 north to 238)	6-10 Years	39.0	\$77,235,106
Anderson Road (I-8 to Kortsen)	6-10 Years	11.0	\$18,664,009
Selma Hwy (White and Parker east to Henness)	6-10 Years	34.0	\$67,333,169
<b>SUBTOTAL IFA 2</b>		<b>127.6</b>	<b>\$237,209,630</b>
<i>IFA 3</i>	<i>ConstructionTimeframe</i>	<i>Lane Miles</i>	<i>Cost</i>
McCartney Road (IFA east to Coolidge limits)	1-5 Years	1.0	\$1,696,728
McCartney Road (Coolidge limits to Skousen)	1-5 Years	8.0	\$13,573,825
Bartlett Road (Coolidge limits east to 79)	1-5 Years	14.6	\$28,913,655
Eleven Mile Corner Road (Kleck south to IFA boundary)	1-5 Years	7.0	\$11,877,097
Hunt Hwy (Christensen align. to Gila River limits)	1-5 Years	1.5	\$2,545,092
Arizona Farms Road (Hunt Hwy east to Felix Road)	6-10 Years	7.2	\$12,216,442
Selma Hwy ( 87 east to IFA boundary)	6-10 Years	58.8	\$116,446,775
Florence-Kelvin Hwy (Florence limits east to IFA boundary)	6-10 Years	28.0	\$47,508,387
<b>SUBTOTAL IFA 3</b>		<b>126.1</b>	<b>\$234,778,002</b>
<i>IFA 4</i>	<i>ConstructionTimeframe</i>	<i>Lane Miles</i>	<i>Cost</i>
Florence-Kelvin Hwy (IFA boundary east to 177)	6-10 Years	32.0	\$45,298,180
<b>SUBTOTAL IFA 4</b>		<b>32.0</b>	<b>\$45,298,180</b>
<i>IFA 5</i>	<i>ConstructionTimeframe</i>	<i>Lane Miles</i>	<i>Cost</i>
Edwin Road (77 east)	1-5 Years	4.0	\$750,000
Park Link (IFA boundary east to 79)	6-10 Years	13.0	\$20,863,473
Reddington Road (south)	6-10 Years	12.0	\$16,986,817
Selma Hwy ( IFA boundary east to 79)	6-10 Years	6.0	\$8,493,409
<b>SUBTOTAL IFA 5</b>		<b>35.0</b>	<b>\$47,093,699</b>
<i>IFA 6 &amp; 7</i>	<i>ConstructionTimeframe</i>	<i>Lane Miles</i>	<i>Cost</i>
Pecan Rd (Durham Landfill)	1-5 Years	26.0	\$41,726,946
Park Link (I-10 east to IFA boundary)	6-10 Years	22.0	\$35,307,416
Sunland Gin Road (Battaglia to Houser)	6-10 Years	2.0	\$2,831,136
Battaglia Road (Sunland Gin east to Eloy limits)	6-10 Years	4.0	\$5,662,272
Selma Hwy (CG limits to 87)	6-10 Years	10.0	\$14,155,681
Eleven Mile Corner Road ( Grogan north to IFA boundary)	6-10 Years	1.4	\$1,981,795
<b>SUBTOTAL IFA 6 &amp; 7</b>		<b>65.4</b>	<b>\$101,665,246</b>
<b>TOTAL</b>		<b>546.6</b>	<b>\$947,508,281</b>

Figure 3a: Map of 10 Year Arterial Streets Capital Improvements Plan



This plan is the result of demand from both existing residential and nonresidential development as well as new residential and nonresidential development in Pinal County both in the incorporated municipalities and unincorporated County. The portion of the planned arterial streets which are the result of existing development cannot be funded through development fees. Also, the portion of the planned arterial streets which are the result of existing and new development in the incorporated municipalities will not be funded through the County development fees.

The demand for arterial streets is the result of residential and nonresidential development. The demand is a function of both the number of vehicle trips and the distance traveled on the County's arterial street network. Multiplying the number of vehicle trips by the average trip length (in miles) yields vehicle miles of travel (VMT). Trip generation rates from the Institute of Transportation Engineers (ITE) *Trip Generation Manual* are used to measure and differentiate the demand between residential and nonresidential land uses. The VMT methodology is a better measure of the demand for additional street infrastructure in that it includes adjustment factors for commuting patterns, pass-by trips, diverted link trips, and average trip length variation by type of land use.

Two approaches are considered when reviewing the CIP for arterial streets. The *marginal cost approach* is used for projects which are the result of new development only. These costs are allocated to the net increase in VMT's provided by the planned arterial projects. The *average cost approach* is used for planned capacity improvements that result from both existing and future development. Under this approach, costs are allocated to both new and existing development and ensure that new development pays only its share of the costs.

The Streets Development Fee also accounts for and differentiates the demand for arterial streets from the IFA as a whole (incorporated and unincorporated County) versus the demand from the unincorporated IFA. This ensures that the demand from new development in the unincorporated County is proportionate.

Using these criteria, the planned arterial projects are therefore classified into one of four categories for each IFA:

Average Cost Approach – Allocated to Entire IFA

Average Cost Approach – Allocated to Unincorporated IFA

Marginal Cost Approach – Allocated to Entire IFA

Marginal Cost Approach – Allocated to Unincorporated IFA

#### *IFA 1*

Figure 4 lists the planned arterial streets for IFA 1 over the next 10 years. These projects total 160.5 lane miles with a planned cost to the County of \$281,463,524.

**Figure 4: Planned Arterial Streets IFA 1**

## AVERAGE APPROACH - ALLOCATED TO ENTIRE IFA

<i>Project</i>	<i>Construction Timeline</i>	<i>Lane Miles</i>	<i>Cost</i>
34th Ave (Val Vista Road east)	6-10 Years	1.4	\$2,375,419
Southern Ave (Mountain View east)	6-10 Years	2.0	\$3,393,456
Southern Ave (Meridian east to Ironwood)	6-10 Years	1.6	\$2,714,765
<b>SUBTOTAL</b>		<b>5.0</b>	<b>\$8,483,641</b>

## MARGINAL APPROACH - ALLOCATED TO UNINCORPORATED IFA

<i>Project</i>	<i>Construction Timeline</i>	<i>Lane Miles</i>	<i>Cost</i>
Ironwood Road (Elliot south to Bella Vista) - Existing	1-5 Years	52.0	\$98,127,248
Ironwood Road (Elliot south to Bella Vista) - 2 Lane Addition	1-5 Years	26.0	\$44,114,931
Gantzel (Bella Vista south to Hunt Hwy)	1-5 Years	6.0	\$15,712,416
Combs Road (Schnepf west to Meridian)	1-5 Years	6.0	\$10,180,369
Combs Road (Schnepf east to N-S Fwy)	1-5 Years	7.0	\$11,877,097
Ocotillo Road (Ironwood west to Meridian)	1-5 Years	2.0	\$3,393,456
Ocotillo Road (Ironwood east to N-S Fwy)	1-5 Years	7.0	\$11,877,097
Germann Road (Ironwood west to Meridian)	1-5 Years	2.0	\$3,393,456
Skyline Road (Ironwood east to N-S Fwy)	1-5 Years	10.5	\$17,815,645
Germann Road (Ironwood east to N-S Fwy)	6-10 Years	10.0	\$16,967,281
Empire (Ellsworth to Gary)	6-10 Years	4.0	\$496,140
Williams Gateway (Ironwood to Meridian)	6-10 Years	2.0	\$3,393,456
<b>SUBTOTAL</b>		<b>134.5</b>	<b>\$237,348,593</b>

## AVERAGE APPROACH - ALLOCATED TO UNINCORPORATED IFA

<i>Project</i>	<i>Construction Timeline</i>	<i>Lane Miles</i>	<i>Cost</i>
Gary Road (Empire to Combs)	1-5 Years	2.0	\$3,393,456
Hunt Hwy (AZ Farms to Empire)	1-5 Years	19.0	\$32,237,834
<b>SUBTOTAL</b>		<b>21.0</b>	<b>\$35,631,291</b>

<b>IFA 1 TOTAL</b>		<b>160.5</b>	<b>\$281,463,524</b>
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**Trip Generation Rates**

Trip generation rates are from the Institute of Transportation Engineers (ITE) *Trip Generation Manual*. The Transportation Development Fees are based on average weekday vehicle trip ends. A vehicle trip end represents a vehicle either entering or exiting a development (as if a traffic counter were placed across a driveway).

## Origin-Destination Adjustment

The trip generation rates are adjusted to avoid double counting each trip at both the origin and destination points. The basic trip adjustment factor is 50% for office, institutional, and industrial/flex land uses. The adjustment factors for residential land uses accounts for journey-to-work commuting patterns. For commercial and related land uses, the adjustment factor accounts for pass-by trips and diverted link trips.

### Adjustment for Residential Land Uses for Journey-To-Work Commuting

Residential development has a higher trip adjustment factor of 60% to account for commuters leaving Pinal County for work. According to the *National Household Transportation Survey* (see Table 6, Federal Highway Administration, 2001) home-based work trips are typically 31% of production trips (i.e., all out-bound trips, which are 50% of all trip ends). Also, 2007 data from *American Community Survey* indicates that 52% of Pinal County's workers travel outside the County for work. In combination, these factors ( $0.31 \times 0.50 \times 0.52 = 0.10$ ) account for 10% of production trips. The total adjustment factor for residential includes attraction trips (50% of trip ends) plus the journey-to-work commuting adjustment (10% of production trips) for a total of 60%.

### Adjustments for Commercial/Shopping Center Land Uses

The commercial category has a trip factor of less than 50% due to two characteristics of this land use. First, commercial development attracts vehicles as they pass-by on arterial streets ("pass-by" trips). For example, when someone stops at a convenience store on their way home from work, the convenience store is not their primary destination.

A second adjustment for diverted linked trips is made to the commercial category. Diverted linked trips are trips that are attracted from the traffic volume on roads in the vicinity of commercial development but require a diversion from one road to another road to gain access to the commercial development. These trips add traffic to streets adjacent to the development, but do not add trips to a community's transportation network.

Using a 100,000 square foot shopping center as an example, pass-by trips account for 34% of total trips while diverted link trip account for an additional 24% of total trips. The remaining 42% of primary trips ( $100\% - 34\% - 24\% = 42\%$ ) is adjusted by 50% to avoid over-estimating the number of actual trips because one vehicle trip is counted in the trip rates of both the origination and destination points. The total commercial trip adjustment factor for a 100,000 square foot shopping center is 21% ( $42\% \times 50\% = 21\%$ ).

**Figure 5: Commercial/Shopping Center Trip Rates and Adjustment Factors**

Floor Area in thousands (KSF)	All Commercial Trips (a)	Comm. Pass-by Trips (b)*	Comm. Diverted-Link Trips (c)**	Primary Comm. Trips (d=(a-(b+c)))	Origin - Destination Adj. Factor (e)***	Commercial Trip Adj Factor (d x e)
10	100%	52%	24%	24%	50%	12%
25	100%	45%	24%	31%	50%	16%
50	100%	39%	24%	37%	50%	19%
100	100%	34%	24%	42%	50%	21%
200	100%	29%	24%	47%	50%	24%
400	100%	23%	24%	53%	50%	27%
800	100%	18%	24%	58%	50%	29%

\* Based on data published by ITE in *Trip Generation Handbook* (2004), the best trendline correlation between pass-by trips and floor area is a logarithmic curve with the equation  $((-7.6967 * \ln(KSF)) + 69.448)$ .

\*\* Based on data published by ITE in *Trip Generation Handbook* (2004).

\*\*\* To account for the origin-destination relationship of a trip, an adjustment factor of 50% is applied to the primary trips to account for only the trip destinations, i.e. the trips attracted to a land use.

### Average Trip Length Adjustment by Land Use

The demand for street infrastructure is a function of both the number of vehicle trips and the distance traveled. Multiplying the number of vehicle trips by the average trip length (in miles) yields vehicle miles of travel (VMT). The Transportation Development Fee methodology includes a percentage adjustment to account for trip length variation by type of land use. As documented in Table 6 of the *National Household Travel Survey* (FHWA, 2001), vehicle trips from residential development are approximately 122% of the average trip length. Trips associated with residential development include home-based work trips plus social and recreational purposes. Conversely, shopping trips associated with commercial development are roughly 68% of the average trip length, while other nonresidential development typically accounts for trips that are 75% of the average trip length.

These adjustment factors are used for each IFA.

### Vehicle Miles of Travel on Planned Arterial Streets Allocated to Entire IFA 1

VMT is the product of the number of vehicle trips multiplied by the average trip length. Intermediate steps in deriving the average trip length include identification of the need for additional lane miles and defining lane capacity. These factors are discussed below.

#### Planned Lane Miles of Arterial Streets Being Demanded by Entire IFA 1

There are 5.0 lane miles of planned arterial streets that are the result new development in the entire IFA 1.

#### Vehicle Trips from Development in Entire IFA 1



The table below documents projected vehicle trips and VMT on the 5.0 lane miles of planned arterial streets associated with existing and new development in incorporated and unincorporated IFA 1 over the next fifteen years. The demographic data shown in the boxes at the top of the table are from the *Demographic Estimates and Development Projections* report.

Lane Capacity

The arterial improvements component is based on an average lane capacity standard for arterials of 8,925 vehicles per lane.

Average Trip Length

Knowing the increase in vehicle trips, lane miles needed to accommodate future travel, and lane capacity, it is possible to derive the average trip length on the planned arterial streets by the projected existing and new residential and nonresidential development in incorporated and unincorporated IFA 1 over the next fifteen years. Because the VMT calculations include the same adjustment factors used in the development fee calculations (i.e., residential commuting adjustment, commercial pass-by adjustment and average trip length adjustment by type of land use), the average trip length is determined through a series of iterations using spreadsheet software. As shown below, the average trip length on the planned arterial streets by existing and future residential and nonresidential development in the entire IFA 1 is 0.10 miles.

**Figure 6: IFA 1 Arterial Street Capacity Analysis – Municipalities and Unincorporated County**

INPUT VARIABLES		Projection Year Start of FY	Base 2010	1 2011	2 2012	3 2013	4 2014	5 Year Increments			
								5 2015	10 2020	15 2025	
		<b>DEMAND DATA</b>									
Single Family Detached Weekday VTE per Unit	9.57	SINGLE FAMILY DETACHED	43,755	46,243	48,745	51,263	53,792	56,331	69,100	81,809	
All Other Housing Weekday VTE per Unit	4.99	ALL OTHER TYPES OF HOUSING	24,630	25,736	26,852	27,976	29,107	30,244	35,979	41,707	
Retail Weekday VTE/KSF	86.56	COMMERCIAL KSF	1,176	1,395	1,615	1,834	2,054	2,274	3,372	4,470	
Office/Institutional Weekday VTE/KSF	18.35	OFFICE/INSTITUTIONAL KSF	2,319	2,800	3,280	3,760	4,241	4,721	7,123	9,526	
Industrial Flex Weekday VTE/KSF	6.97	INDUSTRIAL/FLEX KSF	4,840	5,997	7,153	8,309	9,466	10,622	16,404	22,186	
Residential Trip Adj Factor *	60%	SINGLE FAMILY DETACHED TRIPS	253,224	267,621	282,103	296,673	311,312	326,005	399,900	473,455	
Commercial Trip Adj Factor	19%	ALL OTHER TYPES OF HOUSING TRIPS	74,324	77,662	81,028	84,420	87,834	91,265	108,572	125,854	
Other Nonresidential Trip Adj Factor	50%	COMMERCIAL TRIPS	19,333	22,945	26,557	30,169	33,781	37,393	55,452	73,511	
County Road Trips	100%	OFFICE/INSTITUTIONAL TRIPS	21,279	25,687	30,094	34,502	38,910	43,318	65,357	87,397	
<b>Average Miles/Trip IFA</b>	<b>0.10</b>	INDUSTRIAL/FLEX TRIPS	16,868	20,898	24,928	28,958	32,989	37,019	57,169	77,320	
Residential Trip Length	122%	TOTAL IFA ARTERIAL TRIPS	385,028	414,813	444,710	474,723	504,825	534,999	686,450	837,536	
Commercial Trip Length	68%	IFA ARTERIAL VMT	42,636	45,575	48,527	51,492	54,468	57,453	72,444	87,392	
Other Nonresidential Trip Length	75%	IFA ARTERIAL LN MI		4.8	5.1	5.4	5.8	6.1	6.4	8.1	9.8
Ave. Arterial Capacity Per Lane at LOS D **	8,925	ANNUAL IFA ARTERIAL LN MI NEEDED			0.3	0.3	0.4	0.3	0.3	0.3	0.3
		CUMULATIVE ARTERIAL LN MI NEEDED			0.3	0.6	1.0	1.3	1.6	3.3	<b>5.0</b>

\* Table B08130, 2007 American Community Survey for Pinal County, U.S. Census Bureau.

\*\* Table 4-1, Florida Department of Transportation *Quality/Level-of-Service Tables*.

*Cost per VMT for Planned Arterial Streets Allocated to Entire IFA 1*

The planned cost to the County of \$8,483,641 for planned arterial streets is allocated to the total number of VMT's over the next fifteen years (87,392 VMT's in FY2025). This results in a capacity cost of \$97.08 (\$8,483,641/87,392 VMT = \$97.08/VMT) to accommodate vehicle miles of travel from existing and new development on the planned 5.0 lane miles of planned arterial streets.

### Figure 7: Planned Arterial Street Improvements Allocated to Entire IFA 1 – Average Approach

#### AVERAGE APPROACH - ALLOCATED TO ENTIRE IFA

<i>Project</i>	<i>Construction Timeline</i>	<i>Lane Miles</i>	<i>Cost</i>
34th Ave (Val Vista Road east)	6-10 Years	1.4	\$2,375,419
Southern Ave (Mountain View east)	6-10 Years	2.0	\$3,393,456
Southern Ave (Meridian east to Ironwood)	6-10 Years	1.6	\$2,714,765
<b>SUBTOTAL</b>		<b>5.0</b>	<b>\$8,483,641</b>

Total Number of Incorporated and Unincorporated VMT's FY2025 87,392

Cost per VMT \$97.08

### Vehicle Miles of Travel on Planned Arterial Streets Allocated to Unincorporated IFA 1

VMT is the product of the number of vehicle trips multiplied by the average trip length. Intermediate steps in deriving the average trip length include identification of the need for additional lane miles and defining lane capacity. These factors are discussed below.

#### Planned Lane Miles of Arterial Streets Being Demanded by Unincorporated IFA 1

There are 155.5 lane miles of planned arterial streets that are the result of new development in unincorporated IFA 1.

#### Vehicle Trips from Development in Unincorporated IFA 1

The table below documents projected vehicle trips and VMT on the planned arterial streets associated with development in unincorporated IFA 1 over the next fifteen years. The demographic data shown in the boxes at the top of the table are from the *Demographic Estimates and Development Projections* report.

#### Lane Capacity

The arterial improvements component is based on an average lane capacity standard for arterials of 8,925 vehicles per lane.

#### Average Trip Length

Knowing the increase in vehicle trips, lane miles needed to accommodate future travel, and lane capacity, it is possible to derive the average trip length on the planned arterial streets by the projected new residential and nonresidential development in unincorporated IFA 1 over the next fifteen years. Because the VMT calculations include the same adjustment factors used in the development fee calculations (i.e., residential commuting adjustment, commercial pass-by adjustment and average trip length adjustment by type of land use), the average trip length is determined through a series of iterations using spreadsheet software. As shown below, the average trip length on the planned arterial streets in unincorporated IFA 1 is 4.94 miles.

**Figure 8: IFA 1 Arterial Street Capacity Analysis – Unincorporated County**

**IFA 1 Transportation Capacity Needs Analysis - Unincorporated County**

INPUT VARIABLES	Projection Year Start of FY	Base 2010	1 2011	2 2012	3 2013	4 2014	5 Year Increments			
							5 2015	10 2020	15 2025	
<b>DEMAND DATA</b>										
Single Family Detached Weekday VTE per Unit	9.57	33,696	35,725	37,765	39,816	41,875	43,942	54,327	64,655	
All Other Housing Weekday VTE per Unit	4.99	2,251	2,391	2,533	2,675	2,818	2,962	3,682	4,399	
Retail Weekday VTE/KSF	86.56	218	316	413	510	607	705	1,191	1,677	
Office/Institutional Weekday VTE/KSF	18.35	864	972	1,080	1,189	1,297	1,406	1,947	2,489	
Industrial Flex Weekday VTE/KSF	6.97	1,671	2,367	3,063	3,759	4,455	5,150	8,630	12,109	
Residential Trip Adj Factor*	60%	SINGLE FAMILY DETACHED TRIPS	195,011	206,752	218,556	230,425	242,345	254,305	314,406	374,178
Commercial Trip Adj Factor	19%	ALL OTHER TYPES OF HOUSING TRIPS	6,792	7,217	7,644	8,073	8,505	8,937	11,112	13,275
Other Nonresidential Trip Adj Factor	50%	COMMERCIAL TRIPS	3,591	5,190	6,790	8,390	9,990	11,589	19,588	27,587
County Road Trips	100%	OFFICE/INSTITUTIONAL TRIPS	7,924	8,919	9,913	10,908	11,902	12,896	17,868	22,840
<b>Average Miles/Trip IFA</b>	<b>4.94</b>	INDUSTRIAL/FLEX TRIPS	5,824	8,249	10,674	13,099	15,524	17,949	30,074	42,199
Residential Trip Length	122%	TOTAL IFA ARTERIAL TRIPS	219,142	236,327	253,577	270,895	288,265	305,677	393,048	480,079
Commercial Trip Length	68%	IFA ARTERIAL VMT	1,277,928	1,369,204	1,460,864	1,552,937	1,645,324	1,737,962	2,203,026	2,666,042
Other Nonresidential Trip Length	75%	IFA ARTERIAL LN MI	143.2	153.4	163.7	174.0	184.4	194.7	246.8	298.7
Ave. Arterial Capacity Per Lane at LOS D**	8,925	ANNUAL IFA ARTERIAL LN MI NEEDED		10.2	10.3	10.3	10.4	10.3	10.4	10.3
		CUMULATIVE ARTERIAL LN MI NEEDED		10.2	20.5	30.8	41.2	51.5	103.6	<b>155.5</b>

\* Table B08130, 2007 American Community Survey for Pinal County, U.S. Census Bureau.

\*\* Table 4-1, Florida Department of Transportation *Quality/Level-of-Service Tables*.

*Cost per VMT for Planned Arterial Streets Allocated to Unincorporated IFA 1*

For planned projects which are the result of just new development in unincorporated IFA 1, the planned cost to the County of \$237,348,593 for planned arterial streets is allocated to the net increase of 1,388,114 VMT's over the next fifteen years (2,666,042 VMT's in FY2025 – 1,277,928 VMT's in FY2010= 1,388,114). This results in a capacity cost of \$170.99 (\$237,348,593 / 1,388,114 VMT = \$170.99 /VMT) to accommodate additional vehicle miles of travel from new development in unincorporated Pinal County on the planned 134.5 lane miles of planned arterial streets.

**Figure 9: Planned Arterial Street Improvements Allocated to Unincorporated IFA 1 – Marginal Approach**

MARGINAL APPROACH - ALLOCATED TO UNINCORPORATED IFA

Project	Construction Timeline	Lane Miles	Cost
Ironwood Road (Elliot south to Bella Vista) - Existing	1-5 Years	52.0	\$98,127,248
Ironwood Road (Elliot south to Bella Vista) - 2 Lane Addition	1-5 Years	26.0	\$44,114,931
Gantzel (Bella Vista south to Hunt Hwy)	1-5 Years	6.0	\$15,712,416
Combs Road (Schnepf west to Meridian)	1-5 Years	6.0	\$10,180,369
Combs Road (Schnepf east to N-S Fwy)	1-5 Years	7.0	\$11,877,097
Ocotillo Road (Ironwood west to Meridian)	1-5 Years	2.0	\$3,393,456
Ocotillo Road (Ironwood east to N-S Fwy)	1-5 Years	7.0	\$11,877,097
Germann Road (Ironwood west to Meridian)	1-5 Years	2.0	\$3,393,456
Skyline Road (Ironwood east to N-S Fwy)	1-5 Years	10.5	\$17,815,645
Germann Road (Ironwood east to N-S Fwy)	6-10 Years	10.0	\$16,967,281
Empire (Ellsworth to Gary)	6-10 Years	4.0	\$496,140
Williams Gateway (Ironwood to Meridian)	6-10 Years	2.0	\$3,393,456
<b>SUBTOTAL</b>		<b>134.5</b>	<b>\$237,348,593</b>

Net Increase in Unincorporated VMT's FY2010-FY2025 1,388,114

Cost per VMT \$170.99

Planned streets projects which are the result of both existing and new development in unincorporated IFA 1 are calculated using the average approach of the plan-based methodology. The planned cost to the County of \$35,631,291 for planned arterial streets is allocated to the total number of VMT's over the next fifteen years (2,666,042 VMT's in FY2025). This results in a capacity cost of \$13.36 ( $\$35,631,291 / 2,666,042 \text{ VMT} = \$13.36/\text{VMT}$ ) to accommodate vehicle miles of travel from existing and new development on the planned 21.0 lane miles of planned arterial streets.

**Figure 10: Planned Arterial Street Improvements Allocated to Unincorporated IFA 1 – Average Approach**

AVERAGE APPROACH - ALLOCATED TO UNINCORPORATED IFA

<i>Project</i>	<i>Construction Timeline</i>	<i>Lane Miles</i>	<i>Cost</i>
Gary Road (Empire to Combs)	1-5 Years	2.0	\$3,393,456
Hunt Hwy (AZ Farms to Empire)	1-5 Years	19.0	\$32,237,834
<b>SUBTOTAL</b>		<b>21.0</b>	<b>\$35,631,291</b>

Total Number of Unincorporated VMT's FY2025                      2,666,042

Cost per VMT    \$13.36

*IFA 2*

The County plans to construct 127.6 lane miles in IFA 2 over the next 10 years. These projects total \$237,209,630.

**Figure 11: Planned Arterial Streets IFA 2**

## MARGINAL APPROACH - ALLOCATED TO ENTIRE IFA

<i>Project</i>	<i>Construction Timeline</i>	<i>Lane Miles</i>	<i>Cost</i>
Anderson Road (Miller to CG/Maricopa Hwy)	1-5 Years	6.0	\$10,180,369
CG/Maricopa Hwy (Anderson to Maricopa city limits)	1-5 Years	3.6	\$6,108,221
Anderson Road (I-8 to Kortsen)	6-10 Years	11.0	\$18,664,009
Selma Hwy (White and Parker east to Henness)	6-10 Years	34.0	\$67,333,169
Warren Road (I-8 north to 238)	6-10 Years	39.0	\$77,235,106
<b>SUBTOTAL</b>		<b>93.6</b>	<b>\$179,520,874</b>

## AVERAGE APPROACH - ALLOCATED TO ENTIRE IFA

<i>Project</i>	<i>Construction Timeline</i>	<i>Lane Miles</i>	<i>Cost</i>
McCartney Road (I-10 east to Weaver)	1-5 Years	5.0	\$8,483,641
Val Vista Road (I-10 east to Cox)	1-5 Years	3.0	\$5,090,184
<b>SUBTOTAL</b>		<b>8.0</b>	<b>\$13,573,825</b>

## AVERAGE APPROACH - ALLOCATED TO UNINCORPORATED IFA

Miller Road (Warren east to Anderson)	1-5 Years	26.0	\$44,114,931
<b>SUBTOTAL</b>		<b>26.0</b>	<b>\$44,114,931</b>

<b>IFA 2 TOTAL</b>		<b>127.6</b>	<b>\$237,209,630</b>
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**Vehicle Miles of Travel on Planned Arterial Streets Allocated to Entire IFA 2**

VMT is the product of the number of vehicle trips multiplied by the average trip length. Intermediate steps in deriving the average trip length include identification of the need for additional lane miles and defining lane capacity. These factors are discussed below.

Planned Lane Miles of Arterial Streets Being Demanded by Entire IFA 2

There are 101.6 lane miles of planned arterial streets that are the result of new development in the incorporated and unincorporated areas of IFA 2.

Vehicle Trips from Development in Entire IFA 2

The table below documents projected vehicle trips and VMT on the planned arterial streets associated with development in IFA 2 over the next fifteen years. The demographic data shown in the boxes at the top of the table are from the *Demographic Estimates and Development Projections* report.

Lane Capacity

The arterial improvements component is based on an average lane capacity standard for arterials of 8,925 vehicles per lane.

Average Trip Length

Knowing the increase in vehicle trips, lane miles needed to accommodate future travel, and lane capacity, it is possible to derive the average trip length on the planned arterial streets by the projected new residential and nonresidential development in IFA 2 over the next fifteen years. Because the VMT calculations include the same adjustment factors used in the development fee calculations (i.e., residential commuting adjustment, commercial pass-by adjustment and average trip length adjustment by type of land use), the average trip length is determined through a series of iterations using spreadsheet software. As shown below, the average trip length on the planned arterial streets in IFA 2 is 1.94 miles.

**Figure 12: IFA 2 Arterial Street Capacity Analysis – Municipalities and Unincorporated County**

IFA 2 Transportation Capacity Needs Analysis - Incorporated and Unincorporated County		5 Year Increments									
		Projection Year Start of FY	Base 2010	1 2011	2 2012	3 2013	4 2014	5 2015	10 2020	15 2025	
<b>INPUT VARIABLES</b>											
<b>DEMAND DATA</b>											
Single Family Detached Weekday VTE per Unit	9.57	SINGLE FAMILY DETACHED	35,846	38,876	41,931	45,013	48,114	51,232	66,969	82,693	
All Other Housing Weekday VTE per Unit	4.99	ALL OTHER TYPES OF HOUSING	10,059	10,271	10,484	10,699	10,915	11,132	12,227	13,320	
Retail Weekday VTE/KSF	86.56	COMMERCIAL KSF	3,641	3,919	4,197	4,474	4,752	5,030	6,420	7,809	
Office/Institutional Weekday VTE/KSF	18.35	OFFICE/INSTITUTIONAL KSF	3,077	3,516	3,955	4,394	4,833	5,272	7,466	9,661	
Industrial Flex Weekday VTE/KSF	6.97	INDUSTRIAL/FLEX KSF	5,679	6,483	7,288	8,093	8,898	9,703	13,727	17,752	
Residential Trip Adj Factor *	60%	SINGLE FAMILY DETACHED TRIPS	207,450	224,985	242,669	260,501	278,450	296,495	387,570	478,568	
Commercial Trip Adj Factor	19%	ALL OTHER TYPES OF HOUSING TRIPS	30,355	30,993	31,637	32,285	32,937	33,592	36,896	40,194	
Other Nonresidential Trip Adj Factor	50%	COMMERCIAL TRIPS	59,878	64,448	69,019	73,589	78,159	82,729	105,580	128,431	
County Road Trips	100%	OFFICE/INSTITUTIONAL TRIPS	28,234	32,261	36,288	40,315	44,342	48,369	68,503	88,637	
<b>Average Miles/Trip IFA</b>	<b>1.94</b>	INDUSTRIAL/FLEX TRIPS	19,790	22,595	25,400	28,205	31,010	33,815	47,840	61,865	
Residential Trip Length	122%	TOTAL IFA ARTERIAL TRIPS	345,708	375,283	405,012	434,894	464,897	495,000	646,390	797,695	
Commercial Trip Length	68%	IFA ARTERIAL VMT	713,171	772,275	831,744	891,574	951,692	1,012,047	1,315,896	1,619,544	
Other Nonresidential Trip Length	75%	IFA ARTERIAL LN MI	79.9	86.5	93.2	99.9	106.6	113.4	147.4	181.5	
Ave. Arterial Capacity Per Lane at LOS D **	8,925	ANNUAL IFA ARTERIAL LN MI NEEDED		6.6	6.7	6.7	6.7	6.8	6.8	6.8	
		CUMULATIVE ARTERIAL LN MI NEEDED		6.6	13.3	20.0	26.7	33.5	67.5	<b>101.6</b>	

\* Table B08130, 2007 American Community Survey for Pinal County, U.S. Census Bureau.

\*\* Table 4-1, Florida Department of Transportation Quality/Level-of-Service Tables.

*Cost per VMT for Planned Arterial Streets Allocated to Entire IFA 2*

For planned projects which are the result of just new development in IFA 2, the planned cost to the County of \$179,520,874 for planned arterial streets is allocated to the net increase of 906,373 VMT's over the next fifteen years (1,619,544 VMT's in FY2025 – 713,171 VMT's in FY2010= 906,373). This results in a capacity cost of \$198.07 (\$179,520,874 /906,373VMT = \$198.07 /VMT) to accommodate additional vehicle miles of travel from new development in IFA 2 on the planned 93.6 lane miles of planned arterial streets.

**Figure 13: Planned Arterial Street Improvements Allocated to Entire IFA 2 – Marginal Approach**

## MARGINAL APPROACH - ALLOCATED TO ENTIRE IFA

<i>Project</i>	<i>Construction Timeline</i>	<i>Lane Miles</i>	<i>Cost</i>
Anderson Road (Miller to CG/Maricopa Hwy)	1-5 Years	6.0	\$10,180,369
CG/Maricopa Hwy (Anderson to Maricopa city limits)	1-5 Years	3.6	\$6,108,221
Anderson Road (I-8 to Kortsen)	6-10 Years	11.0	\$18,664,009
Selma Hwy (White and Parker east to Henness)	6-10 Years	34.0	\$67,333,169
Warren Road (I-8 north to 238)	6-10 Years	39.0	\$77,235,106
<b>SUBTOTAL</b>		<b>93.6</b>	<b>\$179,520,874</b>

Net Increase in Incorporated and Unincorporated VMT's FY2010-FY2025 906,373

Cost per VMT \$198.07

Planned streets projects which are the result of both existing and new development in IFA 2 are calculated using the average approach of the plan-based methodology. The planned cost to the County of \$13,573,825 for planned arterial streets is allocated to the total number of VMT's over the next fifteen years (1,619,544 VMT's in FY2025). This results in a capacity cost of \$8.38 (\$13,573,825/1,619,544 VMT = \$8.38/VMT) to accommodate vehicle miles of travel from existing and new development on the planned 8.0 lane miles of planned arterial streets.

**Figure 14: Planned Arterial Street Improvements Allocated to Entire IFA 2 – Average Approach**

## AVERAGE APPROACH - ALLOCATED TO ENTIRE IFA

<i>Project</i>	<i>Construction Timeline</i>	<i>Lane Miles</i>	<i>Cost</i>
McCartney Road (I-10 east to Weaver)	1-5 Years	5.0	\$8,483,641
Val Vista Road (I-10 east to Cox)	1-5 Years	3.0	\$5,090,184
<b>SUBTOTAL</b>		<b>8.0</b>	<b>\$13,573,825</b>

Total Number of Incorporated and Unincorporated VMT's FY2025 1,619,544

Cost per VMT \$8.38

**Vehicle Miles of Travel on Planned Arterial Streets Allocated to Unincorporated IFA 2**

VMT is the product of the number of vehicle trips multiplied by the average trip length. Intermediate steps in deriving the average trip length include identification of the need for additional lane miles and defining lane capacity. These factors are discussed below.

Planned Lane Miles of Arterial Streets Being Demanded by Unincorporated IFA 2

There are 26.0 lane miles of planned arterial streets that are the result of new development in unincorporated IFA 2.

Vehicle Trips from Development in Unincorporated IFA 2

The table below documents projected vehicle trips and VMT on the planned arterial streets associated with development in unincorporated IFA 2 over the next fifteen years. The demographic data shown in the boxes at the top of the table are from the *Demographic Estimates and Development Projections* report.

Lane Capacity

The arterial improvements component is based on an average lane capacity standard for arterials of 8,925 vehicles per lane.

Average Trip Length

Knowing the increase in vehicle trips, lane miles needed to accommodate future travel, and lane capacity, it is possible to derive the average trip length on the planned arterial streets by the projected new residential and nonresidential development in unincorporated IFA 2 over the next fifteen years. Because the VMT calculations include the same adjustment factors used in the development fee calculations (i.e., residential commuting adjustment, commercial pass-by adjustment and average trip length adjustment by type of land use), the average trip length is determined through a series of iterations using spreadsheet software. As shown below, the average trip length on the planned arterial streets in unincorporated IFA 2 is 10.85 miles.

**Figure 15: IFA 2 Arterial Street Capacity Analysis –Unincorporated County**

IFA 2 Transportation Capacity Needs Analysis - Unincorporated County		5 Year Increments									
		Base	1	2	3	4	5	10	15		
INPUT VARIABLES		Projection Year	Base	1	2	3	4	5	10	15	
		Start of FY	2010	2011	2012	2013	2014	2015	2020	2025	
<b>DEMAND DATA</b>											
Single Family Detached Weekday VTE per Unit	9.57	SINGLE FAMILY DETACHED	4,333	4,457	4,583	4,709	4,835	4,962	5,600	6,235	
All Other Housing Weekday VTE per Unit	4.99	ALL OTHER TYPES OF HOUSING	2,070	2,130	2,189	2,250	2,310	2,371	2,675	2,978	
Retail Weekday VTE/KSF	86.56	COMMERCIAL KSF	287	295	303	311	320	328	369	410	
Office/Institutional Weekday VTE/KSF	18.35	OFFICE/INSTITUTIONAL KSF	98	107	116	125	135	144	189	235	
Industrial Flex Weekday VTE/KSF	6.97	INDUSTRIAL/FLEX KSF	595	654	712	771	829	888	1,181	1,474	
Residential Trip Adj Factor *	60%	SINGLE FAMILY DETACHED TRIPS	25,076	25,797	26,522	27,251	27,983	28,718	32,410	36,081	
Commercial Trip Adj Factor	19%	ALL OTHER TYPES OF HOUSING TRIPS	6,247	6,426	6,607	6,788	6,970	7,153	8,072	8,986	
Other Nonresidential Trip Adj Factor	50%	COMMERCIAL TRIPS	4,718	4,852	4,987	5,122	5,256	5,391	6,064	6,737	
County Road Trips	100%	OFFICE/INSTITUTIONAL TRIPS	900	983	1,067	1,151	1,234	1,318	1,737	2,155	
<b>Average Miles/Trip IFA</b>	<b>10.85</b>	INDUSTRIAL/FLEX TRIPS	2,074	2,278	2,482	2,686	2,890	3,095	4,115	5,135	
Residential Trip Length	122%	TOTAL IFA ARTERIAL TRIPS	39,014	40,337	41,665	42,998	44,335	45,675	52,397	59,095	
Commercial Trip Length	68%	IFA ARTERIAL VMT	473,622	488,880	504,201	519,590	535,029	550,509	628,214	705,587	
Other Nonresidential Trip Length	75%	IFA ARTERIAL LN MI	53.1	54.8	56.5	58.2	59.9	61.7	70.4	79.1	
Ave. Arterial Capacity Per Lane at LOS D **	8,925	ANNUAL IFA ARTERIAL LN MI NEEDED		1.7	1.7	1.7	1.7	1.8	1.8	1.8	
		CUMULATIVE ARTERIAL LN MI NEEDED		1.7	3.4	5.1	6.8	8.6	17.3	<b>26.0</b>	

\* Table B08130, 2007 American Community Survey for Pinal County, U.S. Census Bureau.

\*\* Table 4-1, Florida Department of Transportation *Quality/Level-of-Service Tables*.

*Cost per VMT for Planned Arterial Streets Allocated to Unincorporated IFA 2*

Planned streets projects which are the result of both existing and new development in unincorporated IFA 2 are calculated using the average approach of the plan-based methodology. The planned cost to the County of \$44,114,931 for planned arterial streets is allocated to the total number of VMT's over the next fifteen years (705,587 VMT's in FY2025). This results in a capacity



cost of \$62.52 (\$44,114,931/705,587 VMT = \$62.52/VMT) to accommodate vehicle miles of travel from existing and new development on the planned 26.0 lane miles of planned arterial streets.

**Figure 16: Planned Arterial Street Improvements Allocated to Unincorporated IFA 2 – Average Approach**

AVERAGE APPROACH - ALLOCATED TO UNINCORPORATED IFA

Miller Road (Warren east to Anderson)	1-5 Years	26.0	\$44,114,931
<b>SUBTOTAL</b>		<b>26.0</b>	<b>\$44,114,931</b>

Total Number of Unincorporated VMT's FY2025 705,587

Cost per VMT \$62.52

*IFA 3*

The planned arterial streets for IFA 3 over the next 10 years totals 63.4 lane miles with a planned cost to the County of \$117,320,265.

**Figure 17: Planned Arterial Streets IFA 3**

MARGINAL APPROACH - ALLOCATED TO ENTIRE IFA

<i>Project</i>	<i>Construction Timeline</i>	<i>Lane Miles</i>	<i>Cost</i>
McCartney Road (IFA east to Coolidge limits)	1-5 Years	1.0	\$1,696,728
McCartney Road (Coolidge limits to Skousen)	1-5 Years	8.0	\$13,573,825
Eleven Mile Corner Road (Kleck south to IFA boundary)	1-5 Years	7.0	\$11,877,097
Bartlett Road (Coolidge limits east to 79)	1-5 Years	14.6	\$28,913,655
Hunt Hwy (Christensen align. to Gila River limits)	1-5 Years	1.5	\$2,545,092
Selma Hwy (87 east to IFA boundary)	6-10 Years	19.6	\$38,815,592
Florence-Kelvin Hwy (Florence limits east to IFA boundary)	6-10 Years	9.3	\$15,836,129
Arizona Farms Road (Hunt Hwy east to Felix Road)	6-10 Years	2.4	\$4,072,147
<b>SUBTOTAL</b>		<b>63.4</b>	<b>\$117,330,265</b>

<b>IFA 3 TOTAL</b>	<b>63.4</b>	<b>\$117,330,265</b>
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**Vehicle Miles of Travel on Planned Arterial Streets Allocated to Entire IFA 3**

VMT is the product of the number of vehicle trips multiplied by the average trip length. Intermediate steps in deriving the average trip length include identification of the need for additional lane miles and defining lane capacity. These factors are discussed below.

Planned Lane Miles of Arterial Streets Being Demanded by Entire IFA 3

There are 63.4 lane miles of planned arterial streets that are the result of new development in the incorporated and unincorporated areas of IFA 3.

Vehicle Trips from Development in Entire IFA 3

The table below documents projected vehicle trips and VMT on the planned arterial streets associated with development in IFA 3 over the next fifteen years. The demographic data shown in the boxes at the top of the table are from the *Demographic Estimates and Development Projections* report.

Lane Capacity

The arterial improvements component is based on an average lane capacity standard for arterials of 8,925 vehicles per lane.

Average Trip Length

Knowing the increase in vehicle trips, lane miles needed to accommodate future travel, and lane capacity, it is possible to derive the average trip length on the planned arterial streets by the projected new residential and nonresidential development in IFA 3 over the next fifteen years. Because the VMT calculations include the same adjustment factors used in the development fee calculations (i.e., residential commuting adjustment, commercial pass-by adjustment and average trip length adjustment by type of land use), the average trip length is determined through a series of iterations using spreadsheet software. As shown below, the average trip length on the planned arterial streets in IFA 3 is 3.32 miles.

**Figure 18: IFA 3 Arterial Street Capacity Analysis – Municipalities and Unincorporated County**

IFA 3 Transportation Capacity Needs Analysis - Incorporated and Unincorporated County		Projection Year						5 Year Increments		
		Base	1	2	3	4	5	10	15	
INPUT VARIABLES		Start of FY	2010	2011	2012	2013	2014	2015	2020	2025
<b>DEMAND DATA</b>										
Single Family Detached Weekday VTE per Unit	9.57	SINGLE FAMILY DETACHED	8,601	9,839	10,803	11,775	12,753	13,736	18,695	23,647
All Other Housing Weekday VTE per Unit	4.99	ALL OTHER TYPES OF HOUSING	5,850	5,972	6,079	6,187	6,295	6,404	6,951	7,496
Retail Weekday VTE/KSF	86.56	COMMERCIAL KSF	657	779	901	1,023	1,146	1,268	1,879	2,490
Office/Institutional Weekday VTE/KSF	18.35	OFFICE/INSTITUTIONAL KSF	862	1,039	1,217	1,394	1,571	1,749	2,635	3,522
Industrial Flex Weekday VTE/KSF	6.97	INDUSTRIAL/FLEX KSF	3,959	4,452	4,944	5,437	5,930	6,422	8,886	11,349
Residential Trip Adj Factor *	60%	SINGLE FAMILY DETACHED TRIPS	49,777	56,940	62,521	68,146	73,806	79,495	108,193	136,851
Commercial Trip Adj Factor	19%	ALL OTHER TYPES OF HOUSING TRIPS	17,653	18,023	18,345	18,670	18,996	19,324	20,974	22,619
Other Nonresidential Trip Adj Factor	50%	COMMERCIAL TRIPS	10,803	12,813	14,823	16,833	18,842	20,852	30,901	40,950
County Road Trips	100%	OFFICE/INSTITUTIONAL TRIPS	7,907	9,534	11,161	12,789	14,416	16,043	24,179	32,314
<b>Average Miles/Trip IFA</b>	<b>3.32</b>	INDUSTRIAL/FLEX TRIPS	13,797	15,514	17,231	18,948	20,665	22,382	30,966	39,551
Residential Trip Length	122%	TOTAL IFA ARTERIAL TRIPS	99,937	112,824	124,080	135,384	146,725	158,096	215,214	272,286
Commercial Trip Length	68%	IFA ARTERIAL VMT	351,550	394,926	431,698	468,661	505,773	543,009	730,255	917,312
Other Nonresidential Trip Length	75%	IFA ARTERIAL LN MI	39.4	44.2	48.4	52.5	56.7	60.8	81.8	102.8
Ave. Arterial Capacity Per Lane at LOS D **	8,925	ANNUAL IFA ARTERIAL LN MI NEEDED		4.8	4.2	4.1	4.2	4.1	4.2	4.2
		CUMULATIVE ARTERIAL LN MI NEEDED		4.8	9.0	13.1	17.3	21.4	42.4	<b>63.4</b>

\* Table B08130, 2007 American Community Survey for Pinal County, U.S. Census Bureau.

\*\* Table 4-1, Florida Department of Transportation *Quality/Level-of-Service Tables*.

*Cost per VMT for Planned Arterial Streets Allocated to Entire IFA 3*

For planned projects which are the result of just new development in IFA 3, the planned cost to the County of \$117,330,265 for planned arterial streets is allocated to the net increase of 565,762 VMT's over the next fifteen years (917,312 VMT's in FY2025 – 351,550 VMT's in FY2010= 565,762). This results in a capacity cost of \$207.38 (\$117,330,265/565,762 VMT = \$207.38/VMT) to accommodate additional vehicle miles of travel from new development in IFA 3 on the planned 63.4 lane miles of planned arterial streets.

### Figure 19: Planned Arterial Street Improvements Allocated to Entire IFA 3 – Marginal Approach

#### MARGINAL APPROACH - ALLOCATED TO ENTIRE IFA

<i>Project</i>	<i>Construction Timeline</i>	<i>Lane Miles</i>	<i>Cost</i>
McCartney Road (IFA east to Coolidge limits)	1-5 Years	1.0	\$1,696,728
McCartney Road (Coolidge limits to Skousen)	1-5 Years	8.0	\$13,573,825
Eleven Mile Corner Road (Kleck south to IFA boundary)	1-5 Years	7.0	\$11,877,097
Bartlett Road (Coolidge limits east to 79)	1-5 Years	14.6	\$28,913,655
Hunt Hwy (Christensen align. to Gila River limits)	1-5 Years	1.5	\$2,545,092
Selma Hwy ( 87 east to IFA boundary)	6-10 Years	19.6	\$38,815,592
Florence-Kelvin Hwy (Florence limits east to IFA boundary)	6-10 Years	9.3	\$15,836,129
Arizona Farms Road (Hunt Hwy east to Felix Road)	6-10 Years	2.4	\$4,072,147
<b>SUBTOTAL</b>		<b>63.4</b>	<b>\$117,330,265</b>

Net Increase in Incorporated and Unincorporated VMT's FY2010-FY2025 565,762

Cost per VMT \$207.38

#### IFA 4

The planned arterial streets for IFA 4 over the next 10 years totals 18.0 lane miles with a planned cost to the County of \$25,480,226.

### Figure 20: Planned Arterial Streets IFA 4

#### AVERAGE APPROACH - ALLOCATED TO ENTIRE IFA

<i>Project</i>	<i>Construction Timeline</i>	<i>Lane Miles</i>	<i>Cost</i>
Florence-Kelvin Hwy (IFA boundary east to 177)	6-10 Years	18.0	\$25,480,226
<b>IFA 4 TOTAL</b>		<b>18.0</b>	<b>\$25,480,226</b>

### Vehicle Miles of Travel on Planned Arterial Streets Allocated to Entire IFA 4

VMT is the product of the number of vehicle trips multiplied by the average trip length. Intermediate steps in deriving the average trip length include identification of the need for additional lane miles and defining lane capacity. These factors are discussed below.

#### Planned Lane Miles of Arterial Streets Being Demanded by Entire IFA 4

There are 18.0 lane miles of planned arterial streets that are the result of new development in the incorporated and unincorporated areas of IFA 4.

#### Vehicle Trips from Development in Entire IFA 4

The table below documents projected vehicle trips and VMT on the planned arterial streets associated with development in IFA 4 over the next fifteen years. The demographic data shown in the boxes at the top of the table are from the *Demographic Estimates and Development Projections* report.

Lane Capacity

The arterial improvements component is based on an average lane capacity standard for arterials of 8,925 vehicles per lane.

Average Trip Length

Knowing the increase in vehicle trips, lane miles needed to accommodate future travel, and lane capacity, it is possible to derive the average trip length on the planned arterial streets by the projected new residential and nonresidential development in IFA 4 over the next fifteen years. Because the VMT calculations include the same adjustment factors used in the development fee calculations (i.e., residential commuting adjustment, commercial pass-by adjustment and average trip length adjustment by type of land use), the average trip length is determined through a series of iterations using spreadsheet software. As shown below, the average trip length on the planned arterial streets in IFA 4 is 16.75 miles.

**Figure 21: IFA 4 Arterial Street Capacity Analysis – Municipalities and Unincorporated County**

INPUT VARIABLES		5 Year Increments									
		Base	1	2	3	4	5	10	15		
		Projection Year	2010	2011	2012	2013	2014	2015	2020	2025	
		DEMAND DATA									
Single Family Detached Weekday VTE per Unit	9.57	SINGLE FAMILY DETACHED	2,259	2,312	2,363	2,414	2,464	2,513	2,752	2,981	
All Other Housing Weekday VTE per Unit	4.99	ALL OTHER TYPES OF HOUSING	1,129	1,138	1,147	1,156	1,165	1,173	1,216	1,258	
Retail Weekday VTE/KSF	86.56	COMMERCIAL KSF	32	34	36	38	40	43	54	65	
Office/Institutional Weekday VTE/ KSF	18.35	OFFICE/INSTITUTIONAL KSF	74	95	115	136	157	178	283	387	
Industrial Flex Weekday VTE/ KSF	6.97	INDUSTRIAL/FLEX KSF	322	360	399	437	475	514	706	897	
Residential Trip Adj Factor *	60%	SINGLE FAMILY DETACHED TRIPS	13,074	13,378	13,676	13,969	14,258	14,544	15,926	17,250	
Commercial Trip Adj Factor	19%	ALL OTHER TYPES OF HOUSING TRIPS	3,407	3,434	3,461	3,488	3,515	3,541	3,670	3,795	
Other Nonresidential Trip Adj Factor	50%	COMMERCIAL TRIPS	520	556	593	629	665	701	882	1,063	
County Road Trips	100%	OFFICE/INSTITUTIONAL TRIPS	676	867	1,059	1,251	1,443	1,635	2,594	3,552	
<b>Average Miles/Trip IFA</b>	<b>16.75</b>	INDUSTRIAL/FLEX TRIPS	1,122	1,256	1,390	1,523	1,657	1,791	2,459	3,127	
Residential Trip Length	122%	TOTAL IFA ARTERIAL TRIPS	18,799	19,492	20,179	20,860	21,538	22,211	25,531	28,788	
Commercial Trip Length	68%	IFA ARTERIAL VMT	365,293	376,564	387,709	398,751	409,702	420,573	473,972	526,083	
Other Nonresidential Trip Length	75%	IFA ARTERIAL LN MI	40.9	42.2	43.4	44.7	45.9	47.1	53.1	58.9	
Ave. Arterial Capacity Per Lane at LOS D **	8,925	ANNUAL IFA ARTERIAL LN MI NEEDED		1.3	1.2	1.3	1.2	1.2	1.2	1.1	
		CUMULATIVE ARTERIAL LN MI NEEDED		1.3	2.5	3.8	5.0	6.2	12.2	<b>18.0</b>	

\* Table B08130, 2007 American Community Survey for Pinal County, U.S. Census Bureau.

\*\* Table 4-1, Florida Department of Transportation *Quality/Level-of-Service Tables*.

*Cost per VMT for Planned Arterial Streets Allocated to Entire IFA 4*

Planned streets projects which are the result of both existing and new development in IFA 4 are calculated using the average approach of the plan-based methodology. The planned cost to the County of \$25,480,226 for planned arterial streets is allocated to the total number of VMT's over the next fifteen years (526,083 VMT's in FY2025). This results in a capacity cost of \$48.43 (\$25,480,226/526,083 VMT = \$48.43/VMT) to accommodate vehicle miles of travel from existing and new development on the planned 18.0 lane miles of planned arterial streets.

**Figure 22: Planned Arterial Street Improvements Allocated to Entire IFA 4 – Average Approach**

## AVERAGE APPROACH - ALLOCATED TO ENTIRE IFA

<i>Project</i>	<i>Construction Timeline</i>	<i>Lane Miles</i>	<i>Cost</i>
Florence-Kelvin Hwy (IFA boundary east to 177)	6-10 Years	18.0	\$25,480,226

Total Incorporated and Unincorporated VMT's FY2025 526,083

Cost per VMT \$48.43

*IFA 5*

The planned arterial streets for IFA 5 over the next 10 years totals 35.0 lane miles with a planned cost to the County of \$47,093,699.

**Figure 23: Planned Arterial Streets IFA 5**

## AVERAGE APPROACH - ALLOCATED TO ENTIRE IFA

<i>Project</i>	<i>Construction Timeline</i>	<i>Lane Miles</i>	<i>Cost</i>
Edwin Road (77 east)	1-5 Years	4.0	\$750,000
Reddington Road (south)	6-10 Years	12.0	\$16,986,817
Park Link (IFA boundary east to 79)	6-10 Years	13.0	\$20,863,473
Selma Hwy ( IFA boundary east to 79)	6-10 Years	6.0	\$8,493,409
<b>SUBTOTAL</b>		<b>35.0</b>	<b>\$47,093,699</b>

<b>IFA 5 TOTAL</b>		<b>35.0</b>	<b>\$47,093,699</b>
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**Vehicle Miles of Travel on Planned Arterial Streets Allocated to Entire IFA 5**

VMT is the product of the number of vehicle trips multiplied by the average trip length. Intermediate steps in deriving the average trip length include identification of the need for additional lane miles and defining lane capacity. These factors are discussed below.

Planned Lane Miles of Arterial Streets Being Demanded by Entire IFA 5

VMT is the product of the number of vehicle trips multiplied by the average trip length. Intermediate steps in deriving the average trip length include identification of the need for additional lane miles and defining lane capacity. These factors are discussed below.

Planned Lane Miles of Arterial Streets Being Demanded by Entire IFA 5

There are 35.0 lane miles of planned arterial streets that are the result of new development in the incorporated and unincorporated areas of IFA 5.

Vehicle Trips from Development in Entire IFA 5

The table below documents projected vehicle trips and VMT on the planned arterial streets associated with development in IFA 5 over the next fifteen years. The demographic data shown in the boxes at the top of the table are from the *Demographic Estimates and Development Projections* report.

Lane Capacity

The arterial improvements component is based on an average lane capacity standard for arterials of 8,925 vehicles per lane.

Average Trip Length

Knowing the increase in vehicle trips, lane miles needed to accommodate future travel, and lane capacity, it is possible to derive the average trip length on the planned arterial streets by the projected new residential and nonresidential development in IFA 5 over the next fifteen years. Because the VMT calculations include the same adjustment factors used in the development fee calculations (i.e., residential commuting adjustment, commercial pass-by adjustment and average trip length adjustment by type of land use), the average trip length is determined through a series of iterations using spreadsheet software. As shown below, the average trip length on the planned arterial streets in IFA 5 is 9.05 miles.

**Figure 24: IFA 5 Arterial Street Capacity Analysis – Municipalities and Unincorporated County**

**IFA 5 Transportation Capacity Needs Analysis - Incorporated and Unincorporated County**

INPUT VARIABLES		Projection Year									
		Base Start of FY	1 2011	2 2012	3 2013	4 2014	5 2015	10 2020	15 2025		
<b>DEMAND DATA</b>											
Single Family Detached Weekday VTE per Unit	9.57	SINGLE FAMILY DETACHED	10,058	10,310	10,564	10,819	11,075	11,332	12,622	13,903	
All Other Housing Weekday VTE per Unit	4.99	ALL OTHER TYPES OF HOUSING	352	363	373	383	393	403	449	493	
Retail Weekday VTE/KSF	86.56	COMMERCIAL KSF	126	138	150	162	173	185	244	303	
Office/Institutional Weekday VTE/ KSF	18.35	OFFICE/INSTITUTIONAL KSF	188	202	216	230	244	258	328	398	
Industrial Flex Weekday VTE/ KSF	6.97	INDUSTRIAL/FLEX KSF	422	510	598	685	773	861	1,301	1,740	
Residential Trip Adj Factor *	60%	SINGLE FAMILY DETACHED TRIPS	58,208	59,670	61,138	62,615	64,097	65,583	73,046	80,463	
Commercial Trip Adj Factor	19%	ALL OTHER TYPES OF HOUSING TRIPS	1,063	1,095	1,127	1,157	1,187	1,216	1,356	1,488	
Other Nonresidential Trip Adj Factor	50%	COMMERCIAL TRIPS	2,080	2,273	2,466	2,659	2,853	3,046	4,012	4,978	
County Road Trips	100%	OFFICE/INSTITUTIONAL TRIPS	1,724	1,852	1,980	2,109	2,237	2,365	3,006	3,647	
<b>Average Miles/Trip IFA</b>	<b>9.05</b>	INDUSTRIAL/FLEX TRIPS	1,470	1,776	2,082	2,389	2,695	3,001	4,533	6,064	
Residential Trip Length	122%	TOTAL IFA ARTERIAL TRIPS	64,544	66,666	68,794	70,929	73,068	75,212	85,953	96,641	
Commercial Trip Length	68%	IFA ARTERIAL VMT	688,881	709,519	730,221	750,997	771,827	792,700	897,336	1,001,377	
Other Nonresidential Trip Length	75%	IFA ARTERIAL LN MI	77.2	79.5	81.8	84.1	86.5	88.8	100.5	112.2	
Ave. Arterial Capacity Per Lane at LOS D **	8,925	ANNUAL IFA ARTERIAL LN MI NEEDED		2.3	2.3	2.3	2.4	2.3	2.3	2.3	
		CUMULATIVE ARTERIAL LN MI NEEDED		2.3	4.6	6.9	9.3	11.6	23.3	<b>35.0</b>	

\* Table B08130, 2007 American Community Survey for Pinal County, U.S. Census Bureau.

\*\* Table 4-1, Florida Department of Transportation *Quality/Level-of-Service Tables*.

*Cost per VMT for Planned Arterial Streets Allocated to Entire IFA 5*

Planned streets projects which are the result of both existing and new development in IFA 5 are calculated using the average approach of the plan-based methodology. The planned cost to the County of \$47,093,699 for planned arterial streets is allocated to the total number of VMT's over the next fifteen years (1,001,377 VMT's in FY2025). This results in a capacity cost of \$47.03 (\$47,093,699/1,001,377 VMT = \$47.03/VMT) to accommodate vehicle miles of travel from existing and new development on the planned 35.0 lane miles of planned arterial streets.

**Figure 25: Planned Arterial Street Improvements Allocated to Entire IFA 5 – Average Approach**

AVERAGE APPROACH - ALLOCATED TO ENTIRE IFA

<i>Project</i>	<i>Construction Timeline</i>	<i>Lane Miles</i>	<i>Cost</i>
Edwin Road (77 east)	1-5 Years	4.0	\$750,000
Reddington Road (south)	6-10 Years	12.0	\$16,986,817
Park Link (IFA boundary east to 79)	6-10 Years	13.0	\$20,863,473
Selma Hwy ( IFA boundary east to 79)	6-10 Years	6.0	\$8,493,409
<b>SUBTOTAL</b>		<b>35.0</b>	<b>\$47,093,699</b>

Total Number of Incorporated and Unincorporated VMT's FY2025 1,001,377

Cost per VMT \$47.03

*IFA 6 & 7*

Based on discussions with County staff, TischlerBise recommends the combining of IFA’s 6 and 7 for the Streets Development Fee. This is the result of a high degree of interconnectivity of the County’s arterial street network among these two IFA’s in this part of the County.

The planned arterial streets for IFA’s 6 and 7 over the next 10 years totals 65.4 lane miles with a planned cost to the County of \$101,665,246.

**Figure 26: Planned Arterial Streets IFA 6 & 7**

AVERAGE APPROACH - ALLOCATED TO ENTIRE IFA

<i>Project</i>	<i>Construction Timeline</i>	<i>Lane Miles</i>	<i>Cost</i>
Pecan Rd (Durham Landfill)	1-5 Years	26.0	\$41,726,946
Park Link (I-10 east to IFA boundary)	6-10 Years	22.0	\$35,307,416
Battaglia Road (Sunland Gin east to Eloy limits)	6-10 Years	4.0	\$5,662,272
Sunland Gin Road (Battaglia to Houser)	6-10 Years	2.0	\$2,831,136
Selma Hwy (CG limits to 87)	6-10 Years	10.0	\$14,155,681
Eleven Mile Corner Road ( Grogan north to IFA boundary)	6-10 Years	1.4	\$1,981,795
<b>SUBTOTAL</b>		<b>65.4</b>	<b>\$101,665,246</b>

<b>IFA's 6 &amp; 7 TOTAL</b>	<b>65.4</b>	<b>\$101,665,246</b>
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**Vehicle Miles of Travel on Planned Arterial Streets Allocated to Entire IFA 6 & 7**

VMT is the product of the number of vehicle trips multiplied by the average trip length. Intermediate steps in deriving the average trip length include identification of the need for additional lane miles and defining lane capacity. These factors are discussed below.

Planned Lane Miles of Arterial Streets Being Demanded by Entire IFA’s 6 and 7

VMT is the product of the number of vehicle trips multiplied by the average trip length. Intermediate steps in deriving the average trip length include identification of the need for additional lane miles and defining lane capacity. These factors are discussed below.

Planned Lane Miles of Arterial Streets Being Demanded by Entire IFA 6 and 7

There are 65.4 lane miles of planned arterial streets that are the result of new development in the incorporated and unincorporated areas of IFA’s 6 and 7.

Vehicle Trips from Development in Entire IFA’s 6 and 7

The table below documents projected vehicle trips and VMT on the planned arterial streets associated with development in IFA’s 6 and 7 over the next fifteen years. The demographic data shown in the boxes at the top of the table are from the *Demographic Estimates and Development Projections* report.

Lane Capacity

The arterial improvements component is based on an average lane capacity standard for arterials of 8,925 vehicles per lane.

Average Trip Length

Knowing the increase in vehicle trips, lane miles needed to accommodate future travel, and lane capacity, it is possible to derive the average trip length on the planned arterial streets by the projected new residential and nonresidential development in IFA’s 6 and 7 over the next fifteen years. Because the VMT calculations include the same adjustment factors used in the development fee calculations (i.e., residential commuting adjustment, commercial pass-by adjustment and average trip length adjustment by type of land use), the average trip length is determined through a series of iterations using spreadsheet software. As shown below, the average trip length on the planned arterial streets in IFA’s 6 and 7 is 6.38 miles.

**Figure 27: IFA 6 & 7 Arterial Street Capacity Analysis – Municipalities and Unincorporated County**

INPUT VARIABLES		5 Year Increments									
		Base	1	2	3	4	5	10	15		
		Projection Year	Base	1	2	3	4	5	10	15	
		Start of FY	2010	2011	2012	2013	2014	2015	2020	2025	
		<b>DEMAND DATA</b>									
Single Family Detached Weekday VTE per Unit	9.57	SINGLE FAMILY DETACHED	7,127	7,660	8,197	8,739	9,284	9,832	12,593	15,350	
All Other Housing Weekday VTE per Unit	4.99	ALL OTHER TYPES OF HOUSING	3,798	3,960	4,123	4,287	4,452	4,618	5,453	6,285	
Retail Weekday VTE/KSF	86.56	COMMERCIAL KSF	281	330	379	427	476	524	767	1,010	
Office/Institutional Weekday VTE/ KSF	18.35	OFFICE/INSTITUTIONAL KSF	852	912	971	1,031	1,091	1,150	1,449	1,747	
Industrial Flex Weekday VTE/KSF	6.97	INDUSTRIAL/FLEX KSF	928	1,181	1,434	1,688	1,941	2,194	3,461	4,727	
Residential Trip Adj Factor *	60%	SINGLE FAMILY DETACHED TRIPS	41,243	44,330	47,441	50,576	53,730	56,900	72,882	88,834	
Commercial Trip Adj Factor	19%	ALL OTHER TYPES OF HOUSING TRIPS	11,462	11,950	12,442	12,937	13,435	13,935	16,454	18,965	
Other Nonresidential Trip Adj Factor	50%	COMMERCIAL TRIPS	4,629	5,428	6,227	7,027	7,826	8,625	12,622	16,618	
County Road Trips	100%	OFFICE/INSTITUTIONAL TRIPS	7,818	8,366	8,913	9,461	10,008	10,555	13,292	16,029	
<b>Average Miles/Trip IFA</b>	<b>6.38</b>	INDUSTRIAL/FLEX TRIPS	3,233	4,116	4,999	5,882	6,764	7,647	12,061	16,475	
Residential Trip Length	122%	TOTAL IFA ARTERIAL TRIPS	68,386	74,191	80,023	85,882	91,764	97,663	127,310	156,921	
Commercial Trip Length	68%	IFA ARTERIAL VMT	483,205	521,344	559,695	598,261	636,997	675,871	871,425	1,066,689	
Other Nonresidential Trip Length	75%	IFA ARTERIAL LN MI	54.1	58.4	62.7	67.0	71.4	75.7	97.6	119.5	
Ave. Arterial Capacity Per Lane at LOS D **	8,925	ANNUAL IFA ARTERIAL LN MI NEEDED		4.3	4.3	4.3	4.4	4.4	4.3	4.3	
		CUMULATIVE ARTERIAL LN MI NEEDED		4.3	8.6	12.9	17.3	21.6	43.5	<b>65.4</b>	

\* Table B08130, 2007 American Community Survey for Pinal County, U.S. Census Bureau.

\*\* Table 4-1, Florida Department of Transportation *Quality/Level-of-Service Tables*.



*Cost per VMT for Planned Arterial Streets Allocated to Entire IFA 6 & 7*

Planned streets projects which are the result of both existing and new development in IFA's 6 and 7 are calculated using the average approach of the plan-based methodology. The planned cost to the County of \$101,665,246 for planned arterial streets is allocated to the total number of VMT's over the next fifteen years (1,066,689 VMT's in FY2025). This results in a capacity cost of \$95.31 ( $\$101,665,246 / 1,066,689 \text{ VMT} = \$95.31/\text{VMT}$ ) to accommodate vehicle miles of travel from existing and new development on the planned 65.4 lane miles of planned arterial streets.

**Figure 28: Planned Arterial Street Improvements Allocated to Entire IFA 6 & 7 – Average Approach**

## AVERAGE APPROACH - ALLOCATED TO ENTIRE IFA

<i>Project</i>	<i>Construction Timeline</i>	<i>Lane Miles</i>	<i>Cost</i>
Pecan Rd (Durham Landfill)	1-5 Years	26.0	\$41,726,946
Park Link (I-10 east to IFA boundary)	6-10 Years	22.0	\$35,307,416
Battaglia Road (Sunland Gin east to Eloy limits)	6-10 Years	4.0	\$5,662,272
Sunland Gin Road (Battaglia to Houser)	6-10 Years	2.0	\$2,831,136
Selma Hwy (CG limits to 87)	6-10 Years	10.0	\$14,155,681
Eleven Mile Corner Road (Grogan north to IFA boundary)	6-10 Years	1.4	\$1,981,795
<b>SUBTOTAL</b>		<b>65.4</b>	<b>\$101,665,246</b>

Total Number of Incorporated and Unincorporated VMT's FY2025 1,066,689

Cost per VMT \$95.31

**STREET SUPPORT FACILITIES**

The County plans to maintain the LOS for street support facilities it is currently providing to existing residential and nonresidential development in unincorporated Pinal County. The County is responsible for supporting only those portions of its streets in the unincorporated County while the municipalities maintain the County streets within their boundaries. New residential and nonresidential development in unincorporated Pinal County will create demand for additional street support facilities in order for the current LOS to be maintained. If additional facilities are not provided to new development, the LOS will decline as the same number of facilities will be serving a larger development base.

Vehicle trip generation rates from the Institute of Transportation Engineers (ITE) *Trip Generation Manual* are used to measure and differentiate the demand for additional street support facilities between land uses.

*Planned LOS Analysis*

As mentioned above, the County plans to maintain the current LOS in the unincorporated County for street support facilities. The first step of formulating the CIP for these facilities is an analysis of the current LOS for being provided to existing development.

Figure 29 lists the current 62,746 square feet of support facilities. The current support facilities LOS for existing development in Pinal County is calculated as follows: 62,746 square feet/321,407 vehicle trips from existing development in unincorporated Pinal County = 0.20 square feet per trip.

**Figure 29: Current LOS Analysis for Street Support Facilities**

<i>Facility</i>	<i>Square Feet*</i>
Sign Shop	2,328
Bridge Crew/Pavement Preservation	2,904
Apache Junction	3,345
Casa Grande	6,716
Oracle	2,662
Arizona City	6,036
Survey	160
Building F in Florence	11,936
Fleet Services	19,460
Riverside	480
Santan Yard	6,000
Hidden Valley	720
<b>TOTAL</b>	<b>62,746</b>

**Current Demand Units in Unincorporated Pinal County\*\***

Average Weekday Vehicle Trips 321,407

*Current Level-of-Service*

Square Feet per Vehicle Trip 0.20

\* Pinal County Department of Public Works.

\*\* Taken from Figure 20, Demographic Estimates and Development Projections.

*Planned Cost Analysis*

The Pinal County Department of Public Works estimates the current support facilities to have a total value of \$3,526,000, an average of \$56.19 per square foot (\$3,526,000/62,746 square feet = \$56.19). This results in a cost factor of \$10.97 per vehicle trip in order to maintain the current LOS. This is calculated by multiplying the current LOS of 0.20 square feet per trip by \$56.19 per square foot (0.20 square feet per person x \$56.19 per square foot = \$10.97).

**Figure 30: Street Support Facilities Cost Standards**

<i>Facility</i>	<i>Square Feet*</i>	<i>Total Cost*</i>
Sign Shop	2,328	\$45,000
Bridge Crew/Pavement Preservation	2,904	\$60,000
Apache Junction	3,345	\$140,000
Casa Grande	6,716	\$450,000
Oracle	2,662	\$150,000
Arizona City	6,036	\$260,000
Survey	160	\$8,000
Building F in Florence	11,936	\$1,000,000
Fleet Services	19,460	\$180,000
Riverside	480	\$95,000
Santan Yard	6,000	\$1,036,000
Hidden Valley	720	\$102,000
<b>TOTAL</b>	<b>62,746</b>	<b>\$3,526,000</b>

Average Cost per Square Foot      \$56.19

*Current Level-of-Service*

Square Feet per Vehicle Trip      0.20

*Cost Factor*

Average Cost Per Square Foot      \$56.19

*Cost*

Per Vehicle Trip      \$10.97

\* Pinal County Department of Public Works.

*CIP for Street Support Facilities*

Using residential and nonresidential development projections for unincorporated Pinal County by IFA from the *Demographic Estimates and Development Projections* report in conjunction with the current LOS analysis data from Figure 29 and the cost standards from Figure 30, TischlerBise developed the following CIP for street support facilities for new development for each IFA over the next five years. The number of square feet and capital expenditures is projected for each IFA. Using development in IFA 1 in the first year as an example, the number of square feet demanded by new development in order to maintain the current LOS and the cost is calculated as follows:

$$15,079 \text{ vehicle trips from new development} \times 0.20 \text{ square feet/trip} = 2,944 \text{ square feet}$$

$$2,944 \text{ square feet} \times \$56.19/\text{square foot} = \$165,419$$

This calculation is repeated for the other IFA’s using the corresponding demand figures, LOS data, and cost standards.

**Figure 31: 5 Year CIP for Street Support Facilities by IFA**

<b>IFA 1</b>	<i>Fiscal Year</i>	2010	2011	2012	2013	2014	2015	
Projected Average Weekday Trips Unincorporated IFA 1		184,192	199,270	214,402	229,590	244,821	260,087	
Net Change During Year Unincorporated IFA 1		15,079	15,131	15,188	15,231	15,266		
Street Support Facilities Square Feet per Trip		0.20	0.20	0.20	0.20	0.20		
							<i>5 Year Total</i>	
<b>TOTAL STREET SUPPORT FACILITIES SQUARE FOOTAGE DEMANDED BY UNINCORPORATED IFA 1</b>		<b>2,944</b>	<b>2,954</b>	<b>2,965</b>	<b>2,973</b>	<b>2,980</b>	<b>14,816</b>	
Average Cost per Square Foot		\$56.19	\$56.19	\$56.19	\$56.19	\$56.19		
							<i>5 Year Total</i>	
<b>TOTAL STREET SUPPORT FACILITIES SQUARE FOOTAGE CAPITAL COSTS UNINCORPORATED IFA 1</b>		<b>\$165,419</b>	<b>\$165,999</b>	<b>\$166,620</b>	<b>\$167,094</b>	<b>\$167,473</b>	<b>\$832,605</b>	
<b>IFA 2</b>	<i>Fiscal Year</i>	2010	2011	2012	2013	2014	2015	
Projected Average Weekday Trips Unincorporated IFA 2		33,589	34,756	35,928	37,103	38,281	39,462	
Net Change During Year Unincorporated IFA 2		1,167	1,171	1,175	1,178	1,181		
Street Support Facilities Square Feet per Trip		0.20	0.20	0.20	0.20	0.20		
							<i>5 Year Total</i>	
<b>TOTAL STREET SUPPORT FACILITIES SQUARE FOOTAGE DEMANDED BY UNINCORPORATED IFA 2</b>		<b>228</b>	<b>229</b>	<b>229</b>	<b>230</b>	<b>231</b>	<b>1,147</b>	
Average Cost per Square Foot		\$56.19	\$56.19	\$56.19	\$56.19	\$56.19		
							<i>5 Year Total</i>	
<b>TOTAL STREET SUPPORT FACILITIES SQUARE FOOTAGE CAPITAL COSTS UNINCORPORATED IFA 2</b>		<b>\$12,804</b>	<b>\$12,847</b>	<b>\$12,893</b>	<b>\$12,928</b>	<b>\$12,956</b>	<b>\$64,430</b>	
<b>IFA 3</b>	<i>Fiscal Year</i>	2010	2011	2012	2013	2014	2015	
Projected Average Weekday Trips Unincorporated IFA 3		20,355	21,340	22,329	23,321	24,316	25,312	
Net Change During Year Unincorporated IFA 3		985	989	992	995	997		
Street Support Facilities Square Feet per Trip		0.20	0.20	0.20	0.20	0.20		
							<i>5 Year Total</i>	
<b>TOTAL STREET SUPPORT FACILITIES SQUARE FOOTAGE DEMANDED BY UNINCORPORATED IFA 3</b>		<b>192</b>	<b>193</b>	<b>194</b>	<b>194</b>	<b>195</b>	<b>968</b>	
Average Cost per Square Foot		\$56.19	\$56.19	\$56.19	\$56.19	\$56.19		
							<i>5 Year Total</i>	
<b>TOTAL STREET SUPPORT FACILITIES SQUARE FOOTAGE CAPITAL COSTS UNINCORPORATED IFA 3</b>		<b>\$10,809</b>	<b>\$10,845</b>	<b>\$10,883</b>	<b>\$10,913</b>	<b>\$10,936</b>	<b>\$54,386</b>	
<b>IFA 4</b>	<i>Fiscal Year</i>	2010	2011	2012	2013	2014	2015	
Projected Average Weekday Trips Unincorporated IFA 4		2,221	2,236	2,252	2,268	2,284	2,300	
Net Change During Year Unincorporated IFA 4		16	16	16	16	16		
Street Support Facilities Square Feet per Trip		0.20	0.20	0.20	0.20	0.20		
							<i>5 Year Total</i>	
<b>TOTAL STREET SUPPORT FACILITIES SQUARE FOOTAGE DEMANDED BY UNINCORPORATED IFA 4</b>		<b>3.06</b>	<b>3.07</b>	<b>3.08</b>	<b>3.09</b>	<b>3.09</b>	<b>15.39</b>	
Average Cost per Square Foot		\$56.19	\$56.19	\$56.19	\$56.19	\$56.19		
							<i>5 Year Total</i>	
<b>TOTAL STREET SUPPORT FACILITIES SQUARE FOOTAGE CAPITAL COSTS UNINCORPORATED IFA 4</b>		<b>\$172</b>	<b>\$173</b>	<b>\$173</b>	<b>\$174</b>	<b>\$174</b>	<b>\$865</b>	

STREETS CIP FOR NEW DEVELOPMENT AND DEVELOPMENT FEES – PINAL COUNTY, ARIZONA

<b>IFA 5</b>	<i>Fiscal Year</i>	2010	2011	2012	2013	2014	2015
Projected Average Weekday Trips Unincorporated IFA 5		50,199	51,967	53,741	55,521	57,307	59,096
Net Change During Year Unincorporated IFA 5		1,768	1,774	1,781	1,786	1,790	
Street Support Facilities Square Feet per Trip		0.20	0.20	0.20	0.20	0.20	
							<i>5 Year Total</i>
<b>TOTAL STREET SUPPORT FACILITIES SQUARE FOOTAGE DEMANDED BY UNINCORPORATED IFA 5</b>		<b>345</b>	<b>346</b>	<b>348</b>	<b>349</b>	<b>349</b>	<b>1,737</b>
Average Cost per Square Foot		\$56.19	\$56.19	\$56.19	\$56.19	\$56.19	
							<i>5 Year Total</i>
<b>TOTAL STREETSUPPORT FACILITIES SQUARE FOOTAGE CAPITAL COSTS UNINCORPORATED IFA 5</b>		<b>\$19,391</b>	<b>\$19,460</b>	<b>\$19,533</b>	<b>\$19,589</b>	<b>\$19,634</b>	<b>\$97,607</b>

<b>IFA 6</b>	<i>Fiscal Year</i>	2010	2011	2012	2013	2014	2015
Projected Average Weekday Trips Unincorporated IFA 6		3,548	3,678	3,809	3,940	4,071	4,203
Net Change During Year Unincorporated IFA 6		130	131	131	131	132	
Street Support Facilities Square Feet per Trip		0.20	0.20	0.20	0.20	0.20	
							<i>5 Year Total</i>
<b>TOTAL STREET SUPPORT FACILITIES SQUARE FOOTAGE DEMANDED BY UNINCORPORATED IFA 6</b>		<b>25</b>	<b>25</b>	<b>26</b>	<b>26</b>	<b>26</b>	<b>128</b>
Average Cost per Square Foot		\$56.19	\$56.19	\$56.19	\$56.19	\$56.19	
							<i>5 Year Total</i>
<b>TOTAL STREETSUPPORT FACILITIES SQUARE FOOTAGE CAPITAL COSTS UNINCORPORATED IFA 6</b>		<b>\$1,428</b>	<b>\$1,433</b>	<b>\$1,437</b>	<b>\$1,441</b>	<b>\$1,444</b>	<b>\$7,183</b>

<b>IFA 7</b>	<i>Fiscal Year</i>	2010	2011	2012	2013	2014	2015
Projected Average Weekday Trips Unincorporated IFA 7		27,304	28,965	30,632	32,305	33,982	35,663
Net Change During Year Unincorporated IFA 7		1,661	1,667	1,673	1,677	1,681	
Street Support Facilities Square Feet per Trip		0.20	0.20	0.20	0.20	0.20	
							<i>5 Year Total</i>
<b>TOTAL STREET SUPPORT FACILITIES SQUARE FOOTAGE DEMANDED BY UNINCORPORATED IFA 7</b>		<b>324</b>	<b>325</b>	<b>327</b>	<b>327</b>	<b>328</b>	<b>1,632</b>
Average Cost per Square Foot		\$56.19	\$56.19	\$56.19	\$56.19	\$56.19	
							<i>5 Year Total</i>
<b>TOTAL STREETSUPPORT FACILITIES SQUARE FOOTAGE CAPITAL COSTS UNINCORPORATED IFA 7</b>		<b>\$18,225</b>	<b>\$18,286</b>	<b>\$18,352</b>	<b>\$18,402</b>	<b>\$18,442</b>	<b>\$91,708</b>

**STREET SUPPORT VEHICLES & EQUIPMENT**

The County plans to maintain the LOS for street support vehicles and equipment it is currently providing to existing residential and nonresidential development in unincorporated Pinal County. The County is responsible for supporting only those portions of its streets in the unincorporated County while the municipalities maintain the County streets within their boundaries. New residential and nonresidential development in unincorporated Pinal County will create demand for additional street support vehicles and equipment in order for the current LOS to be maintained. If additional vehicles and equipment are not provided to new development, the LOS will decline as the same number of vehicles and equipment will be serving a larger development base.

Vehicle trip generation rates from the Institute of Transportation Engineers (ITE) *Trip Generation Manual* are used to measure and differentiate the demand for additional street support vehicles and equipment between land uses.

*Planned LOS Analysis*

The County plans to maintain the current LOS for the unincorporated County for street support vehicles and equipment. The first step of formulating the CIP for these assets is an analysis of the current LOS for being provided to existing development.

Figure 32 lists the current fleet of 352 support vehicles and pieces of equipment. The current support vehicles and equipment LOS for existing development in Pinal County is calculated as follows:  $352 \text{ units}/321,407 \text{ vehicle trips from existing development in Pinal County} = .0001 \text{ vehicles/pieces of equipment per trip}$ .

**Figure 32: Current LOS Analysis for Street Support Vehicles & Equipment**

Total Streets Support Vehicles and Equipment*	352
Current Demand Units in Unincorporated Pinal County	
Average Weekday Vehicle Trips	321,407
Current Level-of-Service	
Equipment per Vehicle Trip	0.001

\* Pinal County Department of Public Works. See Appendix A for a detailed listing.

\*\* Taken from Figures 20, Demographic Estimates and Development Projections.

*Planned Cost Analysis*

The Pinal County Department of Public Works estimates the current fleet of support vehicles and equipment to have a total replication value of \$35,254,559, an average of \$100,155 per unit ( $\$35,254,559/352 \text{ vehicles/pieces of equipment} = \$100,155$ ). This results in a cost factor of \$109.69 per vehicle trip in order to maintain the current LOS. This is calculated by multiplying the current LOS of 0.001 vehicles/pieces of equipment by \$100,155 per unit ( $0.001 \times \$100,155 = \$109.69$ ).

**Figure 33: Street Support Vehicles & Equipment Cost Standards**

Total Streets Support Vehicles and Equipment*	352
Total Replication Value of Support Vehicles and Equipment*	\$35,254,559
Average Cost per Piece of Equipment	\$100,155
Current Level-of-Service	
Equipment per Vehicle Trip	0.001
Cost	
Per Vehicle Trip	\$109.69

\* Pinal County Department of Public Works. See Appendix A for a detailed listing.

*CIP for Street Support Facilities*

Using residential and nonresidential development projections for unincorporated Pinal County by IFA from the *Demographic Estimates and Development Projections* report in conjunction with the current LOS analysis data from Figure 32 and the cost standards from Figure 33, TischlerBise developed the following CIP for street support vehicles and equipment for new development for each IFA over the next five years. The number of vehicles and pieces of equipment and capital expenditures is projected for each IFA. Using development in IFA 1 in the first year as an example, the number of vehicles/pieces of equipment demanded by new development in order to maintain the current LOS and the cost is calculated as follows:

$$15,079 \text{ vehicle trips from new development} \times 0.001 \text{ units/trip} = 17 \text{ vehicles/pieces of equipment}$$

$$17 \text{ units} \times \$100,155/\text{vehicle/piece of equipment} = \$1,653,939$$

This calculation is repeated for the other IFA's using the corresponding demand figures, LOS data, and cost standards.

**Figure 34: 5 Year CIP for Street Support Vehicles & Equipment by IFA**

<b>IFA 1</b>	<i>Fiscal Year</i>	2010	2011	2012	2013	2014	2015
Projected Average Weekday Trips Unincorporated IFA 1		184,192	199,270	214,402	229,590	244,821	260,087
Net Change During Year Unincorporated IFA 1		15,079	15,131	15,188	15,231	15,266	
Street Equipment per Trip		0.001	0.001	0.001	0.001	0.001	
							<i>5 Year Total</i>
<b>TOTAL STREET EQUIPMENT DEMANDED BY UNINCORPORATED IFA 1</b>		<b>17</b>	<b>17</b>	<b>17</b>	<b>17</b>	<b>17</b>	<b>83</b>
Average Cost per Piece of Equipment		\$100,155	\$100,155	\$100,155	\$100,155	\$100,155	
							<i>5 Year Total</i>
<b>TOTAL STREET EQUIPMENT CAPITAL COSTS UNINCORPORATED IFA 1</b>		<b>\$1,653,939</b>	<b>\$1,659,733</b>	<b>\$1,665,945</b>	<b>\$1,670,681</b>	<b>\$1,674,467</b>	<b>\$8,324,765</b>
<b>IFA 2</b>	<i>Fiscal Year</i>	2010	2011	2012	2013	2014	2015
Projected Average Weekday Trips Unincorporated IFA 2		33,589	34,756	35,928	37,103	38,281	39,462
Net Change During Year Unincorporated IFA 2		1,167	1,171	1,175	1,178	1,181	
Street Equipment per Trip		0.0011	0.0011	0.0011	0.0011	0.0011	
							<i>5 Year Total</i>
<b>TOTAL STREET EQUIPMENT DEMANDED BY UNINCORPORATED IFA 2</b>		<b>1.3</b>	<b>1.3</b>	<b>1.3</b>	<b>1.3</b>	<b>1.3</b>	<b>6</b>
Average Cost per Piece of Equipment		\$100,155	\$100,155	\$100,155	\$100,155	\$100,155	
							<i>5 Year Total</i>
<b>TOTAL STREET EQUIPMENT CAPITAL COSTS UNINCORPORATED IFA 2</b>		<b>\$128,024</b>	<b>\$128,453</b>	<b>\$128,913</b>	<b>\$129,263</b>	<b>\$129,544</b>	<b>\$644,196</b>
<b>IFA 3</b>	<i>Fiscal Year</i>	2010	2011	2012	2013	2014	2015
Projected Average Weekday Trips Unincorporated IFA 3		20,355	21,340	22,329	23,321	24,316	25,312
Net Change During Year Unincorporated IFA 3		985	989	992	995	997	
Street Equipment per Trip		0.0011	0.0011	0.0011	0.0011	0.0011	
							<i>5 Year Total</i>
<b>TOTAL STREET EQUIPMENT DEMANDED BY UNINCORPORATED IFA 3</b>		<b>1.1</b>	<b>1.1</b>	<b>1.1</b>	<b>1.1</b>	<b>1.1</b>	<b>5</b>
Average Cost per Piece of Equipment		\$100,155	\$100,155	\$100,155	\$100,155	\$100,155	
							<i>5 Year Total</i>
<b>TOTAL STREET EQUIPMENT CAPITAL COSTS UNINCORPORATED IFA 3</b>		<b>\$108,074</b>	<b>\$108,432</b>	<b>\$108,817</b>	<b>\$109,111</b>	<b>\$109,345</b>	<b>\$543,780</b>
<b>IFA 4</b>	<i>Fiscal Year</i>	2010	2011	2012	2013	2014	2015
Projected Average Weekday Trips Unincorporated IFA 4		2,221	2,236	2,252	2,268	2,284	2,300
Net Change During Year Unincorporated IFA 4		16	16	16	16	16	
Street Equipment per Trip		0.0011	0.0011	0.0011	0.0011	0.0011	
							<i>5 Year Total</i>
<b>TOTAL STREET EQUIPMENT DEMANDED BY UNINCORPORATED IFA 4</b>		<b>0.02</b>	<b>0.02</b>	<b>0.02</b>	<b>0.02</b>	<b>0.02</b>	<b>0.09</b>
Average Cost per Piece of Equipment		\$100,155	\$100,155	\$100,155	\$100,155	\$100,155	
							<i>5 Year Total</i>
<b>TOTAL STREET EQUIPMENT CAPITAL COSTS UNINCORPORATED IFA 4</b>		<b>\$1,721</b>	<b>\$1,725</b>	<b>\$1,731</b>	<b>\$1,735</b>	<b>\$1,738</b>	<b>\$8,650</b>



STREETS CIP FOR NEW DEVELOPMENT AND DEVELOPMENT FEES – PINAL COUNTY, ARIZONA

<b>IFA 5</b>	<i>Fiscal Year</i>	2010	2011	2012	2013	2014	2015
Projected Average Weekday Trips Unincorporated IFA 5		50,199	51,967	53,741	55,521	57,307	59,096
Net Change During Year Unincorporated IFA 5		1,768	1,774	1,781	1,786	1,790	
Street Equipment per Trip		0.0011	0.0011	0.0011	0.0011	0.0011	
							<i>5 Year Total</i>
<b>TOTAL STREET EQUIPMENT DEMANDED BY UNINCORPORATED IFA 5</b>		<b>2</b>	<b>2</b>	<b>2</b>	<b>2</b>	<b>2</b>	<b>10</b>
Average Cost per Piece of Equipment		\$100,155	\$100,155	\$100,155	\$100,155	\$100,155	
							<i>5 Year Total</i>
<b>TOTAL STREET EQUIPMENT CAPITAL COSTS UNINCORPORATED IFA 5</b>		<b>\$193,883</b>	<b>\$194,567</b>	<b>\$195,302</b>	<b>\$195,862</b>	<b>\$196,309</b>	<b>\$975,922</b>
<b>IFA 6</b>	<i>Fiscal Year</i>	2010	2011	2012	2013	2014	2015
Projected Average Weekday Trips Unincorporated IFA 6		3,548	3,678	3,809	3,940	4,071	4,203
Net Change During Year Unincorporated IFA 6		130	131	131	131	132	
Street Equipment per Trip		0.0011	0.0011	0.0011	0.0011	0.0011	
							<i>5 Year Total</i>
<b>TOTAL STREET EQUIPMENT DEMANDED BY UNINCORPORATED IFA 6</b>		<b>0.1</b>	<b>0.1</b>	<b>0.1</b>	<b>0.1</b>	<b>0.1</b>	<b>0.7</b>
Average Cost per Piece of Equipment		\$100,155	\$100,155	\$100,155	\$100,155	\$100,155	
							<i>5 Year Total</i>
<b>TOTAL STREET EQUIPMENT CAPITAL COSTS UNINCORPORATED IFA 6</b>		<b>\$14,278</b>	<b>\$14,323</b>	<b>\$14,372</b>	<b>\$14,409</b>	<b>\$14,438</b>	<b>\$71,820</b>
<b>IFA 7</b>	<i>Fiscal Year</i>	2010	2011	2012	2013	2014	2015
Projected Average Weekday Trips Unincorporated IFA 7		27,304	28,965	30,632	32,305	33,982	35,663
Net Change During Year Unincorporated IFA 7		1,661	1,667	1,673	1,677	1,681	
Street Equipment per Trip		0.0011	0.0011	0.0011	0.0011	0.0011	
							<i>5 Year Total</i>
<b>TOTAL STREET EQUIPMENT DEMANDED BY UNINCORPORATED IFA 7</b>		<b>1.8</b>	<b>1.8</b>	<b>1.8</b>	<b>1.8</b>	<b>1.8</b>	<b>9.2</b>
Average Cost per Piece of Equipment		\$100,155	\$100,155	\$100,155	\$100,155	\$100,155	
							<i>5 Year Total</i>
<b>TOTAL STREET EQUIPMENT CAPITAL COSTS UNINCORPORATED IFA 7</b>		<b>\$182,220</b>	<b>\$182,834</b>	<b>\$183,492</b>	<b>\$183,994</b>	<b>\$184,396</b>	<b>\$916,936</b>

**CIP AND DEVELOPMENT FEE STUDY**

The County updates its study every two years to ensure the CIP, assumptions, and cost factors used in the calculations are still valid and accurate and that new development will receive a substantial benefit from the development fees. TischlerBise has included the cost of preparing the current Streets CIP and Development Fees in the calculations in order to create a source of funding to conduct this regular update. The cost of this study (\$69,533) is allocated to the projected increase in average weekday vehicles trips over the next two years. This results in a development fee study cost per demand unit of \$1.67 per trip.

## Streets Development Fees

The planned costs per VMT for arterial streets and the planned LOS and costs for street support facilities, vehicles, and equipment are used to calculate the Streets Development Fee. Under state law, developers may be eligible for site-specific credits or reimbursements only if they provide infrastructure that is included in the Streets CIP. Specific policies and procedures related to site-specific credits for system improvements are addressed in the ordinance that establishes the County's fees. Project improvements normally required as part of the development approval process are not eligible for credits against development fees.

### **IFA 1 STREETS DEVELOPMENT FEES**

Capital cost for the average length trip is shown at the bottom of the figure listed below. For the planned arterial streets, the cost for the average trip length is calculated by multiplying the average trip length multiplied by the trip length adjustment factor and the capital cost per vehicle mile of travel. For example, the capital cost for planned arterial streets demanded by the entire IFA for residential development is 0.10 miles, times 1.22 times \$97.08, or \$11.44 per trip. This is repeated for commercial and other nonresidential land uses.

Costs for planned support facilities, vehicles, equipment, and the development fee study are added to the costs for planned arterial streets.

**Figure 35: Streets Development Fee Demand and Cost Summary – IFA 1**

ITE Code	Residential	Commercial	Other Nonres
<b>Weekday Vehicle Trip Ends</b>			
<u>Residential (per Housing Unit)</u>			
210 Single Family	9.57		
240 All Other Types of Housing	4.99		
<u>Nonresidential (per Square Foot of Floor Area except where noted)</u>			
820 Commercial / Shopping Center 0-100,000 SF		0.067910	
820 Commercial / Shopping Center 100,001+ SF		0.053280	
770 Business Park			0.012760
710 Office/ Institutional (all sizes)			0.011010
610 Hospital (per bed)			11.81
560 Church			0.009110
151 Mini-warehouse (self storage)			0.002500
150 Warehousing			0.004960
140 Manufacturing			0.003820
110 Light Industrial			0.006970
530 High School (per student)			1.71
522 Middle School/Junior High School (per student)			1.62
520 Elementary School (per student)			1.29
310 Hotel (per room)			5.63
254 Assisted Living (per bed)			2.74
<b>Trip Adjustment Factors</b>	60%		50%
Commercial / Shopping Center 0-100,000 SF		21%	
Commercial / Shopping Center 100,001+ SF		24%	
<b>Planned Cost Summary</b>			
Planned Arterials Demanded by Total IFA - Ave. Trip Length (miles)	0.10	0.10	0.10
Average Trip Length Adjustment	122%	68%	75%
Planned Arterials Demanded by Total IFA - Cost Per VMT	\$97.08	\$97.08	\$97.08
<b>Planned Arterials Demanded by Total IFA - Cost for Ave. Length Trip</b>	<b>\$11.44</b>	<b>\$6.38</b>	<b>\$7.03</b>
Planned Arterials Demanded by Unincorp IFA - Ave. Trip Length (miles)	4.94	4.94	4.94
Average Trip Length Adjustment	122%	68%	75%
Planned Arterials Demanded by Unincorp IFA - Cost Per VMT	\$184.35	\$184.35	\$184.35
<b>Planned Arterials Demanded by Unincorp IFA - Cost for Ave. Length Trip</b>	<b>\$1,109.92</b>	<b>\$618.65</b>	<b>\$682.33</b>
<b>Support Facilities Cost Per Trip</b>	<b>\$10.97</b>	<b>\$10.97</b>	<b>\$10.97</b>
<b>Support Vehicle/Equip Cost Per Trip</b>	<b>\$109.69</b>	<b>\$109.69</b>	<b>\$109.69</b>
<b>Development Fee Study Cost Per Trip</b>	<b>\$1.67</b>	<b>\$1.67</b>	<b>\$1.67</b>
<b>Net Capital Cost Per Trip</b>	<b>\$1,243.69</b>	<b>\$747.35</b>	<b>\$811.69</b>

The input variables listed above are used to derive the development fees are shown below. The development fees are the product of the trip generation rates multiplied by the trip adjustment factors multiplied by the net capital cost per trip. For example, the Street Development Fee for a single-family house is calculated as follows:

$$9.57 \times 0.60 \times \$1,243.69 = \$7,197 \text{ per single family detached unit}$$

**Figure 36: Streets Development Fee Schedule – IFA 1**

	Residential	Commercial	Other Nonres
<b>Development Fees</b>			
<i>Residential (per housing unit)</i>			
210 Single Family	\$7,197		
240 All Other Types of Housing	\$3,752		
<i>Nonresidential (per square foot of floor area except where noted)</i>			
820 Commercial / Shopping Center 0-100,000 SF		\$10.66	
820 Commercial / Shopping Center 100,001+ SF		\$9.36	
770 Business Park			\$5.18
710 Office/ Institutional (all sizes)			\$4.47
610 Hospital (per bed)			\$4,793
560 Church			\$3.70
151 Mini-warehouse (self storage)			\$1.01
150 Warehousing			\$2.01
140 Manufacturing			\$1.55
110 Light Industrial			\$2.83
530 High School (per student)			\$694
522 Middle School/Junior High School (per student)			\$657
520 Elementary School (per student)			\$524
310 Hotel (per room)			\$2,285
254 Assisted Living (per bed)			\$1,112

**IFA 2 STREETS DEVELOPMENT FEES**

Capital cost for the average length trip is shown at the bottom of the below figure. For the planned arterial streets, the cost for the average trip length is calculated by multiplying the average trip length multiplied by the trip length adjustment factor and the capital cost per vehicle mile of travel. For example, the capital cost for planned arterial streets demanded by the entire IFA for residential development is 1.94 miles, times 1.22 times \$206.45, or \$489.62 per trip. This is repeated for commercial and other nonresidential land uses.

Costs for planned support facilities, vehicles, equipment, and the development fee study are added to the costs for planned arterial streets.

**Figure 37: Streets Development Fee Demand and Cost Summary – IFA 2**

ITE Code	Residential	Commercial	Other Nonres
<b>Weekday Vehicle Trip Ends</b>			
<i>Residential (per Housing Unit)</i>			
210 Single Family	9.57		
240 All Other Types of Housing	4.99		
<i>Nonresidential (per Square Foot of Floor Area except where noted)</i>			
820 Commercial / Shopping Center 0-100,000 SF		0.067910	
820 Commercial / Shopping Center 100,001+ SF		0.053280	
770 Business Park			0.012760
710 Office/ Institutional (all sizes)			0.011010
610 Hospital (per bed)			11.81
560 Church			0.009110
151 Mini-warehouse (self storage)			0.002500
150 Warehousing			0.004960
140 Manufacturing			0.003820
110 Light Industrial			0.006970
530 High School (per student)			1.71
522 Middle School/Junior High School (per student)			1.62
520 Elementary School (per student)			1.29
310 Hotel (per room)			5.63
254 Assisted Living (per bed)			2.74
<b>Trip Adjustment Factors</b>	60%		50%
Commercial / Shopping Center 0-100,000 SF		21%	
Commercial / Shopping Center 100,001+ SF		24%	
<b>Planned Cost Summary</b>			
Planned Arterials Demanded by Total IFA - Ave. Trip Length (miles)	1.94	1.94	1.94
Average Trip Length Adjustment	122%	68%	75%
Planned Arterials Demanded by Total IFA - Cost Per VMT	\$206.45	\$206.45	\$206.45
<b>Planned Arterials Demanded by Total IFA - Cost for Ave. Length Trip</b>	<b>\$489.62</b>	<b>\$272.91</b>	<b>\$301.00</b>
Planned Arterials Demanded by Unincorp IFA - Ave. Trip Length (miles)	10.85	10.85	10.85
Average Trip Length Adjustment	122%	68%	75%
Planned Arterials Demanded by Unincorp IFA - Cost Per VMT	\$62.52	\$62.52	\$62.52
<b>Planned Arterials Demanded by Unincorp IFA - Cost for Ave. Length Trip</b>	<b>\$827.61</b>	<b>\$461.29</b>	<b>\$508.78</b>
<b>Support Facilities Cost Per Trip</b>	<b>\$10.97</b>	<b>\$10.97</b>	<b>\$10.97</b>
<b>Support Vehicle/Equip Cost Per Trip</b>	<b>\$109.69</b>	<b>\$109.69</b>	<b>\$109.69</b>
<b>Development Fee Study Cost Per Trip</b>	<b>\$1.67</b>	<b>\$1.67</b>	<b>\$1.67</b>
<b>Net Capital Cost Per Trip</b>	<b>\$1,439.56</b>	<b>\$856.52</b>	<b>\$932.10</b>

The input variables listed above are used to derive the development fees shown in Figure 35 below. The development fees are the product of the trip generation rates multiplied by the trip adjustment factors multiplied by the net capital cost per trip. For example, the Street Development Fee for a single-family house is calculated as follows:

$$9.57 \times 0.60 \times \$1,439.56 = \$8,831 \text{ per single family detached unit}$$

**Figure 38: Streets Development Fee Schedule – IFA 2**

<i>Development Fees</i>		Residential	Commercial	Other Nonres
<i>Residential (per housing unit)</i>				
210	Single Family	\$8,331		
240	All Other Types of Housing	\$4,344		
<i>Nonresidential (per square foot of floor area except where noted)</i>				
820	Commercial / Shopping Center 0-100,000 SF		\$12.21	
820	Commercial / Shopping Center 100,001+ SF		\$10.72	
770	Business Park			\$5.95
710	Office/ Institutional (all sizes)			\$5.13
610	Hospital (per bed)			\$5,504
560	Church			\$4.25
151	Mini-warehouse (self storage)			\$1.17
150	Warehousing			\$2.31
140	Manufacturing			\$1.78
110	Light Industrial			\$3.25
530	High School (per student)			\$797
522	Middle School/Junior High School (per student)			\$755
520	Elementary School (per student)			\$601
310	Hotel (per room)			\$2,624
254	Assisted Living (per bed)			\$1,277

**IFA 3 STREETS DEVELOPMENT FEES**

Capital cost for the average length trip is shown at the bottom of the below figure. For the planned arterial streets, the cost for the average trip length is calculated by multiplying the average trip length multiplied by the trip length adjustment factor and the capital cost per vehicle mile of travel. For example, the capital cost for planned arterial streets demanded by the entire IFA for residential development is 3.32 miles, times 1.22 times \$207.38, or \$839.99 per trip. This is repeated for commercial and other nonresidential land uses.

Costs for planned support facilities, vehicles, equipment, and the development fee study are added to the costs for planned arterial streets.

**Figure 39: Streets Development Fee Demand and Cost Summary – IFA 3**

ITE Code	Residential	Commercial	Other Nonres
<b>Weekday Vehicle Trip Ends</b>			
<i>Residential (per Housing Unit)</i>			
210 Single Family	9.57		
240 All Other Types of Housing	4.99		
<i>Nonresidential (per Square Foot of Floor Area except where noted)</i>			
820 Commercial / Shopping Center 0-100,000 SF		0.067910	
820 Commercial / Shopping Center 100,001+ SF		0.053280	
770 Business Park			0.012760
710 Office/ Institutional (all sizes)			0.011010
610 Hospital (per bed)			11.81
560 Church			0.009110
151 Mini-warehouse (self storage)			0.002500
150 Warehousing			0.004960
140 Manufacturing			0.003820
110 Light Industrial			0.006970
530 High School (per student)			1.71
522 Middle School/Junior High School (per student)			1.62
520 Elementary School (per student)			1.29
310 Hotel (per room)			5.63
254 Assisted Living (per bed)			2.74
<b>Trip Adjustment Factors</b>	60%		50%
Commercial / Shopping Center 0-100,000 SF		21%	
Commercial / Shopping Center 100,001+ SF		24%	
<b>Planned Cost Summary</b>			
Planned Arterials Demanded by Total IFA - Ave. Trip Length (miles)	3.32	3.32	3.32
Average Trip Length Adjustment	122%	68%	75%
Planned Arterials Demanded by Total IFA - Cost Per VMT	\$207.38	\$207.38	\$207.38
<b>Planned Arterials Demanded by Total IFA - Cost for Ave. Length Trip</b>	<b>\$839.99</b>	<b>\$468.19</b>	<b>\$516.39</b>
Planned Arterials Demanded by Unincorp IFA - Ave. Trip Length (miles)	0.00	0.00	0.00
Average Trip Length Adjustment	122%	68%	75%
Planned Arterials Demanded by Unincorp IFA - Cost Per VMT	\$0.00	\$0.00	\$0.00
<b>Planned Arterials Demanded by Unincorp IFA - Cost for Ave. Length Trip</b>	<b>\$0.00</b>	<b>\$0.00</b>	<b>\$0.00</b>
<b>Support Facilities Cost Per Trip</b>	<b>\$10.97</b>	<b>\$10.97</b>	<b>\$10.97</b>
<b>Support Vehicle/Equip Cost Per Trip</b>	<b>\$109.69</b>	<b>\$109.69</b>	<b>\$109.69</b>
<b>Development Fee Study Cost Per Trip</b>	<b>\$1.67</b>	<b>\$1.67</b>	<b>\$1.67</b>
<b>Net Capital Cost Per Trip</b>	<b>\$962.32</b>	<b>\$590.52</b>	<b>\$638.71</b>

The input variables listed above are used to derive the development fees shown in Figure 37 below. The development fees are the product of the trip generation rates multiplied by the trip adjustment factors multiplied by the net capital cost per trip. For example, the Street Development Fee for a single-family house is calculated as follows:

$$9.57 \times 0.60 \times \$962.32 = \$5,569 \text{ per single family detached unit}$$

**Figure 40: Streets Development Fee Schedule – IFA 3**

<i>Development Fees</i>		<b>Residential</b>	<b>Commercial</b>	<b>Other Nonres</b>
<i>Residential (per housing unit)</i>				
210	Single Family	\$5,569		
240	All Other Types of Housing	\$2,903		
<i>Nonresidential (per square foot of floor area except where noted)</i>				
820	Commercial / Shopping Center 0-100,000 SF		\$8.42	
820	Commercial / Shopping Center 100,001+ SF		\$7.39	
770	Business Park			\$4.07
710	Office/ Institutional (all sizes)			\$3.52
610	Hospital (per bed)			\$3,772
560	Church			\$2.91
151	Mini-warehouse (self storage)			\$0.80
150	Warehousing			\$1.58
140	Manufacturing			\$1.22
110	Light Industrial			\$2.23
530	High School (per student)			\$546
522	Middle School/Junior High School (per student)			\$517
520	Elementary School (per student)			\$412
310	Hotel (per room)			\$1,798
254	Assisted Living (per bed)			\$875

**IFA 4 STREETS DEVELOPMENT FEES**

Capital cost for the average length trip is shown at the bottom of the below. For the planned arterial streets, the cost for the average trip length is calculated by multiplying the average trip length multiplied by the trip length adjustment factor and the capital cost per vehicle mile of travel. For example, the capital cost for planned arterial streets demanded by the entire IFA for residential development is 16.75 miles, times 1.22 times \$48.43, or \$989.75 per trip. This is repeated for commercial and other nonresidential land uses.

Costs for planned support facilities, vehicles, equipment, and the development fee study are added to the costs for planned arterial streets.



**Figure 41: Streets Development Fee Demand and Cost Summary – IFA 4**

ITE Code	Residential	Commercial	Other Nonres
<b>Weekday Vehicle Trip Ends</b>			
<i>Residential (per Housing Unit)</i>			
210 Single Family	9.57		
240 All Other Types of Housing	4.99		
<i>Nonresidential (per Square Foot of Floor Area except where noted)</i>			
820 Commercial / Shopping Center 0-100,000 SF		0.067910	
820 Commercial / Shopping Center 100,001+ SF		0.053280	
770 Business Park			0.012760
710 Office/ Institutional (all sizes)			0.011010
610 Hospital (per bed)			11.81
560 Church			0.009110
151 Mini-warehouse (self storage)			0.002500
150 Warehousing			0.004960
140 Manufacturing			0.003820
110 Light Industrial			0.006970
530 High School (per student)			1.71
522 Middle School/Junior High School (per student)			1.62
520 Elementary School (per student)			1.29
310 Hotel (per room)			5.63
254 Assisted Living (per bed)			2.74
<b>Trip Adjustment Factors</b>	60%		50%
Commercial / Shopping Center 0-100,000 SF		21%	
Commercial / Shopping Center 100,001+ SF		24%	
<b>Planned Cost Summary</b>			
Planned Arterials Demanded by Total IFA - Ave. Trip Length (miles)	16.75	16.75	16.75
Average Trip Length Adjustment	122%	68%	75%
Planned Arterials Demanded by Total IFA - Cost Per VMT	\$48.43	\$48.43	\$48.43
<b>Planned Arterials Demanded by Total IFA - Cost for Ave. Length Trip</b>	<b>\$989.75</b>	<b>\$551.66</b>	<b>\$608.45</b>
Planned Arterials Demanded by Unincorp IFA - Ave. Trip Length (miles)	0.00	0.00	0.00
Average Trip Length Adjustment	122%	68%	75%
Planned Arterials Demanded by Unincorp IFA - Cost Per VMT	\$0.00	\$0.00	\$0.00
<b>Planned Arterials Demanded by Unincorp IFA - Cost for Ave. Length Trip</b>	<b>\$0.00</b>	<b>\$0.00</b>	<b>\$0.00</b>
<b>Support Facilities Cost Per Trip</b>	<b>\$10.97</b>	<b>\$10.97</b>	<b>\$10.97</b>
<b>Support Vehicle/Equip Cost Per Trip</b>	<b>\$109.69</b>	<b>\$109.69</b>	<b>\$109.69</b>
<b>Development Fee Study Cost Per Trip</b>	<b>\$1.67</b>	<b>\$1.67</b>	<b>\$1.67</b>
<b>Net Capital Cost Per Trip</b>	<b>\$1,112.07</b>	<b>\$673.99</b>	<b>\$730.78</b>

The input variables listed above are used to derive the development fees shown in Figure 39 below. The development fees are the product of the trip generation rates multiplied by the trip adjustment factors multiplied by the net capital cost per trip. For example, the Street Development Fee for a single-family house is calculated as follows:

$$9.57 \times 0.60 \times \$1,112.07 = \$6,435 \text{ per single family detached unit}$$

**Figure 42: Streets Development Fee Schedule – IFA 4**

<i>Development Fees</i>		<b>Residential</b>	<b>Commercial</b>	<b>Other Nonres</b>
<i>Residential (per housing unit)</i>				
210	Single Family	\$6,435		
240	All Other Types of Housing	\$3,355		
<i>Nonresidential (per square foot of floor area except where noted)</i>				
820	Commercial / Shopping Center 0-100,000 SF		\$9.61	
820	Commercial / Shopping Center 100,001+ SF		\$8.44	
770	Business Park			\$4.66
710	Office/ Institutional (all sizes)			\$4.02
610	Hospital (per bed)			\$4,315
560	Church			\$3.33
151	Mini-warehouse (self storage)			\$0.91
150	Warehousing			\$1.81
140	Manufacturing			\$1.40
110	Light Industrial			\$2.55
530	High School (per student)			\$625
522	Middle School/Junior High School (per student)			\$592
520	Elementary School (per student)			\$471
310	Hotel (per room)			\$2,057
254	Assisted Living (per bed)			\$1,001

**IFA 5 STREETS DEVELOPMENT FEES**

Capital cost for the average length trip is shown at the bottom of the below figure. For the planned arterial streets, the cost for the average trip length is calculated by multiplying the average trip length multiplied by the trip length adjustment factor and the capital cost per vehicle mile of travel. For example, the capital cost for planned arterial streets demanded by the entire IFA for residential development is 9.05 miles, times 1.22 times \$47.03, or \$519.25 per trip. This is repeated for commercial and other nonresidential land uses.

Costs for planned support facilities, vehicles, equipment, and the development fee study are added to the costs for planned arterial streets.

**Figure 43: Streets Development Fee Demand and Cost Summary – IFA 5**

ITE Code	Residential	Commercial	Other Nonres
<b>Weekday Vehicle Trip Ends</b>			
<i>Residential (per Housing Unit)</i>			
210 Single Family	9.57		
240 All Other Types of Housing	4.99		
<i>Nonresidential (per Square Foot of Floor Area except where noted)</i>			
820 Commercial / Shopping Center 0-100,000 SF		0.067910	
820 Commercial / Shopping Center 100,001+ SF		0.053280	
770 Business Park			0.012760
710 Office/ Institutional (all sizes)			0.011010
610 Hospital (per bed)			11.81
560 Church			0.009110
151 Mini-warehouse (self storage)			0.002500
150 Warehousing			0.004960
140 Manufacturing			0.003820
110 Light Industrial			0.006970
530 High School (per student)			1.71
522 Middle School/Junior High School (per student)			1.62
520 Elementary School (per student)			1.29
310 Hotel (per room)			5.63
254 Assisted Living (per bed)			2.74
<b>Trip Adjustment Factors</b>	60%		50%
Commercial / Shopping Center 0-100,000 SF		21%	
Commercial / Shopping Center 100,001+ SF		24%	
<b>Planned Cost Summary</b>			
Planned Arterials Demanded by Total IFA - Ave. Trip Length (miles)	9.05	9.05	9.05
Average Trip Length Adjustment	122%	68%	75%
Planned Arterials Demanded by Total IFA - Cost Per VMT	\$47.03	\$47.03	\$47.03
<b>Planned Arterials Demanded by Total IFA - Cost for Ave. Length Trip</b>	<b>\$519.25</b>	<b>\$289.42</b>	<b>\$319.21</b>
Planned Arterials Demanded by Unincorp IFA - Ave. Trip Length (miles)	0.00	0.00	0.00
Average Trip Length Adjustment	122%	68%	75%
Planned Arterials Demanded by Unincorp IFA - Cost Per VMT	\$0.00	\$0.00	\$0.00
<b>Planned Arterials Demanded by Unincorp IFA - Cost for Ave. Length Trip</b>	<b>\$0.00</b>	<b>\$0.00</b>	<b>\$0.00</b>
<b>Support Facilities Cost Per Trip</b>	<b>\$10.97</b>	<b>\$10.97</b>	<b>\$10.97</b>
<b>Support Vehicle/Equip Cost Per Trip</b>	<b>\$109.69</b>	<b>\$109.69</b>	<b>\$109.69</b>
<b>Development Fee Study Cost Per Trip</b>	<b>\$1.67</b>	<b>\$1.67</b>	<b>\$1.67</b>
<b>Net Capital Cost Per Trip</b>	<b>\$641.57</b>	<b>\$411.74</b>	<b>\$441.54</b>

The input variables listed above are used to derive the development fees shown in Figure 39 below. The development fees are the product of the trip generation rates multiplied by the trip adjustment factors multiplied by the net capital cost per trip. For example, the Street Development Fee for a single-family house is calculated as follows:

$$9.57 \times 0.60 \times \$641.57 = \$3,712 \text{ per single family detached unit}$$

**Figure 44: Streets Development Fee Schedule – IFA 5**

<i>Development Fees</i>		<b>Residential</b>	<b>Commercial</b>	<b>Other Nonres</b>
<i>Residential (per housing unit)</i>				
210	Single Family	\$3,712		
240	All Other Types of Housing	\$1,936		
<i>Nonresidential (per square foot of floor area except where noted)</i>				
820	Commercial / Shopping Center 0-100,000 SF		\$5.87	
820	Commercial / Shopping Center 100,001+ SF		\$5.16	
770	Business Park			\$2.82
710	Office/ Institutional (all sizes)			\$2.43
610	Hospital (per bed)			\$2,607
560	Church			\$2.01
151	Mini-warehouse (self storage)			\$0.55
150	Warehousing			\$1.10
140	Manufacturing			\$0.84
110	Light Industrial			\$1.54
530	High School (per student)			\$378
522	Middle School/Junior High School (per student)			\$358
520	Elementary School (per student)			\$285
310	Hotel (per room)			\$1,243
254	Assisted Living (per bed)			\$605

**IFA 6 & 7 STREETS DEVELOPMENT FEES**

Capital cost for the average length trip is shown at the bottom of the figure below. For the planned arterial streets, the cost for the average trip length is calculated by multiplying the average trip length multiplied by the trip length adjustment factor and the capital cost per vehicle mile of travel. For example, the capital cost for planned arterial streets demanded by the entire IFA for residential development is 6.38 miles, times 1.22 times \$95.31, or \$741.85 per trip. This is repeated for commercial and other nonresidential land uses.

Costs for planned support facilities, vehicles, equipment, and the development fee study are added to the costs for planned arterial streets.

**Figure 45: Streets Development Fee Demand and Cost Summary – IFA 6 & 7**

ITE Code	Residential	Commercial	Other Nonres
<b>Weekday Vehicle Trip Ends</b>			
<i>Residential (per Housing Unit)</i>			
210 Single Family	9.57		
240 All Other Types of Housing	4.99		
<i>Nonresidential (per Square Foot of Floor Area except where noted)</i>			
820 Commercial / Shopping Center 0-100,000 SF		0.067910	
820 Commercial / Shopping Center 100,001+ SF		0.053280	
770 Business Park			0.012760
710 Office/ Institutional (all sizes)			0.011010
610 Hospital (per bed)			11.81
560 Church			0.009110
151 Mini-warehouse (self storage)			0.002500
150 Warehousing			0.004960
140 Manufacturing			0.003820
110 Light Industrial			0.006970
530 High School (per student)			1.71
522 Middle School/Junior High School (per student)			1.62
520 Elementary School (per student)			1.29
310 Hotel (per room)			5.63
254 Assisted Living (per bed)			2.74
<b>Trip Adjustment Factors</b>	60%		50%
Commercial / Shopping Center 0-100,000 SF		21%	
Commercial / Shopping Center 100,001+ SF		24%	
<b>Planned Cost Summary</b>			
Planned Arterials Demanded by Total IFA - Ave. Trip Length (miles)	6.38	6.38	6.38
Average Trip Length Adjustment	122%	68%	75%
Planned Arterials Demanded by Total IFA - Cost Per VMT	\$95.31	\$95.31	\$95.31
<b>Planned Arterials Demanded by Total IFA - Cost for Ave. Length Trip</b>	<b>\$741.85</b>	<b>\$413.49</b>	<b>\$456.05</b>
Planned Arterials Demanded by Unincorp IFA - Ave. Trip Length (miles)	0.00	0.00	0.00
Average Trip Length Adjustment	122%	68%	75%
Planned Arterials Demanded by Unincorp IFA - Cost Per VMT	\$0.00	\$0.00	\$0.00
<b>Planned Arterials Demanded by Unincorp IFA - Cost for Ave. Length Trip</b>	<b>\$0.00</b>	<b>\$0.00</b>	<b>\$0.00</b>
<b>Support Facilities Cost Per Trip</b>	<b>\$10.97</b>	<b>\$10.97</b>	<b>\$10.97</b>
<b>Support Vehicle/Equip Cost Per Trip</b>	<b>\$109.69</b>	<b>\$109.69</b>	<b>\$109.69</b>
<b>Development Fee Study Cost Per Trip</b>	<b>\$1.67</b>	<b>\$1.67</b>	<b>\$1.67</b>
<b>Net Capital Cost Per Trip</b>	<b>\$864.17</b>	<b>\$535.82</b>	<b>\$578.38</b>

The input variables listed above are used to derive the development fees shown in Figure 41 below. The development fees are the product of the trip generation rates multiplied by the trip adjustment factors multiplied by the net capital cost per trip. For example, the Street Development Fee for a single-family house is calculated as follows:

$$9.57 \times 0.60 \times \$864.17 = \$5,001 \text{ per single family detached unit}$$

**Figure 46: Streets Development Fee Schedule – IFA 6 & 7**

<i>Development Fees</i>		<b>Residential</b>	<b>Commercial</b>	<b>Other Nonres</b>
<u>Residential (per housing unit)</u>				
210	Single Family	\$5,001		
240	All Other Types of Housing	\$2,607		
<u>Nonresidential (per square foot of floor area except where noted)</u>				
820	Commercial / Shopping Center 0-100,000 SF		\$7.64	
820	Commercial / Shopping Center 100,001+ SF		\$6.71	
770	Business Park			\$3.69
710	Office/ Institutional (all sizes)			\$3.18
610	Hospital (per bed)			\$3,415
560	Church			\$2.63
151	Mini-warehouse (self storage)			\$0.72
150	Warehousing			\$1.43
140	Manufacturing			\$1.10
110	Light Industrial			\$2.02
530	High School (per student)			\$495
522	Middle School/Junior High School (per student)			\$468
520	Elementary School (per student)			\$373
310	Hotel (per room)			\$1,628
254	Assisted Living (per bed)			\$792

## Streets CIP and Development Fee Cash Flow Analysis

This cash flow analysis is based on the development projections in the *Demographic Estimates and Development Projections* report for unincorporated Pinal County, the Streets CIP, and proposed Streets Development Fees.

For IFA 1, it assumed that less than 100% of the projected single family detached units will pay the proposed Streets Development Fee per the analysis done for the report *Housing Development Forecast Pertaining to the Imposition of Transportation Corridor Development Fee Within Pinal County* by the Elliott D. Pollack & Company in February 2006. For IFA's 2-7, it is assumed that 100% of all future residential development will pay 100% of the proposed development fees.

To the extent these assumptions change, the cash flow analysis will change correspondingly. The development fees are not intended to be a general revenue raising mechanism. If development occurs at a more rapid rate than is projected, the demand for infrastructure will increase and development fee revenues will increase at a corresponding rate. If development occurs at a slower rate than is projected, the demand for infrastructure will decrease and development fee revenues will decrease at a corresponding rate.

The majority of the annual deficits shown in the tables below are the result of the portion of the planned arterial streets that are the result of demand from new development in municipalities in Pinal County. The County intends to only collect development fees from new development in unincorporated portions of the County. The demand for the planned arterial streets from new development in municipalities and from existing development in unincorporated Pinal County will have to be funded from a revenue source other than development fees.

STREETS CIP FOR NEW DEVELOPMENT AND DEVELOPMENT FEES – PINAL COUNTY, ARIZONA

**IFA 1**

		2 Year Intervals Shown					
UNINCORPORATED IFA 1	FY	2010	2012	2014	2016	2018	2020
Projected Single Family Detached Units		33,696	37,765	41,875	46,015	50,171	54,327
Projected All Other Types of Housing Units		2,251	2,533	2,818	3,106	3,394	3,682
Projected Commercial Square Footage		218,325	412,864	607,403	801,942	996,482	1,191,021
Projected Office/Institutional Square Footage		863,703	1,080,462	1,297,220	1,513,978	1,730,737	1,947,495
Projected Industrial/Flex Square Footage		1,671,218	3,062,883	4,454,548	5,846,213	7,237,877	8,629,542
Net Change Single Family Detached Units		2,029	2,051	2,067	2,078	2,078	
Net Change All Other Types of Housing Units		141	142	143	144	144	
Net Change Commercial Square Footage		97,270	97,270	97,270	97,270	97,270	
Net Change Office/Institutional Square Footage		108,379	108,379	108,379	108,379	108,379	
Net Change Industrial/Flex Square Footage		695,832	695,832	695,832	695,832	695,832	
<b>DEVELOPMENT FEE REVENUE</b>							
	<i>Proposed</i>						
	<i>Fee</i>						
Proposed Single Family Detached Unit Fee	\$7,197	\$14,601,814	\$14,760,697	\$14,873,470	\$14,952,360	\$14,957,569	
IFA 1 Reduction Factor*		-75%	-25%	-25%	-25%	-25%	
Single Family Detached Units with Reduction Factor		\$3,650,454	\$11,070,523	\$11,155,103	\$11,214,270	\$11,218,177	
Proposed All Other Types of Housing Units Fee	\$3,752	\$528,295	\$534,044	\$538,124	\$540,978	\$541,167	
Proposed Commercial Fee	\$11.97	\$1,164,098	\$1,164,098	\$1,164,098	\$1,164,098	\$1,164,098	
Proposed Office/Institutional Fee	\$7.45	\$807,127	\$807,127	\$807,127	\$807,127	\$807,127	
Proposed Industrial/Flex	\$2.83	\$1,968,328	\$1,968,328	\$1,968,328	\$1,968,328	\$1,968,328	<i>10 Year Total</i>
<b>TOTAL STREETS DEVELOPMENT FEE REVENUE IFA 1</b>		<b>\$8,118,302</b>	<b>\$15,544,119</b>	<b>\$15,632,779</b>	<b>\$15,694,801</b>	<b>\$15,698,896</b>	<b>\$141,485,958</b>
<b>CAPITAL EXPENDITURES</b>							
County Arterial Roads (Annualized)		\$50,424,601	\$50,424,601	\$50,424,601	\$5,868,104	\$5,868,104	
Support Facilities		\$165,419	\$166,620	\$167,473	\$168,069	\$168,108	
Support Equipment		\$1,653,939	\$1,665,945	\$1,674,467	\$1,680,428	\$1,680,822	
Development Fee Study		\$25,153	\$25,335	\$25,465	\$25,556	\$25,562	<i>10 Year Total</i>
<b>TOTAL STREETS CAPITAL EXPENDITURES IFA 1</b>		<b>\$52,269,112</b>	<b>\$52,282,502</b>	<b>\$52,292,006</b>	<b>\$7,742,156</b>	<b>\$7,742,595</b>	<b>\$300,115,950</b>
<b>Annual Surplus/(Deficit)</b>		<b>(\$44,150,811)</b>	<b>(\$36,738,383)</b>	<b>(\$36,659,226)</b>	<b>\$7,952,645</b>	<b>\$7,956,301</b>	
<b>Cumulative Surplus/(Deficit)</b>		<b>(\$44,150,811)</b>	<b>(\$125,024,523)</b>	<b>(\$198,378,138)</b>	<b>(\$182,496,549)</b>	<b>(\$166,581,874)</b>	

\* Based on estimate of non-revenue generating permits from "Housing Development Forecast Pertaining to the Imposition of Transportation Corridor Development Fee Within Pinal County", Elliott D. Pollack & Company, February 2006.



STREETS CIP FOR NEW DEVELOPMENT AND DEVELOPMENT FEES – PINAL COUNTY, ARIZONA

**IFA 2**

		2 Year Intervals Shown					
	FY	2010	2012	2014	2016	2018	2020
<b>UNINCORPORATED IFA 2</b>							
Projected Single Family Detached Units		4,333	4,583	4,835	5,090	5,345	5,600
Projected All Other Types of Housing Units		2,070	2,189	2,310	2,431	2,553	2,675
Projected Commercial Square Footage		286,853	303,225	319,598	335,970	352,343	368,715
Projected Office/Institutional Square Footage		98,062	116,304	134,547	152,789	171,032	189,274
Projected Industrial/Flex Square Footage		595,155	712,279	829,402	946,526	1,063,649	1,180,773
Net Change Single Family Detached Units		125	126	127	128	128	
Net Change All Other Types of Housing Units		59	60	61	61	61	
Net Change Commercial Square Footage		8,186	8,186	8,186	8,186	8,186	
Net Change Office/Institutional Square Footage		9,121	9,121	9,121	9,121	9,121	
Net Change Industrial/Flex Square Footage		58,562	58,562	58,562	58,562	58,562	
<b>DEVELOPMENT FEE REVENUE</b>							
	<i>Proposed</i>						
	<i>Fee</i>						
Proposed Single Family Detached Unit Fee	\$8,331	\$1,038,266	\$1,049,564	\$1,057,582	\$1,063,192	\$1,063,562	
Proposed All Other Types of Housing Units Fee	\$4,344	\$258,398	\$261,209	\$263,205	\$264,601	\$264,693	
Proposed Commercial Fee	\$13.72	\$112,283	\$112,283	\$112,283	\$112,283	\$112,283	
Proposed Office/Institutional Fee	\$8.55	\$78,005	\$78,005	\$78,005	\$78,005	\$78,005	
Proposed Industrial/Flex	\$3.25	\$190,230	\$190,230	\$190,230	\$190,230	\$190,230	<i>10 Year Total</i>
<b>TOTAL STREETS DEVELOPMENT FEE REVENUE IFA 2</b>		<b>\$1,677,182</b>	<b>\$1,691,291</b>	<b>\$1,701,306</b>	<b>\$1,708,311</b>	<b>\$1,708,774</b>	<b>\$16,990,277</b>
<b>CAPITAL EXPENDITURES</b>							
County Arterial Roads (Annualized)		\$14,795,469	\$14,795,469	\$14,795,469	\$32,646,457	\$32,646,457	
Support Facilities		\$12,804	\$12,893	\$12,956	\$13,000	\$13,003	
Support Equipment		\$128,024	\$128,913	\$129,544	\$129,985	\$130,014	
Development Fee Study		\$1,947	\$1,960	\$1,970	\$1,977	\$1,977	<i>10 Year Total</i>
<b>TOTAL STREETS CAPITAL EXPENDITURES IFA 2</b>		<b>\$14,938,244</b>	<b>\$14,939,236</b>	<b>\$14,939,939</b>	<b>\$32,791,419</b>	<b>\$32,791,451</b>	<b>\$238,652,729</b>
<b>Annual Surplus/(Deficit)</b>		<b>(\$13,261,062)</b>	<b>(\$13,247,944)</b>	<b>(\$13,238,633)</b>	<b>(\$31,083,108)</b>	<b>(\$31,082,678)</b>	
<b>Cumulative Surplus/(Deficit)</b>		<b>(\$13,261,062)</b>	<b>(\$39,763,738)</b>	<b>(\$66,245,141)</b>	<b>(\$128,414,143)</b>	<b>(\$190,579,255)</b>	

STREETS CIP FOR NEW DEVELOPMENT AND DEVELOPMENT FEES – PINAL COUNTY, ARIZONA

**IFA 3**

		2 Year Intervals Shown					
UNINCORPORATED IFA 3	FY	2010	2012	2014	2016	2018	2020
Projected Single Family Detached Units		2,437	2,640	2,845	3,051	3,258	3,465
Projected All Other Types of Housing Units		1,278	1,390	1,504	1,618	1,733	1,848
Projected Commercial Square Footage		158,932	172,963	186,995	201,026	215,058	229,089
Projected Office/Institutional Square Footage		195,227	210,861	226,496	242,130	257,764	273,398
Projected Industrial/Flex Square Footage		315,491	415,868	516,244	616,621	716,998	817,374
Net Change Single Family Detached Units		101	102	103	103	103	
Net Change All Other Types of Housing Units		56	57	57	57	57	
Net Change Commercial Square Footage		7,016	7,016	7,016	7,016	7,016	
Net Change Office/Institutional Square Footage		7,817	7,817	7,817	7,817	7,817	
Net Change Industrial/Flex Square Footage		50,188	50,188	50,188	50,188	50,188	
<b>DEVELOPMENT FEE REVENUE</b>							
	<i>Proposed</i>						
	<i>Fee</i>						
Proposed Single Family Detached Unit Fee	\$5,569	\$562,592	\$568,714	\$573,059	\$576,099	\$576,299	
Proposed All Other Types of Housing Units Fee	\$2,903	\$162,751	\$164,522	\$165,779	\$166,658	\$166,716	
Proposed Commercial Fee	\$9.46	\$66,343	\$66,343	\$66,343	\$66,343	\$66,343	
Proposed Office/Institutional Fee	\$5.86	\$45,810	\$45,810	\$45,810	\$45,810	\$45,810	
Proposed Industrial/Flex	\$2.23	\$111,715	\$111,715	\$111,715	\$111,715	\$111,715	<i>10 Year Total</i>
<b>TOTAL STREETS DEVELOPMENT FEE REVENUE IFA 3</b>		<b>\$949,211</b>	<b>\$957,104</b>	<b>\$962,706</b>	<b>\$966,625</b>	<b>\$966,883</b>	<b>\$9,614,313</b>
<b>CAPITAL EXPENDITURES</b>							
County Arterial Roads (Annualized)		\$11,721,279	\$11,721,279	\$11,721,279	\$11,744,774	\$11,744,774	
Support Facilities		\$10,809	\$10,883	\$10,936	\$10,973	\$10,976	
Support Equipment		\$108,074	\$108,817	\$109,345	\$109,715	\$109,739	
Development Fee Study		\$1,644	\$1,655	\$1,663	\$1,669	\$1,669	<i>10 Year Total</i>
<b>TOTAL STREETS CAPITAL EXPENDITURES IFA 3</b>		<b>\$11,841,806</b>	<b>\$11,842,635</b>	<b>\$11,843,224</b>	<b>\$11,867,130</b>	<b>\$11,867,157</b>	<b>\$118,548,371</b>
<b>Annual Surplus/(Deficit)</b>		<b>(\$10,892,594)</b>	<b>(\$10,885,531)</b>	<b>(\$10,880,518)</b>	<b>(\$10,900,506)</b>	<b>(\$10,900,274)</b>	
<b>Cumulative Surplus/(Deficit)</b>		<b>(\$10,892,594)</b>	<b>(\$32,667,312)</b>	<b>(\$54,430,575)</b>	<b>(\$76,233,087)</b>	<b>(\$98,033,504)</b>	

STREETS CIP FOR NEW DEVELOPMENT AND DEVELOPMENT FEES – PINAL COUNTY, ARIZONA

**IFA 4**

		2 Year Intervals Shown					
UNINCORPORATED IFA 4	FY	2010	2012	2014	2016	2018	2020
Projected Single Family Detached Units		107	108	108	109	110	111
Projected All Other Types of Housing Units		671	676	682	687	692	698
Projected Commercial Square Footage		864	1,140	1,415	1,691	1,967	2,243
Projected Office/Institutional Square Footage		963	1,270	1,577	1,885	2,192	2,499
Projected Industrial/Flex Square Footage		3,532	5,505	7,478	9,450	11,423	13,396
Net Change Single Family Detached Units		0	0	0	0	0	
Net Change All Other Types of Housing Units		3	3	3	3	3	
Net Change Commercial Square Footage		138	138	138	138	138	
Net Change Office/Institutional Square Footage		154	154	154	154	154	
Net Change Industrial/Flex Square Footage		986	986	986	986	986	
<b>DEVELOPMENT FEE REVENUE</b>							
	<i>Proposed</i>						
	<i>Fee</i>						
Proposed Single Family Detached Unit Fee	\$6,435	\$2,883	\$2,914	\$2,936	\$2,952	\$2,953	
Proposed All Other Types of Housing Units Fee	\$3,355	\$8,642	\$8,736	\$8,803	\$8,849	\$8,852	
Proposed Commercial Fee	\$10.79	\$1,488	\$1,488	\$1,488	\$1,488	\$1,488	
Proposed Office/Institutional Fee	\$6.70	\$1,030	\$1,030	\$1,030	\$1,030	\$1,030	
Proposed Industrial/Flex	\$2.55	\$2,512	\$2,512	\$2,512	\$2,512	\$2,512	<i>10 Year Total</i>
<b>TOTAL STREETS DEVELOPMENT FEE REVENUE IFA 4</b>		<b>\$16,555</b>	<b>\$16,681</b>	<b>\$16,770</b>	<b>\$16,832</b>	<b>\$16,836</b>	<b>\$167,494</b>
<b>CAPITAL EXPENDITURES</b>							
County Arterial Roads (Annualized)		\$0	\$0	\$0	\$5,096,045	\$5,096,045	
Support Facilities		\$172	\$173	\$174	\$174	\$174	
Support Equipment		\$1,721	\$1,731	\$1,738	\$1,743	\$1,743	
Development Fee Study		\$26	\$26	\$26	\$27	\$27	<i>10 Year Total</i>
<b>TOTAL STREETS CAPITAL EXPENDITURES IFA 4</b>		<b>\$1,919</b>	<b>\$1,930</b>	<b>\$1,938</b>	<b>\$5,097,989</b>	<b>\$5,097,990</b>	<b>\$25,499,590</b>
<b>Annual Surplus/(Deficit)</b>		<b>\$14,636</b>	<b>\$14,750</b>	<b>\$14,831</b>	<b>(\$5,081,157)</b>	<b>(\$5,081,153)</b>	
<b>Cumulative Surplus/(Deficit)</b>		<b>\$14,636</b>	<b>\$44,078</b>	<b>\$73,705</b>	<b>(\$10,088,634)</b>	<b>(\$20,250,938)</b>	

## STREETS CIP FOR NEW DEVELOPMENT AND DEVELOPMENT FEES – PINAL COUNTY, ARIZONA

**IFA 5**

UNINCORPORATED IFA 5	FY	2 Year Intervals Shown					
		2010	2012	2014	2016	2018	2020
Projected Single Family Detached Units		9,607	10,105	10,608	11,115	11,624	12,132
Projected All Other Types of Housing Units		13	14	14	15	15	15
Projected Commercial Square Footage		96,171	118,595	141,020	163,445	185,869	208,294
Projected Office/Institutional Square Footage		156,148	181,134	206,120	231,106	256,092	281,078
Projected Industrial/Flex Square Footage		339,704	500,122	660,540	820,958	981,376	1,141,794
Net Change Single Family Detached Units		248	251	253	254	254	
Net Change All Other Types of Housing Units		0	0	0	0	0	
Net Change Commercial Square Footage		11,212	11,212	11,212	11,212	11,212	
Net Change Office/Institutional Square Footage		12,493	12,493	12,493	12,493	12,493	
Net Change Industrial/Flex Square Footage		80,209	80,209	80,209	80,209	80,209	
<b>DEVELOPMENT FEE REVENUE</b>							
	<i>Proposed</i>						
	<i>Fee</i>						
Proposed Single Family Detached Unit Fee	\$3,712	\$922,042	\$932,075	\$939,196	\$944,177	\$944,506	
Proposed All Other Types of Housing Units Fee	\$1,936	\$355	\$359	\$362	\$364	\$364	
Proposed Commercial Fee	\$6.59	\$73,928	\$73,928	\$73,928	\$73,928	\$73,928	
Proposed Office/Institutional Fee	\$4.05	\$50,610	\$50,610	\$50,610	\$50,610	\$50,610	
Proposed Industrial/Flex	\$1.54	\$123,422	\$123,422	\$123,422	\$123,422	\$123,422	<i>10 Year Total</i>
<b>TOTAL STREETS DEVELOPMENT FEE REVENUE IFA 5</b>		<b>\$1,170,357</b>	<b>\$1,180,394</b>	<b>\$1,187,518</b>	<b>\$1,192,501</b>	<b>\$1,192,830</b>	<b>\$11,858,971</b>
<b>CAPITAL EXPENDITURES</b>							
County Arterial Roads (Annualized)		\$150,000	\$150,000	\$150,000	\$9,268,740	\$9,268,740	
Support Facilities		\$19,391	\$19,533	\$19,634	\$19,704	\$19,709	
Support Equipment		\$193,883	\$195,302	\$196,309	\$197,014	\$197,060	
Development Fee Study		\$2,949	\$2,970	\$2,985	\$2,996	\$2,997	<i>10 Year Total</i>
<b>TOTAL STREETS CAPITAL EXPENDITURES IFA 5</b>		<b>\$366,222</b>	<b>\$367,805</b>	<b>\$368,928</b>	<b>\$9,488,454</b>	<b>\$9,488,506</b>	<b>\$49,280,428</b>
<b>Annual Surplus/(Deficit)</b>		<b>\$804,135</b>	<b>\$812,589</b>	<b>\$818,589</b>	<b>(\$8,295,953)</b>	<b>(\$8,295,676)</b>	
<b>Cumulative Surplus/(Deficit)</b>		<b>\$804,135</b>	<b>\$2,424,938</b>	<b>\$4,059,451</b>	<b>(\$12,534,252)</b>	<b>(\$29,125,446)</b>	

STREETS CIP FOR NEW DEVELOPMENT AND DEVELOPMENT FEES – PINAL COUNTY, ARIZONA

**IFA 6 & 7**

		<i>2 Year Intervals Shown</i>					
UNINCORPORATED IFA 6 & 7	FY	2010	2012	2014	2016	2018	2020
Projected Single Family Detached Units		4,241	4,626	5,015	5,408	5,801	6,195
Projected All Other Types of Housing Units		1,999	2,180	2,363	2,547	2,732	2,917
Projected Commercial Square Footage		148,589	173,649	198,708	223,768	248,828	273,888
Projected Office/Institutional Square Footage		122,748	150,670	178,592	206,514	234,436	262,358
Projected Industrial/Flex Square Footage		574,420	753,689	932,958	1,112,227	1,291,496	1,470,765
Net Change Single Family Detached Units		192	194	196	197	197	
Net Change All Other Types of Housing Units		90	91	92	92	92	
Net Change Commercial Square Footage		12,530	12,530	12,530	12,530	12,530	
Net Change Office/Institutional Square Footage		13,961	13,961	13,961	13,961	13,961	
Net Change Industrial/Flex Square Footage		89,634	89,634	89,634	89,634	89,634	
<b>DEVELOPMENT FEE REVENUE</b>							
	<i>Proposed</i>						
	<i>Fee</i>						
Proposed Single Family Detached Unit Fee	\$5,001	\$961,254	\$971,714	\$979,138	\$984,331	\$984,674	
Proposed All Other Types of Housing Units Fee	\$2,607	\$235,253	\$237,813	\$239,630	\$240,901	\$240,985	
Proposed Commercial Fee	\$8.58	\$107,511	\$107,511	\$107,511	\$107,511	\$107,511	
Proposed Office/Institutional Fee	\$5.31	\$74,086	\$74,086	\$74,086	\$74,086	\$74,086	
Proposed Industrial/Flex	\$2.02	\$180,672	\$180,672	\$180,672	\$180,672	\$180,672	<i>10 Year Total</i>
<b>TOTAL STREETS DEVELOPMENT FEE REVENUE IFA 6 &amp; 7</b>		<b>\$1,558,776</b>	<b>\$1,571,796</b>	<b>\$1,581,037</b>	<b>\$1,587,501</b>	<b>\$1,587,928</b>	<b>\$15,789,345</b>
<b>CAPITAL EXPENDITURES</b>							
County Arterial Roads (Annualized)		\$8,345,389	\$8,345,389	\$8,345,389	\$11,987,660	\$11,987,660	
Support Facilities		\$19,653	\$19,789	\$19,886	\$19,954	\$19,959	
Support Equipment		\$196,498	\$197,864	\$198,834	\$199,513	\$199,557	
Development Fee Study		\$2,988	\$3,009	\$3,024	\$3,034	\$3,035	<i>10 Year Total</i>
<b>TOTAL STREETS CAPITAL EXPENDITURES IFA 6 &amp; 7</b>		<b>\$8,564,528</b>	<b>\$8,566,052</b>	<b>\$8,567,133</b>	<b>\$12,210,161</b>	<b>\$12,210,211</b>	<b>\$103,880,230</b>
<b>Annual Surplus/(Deficit)</b>		<b>(\$7,005,752)</b>	<b>(\$6,994,256)</b>	<b>(\$6,986,097)</b>	<b>(\$10,622,660)</b>	<b>(\$10,622,283)</b>	
<b>Cumulative Surplus/(Deficit)</b>		<b>(\$7,005,752)</b>	<b>(\$21,000,212)</b>	<b>(\$34,976,030)</b>	<b>(\$56,223,794)</b>	<b>(\$77,468,146)</b>	

## Implementation and Administration

As specified in A.R.S. 11-1102, there are certain accounting requirements that must be met by the County:

*Monies received from development fees shall be placed in a separate fund and accounted for separately and may only be used for the purposes authorized by this section. Interest earned on monies in the separate fund shall be credited to the fund.*

Additionally, the County will have to maintain a separate fund for each of the seven IFA's in order to account for where development fee revenues are coming from and which dollars are being used to construct capital projects that are the result of new development. This will ensure that new development receives a substantial benefit from the development fees.

All costs in the development fee calculations are given in current dollars with no assumed inflation rate over time. If cost estimates change significantly the County should redo the fee calculations.

Residential development categories are based on data from the 2000 U.S. Census Summary File 3 for Pinal County. Specifically:

***Single Family Detached*** – units in structure: 1-detached, owner and renter occupied.

***All Other Types of Housing*** – units in structure: units in structure: 2, 3 - 4, 5 – 9, 10 – 19, 20 – 49, 50 or more, mobile homes, other; owner and renter occupied.

Nonresidential development categories are based on land use classifications from the *Trip Generation Manual* (ITE, 2008). A summary description of each development category is provided below.

***Commercial/Shopping Center*** (820) – A shopping center is an integrated group of commercial establishments that is planned, developed, owned and managed as a unit. A shopping center provides on-site parking facilities sufficient to serve its own parking demands. Shopping centers may contain non-merchandizing facilities, such as office buildings, movie theaters, restaurants, post offices, banks, health clubs and recreational facilities. In addition to the integrated unit of shops in one building or enclosed around a mall, many shopping centers include out-parcels. For smaller centers without an enclosed mall or peripheral buildings, the Gross Leasable Area (GLA) may be the same as the Gross Floor Area (GFA) of the building.

***Business Park*** (770) – Business parks consist of a group of flex-type buildings served by a common roadway system. The tenant space lends itself to a variety of uses, with the rear side of the building usually served by a garage door. The tenant space includes a variety of uses with an average mix of 20 to 30 percent office/commercial and 70 to 80 percent industrial/warehousing.

***Medical-Dental Office*** (720) – A medical-dental office building is a facility that provides diagnoses and outpatient care on a routine basis but is unable to provide

prolonged in-house medical and surgical care. One or more private physicians or dentists generally operate this type of facility.

**Office/Institutional** (710) – A general office building houses multiple tenants including, but not limited to, professional services, insurance companies, investment brokers and tenant services such as banking, restaurants and service retail facilities. In the development fees study, this category is used as a proxy for institutional uses that may have more specific land use codes.

**Hospital** (610) – A hospital is any institution where medical or surgical care and overnight accommodations are provided to non-ambulatory and ambulatory patients. However, the term “hospital” does not refer to medical clinics (facilities that provide diagnoses and outpatient care only) or nursing homes (facilities devoted to the care of persons unable to care for themselves).

**Church** (560) – A church is a building in which public worship services are held. A church houses an assembly hall or sanctuary; it may also house meeting rooms, classrooms and, occasionally, dining, catering, or party facilities.

**Mini-warehouse (self storage)** (151) – Mini-warehouses are buildings in which a number of storage units or vaults are rented for the storage of goods. They are typically referred to as “self-storage” facilities. Each unit is physically separated from other units, and access is usually provided through an overhead door or other common access point.

**Warehousing** (150) – Warehouses are primarily devoted to the storage of materials.

**Manufacturing** (140) – Manufacturing facilities are areas where the primary activity is the conversion of raw materials or parts into finished products. Size and type of activity may vary substantially from one facility to another. In addition to the actual production of goods, manufacturing facilities generally also have office, warehouse, research and associated functions.

**Light Industrial** (110) – Light industrial facilities usually employ fewer than 500 persons and have an emphasis on activities other than manufacturing. Typical light industrial activities include, but are not limited to printing plants, material-testing laboratories and assembling of data processing equipment.

**High School** (530) - High schools serve students who have completed middle or junior high school. Both public and private high schools are included in this land use.

**Middle School/Junior High School** (522) - Middle or junior high schools serve students who have completed elementary schools and have not yet entered high school. Both public and private middle schools/junior high schools are included in this land use.

**Elementary School** (520) - Elementary schools typically serve students attending kindergarten through the fifth or sixth grade. Elementary schools are usually

centrally located in residential communities in order to facilitate student access and there are no student drivers. This land use consists of schools where bus service is usually provided to student living beyond a specified distance from the school. Both public and private elementary schools are included in this land use.

**Hotel** (310) – A place of lodging that provide sleeping accommodations and often a restaurant. They offer free on-site parking and provide little or no meeting space and few (if any) supporting facilities.

**Assisted Living** (254) - Assisted living complexes are residential settings that provide either routine general protective oversight or assistance with activities necessary for independent living to mentally or physically limited persons. They commonly have separate living quarters for residents and services include dining, housekeeping, social and physical activities, medication administration and transportation. Alzheimer’s and ALS care are commonly offered by these facilities, though the living quarters for these patients may be located separately from the other residents. Assisted care commonly bridges the gap between independent living and nursing homes. In some areas of the country, assisted living residences may be called personal care, residential care, or domiciliary care. Staff may be available at an assisted care facility 24 hours a day, but skilled medical care – which is limited in nature – is not required

For development types not shown above, Pinal County staff may use the most appropriate rates from the ITE *Trip Generation Manual* or rates from approved local transportation studies or observed data.



## Appendix A – Support Vehicles and Equipment

<i>Equipment</i>		<i>Number of Units*</i>	<i>Replication Value*</i>
BEARCAT BC2002	CHIP SPREADER	1	\$190,662
BIG TEX	TA PIPE TRAILER	1	\$5,946
BROCE	CR350D BROOM	1	\$45,055
BROCE	CR350D BROOM	1	\$45,055
BROCE	CR350D BROOM	1	\$45,055
BROCE	CR350D BROOM	1	\$45,055
CASE	570LXT LOADER	1	\$86,936
CASE	721BXT LOADER	1	\$202,132
CASE	570LXT LOADER	1	\$86,936
CASE 590SL	590SL BACKHOE	1	\$90,598
CASE 621B	621B LOADER	1	\$205,521
CASE 721BXT	721BXT LOADER	1	\$202,132
CAT	PS150C ROLLER	1	\$81,310
CAT	420D BACKHOE	1	\$92,670
CAT	140H11 GRADER	1	\$300,328
CAT	140H11 GRADER	1	\$300,328
CAT	140H11 GRADER	1	\$300,328
CAT	140H11 GRADER	1	\$300,328
CAT	140H11 GRADER	1	\$300,328
CAT	140M GRADER	1	\$300,328
CAT	140M GRADER	1	\$300,328
CAT	140M GRADER	1	\$300,328
CAT	980C LOADER	1	\$381,079
CAT	D8R DOZER	1	\$527,424
CAT 140G	140G GRADER	1	\$300,328
CAT 140G	140G GRADER	1	\$300,328
CAT 140G	140G GRADER	1	\$300,328
CAT 140H	140H GRADER	1	\$300,328
CAT 140H	140H GRADER	1	\$300,328
CAT 140H	140H GRADER	1	\$300,328
CAT 140H	140H GRADER	1	\$300,328
CAT 140H	140H GRADER	1	\$300,328
CAT 140H	140H GRADER	1	\$300,328
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CAT 140H	140H GRADER	1	\$300,328
CAT 140H	140H GRADER	1	\$300,328
CAT 140H	140H GRADER	1	\$300,328
CAT 140H	140H GRADER	1	\$300,328
CAT 140H	140H GRADER	1	\$300,328
CAT 140H	140H GRADER	1	\$300,328
CAT 426C	426C BACKHOE	1	\$88,254
CAT 966F	966F LOADER	1	\$290,726
CAT 966F LOADER	966F WHL LOADER	1	\$290,726
CAT CP563	CP563 COMPACTOR	1	\$116,547
CAT CS563	CS563 COMPACTOR	1	\$116,547
CATERPILLAR	908 LOADER	1	\$92,876
CATERPILLAR	930G LOADER	1	\$194,560
CATERPILLAR	930G LOADER	1	\$194,560

## STREETS CIP FOR NEW DEVELOPMENT AND DEVELOPMENT FEES – PINAL COUNTY, ARIZONA

CATERPILLAR	966F WHL LOADER	1	\$290,726
CATERPILLAR	966H WHEEL LDR	1	\$358,159
CATERPILLAR	966H WHEEL LDR	1	\$358,159
CATERPILLAR	966H WHEEL LDR	1	\$358,159
CATERPILLAR	966H WHEEL LDR	1	\$358,159
CATERPILLAR	966H WHEEL LDR	1	\$358,159
CHEVROLET	S10 P/U	1	\$17,200
CHEVROLET	S10 P/U	1	\$17,200
CHEVROLET	S10 4X4 XCAB	1	\$21,150
CHEVROLET	S10 4X4 XCAB	1	\$21,150
CHEVROLET	S10 4X4 XCAB	1	\$21,150
CHEVROLET	S10 4X4 XCAB	1	\$21,150
CHEVROLET	S10 4X4 XCAB	1	\$21,150
CHEVROLET	S10 4X4 BLAZER	1	\$28,400
CHEVROLET	S10 4X4 BLAZER	1	\$28,400
CHEVROLET	S10 4X4 BLAZER	1	\$28,400
CHEVROLET	1 TON FLATBED	1	\$28,600
CHEVROLET	3500 FLATBED	1	\$28,600
CHEVROLET	1500 XCAB 4X4	1	\$29,250
CHEVROLET	1500 XCAB 4X4	1	\$29,250
CHEVROLET	2500 XCAB 8' LS	1	\$32,125
CHEVROLET	GK2 3/4 TON XCAB	1	\$32,125
CHEVROLET	GK2 3/4 TON XCAB	1	\$32,125
CHEVROLET	GK2 3/4 TON XCAB	1	\$32,125
CHEVROLET	2500HD XCAB 4X4	1	\$32,125
CHEVROLET	3500 DUALY P/U	1	\$35,750
CHEVROLET	3500 SVC BODY	1	\$35,750
CHEVROLET	3500 2WD CCAB	1	\$35,750
CHEVROLET	3500 2WD CCAB	1	\$35,750
CHEVROLET	SUBURBAN 4X4	1	\$36,074
CHEVROLET	K1500 TAHOE 4WD	1	\$36,074
CHEVROLET	3500 DUMP BED	1	\$36,500
CHEVROLET	3500 DUMP BED	1	\$36,500
CHEVROLET	3500 DUMP BED	1	\$36,500
CHEVROLET	1.5 TON SVC TRK	1	\$36,890
CHEVROLET	3500 SVC BODY	1	\$36,890
CHEVROLET	1 TON	1	\$39,248
CHEVROLET	C5500 SIGN TRUCK	1	\$98,735
CHEVROLET	C5500 SIGN TRUCK	1	\$98,735
CHEVROLET	C5500 SIGN TRUCK	1	\$98,735
CHEVROLET	C5500 SIGN TRUCK	1	\$98,735
CHEVROLET	C5500 TIRE TRK	1	\$127,303
CHEVROLET	LUBE SVC TRK	1	\$247,380
CHEVROLET	LUBE SVC TRK	1	\$247,380
CHEVROLET C4500	FLATBED DUMP	1	\$45,733
CHEVROLET C4500	FLATBED DUMP	1	\$45,733
CHEVROLET C4500	FLATBED DUMP	1	\$45,733
CHEVROLET C4500	FLATBED DUMP	1	\$45,733
CHEVROLET C4500	FLATBED DUMP	1	\$45,733
CHEVROLET C7500	SIGN TRUCK BODY	1	\$127,303
CRAFCO	PATCHER	1	\$59,675
CRAFCO	PATCHER	1	\$59,675
CRAFCO CR/SEALE	SUPER SHOT 250	1	\$54,283
CRAFCO CR/SEALER	SUPER SHOT 250	1	\$54,283
FORD	TAURUS	1	\$18,031

## STREETS CIP FOR NEW DEVELOPMENT AND DEVELOPMENT FEES – PINAL COUNTY, ARIZONA

FORD	RANGER 4X4 XCAB	1	\$21,150
FORD	RANGER 4X4 XCAB	1	\$21,150
FORD	RANGER 4X4 XCAB	1	\$21,150
FORD	RANGER 4X4 XCAB	1	\$21,150
FORD	RANGER 4X4 XCAB	1	\$21,150
FORD	RANGER 4X4 XCAB	1	\$21,150
FORD	RANGER 4X4 XCAB	1	\$21,150
FORD	RANGER 4X4 XCAB	1	\$21,150
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FORD	RANGER 4X4 XCAB	1	\$21,150
FORD	RANGER 4X4 XCAB	1	\$21,150
FORD	RANGER 4X4 XCAB	1	\$21,150
FORD	RANGER 4X4 XCAB	1	\$21,150
FORD	RANGER 4X4 XCAB	1	\$21,150
FORD	RANGER 4X4 XCAB	1	\$21,150
FORD	CROWN VIC INTCP	1	\$24,645
FORD	E350XL15PAX VAN	1	\$28,875
FORD	E350XL15PAX VAN	1	\$28,875
FORD	E350XL15PAX VAN	1	\$28,875
FORD	F150 4X4	1	\$29,250
FORD	F150 4X4	1	\$29,250
FORD	F150 4X4	1	\$29,250
FORD	F150 4X4	1	\$29,250
FORD	F150 4X4	1	\$29,250
FORD	F150 4X4 8' XLT	1	\$29,250
FORD	F150 4X4 XLT	1	\$29,250
FORD	F150 4X4 XLT	1	\$29,250
FORD	F150 4X4 XLT	1	\$29,250
FORD	F150 4X4 XLT	1	\$29,250
FORD	F150 4X4 XLT	1	\$29,250
FORD	F150 4X4 XCAB	1	\$29,250
FORD	F150 4X4 XCAB	1	\$29,250
FORD	F150 4X4 XCAB	1	\$29,250
FORD	F150 4X4 CCAB	1	\$29,250
FORD	EXPLORER	1	\$30,706
FORD	F250 4X4 XLT	1	\$32,125
FORD	F250 4X4 XLT	1	\$32,125
FORD	F250 4X4 8' XLT	1	\$32,125
FORD	EXPEDITION XLT 4x4	1	\$36,074
FORD	EXPEDITION XLT 4X4	1	\$36,074
FORD	EXPEDITION XLT 4X4	1	\$36,074
FORD	TRACTOR LTL9000	1	\$167,982
FORD LOUISVILLE	TRACTOR LT9513	1	\$167,982
FORD LOUISVILLE	TRACTOR LT9513	1	\$167,982
FORD LOUISVILLE	TRACTOR LT9000	1	\$167,982
FORD LOUISVILLE	DUMP LT9000	1	\$170,345
FORD LOUISVILLE	4K WATER TRUCK	1	\$193,477
FREIGHTLINER	M2106 SVC BODY	1	\$99,820
FREIGHTLINER	M2106V DUMP/SNOW ATCF	1	\$139,965
FREIGHTLINER	M2-106 PATCHER	1	\$158,755
FREIGHTLINER	M-2106 PATCHER	1	\$158,755
FREIGHTLINER	FLD120SD END DUMP	1	\$170,345

## STREETS CIP FOR NEW DEVELOPMENT AND DEVELOPMENT FEES – PINAL COUNTY, ARIZONA

FREIGHTLINER	F70 SWEEPER	1	\$209,839
FREIGHTLINER	F70 SWEEPER	1	\$209,839
FREIGHTLINER	F70 SWEEPER	1	\$209,839
FREIGHTLINER	M2 BROOM BEAR SWEEPER	1	\$209,839
FREIGHTLINER	M2 BROOM BEAR SWEEPER	1	\$209,839
FREIGHTLINER	M2 BROOM BEAR SWEEPER	1	\$209,839
G/M SILVERADO	1/2 TN PU	1	\$29,250
GENEVA TRAILER	RS-18EPS RECYCLE	1	\$16,601
GENEVA TRAILER	RS-18EPS RECYCLE	1	\$16,601
GENEVA TRAILER	RS-18EPS RECYCLE	1	\$16,601
GENEVA TRAILER	RS-18EPS RECYCLE	1	\$16,601
GMC	CANYON XCAB	1	\$17,200
GMC	CANYON 4X4	1	\$21,150
GMC	ENVOY 4X2	1	\$28,400
GMC	ENVOY 4X2	1	\$28,400
GMC	ENVOY 4X2	1	\$28,400
GMC	ENVOY SLE 4X2	1	\$28,400
GMC	1500 XCAB 4X4	1	\$29,250
GMC	1500 XCAB 4X4	1	\$29,250
GMC	1500 XCAB 4X4	1	\$29,250
GMC	1500 XCAB 4X4	1	\$29,250
GMC	ENVOY XL 4X4	1	\$30,706
GMC	ENVOY SLE 4X4	1	\$30,706
GMC	ENVOY SLE 4X4	1	\$30,706
GMC	ENVOY SLE 4X4	1	\$30,706
GMC	ENVOY SLE 4X4	1	\$30,706
GMC	ENVOY SLE 4X4	1	\$30,706
GMC	ENVOY SLE 4X4	1	\$30,706
GMC	ENVOY SLE 4X4	1	\$30,706
GMC	YUKON 4X4	1	\$36,074
GMC	YUKON 4X4	1	\$36,074
GMC	3500 DUMP BED	1	\$36,500
GMC	CANYON XCAB	1	\$17,200
GMC	ENVOY 4X2	1	\$28,400
GMC	SAVANNA 15 PAX VAN	1	\$28,875
GMC	3500 CCAB PU	1	\$35,750
GMC	3500 CCAB PU	1	\$35,750
GMC SIERRA	2500HD SVC BODY	1	\$28,900
GMC SIERRA	1500 XCAB SB	1	\$29,250
GMC SIERRA	1500 XCAB SB	1	\$29,250
GMC SIERRA	1500 XCAB SB	1	\$29,250
GMC SIERRA	1500 XCAB SB	1	\$29,250
GMC SIERRA	1500 XCAB 4X4	1	\$29,250
GMC SIERRA	1500 XCAB 4X4	1	\$29,250
GMC SIERRA	1500 XCAB 4X4	1	\$29,250
GMC SIERRA	1500 XCAB 4X4	1	\$29,250
GMC SIERRA	1500 XCAB 4X4	1	\$29,250
GMC SIERRA	1500 XCAB 4X4	1	\$29,250
GMC SIERRA	1500 XCAB 4X4	1	\$29,250
GMC SIERRA	1500 XCAB 4X4	1	\$29,250
GMC SIERRA	1500 XCAB 4X4	1	\$29,250
GMC SIERRA	1500 XCAB 4X4	1	\$29,250
GMC SIERRA	1500 XCAB 4X4	1	\$29,250
GMC SIERRA	1500 XCAB 4X4	1	\$29,250
GMC SIERRA	1500 XCAB 4X4	1	\$29,250
GMC SIERRA	2500HD XCAB PU	1	\$32,125

## STREETS CIP FOR NEW DEVELOPMENT AND DEVELOPMENT FEES – PINAL COUNTY, ARIZONA

GMC SIERRA	2500HD XCAB 4X4	1	\$32,125
GMC SIERRA	2500HD XCAB 4X4	1	\$32,125
GMC SIERRA	2500HD XCAB 4X4	1	\$32,125
GMC SIERRA	3500 CCAB PU	1	\$35,750
GMC SIERRA	3500 STAKEBED	1	\$39,248
GMC SIERRA	3500 STAKEBED	1	\$39,248
GMC SIERRA	3500 SVC BODY W/LIFT	1	\$40,416
GMC SIERRA	C3500 CCAB STAKEBED	1	\$39,248
GMC WG64	4K WATER TRUCK	1	\$193,477
GMCVROLET	1.5 TON SVC TRK	1	\$36,890
GORMAN RUPP	TRASH PUMP TRLR	1	\$14,552
HYSTER	H60XM FORKLIFT	1	\$55,335
HYSTER	H60XM FORKLIFT	1	\$55,335
HYSTER	H80XL2 FORKLIFT	1	\$55,335
HYSTER	H110FT FORKLIFT	1	\$55,335
IHC 4300	TA45M BUCKET TRUCK	1	\$154,992
IHC 4400	DUMP TRK DT466	1	\$170,345
IHC 4900	BUCKET TRUCK	1	\$154,992
IHC 4900/DT466	DUMP TRK DT466	1	\$170,345
IHC 7600	4K WATER TRUCK	1	\$193,477
IHC 9300	TRUCK TRACTOR	1	\$167,982
IHC F2574	4K WATER TRUCK	1	\$193,477
INGERSOLL RAND	487-172 COMPRES	1	\$13,020
INGERSOLL RAND	487-172 COMPRES	1	\$13,020
INTERSTATE	LOWBOYTLR 24DTA	1	\$14,615
ISUZU TRUCK	1.5 TON SVC	1	\$36,890
JOHN DEERE	5510 TRACTOR	1	\$51,375
JOHN DEERE	5525 TRACTOR	1	\$51,375
JOHN DEERE	5525 TRACTOR	1	\$51,375
JOHN DEERE	5525 TRACTOR	1	\$51,375
KENWORTH T800B	TRANSPORT TRUCK	1	\$167,982
KENWORTH T800B	TRUCK-TRACTOR	1	\$167,982
KENWORTH T800B	TRUCK-TRACTOR	1	\$167,982
KENWORTH T800B	TRUCK-TRACTOR	1	\$167,982
KENWORTH T800B	4K WATER TRUCK	1	\$193,477
KENWORTH T800B	4K WATER TRUCK	1	\$193,477
KENWORTH T800B	4K WATER TRUCK	1	\$193,477
KENWORTH T800B	4K WATER TRUCK	1	\$193,477
MEGA	7000 WTR TRLR	1	\$106,873
MEGA 7000 GAL	WATER TRAILER	1	\$106,873
MEGA 7000 GAL	WATER TRAILER	1	\$106,873
MEGA 7000 GAL	WATER TRAILER	1	\$106,873
MILLER/WELDER	BOBCAT WELDER	1	\$8,680
OMJC SIGNAL	SA TRLR, SIGNAL LIGHT	1	\$58,590
OMJC SIGNAL	SA TRLR, SIGNAL LIGHT	1	\$58,590
OMJC SIGNAL	SA TRLR, SIGNAL LIGHT	1	\$58,590
OMJC SIGNAL	SA TRLR, SIGNAL LIGHT	1	\$58,590
OMJC SIGNAL	SA TRLR, SIGNAL LIGHT	1	\$58,590
OMJC SIGNAL	SA TRLR, SIGNAL LIGHT	1	\$58,590
OMJC SIGNAL	SA TRLR, SIGNAL LIGHT	1	\$58,590
OMJC SIGNAL	SA TRLR, SIGNAL LIGHT	1	\$58,590
OMJC SIGNAL	SA TRLR, SIGNAL LIGHT	1	\$58,590
OMJC SIGNAL	SA TRLR, SIGNAL LIGHT	1	\$58,590
OMJC SIGNAL	SA TRLR, SIGNAL LIGHT	1	\$58,590
OMJC SIGNAL	SA TRLR, SIGNAL LIGHT	1	\$58,590
OMJC SIGNAL	SA TRLR, SIGNAL LIGHT	1	\$58,590
OMJC SIGNAL	SA TRLR, SIGNAL LIGHT	1	\$58,590
OMJC SIGNAL	SA TRLR, SIGNAL LIGHT	1	\$58,590
OMJC SIGNAL	SA TRLR, SIGNAL LIGHT	1	\$58,590
OMJC SIGNAL	SA TRLR, SIGNAL LIGHT	1	\$58,590

## STREETS CIP FOR NEW DEVELOPMENT AND DEVELOPMENT FEES – PINAL COUNTY, ARIZONA

PETERBILT	378 TRUCK-TRACTOR	1	\$167,982
PETERBILT	378 TRUCK-TRACTOR	1	\$167,982
PETERBILT	378 TRUCK-TRACTOR	1	\$167,982
PETERBILT	378 TRUCK-TRACTOR	1	\$167,982
PETERBILT	378 TRUCK-TRACTOR	1	\$167,982
PETERBILT	DUMP TRUCK	1	\$170,345
PETERBILT	DUMP TRUCK	1	\$170,345
PETERBILT	DUMP TRUCK	1	\$170,345
PETERBILT	365 10CY END DUMP	1	\$170,345
PETERBILT	LUBE SVC TRK	1	\$247,380
PETERBILT	LUBE SVC TRK	1	\$247,380
PIERCE ARROW	FIRE TRUCK	1	\$120,000
PROTAINER	TRAILER	1	\$13,460
PROTAINER	TRAILER	1	\$16,601
PROTAINER	TRAILER	1	\$16,601
PROTAINER	PGT-20T-3 TA TRLR	1	\$16,601
PROTAINER	PGT-20T-5 TA TRLR	1	\$16,601
PROTAINER	PGT-20T-5 TA TRLR	1	\$16,601
PROTAINER	PGT-20T-3 TA TRLR	1	\$16,601
RANCO	BELLY DUMP TRLR	1	\$34,720
RANCO	BELLY DUMP TRLR	1	\$34,720
RANCO	BELLY DUMP TRLR	1	\$34,720
RANCO	BELLY DUMP TRLR	1	\$34,720
RANCO	BELLY DUMP TRLR	1	\$34,720
RANCO	BELLY DUMP TRLR	1	\$34,720
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RANCO	BELLY DUMP TRLR	1	\$34,720
RANCO	20CY BELLY DUMP TRLR	1	\$34,720
RANCO	20CY BELLY DUMP TRLR	1	\$34,720
RANCO	20CY BELLY DUMP TRLR	1	\$34,720
RANCO	20CY BELLY DUMP TRLR	1	\$34,720
RANCO	20CY BELLY DUMP TRLR	1	\$34,720
RANCO	20CY BELLY DUMP TRLR	1	\$34,720
RANCO	20CY BELLY DUMP TRLR	1	\$34,720
ROSCO 915	915 ROLL TRUPAC	1	\$65,708
ROSCO 915	915 TRUPAC ROLL	1	\$65,708
TOWMASTER	T-10P	1	\$6,727
TRAILER	PROTAINER	1	\$12,749
TRAIL-EZE	TE20R-24 BACKHOE TRLR	1	\$23,154
TRAIL-EZE	TE80HT-48 TRLR	1	\$48,445
UNITED TRK EQPT	6500 WTR TRLR	1	\$106,873
UNITED TRK EQPT	6500 WTR TRLR	1	\$106,873
UNITED TRK EQPT	6500 WTR TRLR	1	\$106,873
UNITED TRK EQPT	6500 WTR TRLR	1	\$106,873
UNITED TRK EQPT	6500 WTR TRLR	1	\$106,873
UNITED TRK EQPT	6500 WTR TRLR	1	\$106,873
UNITED TRK EQUI	6500 WATER TANK	1	\$106,873
UNITED TRK EQUI	6500 WATER TANK	1	\$106,873
UNITED TRK EQUI	6500 WATER TANK	1	\$106,873
UNITED TRK EQUI	6500 WATER TANK	1	\$106,873
UNITED TRK EQUI	6500 WATER TANK	1	\$106,873
VERMEER	1000XL CHIPPER	1	\$33,000
VERMEER	1000XL CHIPPER	1	\$33,000

STREETS CIP FOR NEW DEVELOPMENT AND DEVELOPMENT FEES – PINAL COUNTY, ARIZONA

VERMEER	1000XL CHIPPER	1	\$33,000
VERMEER	1000XL CHIPPER	1	\$33,000
WELDER	WELDER/GENERATO	1	\$8,680
WELDER	WHISPER/WELD250	1	\$8,680
WESTERN STAR	4900 ROLL-OFF	1	\$153,582
WESTERN STAR	4900FA ROLL-OFF TRUCK	1	\$153,582
WESTERN STAR	4900 TRUCK-TRACTOR	1	\$167,982
WESTERN STAR	4900FA TRUCK TRACTOR	1	\$167,982
WESTERN STAR	4900FA TRUCK TRACTOR	1	\$167,982
WESTERN STAR	4900FA TRUCK TRACTOR	1	\$167,982
WESTERN STAR	4900FA TRUCK TRACTOR	1	\$167,982
WESTERN STAR	4900FA TRUCK TRACTOR	1	\$167,982
WESTERN STAR	4900FA TRUCK TRACTOR	1	\$167,982
WESTERN STAR	4900FA TRUCK TRACTOR	1	\$167,982
WESTERN STAR	4900FA TRUCK TRACTOR	1	\$167,982
WESTERN STAR	4900SA TRUCK TRACTOR	1	\$167,982
WESTERN STAR	4900FA TRANSPORT TRUCK	1	\$167,982
WESTERN STAR	4K WATER TRUCK	1	\$193,477
WESTERN STAR	4K WATER TRUCK	1	\$193,477
WESTERN STAR	4K WATER TRUCK	1	\$193,477
WESTERN STAR	4K WATER TRUCK	1	\$193,477
WESTERN STAR	END DUMP TRUCK	1	\$217,000
WESTERN STAR	4900SA LUBE SVC TRK	1	\$247,380
WORKHORSE	1000 WTR TRLR	1	\$106,873
YALE	FORKLIFT	1	\$55,335
<b>TOTAL</b>		<b>352</b>	<b>\$35,254,559</b>

\* Pinal County Department of Public Works.