

# City of Tracy



## **Northeast Industrial Area – Phase II Finance and Implementation Plan**

**January 15, 2008**

**Resolution Number 2008-010**

**Prepared by:**



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*City of Tracy*  
*Northeast Industrial Area – Phase II*  
*Finance and Implementation Plan*

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# *Introduction*

## ***I. INTRODUCTION***

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### ***A. Purpose of Report***

The purpose of this Finance and Implementation Plan (FIP) Update is to reassess the capital facilities and costs needed to support new development within the second phase of development of the Northeast Industrial Area (Phase II). Impact fees will be redefined and annual special taxes will be identified in order for NEI Phase II to pay for the infrastructure improvements necessary to mitigate the impacts the project has on City infrastructure. For Phase II of NEI the improvements triggered are greater than Phase II properties' "fair-share" of infrastructure costs for the overall NEI area. The City has made a series of assumptions throughout this report related to funding projects so that the Phase II properties' fee program represents costs, which are closer to the Phase II properties' fair-share amount. The City could change these assumptions during future updates of the FIP. It will be necessary for this FIP to be updated annually, if not more frequently, so that the City can track rising infrastructure construction costs.

The detail and methodology used to calculate the impact fees incorporate the nexus principles of Government Code Section 66000, et seq, and can be found in the technical reports which were prepared to identify the facility requirements, estimate the facility costs, and calculate the necessary fees. The technical reports, on which this FIP is based, were approved by the City Council on May 3, 2005 and are available in the January 2006 Northeast Industrial Area – Phase II Finance and Implementation Plan.

It should be noted that this FIP does not include non-program public facilities (including on-site improvements and sub-regional improvements). The sub-divider designing and constructing the facilities will finance non-program public facilities. Sub-dividers may be entitled to reimbursement in accordance with State and local law, for oversized non-program public facilities.

This report only accounts for funding of items directly related to impacts on the City of Tracy. There are other fees that a developer may pay that are not addressed in this document such as, school fees, habitat conservation, farmland preservation, and regional transportation fees.

### ***B. Description of Northeast Industrial Area – Phase II***

The program facilities summarized in this report represent NEI Phase II requirements only, and assumes that any infrastructure requirements related to the other areas of the City are, or will be, mitigated using sources of funding other than those identified in this FIP.

NEI Phase II is a 249 acre area representing the second phase of the Northeast Industrial Project, which is an irregularly-shaped area in the northeast part of Tracy consisting of approximately 870 acres. It is bound to the south by the Southern Pacific Railroad tracks, to the east by the City limit, to the north by Interstate 205 and Pescadero Avenue, and to the west by the Industrial Area

Specific Plan zone that contains MacArthur Drive. Figure 1 in Appendix A identifies the NEI area on a map and the Phase II properties within the NEI area.

NEI Phase II is expected to absorb approximately 249 acres of light industrial development, all within an eight year period. No other land uses are planned for the NEI Phase II area at this time.

### ***C. Changes in this Update***

Several significant changes occur in this update. These changes are outlined below and primarily affect the land area over which the fees are spread, the way Storm Drainage construction costs are forecast, and the revision of outside funding sources in Traffic.

#### **1) NEI Land Area:**

The land over which the fees are to be spread was decreased from the original 257 acres to the current 249 due to the removal of eight (8) acres from the southern strip of the Prologis Parcel as this strip belongs to WSID and will not pay fees.

#### **2) Storm Drainage:**

Current costs for Storm Drainage improvements were updated and then increased at a rate of 4.5% per year for five years. This was done to estimate more probable construction costs at the time the facilities are anticipated to be constructed.

#### **3) Traffic:**

The contribution from outside sources towards the MacArthur/I-205 Interchange was reduced from \$3,000,000 to \$2,500,000. Should this funding become unavailable, the additional cost will be added to the program and fees will increase accordingly.

#### **4) Land Costs:**

The price of land was increased per based on recent land prices and anticipated costs associated with land purchase to \$150,000 per acre for easements and \$350,000 per acre for right-of-way purchase in most cases. The purchase price for the detention basin land was estimated to be \$208,000 per acre to reflect a reduced market value due to its location.

### ***D. Finance and Implementation Summary***

A variety of specific capital improvement projects (CIP's) are outlined in this FIP. The technical studies (available in the January 2006 NEI Phase II FIP) define the CIP's triggered by the Phase II development. NEI Phase II is responsible for mitigating all of the improvements it triggers. The CIP's triggered by Phase II exceed Phase II's fair-share of the overall improvements for the NEI area. The City has worked

with the developers to defer some improvements to later phases of development, to temporarily reduce level of service standards at some traffic locations. These adjustments and assumptions are explained in more detail on a project-by-project basis in Chapter 3 of this report. If the City does not make these adjustments in the future, Phase II will be eligible for reimbursement from future phases of development as compensation.

The City will adjust the fees as needed. It is anticipated that fees will be adjusted at least annually and perhaps more frequently.

The specific CIPs identified in this FIP involve a combination of fee-funded and debt-financed facilities. A summary breakdown of these costs by program is shown in Table A. Approximately \$5,384,105 of the water improvements, \$3,175,170 of the wastewater facility obligations, and \$590,000 of the traffic facilities will be debt financed. The remaining \$4,392,009 of water, \$8,643,081 of wastewater, \$22,623,029 of traffic facilities will be fee-funded. All other facilities, including storm drainage facilities, and public buildings and services are also fee-funded. This financing strategy has been implemented to provide more flexibility to increase fees in the event that additional funding is needed for debt-financed facilities because either estimated costs have increased or other conditions have changed that require increased funding. Table A shows the total facility costs for NEI Phase II, and illustrates how the funding for capital improvements is divided between fees and debt. Approximately 84% of the facility costs and reimbursement obligations totaling \$ 48,542,432 are funded with fees.

The maximum annual special tax is set at \$3,121 per acre; this rate is escalated 2% per year over the original tax rate of \$3,060 in fiscal year 2006-07. This special tax will be sufficient to support debt service on a series of bonds issued to pay for the design and construction of traffic, water and wastewater obligations and right of way acquisition for traffic improvements. Table B also includes an estimate of the total impact fee per light industrial acre, which will be approximately \$194,950 . The breakdown of fees is shown in Table B.



**Table A**  
**City of Tracy - Northeast Industrial Area, Phase II**  
**Public Facilities Cost & Funding Matrix**

PROJECT DESCRIPTION	Debt or Cash Financing	Impact Fees	Total Obligation
<b>GROUP 71: GENERAL GOV'T &amp; PUBLIC SAFETY FACILITIES</b>			
<b>Law Enforcement</b>			
Equipment	\$ -	\$ -	\$ -
Vehicles	\$ -	\$ -	\$ -
Facility	\$ -	\$ -	\$ -
<b>Fire Protection</b>			
Fire Stations	\$ -	\$ 244,717	\$ 244,717
Vehicles	\$ -	\$ 37,009	\$ 37,009
<b>General Facilities</b>			
City Hall Expansion	\$ -	\$ 354,309	\$ 354,309
<b>Public Works Facilities</b>			
Facilities	\$ -	\$ 62,227	\$ 62,227
<b>Subtotal Group 71</b>	<b>\$ -</b>	<b>\$ 698,261</b>	<b>\$ 698,261</b>
<b>GROUP 72: TRAFFIC SAFETY</b>			
<b>New Traffic Signals</b>			
Construction of Signal at Chrisman Rd & Grant Line Rd	\$ -	\$ 399,672	\$ 399,672
<b>Subtotal Group 72</b>	<b>\$ -</b>	<b>\$ 399,672</b>	<b>\$ 399,672</b>
<b>GROUP 73: STREETS &amp; HIGHWAYS</b>			
<b>Roadway Widening &amp; Upgrades</b>			
Pescadero Ave Widening (MacArthur Rd to Paradise Rd)	\$ -	\$ 750,629	\$ 750,629
MacArthur Dr Widening (Eleventh St to Schulte Ave)	\$ -	\$ -	\$ -
MacArthur Dr (I-205 to Pescadero Ave)	\$ -	\$ 858,224	\$ 858,224
Paradise Rd (through Parcel 31)	\$ -	\$ 677,856	\$ 677,856
MacArthur Dr & I-205 Interchange	\$ -	\$ 14,441,311	\$ 14,441,311
<b>Reimbursements</b>			
Reimbursement to RSP	\$ -	\$ 117,660	\$ 117,660
<b>Easements/Land Acquisition</b>			
Acquire ROW for Chrisman Rd (I-205 to Grant Line Rd)	\$ 590,000	\$ 3,619,184	\$ 4,209,184
Acquire ROW for Pescadero Ave widening	\$ -	\$ 1,446,281	\$ 1,446,281
Acquire ROW for Chrisman Rd (between RR and GLR)	\$ -	\$ -	\$ -
Acquire ROW for MacArthur Dr. (I-205 to Pescadero Ave.)	\$ -	\$ 312,212	\$ 312,212
Acquire ROW for MacArthur Dr (11th Street to Schulte)	\$ -	\$ -	\$ -
<b>Subtotal Group 73</b>	<b>\$ 590,000</b>	<b>\$ 22,223,357</b>	<b>\$ 22,813,357</b>
<b>GROUP 74: WASTEWATER IMPROVEMENTS</b>			
<b>WWTP Improvements</b>			
Phase 2 Upgrade*	\$ 1,105,754	\$ 4,179,677	\$ 5,285,431

**Table A**  
**City of Tracy - Northeast Industrial Area, Phase II**  
**Public Facilities Cost & Funding Matrix**

PROJECT DESCRIPTION	Debt or Cash Financing	Impact Fees	Total Obligation
<b>Wastewater Collection System Improvements*</b>			
MacArthur Pump Station Expansion	\$ 957,716	\$ -	\$ 957,716
18" along I-205 (Parcel 8 to Parcel 1)	\$ -	\$ -	\$ -
21" along I-205 (Parcel 8 to Arbor Ave, west on Arbor Ave. to line up with PS, south to PS)	\$ -	\$ 2,976,000	\$ 2,976,000
18" in Chrisman Rd (Parcel 27 to Pescadero)	\$ 768,500	\$ -	\$ 768,500
12" in Chrisman Rd (Parcel 27 to Parcel 28) -	\$ 343,200	\$ -	\$ 343,200
8" (along South PL of Parcels 3, 4, & 5)	\$ -	\$ 540,000	\$ 540,000
15" (from the Northwest PL of Parcel 10 to Pescadero Ave)	\$ -	\$ -	\$ -
Ditch Crossings	\$ -	\$ 138,348	\$ 138,348
Boring Pits on Either Side of I-205	\$ -	\$ 230,580	\$ 230,580
<b>Easements/Land Acquisition</b>			
Acquire Temporary Easement for Bore & Jack under I-205	\$ -	\$ 50,000	\$ 50,000
Acquire 20' Wide Take (along northside of I205)	\$ -	\$ -	\$ -
Acquire 20' Wide Easement (along Parcels 3, 4, & 5) (a)	\$ -	\$ 172,176	\$ 172,176
<b>Reimbursements</b>			
Reimbursement to CFD 89-1	\$ -	\$ 356,300	\$ 356,300
<b>Subtotal Group 74</b>	<b>\$ 3,175,170</b>	<b>\$ 8,643,081</b>	<b>\$ 11,818,251</b>
<b>GROUP 75: WATER IMPROVEMENTS</b>			
<b>SCSWSP Supply Interface Facilities</b>			
18" Regulating Valve (on SSJID Transmission Main)	\$ 27,670	\$ -	\$ 27,670
18" SSJID Transmission Main	\$ 2,674,710	\$ -	\$ 2,674,710
18" on Chrisman Property (Zone 1)	\$ 554,930	\$ -	\$ 554,930
Water Facility Supply Cost Outside of City Limits	\$ 1,749,275	\$ 4,392,009	\$ 6,141,284
<b>Water Distribution*</b>			
16" (from PS on Chrisman Rd to MacArthur Rd)	\$ -	\$ -	\$ -
12" in Future Chrisman Rd (from Grant Line Rd to Pescadero Ave)	\$ 377,520	\$ -	\$ 377,520
<b>Subtotal Group 75</b>	<b>\$ 5,384,105</b>	<b>\$ 4,392,009</b>	<b>\$ 9,776,113</b>
<b>GROUP 76: DRAINAGE IMPROVEMENTS</b>			
<b>Watershed Improvements</b>			
36" in Pescadero Ave (along North PL of Parcels 4 & 3)	\$ -	\$ 191,563	\$ 191,563
54" in Chrisman Rd (from Grant Line Rd to NE corner of Parcel 28)	\$ -	\$ 502,853	\$ 502,853
54" in Pescadero Ave (NW corner of Parcel 8 to NW corner of Parcel 5)	\$ -	\$ 482,739	\$ 482,739
Box Culvert (under Pescadero Ave)	\$ -	\$ 74,710	\$ 74,710
2-Cell Box Culvert (under I-205)	\$ -	\$ 793,838	\$ 793,838
<b>Easements/Land Acquisition</b>			
Acquire 20' Wide Easement for 42" Line (along West PL of Parcel 5)	\$ -	\$ 90,000	\$ 90,000
Acquire ROW for Proposed Detention Basin (aprox. 43 acres)	\$ -	\$ 9,412,258	\$ 9,412,258
Acquire ROW for C2(65) Channel & Pipe (Pescadero Ave to under I-205)	\$ -	\$ 570,500	\$ 570,500
<b>Reimbursements</b>			
Reimbursement to CFD 89-1	\$ -	\$ 67,591	\$ 67,591
<b>Subtotal Group 76</b>	<b>\$ -</b>	<b>\$ 12,186,052</b>	<b>\$ 12,186,052</b>
<b>TOTALS</b>	<b>\$ 9,149,275</b>	<b>\$ 48,542,432</b>	<b>\$ 57,691,707</b>

**Table B**  
**City of Tracy - Northeast Industrial Area, Phase II**  
**Obligation per Light Industrial Acre**

<b>Facility Categories</b>	
<b>General Gov't &amp; Public Safety Facilities</b>	
Law Enforcement Facilities	\$ -
Fire Facilities	\$ 1,131
General Government Facilities	\$ 1,423
Public Works Facilities	\$ 250
<b>Subtotal</b>	<b>\$ 2,804</b>
<b>Traffic Safety</b>	
Intersection Improvements	\$ -
Traffic Signals	\$ 1,605
<b>Subtotal</b>	<b>\$ 1,605</b>
<b>Streets &amp; Highways</b>	
Roadway Widening & Upgrades	\$ 67,181
Land/Easement Acquisition	\$ 21,597
Reimbursement to RSP	\$ 473
<b>Subtotal</b>	<b>\$ 89,250</b>
<b>Wastewater</b>	
WWTP Improvements	\$ 16,786
Collections System Improvements	\$ 16,494
Reimbursement to CFD 89-1	\$ 1,431
<b>Subtotal</b>	<b>\$ 34,711</b>
<b>Water</b>	
SCSWSP Supply Interface Facilities	\$ 17,639
Distribution	\$ -
<b>Subtotal</b>	<b>\$ 17,639</b>
<b>Storm Drainage</b>	
Watershed Improvements	\$ 8,216
Land/Easement Acquisition	\$ 40,453
Reimbursement to CFD 89-1	\$ 271
<b>Subtotal</b>	<b>\$ 48,940</b>
<b>Total (a)</b>	<b>\$ 194,950</b>

Source: Harris & Associates

Date: January 2008

(a) Does not include funding for habitat mitigation.

*Northeast Industrial Area,  
Phase II  
Finance Plan*

## **II. NORTHEAST INDUSTRIAL AREA PHASE II FINANCE PLAN**

### **A. Overview**

The NEI Phase II development project consists of approximately 249 acres of light industrial land use. For the NEI Phase II project to develop successfully according to standards prescribed in the City's adopted General Plan (the Urban Management Plan (UMP)), an assortment of backbone infrastructure (i.e., water, wastewater, roadway, and storm drainage capital facilities) and public buildings (including equipment) must be constructed.

The goal of the NEI Phase II FIP is to structure a financing package that allows program infrastructure to be funded when needed in a way that can be financially supported by NEI Phase II landowners. Tables and analysis summarizing the NEI Phase II FIP are contained in Appendix A.

### **B. Markups including Design, Construction Management, Contingency, and Program Implementation Costs**

Markups are used by most public agencies to cover the costs of design, construction management (including inspection), general contingency, and program implementation. Markups are applied to the estimated construction cost of a facility. A survey was conducted of various public agencies in Northern California, including Caltrans, to compare markups used on new City of Tracy projects with industry standards. The survey included various agencies that had experienced or are currently experiencing significant development. It also included a review of markups used for other development projects well under way in the City of Tracy, including the Residential Specific Plan, Plan C, and the I-205 Specific Plan. Based on the survey and analysis, all of the NEI Phase II technical studies prepared for roadways, storm drainage, water, wastewater, and public buildings used the following methodology for markups:

Design .....	10%
Construction Management .....	10%
Contingency .....	15%
Program Implementation .....	5%

Costs related to the NEI Phase II technical studies and other analyses being funded directly by NEI Phase II participants are not included in this analysis.

The costs associated with program implementation and ongoing administration of the NEI Phase II fee program are also included in the cost estimates for each technical study. These costs will involve setting up and administering reimbursement agreements, updating and reconciling costs, periodically revising the fee structure, and other related efforts. Recovering NEI Phase II's share of UMP planning and engineering costs and funding future implementation and administration costs related to NEI Phase II development is accomplished by applying a program implementation markup to all of the construction cost estimates. This markup has already been incorporated into the technical reports and implementing resolutions. In Chapter 3 of this report these costs have been separated out from each project and placed in a general Program Management CIP number (Group 79XX) for the NEI Phase II area.

Note that these planning and implementation costs relate to the program costs identified in this report. Additional planning and implementation costs related to the design and construction of facilities that are not included among the program costs, but will be required for certain NEI area projects to develop, will be incurred. These additional costs will be borne by the applicable NEI area projects.

### **C. Northeast Industrial Area Phase II Impact Fees**

A summary of the backbone infrastructure and public facilities, and the attendant costs, is provided in Table 1 of Appendix A and discussed in detail in the Implementation Chapter (Chapter 3) of this report. The identified facilities are necessary as a result of development in NEI Phase II. The financing matrix presented in Table A in the previous chapter illustrates the financing strategy for NEI Phase II. Of the over \$57.6 million of total costs, impact fees will provide funding for approximately \$48.5 million in capital improvements, and an estimated \$9.1 million will be debt financed. This breaks down roughly into 84% fee-funded and 16% debt-financed facilities.

Table B in the previous chapter summarizes the updated impact fees by facility category. Development impact fees were adopted with the original NEI FIP based on technical reports outlining the required facilities and estimated costs. The technical reports that provide the basis for the fees are consistent with the procedural and substantive requirements of Government Code Section 66000, et seq, also known as AB 1600. At this time the fees are being updated based on new unit costs and ENR adjustments. There are no changes in the methodology. The general government and public safety facilities, traffic safety facilities, streets and highways, wastewater, water, and storm drainage impact fees in Table B total \$194,950 per gross light industrial acre, which is the \$48.5 million fee-funded cost divided by 249 acres in NEI Phase II. These fees will be subject to an annual review and may be adjusted periodically to reflect changes in cost estimates due to inflation and other factors. This is an increase over the previous per acre fee of \$130,838 .

If an NEI Phase II parcel is subdivided into separate sub-parcels with separate Assessor Parcel Numbers (APN's), the "at-permit" fees will be due, in full, upon issuance of the first building permit for each sub-parcel or will be paid subject to conditions of an approved Deferred Improvement Agreement. If the parcel is not subdivided, then the calculation of the "at-permit" fee will be based on the "gross" acres associated with the applicant's Preliminary & Final Development Plan (PDP/FDP) as a percentage of the parcel's total "gross" acres. Should the applicant wish to phase the development within the PDP/FDP, the "at-permit" fees will be calculated based on the developed and improved area of the first phase as a percentage of the total "gross" area in the approved PDP/FDP and will be due at the issuance of the first building permit. The remaining phases will have Deferred Improvement Agreements (DIA) for each phase, which will identify the remaining "at-permit" fees to be paid.

### **D. Estimated Absorption**

While an absorption schedule will simply be an estimate of unpredictable future events, it is a critical assumption that drives the entire financing strategy. The absorption schedule affects the

timing of fee revenues, phasing of facilities, and every other component of an analysis that accounts for timing issues. Facilities funded with fee revenues will be constructed only as fee revenues become available; therefore, if absorption is slower than predicted, the collection of fee revenues will also be slower while the need for fee-funded facilities will generally be delayed as well since there will be fewer acres to serve. On the other hand, the facilities funded with debt financing must be constructed on schedule whether absorption occurs as predicted or not. A conservative absorption schedule must be used in the debt financing analysis to estimate the dollar amount of vacant land taxes (i.e., special taxes on undeveloped property) during an economic downturn.

The absorption schedule presented in Table 2 of Appendix A reflects input from NEI Phase II landowners, the City of Tracy, and current absorption within NEI Phase I. The absorption schedule represents a conservative scenario resulting in an eight-year build-out. During the first eight years of development, light industrial acreage is expected to absorb at an average of 31 gross acres per year, with 32 gross acres absorbed in the first year. Note that the absorption scenario reflects building permits issued rather than buildings constructed or occupied.

### ***E. Northeast Industrial Area Phase II Fee Revenues***

Based on the assumed absorption schedule contained in Table 2 of Appendix A, annual fee revenues are projected by improvement projects. As noted above, Table B of the previous chapter presents a consolidation of the impact fees per light industrial acre. Table 3 of Appendix A presents the actual fee revenues anticipated to be collected. A total of \$48.5 million in fee revenues, including CFD 89-1 reimbursements for wastewater and storm drainage facilities, is estimated to be collected as the NEI Phase II project builds out. Fee revenues will be used to fund all general government and public safety facilities, traffic safety facilities, as well as storm drainage facilities. NEI Phase II development will also pay for 45% of its water costs, 73% of its wastewater costs, and 97% of its roadway improvement costs via fees; the remainder of facilities in these three categories will be debt-financed.

### ***F. NEI Phase II Debt Financing***

Certain facilities in NEI Phase II will be required up-front, prior to the collection of sufficient fee revenues available to fund those facilities. After a period of discussion and input from landowners and the City, a Mello-Roos Community Facilities District emerged as the recommended mechanism for debt financing of up-front facilities. The Mello-Roos Community Facilities Act [Section 53311 et. seq. of the Government Code] was enacted by the California State Legislature in 1982 to provide an alternate means of financing public infrastructure and services subsequent to the passage of Proposition 13 in 1978. The Act complies with Proposition 13 and Proposition 218, and permits cities, counties, and special districts to create defined areas within their jurisdiction and, by a two-thirds vote within the defined area, impose special taxes to pay for the public improvements and services needed to serve that area.

City of Tracy Community Facilities District 2006-01 is planned to fund roadway, water, and wastewater improvements required to serve the NEI Phase II project area (“CFD-Funded Facilities”). The following were the assumptions related to the formation of the CFD:

1. Approximately \$9.1 million in public facilities will be debt financed through the CFD. A bond issue of approximately \$10.7 million is needed to generate \$9.1 million of new bond proceeds to construct infrastructure.
2. An ability to prepay the annual special tax obligation will be provided in the Rate and Method of Apportionment (RMA) of Special Tax for the CFD, which is included with other CFD formation documents. The prepayment formula is complex and a prepayment amount must be calculated at the time a prepayment request is made.
3. The maximum special tax rate was \$3,060.00 per developed or undeveloped light industrial acre per year, which appears to be competitive and marketable in the regional marketplace. This rate is prescribed to escalate at 2% per year, so is \$3,121 for the 2007-08 fiscal year.
4. Based on the timing of the bond sale and the assumed absorption schedule in the analysis, undeveloped property will pay special taxes over a six-year period. These vacant land taxes do not begin until essentially the year 2007, allowing approximately one year of development to occur prior to any such special taxes becoming due.

Special taxes on developed property are generally levied at the maximum rate until special tax revenues from developed property alone are more than adequate to support debt service and annual administration costs. However, special taxes on undeveloped property are only levied to the extent that debt service and other obligations of the CFD cannot be fully supported by developed property. The maximum special tax per undeveloped acre is not expected to be levied in any year. An amount less than the maximum special tax to be levied on undeveloped land, including zero special tax levies during the beginning of NEI Phase II development, is anticipated through year 2012.

There is no guarantee that the CFD will be able to sell bonds in an amount sufficient to fully fund all of the CFD-Funded Facilities. The total bond amount is limited by the maximum special tax rates, the appraised value of the CFD, and economic/financial conditions at the time of the bond sale. The bond authorization and maximum special tax rates are based, in part, on facility cost estimates for CFD-Funded Facilities. Should these cost estimates prove to be too low, the CFD may be able to fund only a portion of the total CFD-Funded Facilities costs. In the event that bond proceeds are not sufficient to fund all of the facilities anticipated to be funded by the CFD, NEI Phase II landowners will be required to provide other means of financing to ensure that sufficient funding exists to finance all CFD-Funded Facilities when those facilities are needed. This requirement will be documented in an acquisition agreement between the City and NEI Phase II landowners which, among other things, will stipulate the landowners' obligation to pay for CFD-Funded Facilities. The City will not issue building permits to any Phase II properties until all CFD-Funded Facilities have been constructed and are operational.



*Northeast Industrial Area,  
Phase II  
Implementation Plan*

### **III. NORTHEAST INDUSTRIAL PHASE II IMPLEMENTATION PLAN**

#### **A. Overview**

The NEI Phase II Implementation Plan relates the collection of impact fees and bond proceeds from the NEI Phase II Finance Plan with the NEI Phase II infrastructure improvements that need to be constructed. It is a plan that organizes the NEI Phase II infrastructure improvements into capital improvement projects, prioritizes the projects, and forecasts cash flow requirements to design and construct improvements. Cash flow is directly related to absorption rates and, therefore, the fees collected limit capital improvement projects that require funds collected from impact fees. Bond issuances and capital improvement projects funded by bond proceeds are not affected by absorption since the infrastructure covered under this funding is needed prior to any development beginning.

The NEI Phase II Implementation Plan will be subject to updates by the City as needed to reflect current and projected absorption rates, revised capital improvement project priorities, and available funding. NEI Phase II is responsible for funding all of the projects discussed in this report. The updates completed by the City will help insure that the City continues to collect the money needed from development to fund the infrastructure triggered by Phase II.

#### **B. NEI Phase II Capital Improvement Program (CIP)**

The City of Tracy adopts an annual Capital Improvement Program and Capital Budget for each fiscal year. The Capital Improvement Program is the City's comprehensive multi-year plan for the development of the City's capital facilities and improvements. NEI Phase II has the obligation to mitigate its impacts by providing new or expanded facilities. NEI Phase II's program improvements, as described in this document as various CIP projects, have been added to the City's Capital Improvement Program. Funding for the CIP projects will come from NEI Phase II developments, as described in the NEI Phase II Finance Plan section of this document.

The format for the City's Capital Improvement Program involves functional grouping of the CIP projects. All CIP projects of similar types are listed in the same category and, in many cases, are funded from a variety of sources. The CIP functional groups that apply to NEI Phase II program projects include the following:

- Group 71: General Government & Public Safety Facilities
- Group 72: Traffic Safety
- Group 73: Streets & Highways
- Group 74: Wastewater Improvements
- Group 75: Water Improvements
- Group 76: Drainage Improvements
- Group 78: Parks & Recreation Improvements (Does not apply to NEI Phase II)
- Group 79: Project Implementation/Management

Funding for Group 79 is associated with the construction cost mark-up of 5% discussed in Chapter 2 for Program Implementation. The CIP Project Summary Sheet shown in Appendix A

provides the breakdown of the program management (Group 79) money associated with each project. Tables 3-1 through 3-6 in this chapter also provide the breakdown.

Also shown in Appendix A is the Capital Improvement Program (CIP) Projects Cashflow. This table presents the anticipated construction schedule for each project. This document assumes an absorption rate of approximately 31 acres per year until build-out. Build-out of NEI Phase II is assumed to occur in fiscal year ending in 2015.

NEI Phase II is responsible for funding and ultimate construction of the projects discussed in this report. The City may adjust the funding assumptions, discussed below, in the future to insure that the projects needed to support Phase II are constructed.

### ***C. Land Acquisition and Mapping Process***

Rights of way and easements for roadways, wastewater, water and storm drainage facilities will be dedicated by the properties within NEI Phase II, without cost to the City, at the time of approval of maps. The costs for these lands are based on the values in this report without future escalations or updates and will be paid to the land owners at the close out of the NEI Phase II Finance Program.

**NORTHEAST INDUSTRIAL AREA – PHASE II  
Finance and Implementation Plan**

**Group 71: General Government & Public Safety Facilities**

**Fee**

NEI Phase II development impact fee for “General Government & Public Safety Facilities” has an obligation of \$698,261 . \$667,733 of this is associated with project costs. The remaining \$30,528 is associated with project management and will be transferred to the Group 79 Project Management. The obligation was spread over the 249 acres. The entire obligation will be met through an impact fee. The “General Government & Public Safety Facilities” Development Impact Fee is **\$2,804 per acre**.

**Table 3-1 Group 71: General Government & Public Safety Facilities**

<b>Project Description</b>	<b>Project Costs</b>	<b>CIP Budget Estimated Costs Group 71</b>	<b>Project Management Group 79</b>
Law Enforcement – Equipment (a)	\$0	\$0	\$0
Law Enforcement – Vehicles (a)	\$0	\$0	\$0
Law Enforcement – Facilities (a)	\$0	\$0	\$0
Fire Protection – Fire Stations	\$244,717	\$235,977	\$8,740
Fire Protection - Vehicles	\$37,009	\$35,158	\$1,850
General Facilities – City Hall Expansion (a)	\$354,309	\$336,593	\$17,715
Public Works Facilities	\$62,227	\$60,005	\$2,222
<b>Totals</b>	<b>\$698,261</b>	<b>\$667,733</b>	<b>\$30,528</b>

(a) The full obligation for NEI towards law enforcement facilities was paid by Phase I. Phase II fair share obligation towards law enforcement facilities is \$25,558. Thus, the Phase II project costs obligation towards the City Hall Expansion has been increased to make up the difference.

**Background**

NEI Phase II will pay a development impact fee for “General Government & Public Safety Facilities”. The fee is based on a report called “Public Building Impact Fee Study Update Northeast Industrial Area (NEI) April 2005” prepared by Harris & Associates. This report is updated from the 1999 “Northeast Industrial Area Public Buildings Impact Fee Justification Study (1999)” which was adopted by City Council by Resolution Number 99-456.

Public Facilities for NEI Phase II are divided into the following four (4) categories:

1. Law Enforcement Facilities
2. Fire Protection Facilities
3. General Government Facilities
4. Public Works Facilities

NEI Phase II's "Public Building Fees" will provide approximately at the build-out of the NEI Phase II development.

### **FIP Update**

The project costs increased in this category for this update due to an ENR adjustment. There was also a decrease from 257 acres to 249 acres to spread the fees over which resulted in additional increase. The reduction in acres is detailed in Section C of the Introduction chapter. The fee per acre for Group 71 increased from \$2,535 to \$2,804 .

The following is a brief description of NEI Phase II CIP projects related to the four categories listed above.

#### **1. Law Enforcement Facilities:**

*7122 Vehicles and Equipment for Additional Officers: Includes acquisition of additional marked and unmarked police vehicles necessary through build-out of NEI Phase II for the additional officers required to maintain the same levels of service offered currently. Includes acquisition of all necessary equipment to outfit an additional police officer required through NEI Phase II build-out. The equipment includes uniforms, helmets, firearm, communications devices, leathers (belt, gloves, boots, etc.) and all assorted identification patches. Phase I paid Phase II's share of \$25,558. This amount was added to City Hall Expansion cost for Phase II.*

NEI Phase II's cost share: \$0

*71XX Facilities for Additional Officers: Includes acquisition of additional facilities for the additional officers required to maintain the same levels of service offered currently.*

NEI Phase II's cost share: \$0

**2. Fire Facilities:**

71PP-037 Fire Station (Chrisman Road Area): Includes acquisition of land, design, and construction of a 9,000 square foot fire station in the NEI/Chrisman Road area. The facility would be a 4 x2 configuration (i.e. two vehicles deep, four vehicles wide with four doors in the front and the back). The facility would consist of a 6,000 square feet eight feet tall apparatus room and about 2,000 square feet of living quarters for up to 10 fire-fighters and an officer. The remaining 1,000 square feet would serve as a training room. Includes acquisition a fire truck (fire- pump type or similar).

NEI Phase II's cost share	\$281,726
Fee Funded	\$271,135
Program Management	\$10,590
- Group 79	

**3. General Government Facilities:**

7118 City Hall Expansion: The City is expanding City Hall at this time. The expansion accounts for the anticipated development within the NEI area. Phase I paid Phase II's share of \$25,558 towards Law Enforcement facilities; Phase II's share of this project is increased by that amount.

NEI Phase II's cost share:	\$354,309
Fee Funded	\$336,593
Program Management	\$17,715
- Group 79	

**4. Public Works Facilities:**

7154 Expansion of Existing Public Works Maintenance Facility: Construct miscellaneous improvements to allow the existing corporation yard to continue to meet the increasing maintenance demands of the expanding infrastructure. Improvements would include additional supply storage areas, additional training and locker facilities, and covered fleet maintenance parking spaces. The remainder of the costs will be funded by other benefiting properties.

NEI Phase II's cost share:	\$62,227
Fee Funded	\$60,005
Program Management	\$2,222
- Group 79	

**NORTHEAST INDUSTRIAL AREA – PHASE II**  
**Finance and Implementation Plan**

**Groups 72 & 73: Traffic Safety and Streets & Highways**

**Fee**

The Northeast Industrial Area (NEI) Phase II obligation for “Traffic Safety” (Group 72) is \$399,672 and for “Streets & Highways” (Group 73) is \$22,813,857. The total obligation towards traffic related improvements is \$23,213,029. \$117,660 of this is associated with project costs. The remaining is associated with project management and will be transferred to Group 79, Project Management. \$590,000 of the total obligation will be met through bond sales. The remaining amount will be met through development impact fees. The “Traffic Safety” and “Streets and Highways” impact fees will be collected in one fund. The Traffic Safety Development Impact Fee for the NEI Phase II area is \$1,605 per acre and the Streets and Highways Development Impact Fee for the NEI Phase II area is \$89,250 per acre. The Total “Traffic Impact Fee for the Northeast Industrial Area” is equal to **\$90,856** per acre.

**Table 3-2 Groups 72 and 73: Traffic Safety and Streets & Highways**

<b>Project Description</b>	<b>Project Costs</b>	<b>CIP Budget Estimated Costs Group 72&amp;73</b>	<b>Project Management Group 79</b>
New Traffic Signal – Chrisman and Grant Line Road (Group 72)	\$399,672	\$385,396	\$14,274
<b>Group 72 Total</b>	<b>\$399,672</b>	<b>\$385,398</b>	<b>\$14,274</b>
MacArthur/I205 Interchange (73)	\$14,441,311	\$13,925,550	\$515,761
Pescadero Ave Widening (73)	\$2,196,910	\$2,097,788	\$99,122
MacArthur Drive Widening (73)	\$1,170,436	\$1,124,174	\$46,262
Paradise Road Construction (73)	\$677,856	\$653,647	\$24,209
Reimbursement to RSP (73)	\$117,660	\$111,777	\$5,883
ROW acquisition for Chrisman Road expansion (73) <sup>1</sup>	\$4,209,184	\$3,998,725	\$210,459
<b>Group 73 Total</b>	<b>\$22,813,357</b>	<b>\$21,911,660</b>	<b>\$901,696</b>
<b>Total</b>	<b>\$23,213,029</b>	<b>\$22,297,058</b>	<b>\$915,970</b>

<sup>1</sup> The total cost of this project is \$4,209,184. \$590,000 of this is met through bond sales and is not included in the Impact Fee calculation.

## Background

NEI Phase II's obligation for "Traffic Safety" and "Streets & Highways" will be financed with a combination of bond proceeds from the Community Facilities District and development impact fees. NEI Phase II's obligation for "Traffic Safety" and "Streets & Highways" are based on Fehr & Peers Associates, Inc. report called "Phase 2 – Northeast Industrial Triggers" dated January 28, 2005 and the April 2005 report called "Benefit and Burden Analysis for Northeast Industrial" (available in the Northeast Industrial Area Phase II January 2006 FIP). It presents the NEI Phase II traffic analysis and calculates a fair-share traffic fee and roadway improvement fee for the NEI Phase II development.

The projects to be funded within this program are discussed below. Figure 3-1 shows the locations of the traffic improvements to be funded by Phase II. The bond funding within the traffic program is associated with purchasing the right of way in the future extension of Chrisman Road north of Grant Line Road to Interstate 205 (I205) for the water and waste water projects.

## FIP Update

The major changes for Groups 72 & 73 that result in a fee increase from \$68,255 to \$90,856 per acre are a result of the decrease from 257 acres to 249 acres and the increase in the land cost. The acreage reduction is detailed in Section C of the Introduction chapter. Additionally, an ENR update to account for increased construction costs was included in the project cost calculation.

NEI Phase II Group 72, Traffic Safety, and Group 73, Streets & Highways will be collected into one fund and will include the following projects:

*72PP-040 Traffic Signal Grant Line Road @ Chrisman Road: Includes installation of a new traffic signal. The project has been designed by NEI Phase I developer (Pattillo). It is anticipated that this signal will be installed when the Grant Line Road Widening is done. The design for this project may need to be redone based on the findings related to the Chrisman Road extension precise plan line study. This study could change the location of this intersection. This project is funded by impact fees.*

NEI Phase II's cost share:	\$399,672
Fee Funded	\$385,398
Program Management	\$14,274
- Group 79	



7390 Chrisman Road Extension - Land Acquisition: *Includes completing the precise plan line study for the extension of Chrisman Road north of Grant Line Road to Interstate 205 (I205). Construction of the road improvements is not covered by these costs. The project will complete the precise plan line and acquire the right-of-way between Grant Line Road and Pescadero with Bond funding. This right-of-way is needed to construct the water and sewer facilities that are needed before Phase II can pull building permits (discussed in more detail in Groups 74 and 75). The right of way north of Pescadero Road to I205 will be covered by the fees.*

NEI Phase II's cost share:	\$4,209,184
Bond Funded	\$560,500
Fee Funded	\$3,438,225
Program Management - Group 79	\$210,459

73PP-093 Pescadero Ave Widening (MacArthur Rd to Paradise Rd): *Acquire the land on both the north and south sides of the street and construct the widening of Pescadero Drive to a 4 lane minor arterial from MacArthur Drive to Paradise Road. NEI phase II is responsible for all of the right-of-way acquisition need for this road improvement. NEI phase II triggers the need for this improvement. The City has deferred almost 90% of this construction cost for this facility to later phases of development. It is anticipated that some of the Phase II developers may construct and dedicate portions of this project in exchange for future reimbursements for later phases of development.*

NEI Phase II's cost share total:	\$2,196,910
Fee Funded	\$2,097,788
Program Management - Group 79	\$99,122

73PP-041 MacArthur Drive Widening (Between Eleventh Street to Schulte Avenue) – Land Acquisition: *Includes right-of-way purchase associated with the widening of this road to a 4-lane major arterial. This project is triggered by Phase II. However the City is deferring this project to future phases of development. The deferral may lead to a lower level of service on this road in the future.*

NEI Phase II's cost share: \$0

73PP-055 MacArthur Drive Widening (Between Interstate 205 to Pescadero Avenue): *Includes the right-of way purchase and construction costs for widening to a 4-lane major arterial. Median breaks with left turn access/egress to parcels between Pescadero Road and the interchange should not be allowed.*

NEI Phase II's cost share	\$1,170,436
Fee Funded	\$1,124,174
Program Management	\$46,262
– Group 79	

73PP-094 Paradise Road: Extension of Paradise Road through Parcel 31: *Includes extending Paradise Road to its ultimate right-of-way, through Parcel 31. The right-of-way for this project is being purchase by NEI Phase I developers.*

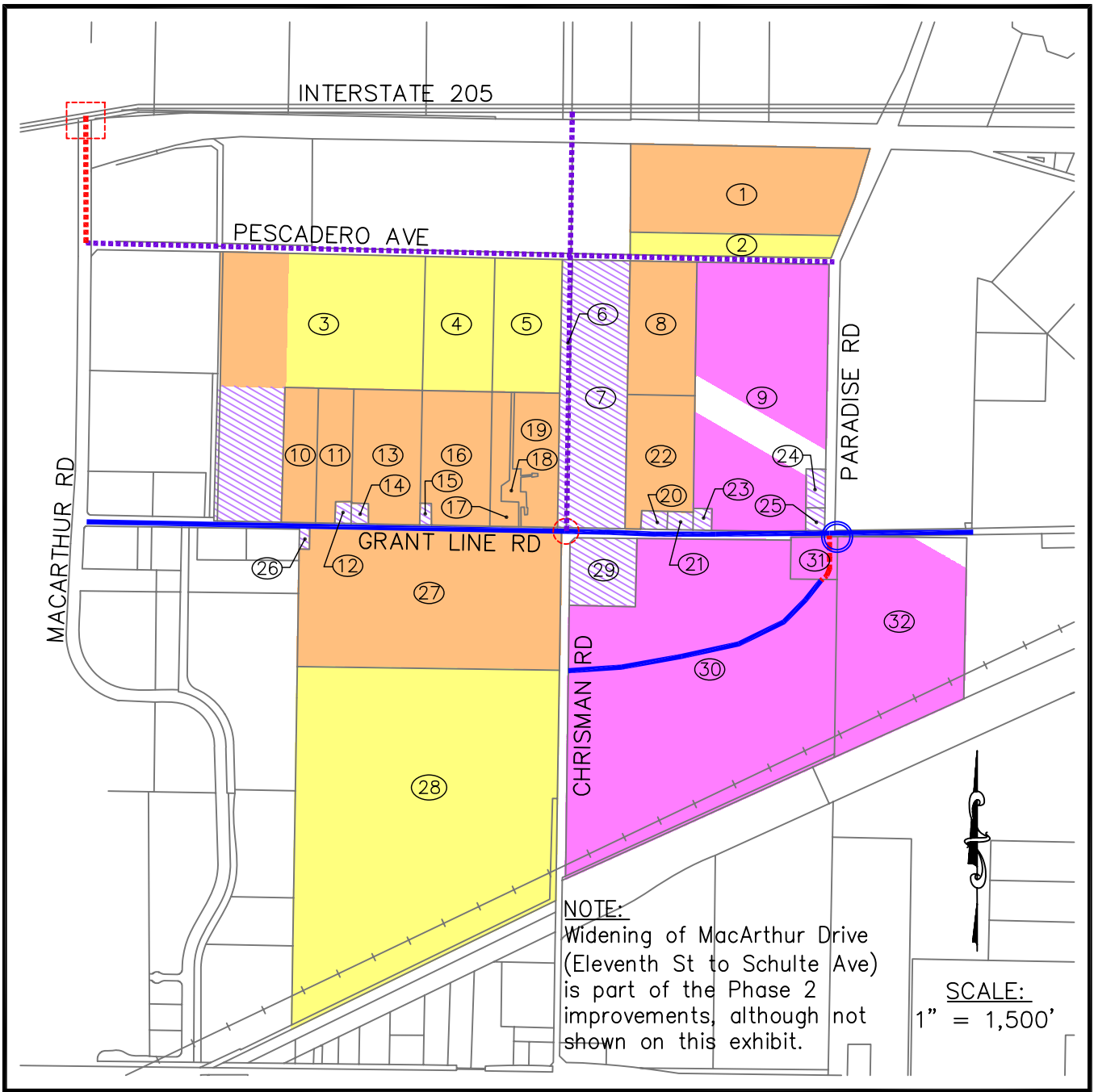
NEI Phase II's cost share:	\$677,856
Fee Funded	\$653,647
Program Management	\$24,209
– Group 79	

72PP-031 MacArthur Drive @ I-205 Interchange: *Includes upgrading existing diamond interchange to a partial clover. The PSR study (approximately \$500,000) needed to do this improvement with Caltrans should begin as soon as fees are available. NEI Phase II triggers the need for this facility.*

NEI Phase II's cost share:	\$14,441,311
Fee Funded	\$13,925,550
Program Management	\$515,761
– Group 79	

799A Reimbursement to RSP: *Includes paying back funds against RSP.*

NEI Phase II's cost share	\$117,660
Fee Funded	\$111,777
Program Management	\$5,883
– Group 79	



**LEGEND:**

- NEI PHASE 1 BUILDOUT
- NEI PHASE 2 BUILDOUT
- NEI REMAINING AREAS TO BUILD
- NEI PROPERTY NOT TO DEVELOP
- IMPROVEMENT (CONSTRUCTED BY PHASE 1)
- IMPROVEMENT (PHASE 2)
- IMPROVEMENT – BUILDOUT, (ROW BY PHASE 2)
- TRAFFIC SIGNALS (PHASE 1)
- TRAFFIC SIGNALS (PHASE 2)
- ③ LOT NUMBER

CITY OF TRACY  
NORTHEAST INDUSTRIAL  
PROJECT

FIGURE 3-1  
TRAFFIC



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**NORTHEAST INDUSTRIAL AREA-PHASE II**  
**Finance and Implementation Plan**

**Group 74: Wastewater Improvements**

**Fee**

The Northeast Industrial Area (NEI) Phase II obligation towards wastewater improvements is \$11,818,251 . \$11,387,907 of this is associated with project costs. The remaining \$430,344 is associated with project management. \$3,175,170 of the total wastewater obligation will be bond funded. \$8,643,081 of the obligation towards wastewater improvements will be collected from development impact fees. The “Development Impact Fee Wastewater Improvements for NEI Phase II” per light industrial acre is **\$34,711** .

**Table 3-3 Groups 74: Wastewater Improvements**

Project Description	Project Costs	CIP Budget Estimated Costs Group 74	Project Management Group 79
WWTP Upgrade	\$5,285,431	\$5,096,665	\$188,765
MacArthur pump station expansion	\$957,716	\$923,512	\$34,204
Sewer Collections System Lines	\$4,996,628	\$4,818,177	\$178,451
Sewer Collections System Easements	\$222,176	\$211,067	\$11,109
Reimbursement to CFD 89-1	\$356,300	\$338,485	\$17,815
<b>Totals</b>	<b>\$11,818,251</b>	<b>\$11,387,907</b>	<b>\$430,344</b>

**Background**

NEI Phase II’s obligation for wastewater treatment plant capacity and wastewater conveyance system improvements will be financed with a combination of bond proceeds and development impact fees. A Wastewater Impact Fee for NEI Phase II will be paid as a development impact fee at building permit. NEI Phase II’s obligation for wastewater treatment and wastewater conveyance is based on CH2M Hill’s report “Wastewater System Impact Fee Analysis for the NEI Phase 2 Area,” dated February 8, 2005 (available in the Northeast Industrial Area Phase II January 2006 FIP). It presents NEI Phase II’s wastewater analysis and calculates fair-share wastewater costs for the NEI Phase II developments. Figure 3-2 shows the location of the wastewater improvements to be constructed by Phase II.

## FIP Update

The major changes for Group 74 that result in a fee increase from \$20,315 per acre to \$34,711 per acre are the reduction in acreage from 257 acres to 249 acres, the update of costs using new bid information where available or by ENR and the increase in land cost.

The projects funded within the wastewater program are:

74PP-032 WWTP Expansion: *Includes expansion of the headworks, secondary system hydraulics, new aeration basin, effluent pumps, and paved drying beds.*

NEI Phase II's cost share:	\$5,285,431
Bond Funded	\$1,066,263
Fee Funded	\$4,030,403
Program Management	\$188,765
- Group 79	

74PP-045 MacArthur Pump Station Expansion - Phase 2: *Includes installation of various improvements at the MacArthur pump station to convey additional wastewater flow to the Tracy wastewater treatment plant. This project is funded by the bonds and must be completed prior to building permits being issued by the City to any NEI Phase II property.*

NEI Phase II's cost share:	\$957,716
Bond Funded	\$923,512
Fee Funded	\$-
Program Management	\$34,204
- Group 79	

7468 Sewer Collections System for Properties East of Chrisman Road: *Includes installation of 450 feet of 21-inch gravity sewer north from Pescadero Road along the eastern boundary of Yellow Freight to I205. Includes a 21" line bore and jack crossing of I205 and ditch crossings. There are also 9,870 feet of 21" up Chrisman Road extension, west on Arbor Ave., then south to the MacArthur Pump Station. Also includes the installation of 12-inch gravity sewer north from the intersection of Chrisman Road and Properties 27 and 28 to the southern boundary of properties 3,4 and 5. (See Figure 3-2). 2,700 feet of 8" line along the southern boundary of parcels 3, 4 and 5. These wastewater improvements are funded in part by the bonds and need to be in operation prior to the City issuing any building permits for Phase II properties.*

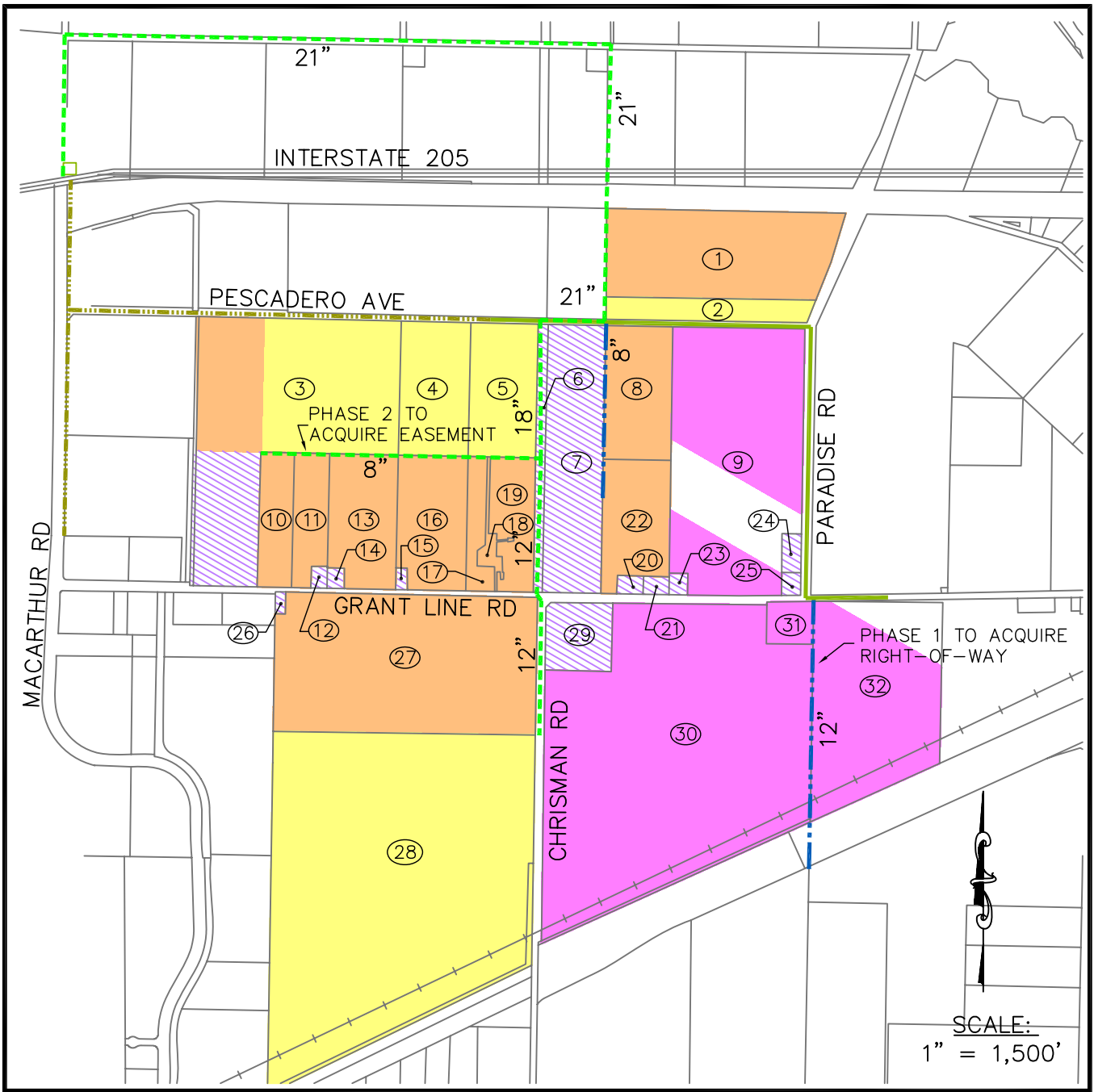
NEI Phase II's cost share:	\$4,996,628
Bond Funded	\$1,071,996
Fee Funded	\$3,746,181
Program Management	\$178,451
- Group 79	

74XX Land Acquisition Includes acquiring a 20' wide easement for sewer line along the eastern edge of Yellow Freight, under I-205 up to Arbor Ave. This project also includes a temporary easement for boring under I-205. An additional 45 feet of storm drainage right of way will be purchased in the future by the drainage fees (under a separate CIP) adjacent to the portion of this easement between Pescadero and I-205. Includes acquiring a 20' wide easement for sewer line along Parcels 3, 4 and 5.

NEI Phase II's cost share	\$222,176
Fee Funded	\$211,067
Program Management	\$11,109
- Group 79	

799B Reimbursement to CFD 89-1 Reimbursement to CFD 89-1 for use of excess capacity in conveyance systems. This reimbursement will be collected through the impact fees.

NEI Phase II's cost share	\$356,300
Fee Funded	\$338,485
Program Management	\$17,815
- Group 79	



**LEGEND:**

- NEI PHASE 1 BUILDOUT
- NEI PHASE 2 BUILDOUT
- NEI REMAINING AREAS TO BUILD
- NEI PROPERTY NOT TO DEVELOP
- EXISTING TRANSMISSION LINE
- TRANSMISSION LINE (CONSTRUCTED BY PHASE 1)
- TRANSMISSION LINE (PHASE 2)
- TRANSMISSION LINE (BUILDOUT)
- PUMP STATION (PHASE 2)
- ③ LOT NUMBER

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FIGURE 3-2  
WASTEWATER



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**NORTHEAST INDUSTRIAL AREA-PHASE II  
Finance and Implementation Plan**

**Group 75: Water Improvements**

**Fee**

The Northeast Industrial Area (NEI) Phase II obligation towards water improvements is \$9,776,114. \$9,426,967 of this is associated with project costs. The remaining \$349,147 is associated with project management and will be transferred to the Group 79 Project Management. \$5,384,105 of the total water obligation will be bond funded. The remaining \$4,392,009 of the obligation towards water improvements will be collected from development impact fees. The “Development Impact Fee Water Improvements for NEI Phase II” per light industrial acre is **\$17,639**.

**Table 3-4 Groups 75: Water Improvements**

<b>Project Description</b>	<b>Project Costs</b>	<b>CIP Budget Estimated Costs Group 75</b>	<b>Project Management Group 79</b>
18” Regulating Valve on SSJID Main	\$27,670	\$26,681	\$988
18” SSJID Transmission Main	\$2,674,710	\$2,579,185	\$95,525
18" on Chrisman Road	\$554,930	\$535,111	\$19,819
Water Facility Supply Cost Outside of City Limits	\$6,141,284	\$5,921,952	\$219,332
12" in Future Chrisman Rd (from Grant Line Rd to Pescadero Ave)	\$377,520	\$364,037	\$13,483
<b>Totals</b>	<b>\$9,776,114</b>	<b>\$9,426,967</b>	<b>\$349,147</b>

**Background**

NEI Phase II’s obligation for water supply, water treatment, water storage, and water distribution will be financed with a combination of bond proceeds and development impact fees. NEI Phase II’s obligation for water improvements is based on West Yost & Associates report called “Water System Analysis for the Northeast Industrial Phase II Development Mitigation Fee Justification (AB 1600 Report)” dated February 14, 2005. It presents NEI Phase II’s water system analysis and calculated fair-share water system costs for the NEI Phase II developments. Figure 3-3 shows the location of the water improvements to be constructed by Phase II.



## FIP Update

The fees are being updated to reflect recent bids on several water lines. Where new bid information was not available the projects were updated by ENR. There was a reallocation of bond funding from water projects to sewer projects to cover upfront project costs. As a result more of the water projects are paid through fees. In addition, there was a reduction in acres to spread fees over from 257 acres to 249, as discussed in Chapter 1.

The Projects funded are:

7590 SCSWSP Supply Interface Facility: *Includes installation of an 18-inch regulating valve on the SCSWSP transmission main. This project is bond funded and will be constructed with the SCSWSP 18" transmission main. Includes installation of 11,380 lineal feet of 18-inch SCSWSP transmission main. The project starts at the NEI water tank on the Chrisman Property and heads south on Chrisman to 11<sup>th</sup> Street, approximately 1,210 feet, and then runs east on 11<sup>th</sup> street for 10,170 feet and connects to the recently constructed SCSWSP pipeline. This project is bond funded and will be installed before the first building permit is issued.*

NEI Phase II's cost share:	\$3,257,310
Bond Funded	\$3,140,977
Fee Funded	\$0
Program Management	\$116,332
-Group 79	

7532 SCSWSP Supply Cost Outside City Limits: *Phase II of NEI is paying for a portion of the NEI obligation towards the SCSWSP. The City is currently paying NEI's share of this project through a loan from the water fund. All of the funding collected on this project will be used to refund that loan. A portion of this funding will come from the bonds and the remaining amount will be collected through impact fees.*

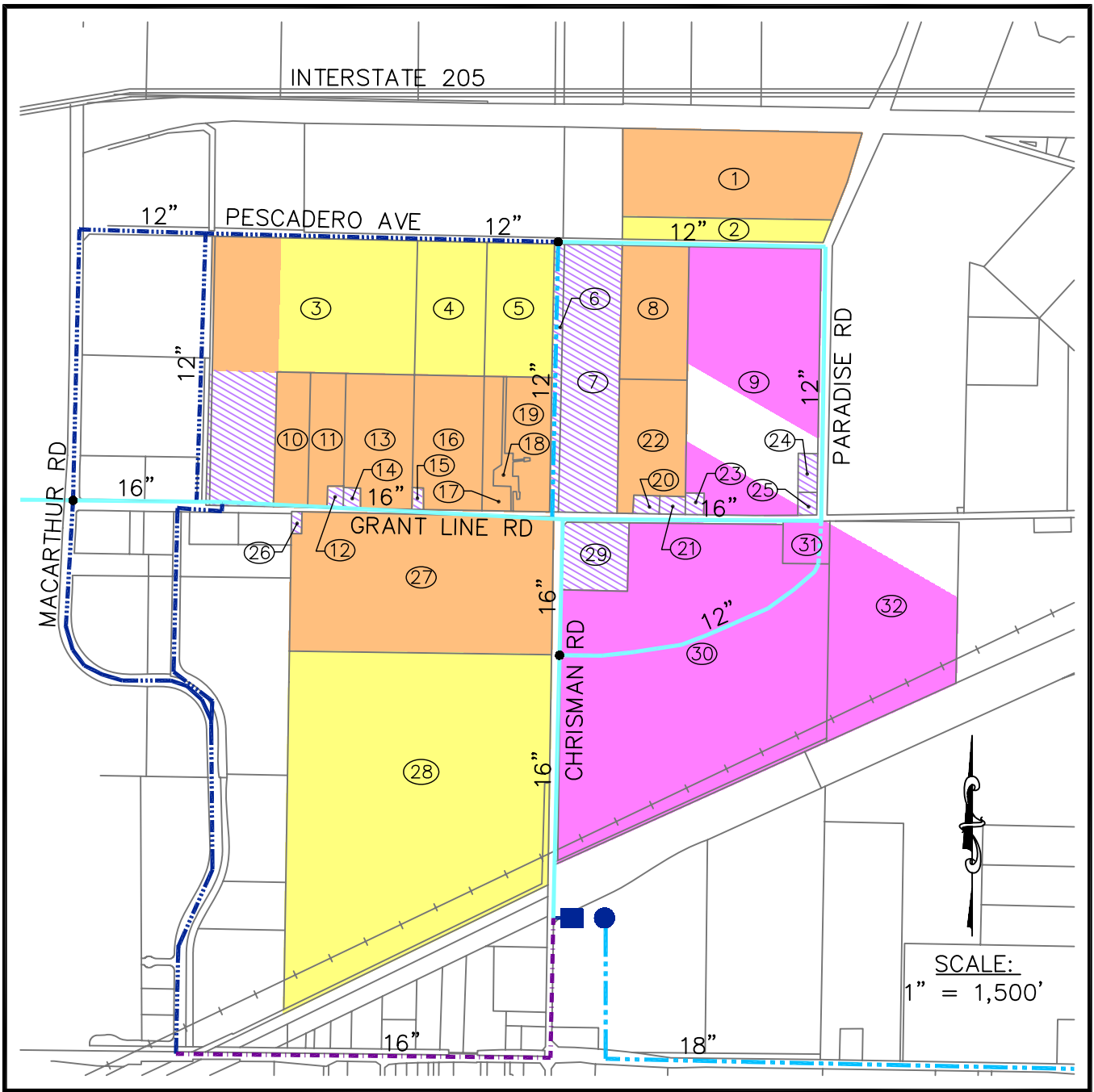
NEI Phase II's cost share:	\$6,141,284
Bond Funded	\$1,686,801
CIP Costs – Group 75	\$ 4,235,151
Program Management	\$219,332
- Group 79	

7589 Water Distribution: New 12-inch Lines: *Includes installation of 2,700 lineal feet of 12-inch distribution lines from approximately the intersection of Grant Line Road and Chrisman Road north along the new Chrisman Road extension (see Traffic Program) to Pescadero Road. This project is funded entirely by the bonds and will be required for fire fighting purposes prior to any building permits being issued by the City to Phase II properties.*

NEI Phase II's cost share:	\$377,520
Bond Funded	\$364,037
Fee Funded	\$-
Program Management	\$13,483
- Group 79	

75XX Water Distribution: New 16-inch Lines: *Includes installation of 5,000 lineal feet of 16-inch distribution lines from the pump station on Chrisman Road at the NEI water tank site south on Chrisman Road then West to MacArthur Drive. This project is needed for redundancy of water supply in the area. In order to reduce Phase II property costs the City has assumed that this pipeline can be installed by the next phase of development in the area.*

NEI Phase II's cost share: \$0



SCALE:  
1" = 1,500'

**LEGEND:**

- NEI PHASE 1 BUILDOUT
- NEI PHASE 2 BUILDOUT
- NEI REMAINING AREAS TO BUILD
- NEI PROPERTY NOT TO DEVELOP
- EXISTING TRANSMISSION LINE
- TRANSMISSION LINE (CONSTRUCTED BY PHASE 1)
- TRANSMISSION LINE (PHASE 1)
- TRANSMISSION LINE (PHASE 2)
- TRANSMISSION LINE (BUILDOUT)
- STORAGE RESERVOIR (CONSTRUCTED BY PHASE 1)
- PUMP STATIONS (CONSTRUCTED BY PHASE 1)
- 3 LOT NUMBER

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FIGURE 3-3  
WATER

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**NORTHEAST INDUSTRIAL AREA-PHASE II**  
**Finance and Implementation Plan**

**Group 76: Drainage Improvements**

**Fee**

NEI Phase II obligation of “Drainage Improvements” is \$12,186,052 . \$11,605,974 of this is associated with project costs. The remaining \$580,078 is associated with project management. All drainage fee projects are fee funded. The “Drainage Improvements Development Impact Fee” for NEI Phase II is **\$48,940 per acre**.

**Table 3-5 Group 76: Drainage Improvements**

<b>Project Description</b>	<b>Project Costs</b>	<b>CIP Budget Estimated Costs Group 76</b>	<b>Project Management Group 79</b>
36" in Pescadero Ave	\$191,563	\$184,722	\$6,842
54" in Chrisman Rd	\$502,853	\$484,894	\$17,959
54" in Pescadero Ave	\$482,739	\$465,498	\$17,241
Box Culvert (Pescadero Ave)	\$74,710	\$72,041	\$2,668
2-Cell Box Culvert (under I-205)	\$793,838	\$765,486	\$28,351
Acquire 20' Wide Easement for 42" Line	\$90,000	\$85,500	\$4,500
Acquire ROW for Proposed Detention Basin	\$9,412,258	\$8,941,645	\$470,613
Acquire ROW for C2 (65) Channel & Pipe	\$570,500	\$541,975	\$28,525
Reimbursement to CFD 89-1	\$67,591	\$64,211	\$3,380
<b>Totals</b>	<b>\$12,186,052</b>	<b>\$11,605,974</b>	<b>\$580,078</b>

**Background**

NEI Phase II will pay a development impact fee at building permit for CIP projects described in this section. NEI Phase II’s obligation to pay a development impact fee for “Drainage Fees” is based on the Stantec report called “Northeast Industrial Area Phase II Final Storm Drainage Analysis” dated November 1, 2004 (available in the Northeast Industrial Area FIP, January 2006). It presents the NEI Phase II storm drainage analysis and calculates a fair-share drainage fee for the NEI Phase II developments. Figure 3-4 shows the location of the drainage improvements to be constructed by Phase II.

## FIP Update

Several changes were made as part of this update. Unit costs were updated using recent bids or by ENR if additional information was not available, then escalated at 4.5% for five years to estimate a probable construction cost at the mid-point of estimated construction. The cost to purchase easements or right of way were not escalated over the five year period, though they were updated. There was also a reduction in acres from 257 to 249 to spread fees over, as discussed in Chapter 1.

The projects funded are:

76PP-064 Watershed Improvements: Pescadero Ave.: *Includes construction of 800 lineal feet of 36-inch line in Pescadero Avenue along the property line of parcels 3 and 4. Includes construction of 1,400 lineal feet of 54-inch pipe Pescadero Avenue from the western end of parcel 5 to the east end of Yellow Freight. Installation of an 8' x 6' CBC located under Pescadero Avenue at the northern end of the 65 foot wide drainage channel that runs between properties 8 and 9. Includes construction of a 2-cell box culvert under Interstate 205. Includes acquiring a 20 foot wide easement running north south between properties 4 and 5. Includes acquiring an additional 45 feet of right-of-way along the eastern edge of Yellow Freight north from Pescadero Ave and under I205 to the future detention basin site. The wastewater program is purchasing 20 feet of the 65 feet needed in CIP 74XX. This CIP picks up the other 45 feet.*

NEI Phase II's cost share	\$2,203,349
Fee Funded	\$2,115,223
Program Management	\$88,127
- Group 79	

76PP-065 Watershed Improvements: 54" in Chrisman Road: *Includes installation of 1,500 lineal feet of 54-inch pipe in Chrisman Road from the intersection of paradise Road north to Grant Line Road.*

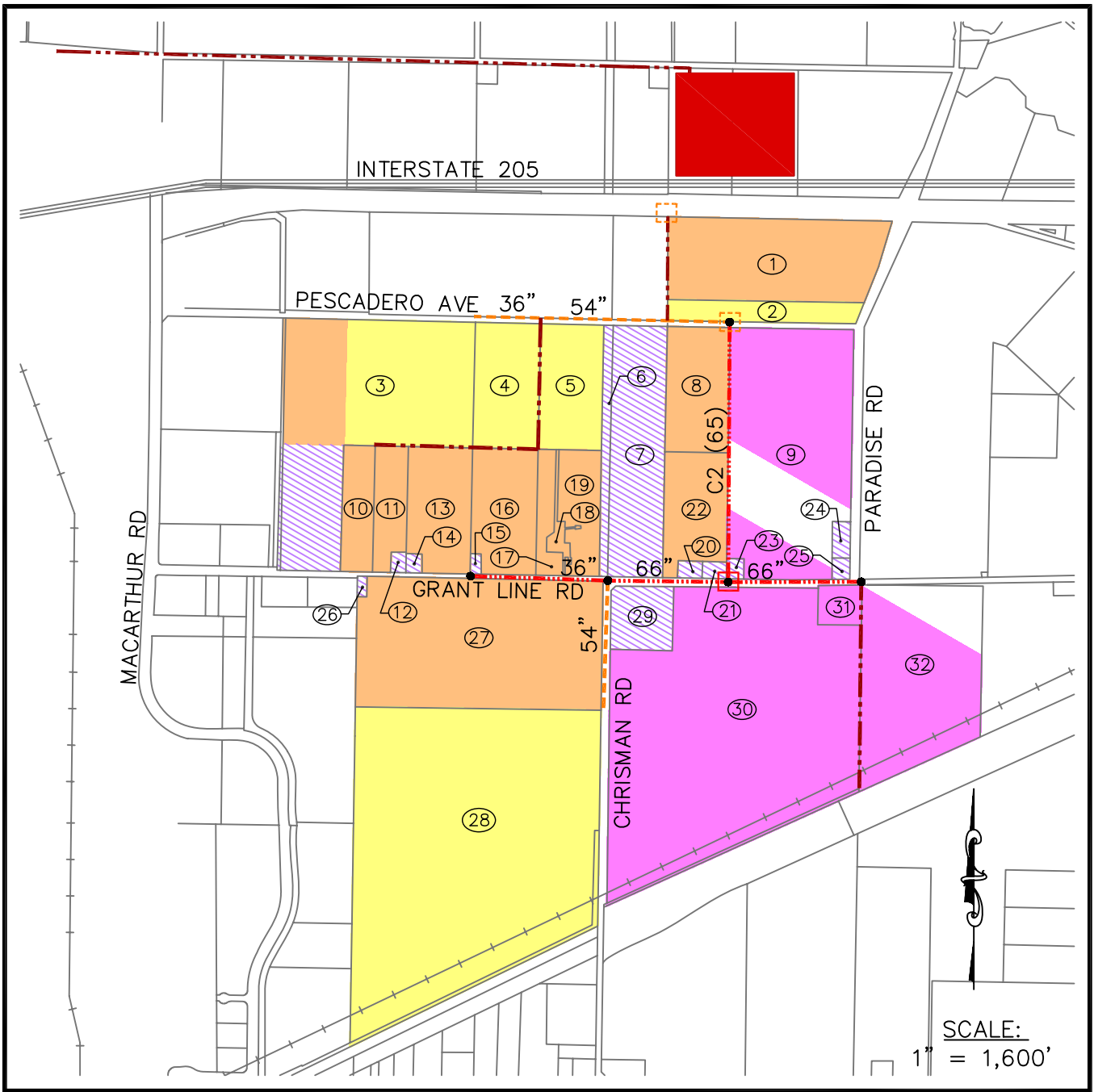
NEI Phase II's cost share	\$502,853
Fee Funded	\$484,894
Program Management	\$17,959
- Group 79	

76XX Right-of-way for detention basin: *Includes acquiring approximately 43 acres of land north of I205 south of Arbor Road northeast of Yellow Freight.*

NEI Phase II's cost share:	\$9,412,258
Fee Funded	\$8,941,645
Program Management	\$470,613
- Group 79	

*799D Reimbursement to CFD 89-1: Includes reimbursing for the excess capacity that was created in CFD 89-1 for storm drainage facilities for the Eastside Watersheds. NEI Phase II properties will benefit from these improvements and will fund their share of reimbursement amount per acre.*

NEI Phase II's cost share:	\$67,591
Fee Funded	\$64,211
Program Management	\$3,380
- Group 79	



**LEGEND:**

- NEI PHASE 1 BUILDOUT
- NEI PHASE 2 BUILDOUT
- NEI REMAINING AREAS TO BUILD
- NEI PROPERTY NOT TO DEVELOP
- TRANSMISSION LINE (PHASE 1)
- TRANSMISSION LINE (PHASE 2)
- TRANSMISSION LINE (BUILDOUT)
- CBC (PHASE 1)
- CBC (PHASE 2)
- 3 LOT NUMBER

CITY OF TRACY  
NORTHEAST INDUSTRIAL  
PROJECT

FIGURE 3-4  
STORM WATER



**Harris & Associates**

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**NORTHEAST INDUSTRIAL AREA-PHASE II**  
**Finance and Implementation Plan**

**Group 79: Project Management**

**Fee**

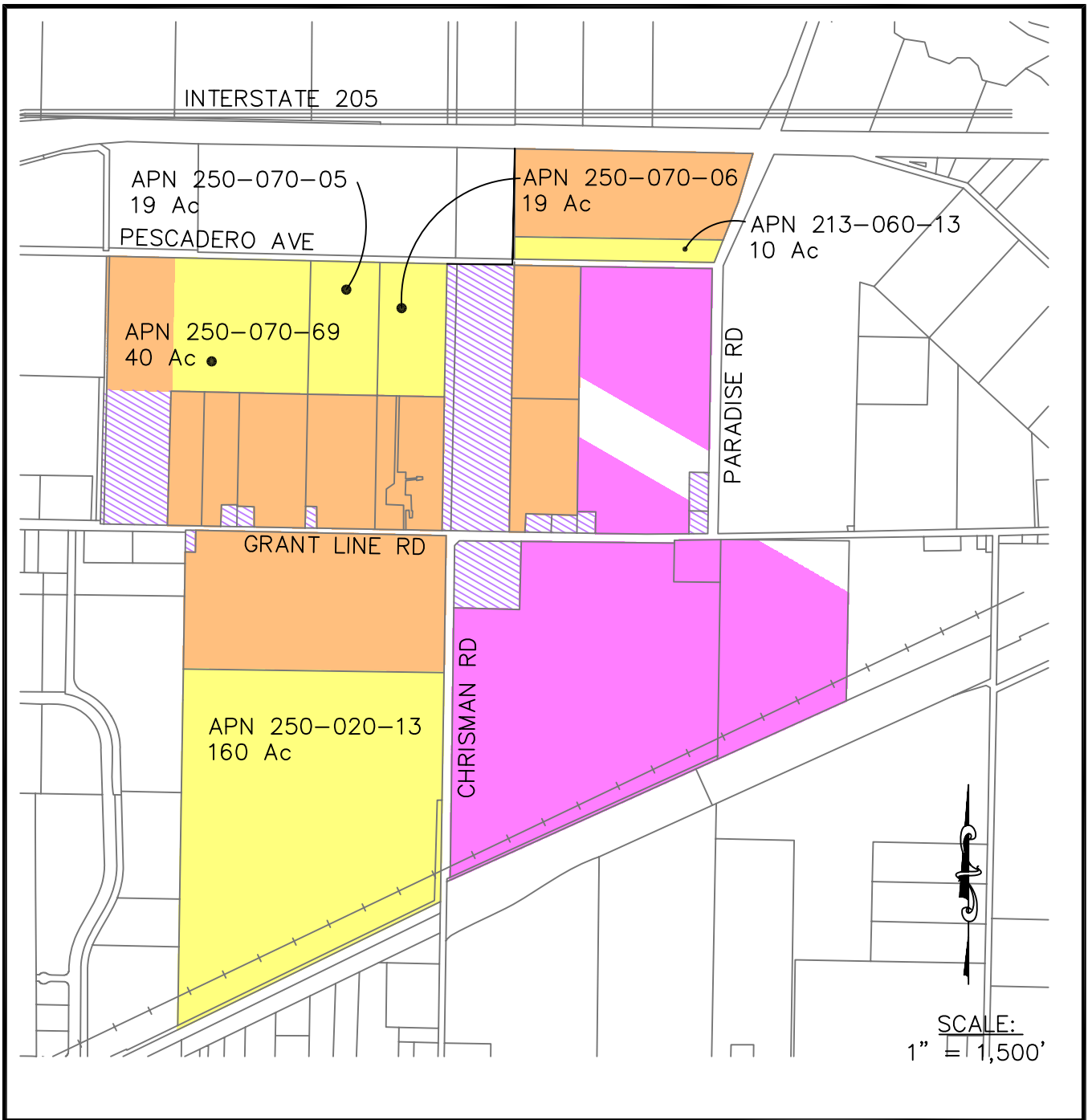
There is no fee associated with Group 79 Project Management – monies associated with Project Management are collected under other fee programs as part of the project mark-ups and will be transferred to this account after they have been collected. The funding that will be transferred into Group 79 is summarized in the Table 3-6 below.

**Table 3-6 Revenue Sources for Group 79: Project Management**

<b>Group</b>	<b>Bond Funding</b>	<b>Fee funding</b>	<b>Total</b>
Group 71: General Gov.	\$ -	\$30,528	\$30,528
Group 72 & 73: Traffic	\$29,500	\$872,196	\$901,696
Group 74: Wastewater	\$113,399	\$316,945	\$430,344
Group 75: Water	\$192,289	\$156,857	\$349,147
Group 76: Drainage	\$-	\$580,078	\$580,078
<b>Group 79: Project Management</b>	<b>\$335,188</b>	<b>\$1,970,879</b>	<b>\$2,306,068</b>



# *Appendix A*



CITY OF TRACY  
NORTHEAST INDUSTRIAL  
PROJECT

LEGEND:

- NEI PHASE 1 BUILDOUT
- NEI PHASE 2 BUILDOUT
- NEI REMAINING AREAS TO BUILD
- NEI PROPERTY NOT TO DEVELOP

\* THE NEI PHASE II ACREAGE WAS REDUCED FROM 257 ACRES TO 249 DUE TO THE REMOVAL OF AN 8 ACRE WSD STRIP FROM APN 250-020-13 THAT WILL NOT PAY FEES.

FIGURE A-1  
NEI PHASE II  
PARTICIPANTS



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**Table 1**  
**City of Tracy - Northeast Industrial Area Phase II**  
**CIP Projects Summary Sheet**

CIP Project Number	PROJECT DESCRIPTION	PROJECT COSTS (a)	CIP BUDGET ESTIMATED COSTS (b)	PROJECT MGMT. (5%)
<b>GROUP 71: GENERAL GOV'T &amp; PUBLIC SAFETY FACILITIES</b>				
<b>Law Enforcement</b>				
7122	Equipment	\$ -	\$ -	\$ -
	Vehicles	\$ -	\$ -	\$ -
<b>Fire Protection</b>				
71PP-037	Fire Stations	\$ 244,717	\$ 235,977	\$ 8,740
	Vehicles	\$ 37,009	\$ 35,158	\$ 1,850
<b>General Facilities</b>				
7118	City Hall Expansion	\$ 354,309	\$ 336,593	\$ 17,715
<b>Public Works Facilities</b>				
7154	Facilities	\$ 62,227	\$ 60,005	\$ 2,222
<b>Subtotal Group 71</b>		<b>\$ 698,261</b>	<b>\$ 667,733</b>	<b>\$ 30,528</b>
<b>GROUP 72: TRAFFIC SAFETY</b>				
<b>New Traffic Signals</b>				
72PP-040	Construction of Signal at Chrisman Rd & Grant Line Rd	\$ 399,672	\$ 385,398	\$ 14,274
<b>Subtotal Group 72</b>		<b>\$ 399,672</b>	<b>\$ 385,398</b>	<b>\$ 14,274</b>
<b>GROUP 73: STREETS &amp; HIGHWAYS</b>				
<b>Roadway Widening &amp; Upgrades</b>				
73PP-093	Pescadero Ave Widening (MacArthur Rd to Paradise Rd)	\$ 750,629	\$ 723,821	\$ 26,808
73PP-055	MacArthur Dr Widening (I-205 to Pescadero Ave)	\$ 858,224	\$ 827,573	\$ 30,651
73PP-094	Paradise Rd Widening (through Parcel 31)	\$ 677,856	\$ 653,647	\$ 24,209
72PP-031	MacArthur Dr & I-205 Interchange (d)	\$ 14,441,311	\$ 13,925,550	\$ 515,761
<b>Reimbursements</b>				
799A	Reimbursement to RSP	\$ 117,660	\$ 111,777	\$ 5,883
<b>Easements/Land Acquisition</b>				
7390	Acquire ROW for Chrisman Rd (I-205 to Grant Line Rd)	\$ 4,209,184	\$ 3,998,725	\$ 210,459
73PP-093	Acquire ROW for Pescadero Ave widening	\$ 1,446,281	\$ 1,373,967	\$ 72,314
73PP-055	Acquire ROW for MacArthur Dr. (I-205 to Pescadero Ave.)	\$ 312,212	\$ 296,601	\$ 15,611
<b>Subtotal Group 73</b>		<b>\$ 22,813,357</b>	<b>\$ 21,911,660</b>	<b>\$ 901,696</b>
<b>GROUP 74: WASTEWATER IMPROVEMENTS</b>				
<b>WWTP Improvements</b>				
74PP-032	Phase 2 Upgrade	\$ 5,285,431	\$ 5,096,665	\$ 188,765
<b>Wastewater Collection System Improvements</b>				
74PP-045	MacArthur Pump Station Expansion	\$ 957,716	\$ 923,512	\$ 34,204
	18" along I-205 (Parcel 8 to Parcel 1)	\$ -	\$ -	\$ -
	21" (Parcel 8 to Arbor Ave, west on Arbor Ave. to line up with PS, south to PS)	\$ 2,976,000	\$ 2,869,714	\$ 106,286
	12" in Chrisman Rd (Parcel 27 to Parcel 19)	\$ 768,500	\$ 741,054	\$ 27,446
	12" in Chrisman Rd (Parcel 27 to Parcel 28)	\$ 343,200	\$ 330,943	\$ 12,257
	8" (along South PL of Parcels 3, 4, & 5)	\$ 540,000	\$ 520,714	\$ 19,286
	15" (from the Northwest PL of Parcel 10 to Pescadero Ave)	\$ -	\$ -	\$ -
	Ditch Crossings	\$ 138,348	\$ 133,407	\$ 4,941
	Boring Pits on Either Side of I-205	\$ 230,580	\$ 222,345	\$ 8,235

**Table 1**  
**City of Tracy - Northeast Industrial Area Phase II**  
**CIP Projects Summary Sheet**

CIP Project Number	PROJECT DESCRIPTION	PROJECT COSTS (a)	CIP BUDGET ESTIMATED COSTS (b)	PROJECT MGMT. (5%)
	<b>Land Acquisition</b>			
74XX	Temporary Bore & Jack Easement	\$ 50,000	\$ 47,500	\$ 2,500
	Acquire 20' Wide Take (along northside of I205)	\$ -	\$ -	\$ -
	Acquire 20' Wide Easement (along Parcels 3, 4, & 5)	\$ 172,176	\$ 163,567	\$ 8,609
	<b>Reimbursements</b>			
799B	Reimbursement to CFD 89-1	\$ 356,300	\$ 338,485	\$ 17,815
	<b>Subtotal Group 74</b>	<b>\$ 11,818,251</b>	<b>\$ 11,387,907</b>	<b>\$ 430,344</b>
<b>GROUP 75: WATER IMPROVEMENTS</b>				
	<b>SCSWSP Supply Interface Facilities</b>			
7590	18" Regulating Valve (on SCWSP Transmission Main)	\$ 27,670	\$ 26,681	\$ 988
	18" SCSWSP Transmission Main	\$ 2,674,710	\$ 2,579,185	\$ 95,525
	18" on Chrisman Property (Zone 1)	\$ 554,930	\$ 535,111	\$ 19,819
7532	Water Facility Supply Cost Outside of City Limits	\$ 6,141,284	\$ 5,921,952	\$ 219,332
	<b>Water Distribution</b>			
7589	12" in Future Chrisman Rd (from Grant Line Rd to Pescadero Ave)	\$ 377,520	\$ 364,037	\$ 13,483
	<b>Subtotal Group 75</b>	<b>\$ 9,776,114</b>	<b>\$ 9,426,967</b>	<b>\$ 349,147</b>
<b>GROUP 76: DRAINAGE IMPROVEMENTS (c)</b>				
	<b>Watershed Improvements</b>			
76PP-064	36" in Pescadero Ave (along North PL of Parcels 4 & 3)	\$ 191,563	\$ 184,722	\$ 6,842
76PP-065	54" in Chrisman Rd (from Grant Line Rd to NE corner of Parcel 28)	\$ 502,853	\$ 484,894	\$ 17,959
76PP-064	54" in Pescadero Ave (NW corner of Parcel 8 to NW corner of Parcel 5)	\$ 482,739	\$ 465,498	\$ 17,241
76PP-064	Box Culvert (under Pescadero Ave)	\$ 74,710	\$ 72,041	\$ 2,668
76PP-064	2-Cell Box Culvert (under I-205)	\$ 793,838	\$ 765,486	\$ 28,351
	<b>Easements/Land Acquisition</b>			
76PP-064	Acquire 20' Wide Easement for 42" Line (along West PL of Parcel 5)	\$ 90,000	\$ 85,500	\$ 4,500
76XX	Acquire ROW for Proposed Detention Basin (approx. 43 acres)	\$ 9,412,258	\$ 8,941,645	\$ 470,613
76PP-064	Acquire ROW for C2(65) Channel & Pipe (Pescadero Ave to under I-205)	\$ 570,500	\$ 541,975	\$ 28,525
	<b>Reimbursements</b>			
799D	Reimbursement to CFD 89-1	\$ 67,591	\$ 64,211	\$ 3,380
	<b>Subtotal Group 76</b>	<b>\$ 12,186,052</b>	<b>\$ 11,605,974</b>	<b>\$ 580,078</b>
<b>GROUP 79: ADDITIONAL SERVICES</b>				
	PM Services (5% of Construction Costs)			\$ 2,306,068
	<b>Subtotal Group 79</b>			<b>\$ 2,306,068</b>
	<b>TOTALS</b>	<b>\$ 57,691,707</b>	<b>\$ 55,385,639</b>	<b>\$ 2,306,068</b>

(a) Project costs also include the following markup to construction cost estimates:

1. Design and Planning (10% of construction cost).
2. Construction Management (10% of construction cost).
3. Contingency (15% of construction cost).
4. Project Management (5%)

(b) CIP Budget Estimated Costs include all mark-ups except project management.

(c) Drainage Improvements are forecast 5 years out with an 4.5% per year increase.

(d) This is counting an additional \$2.5 million in funding from outside sources.

Source: Harris & Associates

Date: January 2008

**Table 2**  
**City of Tracy - Northeast Industrial Area, Phase 2**  
**Anticipated Absorption**

<b>Project Year:</b>	<b>1</b>	<b>2</b>	<b>3</b>	<b>4</b>	<b>5</b>	<b>6</b>	<b>7</b>	<b>8</b>	<b>9</b>
<b>Calendar Year:</b>	<b>2007</b>	<b>2008</b>	<b>2009</b>	<b>2010</b>	<b>2011</b>	<b>2012</b>	<b>2013</b>	<b>2014</b>	<b>2015</b>
<i>Light Industrial Land Use</i>									
Annual Total (acres)	32	31	31	31	31	31	31	31	0
Cumulative Total (acres)	32	63	94	125	156	187	218	249	249

Source: Harris & Associates

January 2008

**Table 3**  
**City of Tracy - Northeast Industrial Area, Phase II**  
**Projected Fee Revenues - Including Project Management Costs**

<b>Project Year:</b>	<b>1</b>	<b>2</b>	<b>3</b>	<b>4</b>	<b>5</b>	<b>6</b>	<b>7</b>	<b>8</b>	<b>TOTAL</b>
<b>Fiscal Year Ending:</b>	<b>2007</b>	<b>2008</b>	<b>2009</b>	<b>2010</b>	<b>2011</b>	<b>2012</b>	<b>2013</b>	<b>2014</b>	
<b>ABSORPTION (acres)</b>									
Light Industrial	32	31	31	31	31	31	31	31	249
<b>Estimated Revenue from Fees</b>	\$ 6,238,385	\$ 6,043,435	\$ 6,043,435	\$ 6,043,435	\$ 6,043,435	\$ 6,043,435	\$ 6,043,435	\$ 6,043,435	\$ 48,542,432
<b>FEE REVENUE BY PROGRAM</b>									
<b>Public Buildings</b>									
<b>Law Enforcement</b>	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
<b>Fire Protection</b>	\$ 36,206	\$ 35,074	\$ 35,074	\$ 35,074	\$ 35,074	\$ 35,074	\$ 35,074	\$ 35,074	\$ 281,726
<b>General Facilities</b>	\$ 45,534	\$ 44,111	\$ 44,111	\$ 44,111	\$ 44,111	\$ 44,111	\$ 44,111	\$ 44,111	\$ 354,309
<b>Public Works Facilities</b>	\$ 7,997	\$ 7,747	\$ 7,747	\$ 7,747	\$ 7,747	\$ 7,747	\$ 7,747	\$ 7,747	\$ 62,227
<i>Public Buildings Subtotal</i>	\$ 89,736	\$ 86,932	\$ 86,932	\$ 86,932	\$ 86,932	\$ 86,932	\$ 86,932	\$ 86,932	\$ 698,261
<b>Roadways</b>									
Roadway Improvements	\$ 2,149,786	\$ 2,082,605	\$ 2,082,605	\$ 2,082,605	\$ 2,082,605	\$ 2,082,605	\$ 2,082,605	\$ 2,082,605	\$ 16,728,020
Traffic Signals	\$ 51,363	\$ 49,758	\$ 49,758	\$ 49,758	\$ 49,758	\$ 49,758	\$ 49,758	\$ 49,758	\$ 399,672
Land/Easement Acquisition	\$ 691,107	\$ 669,510	\$ 669,510	\$ 669,510	\$ 669,510	\$ 669,510	\$ 669,510	\$ 669,510	\$ 5,377,677
Reimbursement to RSP	\$ 15,121	\$ 14,648	\$ 14,648	\$ 14,648	\$ 14,648	\$ 14,648	\$ 14,648	\$ 14,648	\$ 117,660
<i>Roadways Subtotal</i>	\$ 2,907,377	\$ 2,816,522	\$ 2,816,522	\$ 2,816,522	\$ 2,816,522	\$ 2,816,522	\$ 2,816,522	\$ 2,816,522	\$ 22,623,029
<b>Wastewater</b>									
WWTP Upgrade	\$ 537,147	\$ 520,361	\$ 520,361	\$ 520,361	\$ 520,361	\$ 520,361	\$ 520,361	\$ 520,361	\$ 4,179,677
Collections System Improvements	\$ 499,268	\$ 483,666	\$ 483,666	\$ 483,666	\$ 483,666	\$ 483,666	\$ 483,666	\$ 483,666	\$ 3,884,928
Land/Easement Acquisition	\$ 28,553	\$ 27,661	\$ 27,661	\$ 27,661	\$ 27,661	\$ 27,661	\$ 27,661	\$ 27,661	\$ 222,176
Reimbursement to CFD 89-1	\$ 45,790	\$ 44,359	\$ 44,359	\$ 44,359	\$ 44,359	\$ 44,359	\$ 44,359	\$ 44,359	\$ 356,300
<i>Wastewater Subtotal</i>	\$ 1,110,757	\$ 1,076,046	\$ 1,076,046	\$ 1,076,046	\$ 1,076,046	\$ 1,076,046	\$ 1,076,046	\$ 1,076,046	\$ 8,643,081
<b>Water</b>									
SSJID Water Supply	\$ 564,435	\$ 546,796	\$ 546,796	\$ 546,796	\$ 546,796	\$ 546,796	\$ 546,796	\$ 546,796	\$ 4,392,009
<i>Water Subtotal</i>	\$ 564,435	\$ 546,796	\$ 546,796	\$ 546,796	\$ 546,796	\$ 546,796	\$ 546,796	\$ 546,796	\$ 4,392,009
<b>Storm Drainage</b>									
Watershed Improvements	\$ 262,902	\$ 254,686	\$ 254,686	\$ 254,686	\$ 254,686	\$ 254,686	\$ 254,686	\$ 254,686	\$ 2,045,703
Land/Easement Acquisition	\$ 1,294,491	\$ 1,254,038	\$ 1,254,038	\$ 1,254,038	\$ 1,254,038	\$ 1,254,038	\$ 1,254,038	\$ 1,254,038	\$ 10,072,758
Reimbursement to CFD 89-1	\$ 8,686	\$ 8,415	\$ 8,415	\$ 8,415	\$ 8,415	\$ 8,415	\$ 8,415	\$ 8,415	\$ 67,591
<i>Storm Drainage Subtotal</i>	\$ 1,566,079	\$ 1,517,139	\$ 1,517,139	\$ 1,517,139	\$ 1,517,139	\$ 1,517,139	\$ 1,517,139	\$ 1,517,139	\$ 12,186,052
<b>TOTAL</b>	\$ 6,238,385	\$ 6,043,435	\$ 6,043,435	\$ 6,043,435	\$ 6,043,435	\$ 6,043,435	\$ 6,043,435	\$ 6,043,435	\$ 48,542,432

**Table 4**  
**City of Tracy - Northeast Industrial Area Phase II**  
**CIP Projects Cashflow Sheet**

CIP Project Number	PROJECT DESCRIPTION	CIP BUDGET ESTIMATED COST	FY 06/07 (Bond Funds)	FY 07/08	FY 08/09	FY 09/10	FY 10/11	FY 11/12	FY 12/13	FY 13/14	FY 14/15	FY 15/16	Total
	<b>ABSORPTION (acres)</b>		0	32	31	31	31	31	31	31	31	0	249
<b>GROUP 71: GENERAL GOVT &amp; PUBLIC SAFETY FACILITIES</b>													
	<b>Law Enforcement</b>												
7122	Equipment	\$ -											\$ -
	Vehicles	\$ -											\$ -
	<b>Fire Protection</b>												
71PP-037	Fire Stations	\$ 235,977									\$ 47,195	\$ 188,782	\$ 235,977
	Vehicles	\$ 35,158									\$ 35,158		\$ 35,158
	<b>General Facilities</b>												
7118	City Hall Expansion	\$ 336,593						\$ 336,593					\$ 336,593
	<b>Public Works Facilities</b>												
7154	Facilities	\$ 60,005						\$ 60,005					\$ 60,005
	<b>Subtotal Group 71</b>	<b>\$ 667,733</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 396,598</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 82,354</b>	<b>\$ 188,782</b>	<b>\$ 667,733</b>
	<b>ABSORPTION (acres)</b>		0	32	31	31	31	31	31	31	31	0	249
	<b>PROJECTED REVENUE</b>		\$ -	\$ 85,813	\$ 83,131	\$ 83,131	\$ 83,131	\$ 83,131	\$ 83,131	\$ 83,131	\$ 83,131	\$ -	
	<b>CUMULATIVE REVENUE</b>		\$ -	\$ 85,813	\$ 168,945	\$ 252,076	\$ 335,207	\$ 418,339	\$ 501,470	\$ 584,602	\$ 667,733	\$ 667,733	
	<b>CUMULATIVE EXPENDITURES</b>		\$ -	\$ -	\$ -	\$ -	\$ -	\$ 396,598	\$ 396,598	\$ 396,598	\$ 478,951	\$ 667,733	
	<b>FUND BALANCE</b>		\$ -	\$ 85,813	\$ 168,945	\$ 252,076	\$ 335,207	\$ 21,741	\$ 104,872	\$ 188,004	\$ 188,782	\$ -	
<b>GROUP 72: TRAFFIC SAFETY</b>													
	<b>New Traffic Signals</b>												
72PP-040	Construction of Signal at Chrisman Rd & Grant Line Rd Various Locations	\$ 385,398										\$ 385,398	\$ 385,398
	<b>Subtotal Group 72</b>	<b>\$ 385,398</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 385,398</b>	<b>\$ 385,398</b>
	<b>ABSORPTION (acres)</b>		0	32	31	31	31	31	31	31	31	0	249
	<b>PROJECTED REVENUE</b>		\$ -	\$ 49,529	\$ 47,981	\$ 47,981	\$ 47,981	\$ 47,981	\$ 47,981	\$ 47,981	\$ 47,981	\$ -	
	<b>CUMULATIVE REVENUE</b>		\$ -	\$ 49,529	\$ 97,510	\$ 145,492	\$ 193,473	\$ 241,454	\$ 289,436	\$ 337,417	\$ 385,398	\$ 385,398	
	<b>CUMULATIVE EXPENDITURES</b>		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 385,398	
	<b>FUND BALANCE</b>		\$ -	\$ 49,529	\$ 97,510	\$ 145,492	\$ 193,473	\$ 241,454	\$ 289,436	\$ 337,417	\$ 385,398	\$ -	
<b>GROUP 73: STREETS &amp; HIGHWAYS</b>													
	<b>Roadway Widening &amp; Upgrades</b>												
73PP-093	Pescadero Ave Widening(MacArthur Rd to Paradise Rd)	\$ 723,821		\$ 144,764.17	\$ 579,057								\$ 723,821
73PP-055	MacArthur Dr (I-205 to Pescadero Ave)	\$ 827,573			\$ 165,515	\$ 662,059							\$ 827,573
73PP-094	Paradise Rd(through Parcel 31)	\$ 653,647				\$ 653,647							\$ 653,647
72PP-031	MacArthur Dr & I-205 Interchange	\$ 13,925,550			\$ 500,000					\$ 6,712,775	\$ 6,712,775		\$ 13,925,550
	<b>Easements/Land Acquisition</b>												
7390	Land Acquisition for Chrisman Rd(I-205 to Grant Line Rd)	\$ 3,998,725	\$ 560,500			\$ 3,438,225							\$ 3,998,725
73PP-093	Land Acquisition for Pescadero Ave(MacArthur Dr to Paradise Rd)	\$ 1,373,967		\$ 1,373,967									\$ 1,373,967
73PP-055	Acquire ROW for MacArthur Dr. (I-205 to Pescadero Ave.)	\$ 296,601		\$ 296,601									\$ 296,601
	<b>Reimbursements</b>												
799A	Reimbursement to RSP	\$ 111,777		\$ 13,972	\$ 13,972	\$ 13,972	\$ 13,972	\$ 13,972	\$ 13,972	\$ 13,972	\$ 13,972	\$ 13,972	\$ 111,777
	<b>Subtotal Group 73</b>	<b>\$ 21,911,660</b>	<b>\$ 560,500</b>	<b>\$ 1,815,332</b>	<b>\$ 1,258,543</b>	<b>\$ 4,767,902</b>	<b>\$ 13,972</b>	<b>\$ 13,972</b>	<b>\$ 13,972</b>	<b>\$ 13,972</b>	<b>\$ 6,726,747</b>	<b>\$ 6,726,747</b>	<b>\$ 13,972</b>
	<b>ABSORPTION (acres)</b>		0	32	31	31	31	31	31	31	31	0	249
	<b>PROJECTED REVENUE</b>		\$ 560,500	\$ 2,743,924	\$ 2,658,177	\$ 2,658,177	\$ 2,658,177	\$ 2,658,177	\$ 2,658,177	\$ 2,658,177	\$ 2,658,177	\$ -	
	<b>CUMULATIVE REVENUE</b>		\$ 560,500	\$ 3,304,424	\$ 5,962,601	\$ 8,620,777	\$ 11,278,954	\$ 13,937,131	\$ 16,595,307	\$ 19,253,484	\$ 21,911,660	\$ 21,911,660	
	<b>CUMULATIVE EXPENDITURES</b>		\$ 560,500	\$ 2,375,832	\$ 3,634,376	\$ 8,402,278	\$ 8,416,250	\$ 8,430,222	\$ 8,444,194	\$ 15,170,941	\$ 21,897,688	\$ 21,911,660	
	<b>FUND BALANCE</b>		\$ -	\$ 928,592	\$ 2,328,225	\$ 218,500	\$ 2,862,704	\$ 5,506,909	\$ 8,151,113	\$ 4,082,543	\$ 13,972	\$ -	
<b>GROUP 74: WASTEWATER IMPROVEMENTS</b>													
	<b>WWTP Improvements</b>												
74PP-032	Phase 2 Upgrade	\$ 5,096,665	\$ 1,066,263		\$ 1,350,457	\$ 994,277	\$ 994,276	\$ 691,393					\$ 5,096,665
	<b>Wastewater Collection System Improvements</b>												
74PP-045	MacArthur Pump Station Expansion	\$ 923,512	\$ 923,512	\$ -									\$ 923,512
	18" along I-205(Parcel 8 to Parcel 1)	\$ -											\$ -
	21" (Parcel 8 to Arbor Ave, west on Arbor Ave, to line up with PS, south to PS)	\$ 2,869,714										\$ 2,869,714	\$ 2,869,714
7468	18" in Chrisman Rd(Parcel 27 to Parcel 19)	\$ 741,054	\$ 741,054	\$ -									\$ 741,054
	12" in Chrisman Rd(Parcel 27 to Parcel 28)	\$ 330,943	\$ 330,943	\$ -									\$ 330,943
	8" (along South PL of Parcels 3, 4, & 5)	\$ 520,714			\$ 520,714								\$ 520,714
	15" (from the Northwest PL of Parcel 10 to Pescadero Ave)	\$ -											\$ -
	Ditch Crossings	\$ 133,407										\$ 133,407	\$ 133,407
	Boring Pits on Either Side of I-205	\$ 222,345										\$ 222,345	\$ 222,345
	<b>Easements/Land Acquisition</b>												
74XX-XXX	Easement Acquisition from Parcels 3, 4, & 5	\$ 163,567		\$ 163,567									\$ 163,567
	Acquire Temporary Easement for Bore & Jack under I-205	\$ 47,500										\$ 47,500	\$ 47,500
	Acquire 20' Wide Take (along northside of I205)	\$ -											\$ -
	<b>Reimbursements</b>												
799B	Reimbursement to CFD 89-1	\$ 338,485		\$ 42,311	\$ 42,311	\$ 42,311	\$ 42,311	\$ 42,311	\$ 42,311	\$ 42,311	\$ 42,311	\$ 42,311	\$ 338,485
	<b>Subtotal Group 74</b>	<b>\$ 11,387,907</b>	<b>\$ 3,061,771</b>	<b>\$ -</b>	<b>\$ 2,077,049</b>	<b>\$ 1,036,587</b>	<b>\$ 1,036,587</b>	<b>\$ 733,704</b>	<b>\$ 42,311</b>	<b>\$ 42,311</b>	<b>\$ 42,311</b>	<b>\$ 42,311</b>	<b>\$ 3,315,277</b>
	<b>ABSORPTION (acres)</b>		0	32	31	31	31	31	31	31	31	0	249
	<b>PROJECTED REVENUE</b>		\$ 3,061,771	\$ 1,070,025	\$ 1,036,587	\$ 1,036,587	\$ 1,036,587	\$ 1,036,587	\$ 1,036,587	\$ 1,036,587	\$ 1,036,587	\$ -	
	<b>CUMULATIVE REVENUE</b>		\$ 3,061,771	\$ 4,131,797	\$ 5,168,384	\$ 6,204,971	\$ 7,241,558	\$ 8,278,146	\$ 9,314,733	\$ 10,351,320	\$ 11,387,907	\$ 11,387,907	
	<b>CUMULATIVE EXPENDITURES</b>		\$ 3,061,771	\$ 3,061,771	\$ 5,138,821	\$ 6,175,408	\$ 7,211,994	\$ 7,945,698	\$ 7,988,009	\$ 8,030,319	\$ 8,072,630	\$ 11,387,907	
	<b>FUND BALANCE</b>		\$ 1,070,025	\$ 29,563	\$ 29,563	\$ 29,563	\$ 29,564	\$ 332,447	\$ 1,326,724	\$ 2,321,001	\$ 3,315,277	\$ -	

**Table 4**  
**City of Tracy - Northeast Industrial Area Phase II**  
**CIP Projects Cashflow Sheet**

CIP Project Number	PROJECT DESCRIPTION	CIP BUDGET ESTIMATED COST	FY 06/07 (Bond Funds)	FY 07/08	FY 08/09	FY 09/10	FY 10/11	FY 11/12	FY 12/13	FY 13/14	FY 14/15	FY 15/16	Total
<b>GROUP 75: WATER IMPROVEMENTS</b>													
<b>SCSWSP Supply Interface Facilities</b>													
7590	18" Regulating Valve on SSJID Transmission Main)	\$ 26,681	\$ 26,681	\$ -									\$ 26,681
	18" SSJID Transmission Main	\$ 2,579,185	\$ 2,579,185	\$ -									\$ 2,579,185
	18" on Chrisman Property (Zone 1)	\$ 535,111	\$ 535,111	\$ -									\$ 535,111
7532	Water Facility Supply Cost Outside of City Limits	\$ 5,921,952	\$ 1,686,801	\$ 544,276	\$ 527,268	\$ 527,268	\$ 527,268	\$ 527,268	\$ 527,268	\$ 527,268	\$ 527,268	\$ 527,268	\$ 5,921,952
<b>Water Distribution</b>													
7589	12" in Future Chrisman Rd (from Grant Line Rd to Pescadero Ave)	\$ 364,037	\$ 364,037	\$ -									\$ 364,037
	<b>Subtotal Group 75</b>	<b>\$ 9,426,967</b>	<b>\$ 5,191,815</b>	<b>\$ 544,276</b>	<b>\$ 527,268</b>	<b>\$ 527,268</b>	<b>\$ 527,268</b>	<b>\$ 527,268</b>	<b>\$ 527,268</b>	<b>\$ 527,268</b>	<b>\$ 527,268</b>	<b>\$ 527,268</b>	<b>\$ 9,426,966</b>
	<b>ABSORPTION (acres)</b>		0	32	31	31	31	31	31	31	31	0	
	<b>PROJECTED REVENUE</b>		\$ 5,191,815	\$ 544,276	\$ 527,268	\$ 527,268	\$ 527,268	\$ 527,268	\$ 527,268	\$ 527,268	\$ 527,268	\$ -	
	<b>CUMULATIVE REVENUE</b>		\$ 5,191,815	\$ 5,736,092	\$ 6,263,359	\$ 6,790,627	\$ 7,317,895	\$ 7,845,163	\$ 8,372,431	\$ 8,899,699	\$ 9,426,967	\$ 9,426,967	
	<b>CUMULATIVE EXPENDITURES</b>		\$ 5,191,815	\$ 5,736,091	\$ 6,263,359	\$ 6,790,627	\$ 7,317,895	\$ 7,845,163	\$ 8,372,431	\$ 8,899,699	\$ 9,426,966	\$ 9,426,966	
	<b>FUND BALANCE</b>		\$ -	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ -	
<b>GROUP 76: DRAINAGE IMPROVEMENTS</b>													
<b>Watershed Improvements</b>													
76PP-064	36" in Pescadero Ave (along North PL of Parcels 4 & 3)	\$ 184,722			\$ 184,722								\$ 184,722
76PP-065	54" in Chrisman Rd (from Grant Line Rd to NE corner of Parcel 28)	\$ 484,894			\$ 484,894								\$ 484,894
76PP-064	54" in Pescadero Ave (NW corner of Parcel 8 to NW corner of Parcel 5)	\$ 465,498			\$ 465,498								\$ 465,498
76PP-064	Box Culvert (under Pescadero Ave)	\$ 72,041			\$ 72,041								\$ 72,041
76PP-064	2-Cell Box Culvert (under I-205)	\$ 765,486			\$ 765,486								\$ 765,486
<b>Easements/Land Acquisition</b>													
76PP-064	Acquire 20' Wide Easement for 42" Line (along West PL of Parcel 5)	\$ 85,500				\$ 85,500							\$ 85,500
76PP-064	Acquire ROW for Proposed Detention Basin (approx. 43 acres)	\$ 8,941,645						\$ 4,470,823			\$ 4,470,823		\$ 8,941,645
76PP-064	Acquire ROW for C2(65) Channel & Pipe (Pescadero Ave to under I-205)	\$ 541,975			\$ 541,975								\$ 541,975
<b>Reimbursements</b>													
799D	Reimbursement to CFD 89-1	\$ 64,211			\$ 8,026	\$ 8,026	\$ 8,026	\$ 8,026	\$ 8,026	\$ 8,026	\$ 8,026	\$ 8,026	\$ 64,211
	<b>Subtotal Group 76</b>	<b>\$ 11,605,974</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 2,522,643</b>	<b>\$ 93,526</b>	<b>\$ 8,026</b>	<b>\$ 4,478,849</b>	<b>\$ 8,026</b>	<b>\$ 8,026</b>	<b>\$ 4,478,849</b>	<b>\$ 8,026</b>	<b>\$ 11,605,974</b>
	<b>ABSORPTION (acres)</b>		0	32	31	31	31	31	31	31	31	0	
	<b>PROJECTED REVENUE</b>		\$ -	\$ 1,491,531	\$ 1,444,920	\$ 1,444,920	\$ 1,444,920	\$ 1,444,920	\$ 1,444,920	\$ 1,444,920	\$ 1,444,920	\$ -	
	<b>CUMULATIVE REVENUE</b>		\$ -	\$ 1,491,531	\$ 2,936,451	\$ 4,381,372	\$ 5,826,292	\$ 7,271,212	\$ 8,716,133	\$ 10,161,053	\$ 11,605,974	\$ 11,605,974	
	<b>CUMULATIVE EXPENDITURES</b>		\$ -	\$ -	\$ 2,522,643	\$ 2,616,170	\$ 2,624,196	\$ 7,103,045	\$ 7,111,072	\$ 7,119,098	\$ 11,597,947	\$ 11,605,974	
	<b>FUND BALANCE</b>		\$ -	\$ 1,491,531	\$ 413,808	\$ 1,765,202	\$ 3,202,096	\$ 168,167	\$ 1,605,061	\$ 3,041,955	\$ 8,026	\$ -	
<b>GROUP 79: ADDITIONAL SERVICES</b>													
<b>PM Services (5% of Construction Costs)</b>													
	<b>Subtotal Group 79</b>	<b>\$ 2,306,068</b>	<b>\$ 335,188</b>	<b>\$ 218,987</b>	<b>\$ 218,987</b>	<b>\$ 218,987</b>	<b>\$ 218,987</b>	<b>\$ 218,987</b>	<b>\$ 218,987</b>	<b>\$ 218,987</b>	<b>\$ 218,987</b>	<b>\$ 218,987</b>	<b>\$ 2,306,068</b>
	<b>ABSORPTION (acres)</b>		0	32	31	31	31	31	31	31	31	0	
	<b>PROJECTED REVENUE</b>		\$ 335,188	\$ 253,286	\$ 245,371	\$ 245,371	\$ 245,371	\$ 245,371	\$ 245,371	\$ 245,371	\$ 245,371	\$ -	
	<b>CUMULATIVE REVENUE</b>		\$ 335,188	\$ 588,474	\$ 833,845	\$ 1,079,215	\$ 1,324,586	\$ 1,569,956	\$ 1,815,327	\$ 2,060,697	\$ 2,306,068	\$ 2,306,068	
	<b>CUMULATIVE EXPENDITURES</b>		\$ 335,188	\$ 554,175	\$ 773,162	\$ 992,148	\$ 1,211,135	\$ 1,430,121	\$ 1,649,108	\$ 1,868,095	\$ 2,087,081	\$ 2,306,068	
	<b>FUND BALANCE</b>		\$ -	\$ 34,299	\$ 60,683	\$ 87,067	\$ 113,451	\$ 139,835	\$ 166,219	\$ 192,603	\$ 218,987	\$ -	
<b>T O T A L S</b>		<b>\$ 57,691,707</b>	<b>\$ 9,149,275</b>	<b>\$ 2,578,595</b>	<b>\$ 6,604,491</b>	<b>\$ 6,644,270</b>	<b>\$ 1,804,840</b>	<b>\$ 6,369,377</b>	<b>\$ 810,564</b>	<b>\$ 7,523,339</b>	<b>\$ 12,076,515</b>	<b>\$ 4,130,442</b>	<b>\$ 57,691,706</b>



**Table 5**  
**City of Tracy - Northeast Industrial Area, Phase II**  
**Funding Summary**

	<i>Total Project Cost</i>	<i>Fee Funded</i>	<i>Bond Funded</i>	<i>Fee PM</i>	<i>Bond PM</i>	<i>Total PM</i>
<b>GROUP 71: GENERAL GOV'T &amp; PUBLIC SAFETY FACILITIES</b>						
<b>Law Enforcement</b>						
Equipment	\$ -					
Vehicles	\$ -					
Facility	\$ -					
<b>Fire Protection</b>						
Fire Stations	\$ 244,717	\$ 235,977	\$ -	\$ 8,740	\$ -	\$ 8,740
Vehicles	\$ 37,009	\$ 35,158	\$ -	\$ 1,850		\$ 1,850
<b>General Facilities</b>						
City Hall Expansion	\$ 354,309	\$ 336,593	\$ -	\$ 17,715		\$ 17,715
<b>Public Works Facilities</b>						
Facilities	\$ 62,227	\$ 60,005		\$ 2,222		\$ 2,222
<b>Subtotal Group 71</b>	\$ 698,261	\$ 667,733	\$ -	\$ 30,528	\$ -	\$ 30,528
<b>GROUP 72: TRAFFIC SAFETY</b>						
<b>Intersection Improvements</b>						
MacArthur Dr & Old MacArthur Dr	\$ -	\$ -	\$ -			
<b>New Traffic Signals</b>						
Construction of Signal at Chrisman Rd & Grant Line Rd Various Locations	\$ 399,672	\$ 385,398	\$ -	\$ 14,274		\$ 14,274
<b>Subtotal Group 72</b>	\$ 399,672	\$ 385,398	\$ -	\$ 14,274	\$ -	\$ 14,274
<b>GROUP 73: STREETS &amp; HIGHWAYS</b>						
<b>R</b>						
<b>Roadway Widening &amp; Upgrades</b>						
Pescadero Ave Widening (MacArthur Rd to Paradise Rd)	\$ 750,629	\$ 723,821	\$ -	\$ 26,808	\$ -	\$ 26,808
MacArthur Dr Widening (Eleventh St to Schulte Ave)	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
MacArthur Dr Widening (I-205 to Pescadero Ave)	\$ 858,224	\$ 827,573	\$ -	\$ 30,651	\$ -	\$ 30,651
Paradise Rd Widening (through Parcel 31)	\$ 677,856	\$ 653,647	\$ -	\$ 24,209	\$ -	\$ 24,209
MacArthur Dr & I-205 Interchange	\$ 14,441,311	\$ 13,925,550	\$ -	\$ 515,761	\$ -	\$ 515,761
<b>Reimbursements</b>						
Reimbursement to RSP	\$ 117,660	\$ 111,777	\$ -	\$ 5,883		\$ 5,883
<b>Easements/Land Acquisition</b>						
Acquire ROW for Chrisman Rd (between RR and GLR)	\$ 4,209,184	\$ 3,438,225	\$ 560,500	\$ 180,959	\$ 29,500	\$ 210,459
Acquire ROW for Pescadero Ave widening	\$ 1,446,281	\$ 1,373,967		\$ 72,314		\$ 72,314
Acquire ROW for MacArthur Dr (I-205 to Pescadero Ave)	\$ 312,212	\$ 296,601		\$ 15,611		\$ 15,611
<b>Subtotal Group 73</b>	\$ 22,813,357	\$ 21,351,160	\$ 560,500	\$ 872,196	\$ 29,500	\$ 901,696
<b>Group 72 &amp; 73</b>	\$ 23,213,029	\$ 21,736,559	\$ 560,500	\$ 886,470	\$ 29,500	\$ 915,970

**Table 5**  
**City of Tracy - Northeast Industrial Area, Phase II**  
**Funding Summary**

	<i>Total Project Cost</i>	<i>Fee Funded</i>	<i>Bond Funded</i>	<i>Fee PM</i>	<i>Bond PM</i>	<i>Total PM</i>
<b>GROUP 74: WASTEWATER IMPROVEMENTS</b>						
<b>WWTP Improvements</b>						
Phase 2 Upgrade	\$ 5,285,431	\$ 4,030,403	\$ 1,066,263	\$ 149,274	\$ 39,491	\$ 188,765
<b>Wastewater Collection System Improvements</b>						
MacArthur Pump Station Expansion	\$ 957,716	\$ -	\$ 923,512	\$ -	\$ 34,204	\$ 34,204
18" along I-205 (Parcel 8 to Parcel 1)	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
21" (Parcel 8 to Arbor Ave, west on Arbor Ave. to line up with PS, south to PS)	\$ 2,976,000	\$ 2,869,714	\$ -	\$ 106,286	\$ -	\$ 106,286
12" in Chrisman Rd (Parcel 27 to Parcel 19)	\$ 768,500	\$ -	\$ 741,054	\$ -	\$ 27,446	\$ 27,446
12" in Chrisman Rd (Parcel 27 to Parcel 28) -	\$ 343,200	\$ -	\$ 330,943	\$ -	\$ 12,257	\$ 12,257
8" (along South PL of Parcels 3, 4, & 5)	\$ 540,000	\$ 520,714	\$ -	\$ 19,286	\$ -	\$ 19,286
15" (from the Northwest PL of Parcel 10 to Pescadero Ave)	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Ditch Crossings	\$ 138,348	\$ 133,407	\$ -	\$ 4,941	\$ -	\$ 4,941
Boring Pits on Either Side of I-205	\$ 230,580	\$ 222,345	\$ -	\$ 8,235	\$ -	\$ 8,235
<b>Easements/Land Acquisition</b>						
Acquire Temporary Easement for Bore & Jack under I-205	\$ 50,000	\$ 47,500	\$ -	\$ 2,500	\$ -	\$ 2,500
Acquire 20' Wide Take (along northside of I205)	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Acquire 20' Wide Easement (along Parcels 3, 4, & 5) (a)	\$ 172,176	\$ 163,567	\$ -	\$ 8,609	\$ -	\$ 8,609
<b>Reimbursements</b>						
Reimbursement to CFD 89-1	\$ 356,300	\$ 338,485	\$ -	\$ 17,815	\$ -	\$ 17,815
<b>Subtotal Group 74</b>	<b>\$ 11,818,251</b>	<b>\$ 8,326,136</b>	<b>\$ 3,061,771</b>	<b>\$ 316,945</b>	<b>\$ 113,399</b>	<b>\$ 430,344</b>
<b>GROUP 75: WATER IMPROVEMENTS</b>						
<b>SCSWSP Supply Interface Facilities</b>						
18" Regulating Valve (on SCWSP Transmission Main)	\$ 27,670	\$ -	\$ 26,681	\$ -	\$ 988	\$ 988
18" SCSWSP Transmission Main	\$ 2,674,710	\$ -	\$ 2,579,185	\$ -	\$ 95,525	\$ 95,525
18" on Chrisman Property (Zone 1)	\$ 554,930	\$ -	\$ 535,111	\$ -	\$ 19,819	\$ 19,819
Water Facility Supply Cost Outside of City Limits	\$ 6,141,284	\$ 4,235,151	\$ 1,686,801	\$ 156,857	\$ 62,474	\$ 219,332
<b>Water Distribution</b>						
16" (from PS on Chrisman Rd to MacArthur Rd)	\$ -	\$ 0	\$ -	\$ 0	\$ -	\$ -
12" in Future Chrisman Rd (from Grant Line Rd to Pescadero Ave)	\$ 377,520	\$ 0	\$ 364,037	\$ -	\$ 13,483	\$ 13,483
<b>Subtotal Group 75</b>	<b>\$ 9,776,114</b>	<b>\$ 4,235,151</b>	<b>\$ 5,191,815</b>	<b>\$ 156,857</b>	<b>\$ 192,289</b>	<b>\$ 349,147</b>
<b>GROUP 76: DRAINAGE IMPROVEMENTS</b>						
<b>Watershed Improvements</b>						
36" in Pescadero Ave (along North PL of Parcels 4 & 3)	\$ 191,563	\$ 184,722	\$ -	\$ 6,842	\$ -	\$ 6,842
54" in Chrisman Rd (from Grant Line Rd to NE corner of Parcel 28)	\$ 502,853	\$ 484,894	\$ -	\$ 17,959	\$ -	\$ 17,959
54" in Pescadero Ave (NW corner of Parcel 8 to NW corner of Parcel 5)	\$ 482,739	\$ 465,498	\$ -	\$ 17,241	\$ -	\$ 17,241
Box Culvert (under Pescadero Ave)	\$ 74,710	\$ 72,041	\$ -	\$ 2,668	\$ -	\$ 2,668
2-Cell Box Culvert (under I-205)	\$ 793,838	\$ 765,486	\$ -	\$ 28,351	\$ -	\$ 28,351

**Table 5**  
**City of Tracy - Northeast Industrial Area, Phase II**  
**Funding Summary**

	<i>Total Project Cost</i>	<i>Fee Funded</i>	<i>Bond Funded</i>	<i>Fee PM</i>	<i>Bond PM</i>	<i>Total PM</i>
<b><i>Easements/Land Acquisition</i></b>						\$ -
Acquire 20' Wide Easement for 42" Line (along West PL of Parcel 5)	\$ 90,000	\$ 85,500	\$ -	\$ 4,500	\$ -	\$ 4,500
Acquire ROW for Proposed Detention Basin (approx. 43 acres)	\$ 9,412,258	\$ 8,941,645	\$ -	\$ 470,613	\$ -	\$ 470,613
Acquire ROW for C2(65) Channel & Pipe (Pescadero Ave to under I-205)	\$ 570,500	\$ 541,975	\$ -	\$ 28,525	\$ -	\$ 28,525
<b><i>Reimbursements</i></b>						\$ -
Reimbursement to CFD 89-1	\$ 67,591	\$ 64,211	\$ -	\$ 3,380	\$ -	\$ 3,380
<b>Subtotal Group 76</b>	\$ 12,186,052	\$ 11,605,974	\$ -	\$ 580,078	\$ -	\$ 580,078
<b>Grand Total</b>	\$ 57,691,707	\$ 46,571,552	\$ 8,814,086	\$ 1,970,879	\$ 335,188	\$ 2,306,068