

# Memorandum

**TO:** HONORABLE MAYOR AND  
CITY COUNCIL

**FROM:** James R. Helmer

**SUBJECT: EVERGREEN TRAFFIC  
IMPACT FEE**

**DATE:** 11-20-06

Approved 

Date 11/21/06

**COUNCIL DISTRICT:** 5, 7, and 8  
**SNI AREA:** West Evergreen, K.O.N.A.,  
and East Valley/680  
Communities

**RECOMMENDATION**

Acceptance of the traffic impact fee study and adoption of an ordinance adding Chapter 14.30 to the Municipal Code establishing a traffic impact fee on the 500 “residential pool units” as part of the Evergreen Area Development Policy.

**OUTCOME**

The Evergreen East Hills Vision Strategy (EEHVS) has proposed the creation of a Traffic Impact Fee (TIF) for future residential development in the general Evergreen area not included as part of the four larger areas defined as “Opportunity Sites.” This residential development has been commonly referred to as the 500 “residential pool units.” The TIF provides an efficient and equitable mechanism to provide funding to mitigate traffic impacts associated with the future development of these units.

**BACKGROUND**

The EEHVS defines future development as occurring within four major Opportunity Sites and within the general Evergreen area. For the Opportunity Sites, a specific set of transportation improvements and community amenities are proposed that offset the community impacts associated with the development.

For the residential pool unit development in the general Evergreen area, transportation improvements are defined to help mitigate the traffic impacts of this development. Financing of the transportation improvements associated with the residential pool units is proposed to be funded through the creation of a Traffic Impact Fee (TIF). The proposed TIF is an element of

the EEHVS and the proposed update to the Evergreen Development Policy (EDP). The purpose of this report is highlight for the City Council details related to the proposed Evergreen TIF.

## **ANALYSIS**

The major transportation system improvements included in the EEHVS are planned to be financed through development of the four major Opportunity Sites. These improvements include upgrades to US 101, Capitol Expressway, and White Road, as well as various traffic signal improvements.

### **Transportation Improvements Associated with “Residential Pool Units”**

The EEHVS traffic study identified a number of transportation facilities that either would be made deficient by the proposed new development or are already deficient and would be made significantly worse.

To create additional capacity in the transportation system within the EDP area, specific improvements were identified to White Road, Capitol Expressway, and a selected number of intersections that required additional capacity. In addition, the traffic study included a separate traffic operations analysis. This analysis looked at other traffic issues that would be created by the project and made recommendations for items such as the need for new or modified traffic signals that are warranted with the added traffic.

Below is a summary of the transportation improvements that could receive financial contribution from the TIF:

1. ***Various Intersection/Traffic Signal Modifications*** – These improvements include geometric improvements (lane additions, etc.) and modifications to traffic signal operations at eleven existing signalized intersections. These improvements also include converting (to mixed-flow lanes) the HOV lanes on Capitol Expressway between U.S. 101 and Nieman Boulevard.
2. ***White Road Improvements*** – These improvements entail widening White Road to six lanes from Ocala Avenue to Aborn Road, in accordance with the General Plan designation. Some right-of-way would be required. Additional turn lanes would be added at the intersections with Ocala, Tully, Norwood, Quimby, Stevens, and Aborn. This item also includes restriping Ocala Avenue from two to four lanes between Capitol Expressway and White Road.
3. ***Capitol Expressway Relinquishment/Upgrade*** – These improvements involve rebuilding Capitol Expressway to City street standards. They also include installation of an additional traffic signal and modifications to existing traffic signals.
4. ***New Traffic Signals*** – The EEHVS Traffic Operations Analysis report has identified that up to 11 new traffic signals would need to be installed as a result of new development.

5. ***Intelligent Transportation Systems (ITS) Network*** – This improvement project would connect together all the signals in key corridors, such as the Tully Road corridor and Capitol Expressway corridor. This project also would add traffic cameras at key locations. Linking the interconnected signals to the City’s Traffic Signal Management Center will result in better synchronization and improved traffic flow. Also, the cameras can detect incidents, and the signal timing can be adjusted accordingly.

Proposed Evergreen Traffic Impact Fee

The TIF per unit and total amount collected depends on the number and type of units approved as part of the project. The TIF will vary in amounts from a minimum of \$5,026 per attached residential unit to a maximum of \$10,267 per detached residential dwelling unit. This fee would increase every two years to address cost escalation, as defined in the EDP. Council would be required to adopt an ordinance establishing a traffic impact fee as part of the EDP.

Traffic Impact Fee Nexus Study

Staff has prepared a nexus study (copy attached) to identify what the potential contribution would be from the residential pool units. The results of the study anticipate that up to \$5 million dollars would be available and is considered additional funding on top of base amount contributed by the property owners/developers of the four Opportunity Sites.

Approval of the Nexus Study and TIF will allow for the collection of a fee for traffic mitigation as part of the proposed modification of the Evergreen Area Development Policy (EDP). This fee will be collected for all proposed residential pool units and the amount will vary depending on the type and number of units that are approved as part of the project. The four Opportunity Sites will not be subject to this fee as it is included as part of their improvement package and incorporated in the associated EEHVS Funding Agreement.

It is noted that the TIF is intended to only apply to the 500 residential pool units. Commercial and industrial development in the general Evergreen area would not be subject to the TIF due to the positive benefit that job development has to “internalize” traffic in Evergreen.

**POLICY ALTERNATIVES**

***Alternative 1:*** Do not create an Evergreen Traffic Impact Fee for the “residential pool units”.

- Pros:** Would allow in-fill residential projects to develop at a lesser cost
- Cons:** Would decrease the amount of available funding as part of the new Evergreen Area Development Policy. Would reduce funding for community amenities provided by Opportunity Sites, since traffic mitigations have a higher priority for funding in the EDP.
- Reason for not recommending:** Creates inequity in funding traffic impact mitigation between development of Opportunity Sites and residential pool units.

### **PUBLIC OUTREACH/INTEREST**

- Criteria 1:** Requires Council action on the use of public funds equal to \$1 million or greater.  
**(Required: Website Posting)**
- Criteria 2:** Adoption of a new or revised policy that may have implications for public health, safety, quality of life, or financial/economic vitality of the City. **(Required: E-mail and Website Posting)**
- Criteria 3:** Consideration of proposed changes to service delivery, programs, staffing that may have impacts to community services and have been identified by staff, Council or a Community group that requires special outreach. **(Required: E-mail, Website Posting, Community Meetings, Notice in appropriate newspapers)**

The Evergreen East Hills Vision Strategy process involved extensive community outreach through open community Task Force meetings, community meetings and ultimately hearings before the Planning Commission and City Council. This project goes beyond the requirements of Council Policy 6-30: Public Outreach for Pending Land Use and Development Proposals.

Since August 2005 staff has participated in 34 meetings (not including the 16 Task Force meetings) to take comments and questions from the public and to provide information on the status and key elements of the EEHVS. The 34 meetings included: 13 SNI/NAC meetings, 6 neighborhood meetings, 3 general community meetings, 2 workshops, 2 school board meetings, 2 EIR meetings, 4 City Commission meetings, 1 City Council study session, and 2 District 8 Community Events. The number of attendees at these meetings varied from 5 at the EIR public scoping meeting to 85 at the first general community meeting.

### **COORDINATION**

This memorandum has been coordinated with the City Attorney's Office, and the Departments of Public Works, and Planning, Building and Code Enforcement.

### **FISCAL/POLICY ALIGNMENT**

The recommended action aligns with the Transportation and Aviations Services CSA Outcomes related to providing transportation choices and improving community livability.

### **COST SUMMARY/IMPLICATIONS**

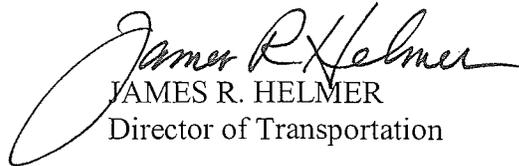
Not applicable

**BUDGET REFERENCE**

Not applicable

**CEQA**

An Environmental Impact Report (EIR), entitled *Evergreen East Hills Vision Strategy*, was prepared for the proposed Evergreen East Hills Vision Strategy and provides both program level and project level environmental review appropriate to address and evaluate the environmental impacts of the project appropriate for the adoption of the proposed update to the Evergreen Development Policy, General Plan amendments, funding agreement, and subsequent Planned Development (PD) rezonings. The Draft EIR was circulated for public review and comment from February 3, 2006 to March 20, 2006.

  
JAMES R. HELMER  
Director of Transportation

For questions please contact Hans Larsen, Deputy Director, at 535-3835.



## MEMORANDUM REPORT

TO: Manuel Pineda, City of San Jose  
John Hesler, David J. Powers & Associates, Inc.

FROM: Gary Black  
Michelle Hunt  
Stephen Hough

DATE: November 3, 2006

**SUBJECT:** *Nexus Study for the Evergreen • East Hills Vision Strategy Project*

Hexagon Transportation Consultants, Inc. has completed a nexus study for the proposed *Evergreen – East Hills Vision Strategy (EEHVS)* Project. This memorandum report summarizes the required transportation improvements that have been identified in the EEHVS planning process and describes the traffic impact fee that has been formulated to fund these improvements. The traffic analysis presented in this nexus study is taken from the *EEHVS Traffic Impact Analysis*, dated February 1, 2006 and the *EEHVS Operations Analysis*, dated April 3, 2006.

### **Developments Subject to Impact Fee**

The traffic impact fee would apply to all proposed residential development located in Evergreen. Many of the properties in Evergreen will participate in a formal financing agreement. It is anticipated that their impact fee payment would be collected through the financing agreement. Five project scenarios were included in the DEIR (numbered Scenario II through Scenario VI, Scenario I is the no-project scenario). This nexus study considers Scenarios II, V, and VI. These scenarios represent the range of development being considered, from lowest to highest. Scenario II would consist of 3,600 residential units and approximately 660,000 square feet of commercial development. Scenario V would consist of 5,700 residential units and the same 660,000 s.f. of commercial development. Scenario VI would consist of 3,900 residential units and about 5.3 million s.f. of commercial development, including the approved 4.6 million s.f. on the Legacy/Berg site.

The fee would not apply to non-residential uses because these other uses, particularly retail development, will serve existing and future residents. The Evergreen area is currently underserved with commercial development. The development of commercial land uses that currently are lacking in Evergreen can actually reduce trip lengths and traffic levels because some residents no longer will have to leave the area to go to a restaurant, shop, or work.

### **Geographic Coverage for Fee**

The Evergreen planning area extends from Story Road to Silver Creek Valley Road and from US101 to the east foothills. The fee would apply evenly to all residential development within this area, i.e., no differential fees by zone are proposed. The transportation improvements funded by the fee, which are described in detail below, are either of a major regional nature or they are smaller but spread throughout the area. The major regional improvements include improving Capitol Expressway and widening White Road. These improvements will benefit the entire area. The smaller and more site specific improvements,

including intersection modifications, new signals, and ITS network, will be spread throughout the area, so, again, the whole Evergreen area will benefit.

### Need for Future Improvements

The EEHVS traffic study identified a number of transportation facilities that either would be made deficient by the proposed new development or already are deficient and would be made significantly worse. Table 1 shows the intersections that would have deficient operations without any improvements. Table 2 shows the freeway segments that would have deficient operations without any improvements. The complete analysis of intersections and freeway segments is included in [Appendix A](#).

**Table 1**  
**Deficient Intersections in Evergreen Under EEHVS Project Conditions**

Intersection	Peak Hour	Background		Scenario II		Scenario V		Scenario VI	
		Delay (secs)	LOS						
Capitol Expwy & Silver Creek Rd	AM	50.8	D	78.6	E	85.2	F	(1)	(1)
	PM	51.5	D	56.1	E	58.5	E	(1)	(1)
Capitol Expwy & Aborn Road	AM	39.8	D	(1)	(1)	(1)	(1)	(1)	(1)
	PM	50.2	D	(1)	(1)	57.1	E	(1)	(1)
Capitol Expwy & Quimby Road	AM	45.8	D	68.6	E	79.2	E	56.5	E
	PM	77.8	E	115.6	F	127.9	F	132.9	F
Capitol Expwy & Ocala Avenue	AM	53.8	D	73.1	E	84.1	F	64.2	E
	PM	51.9	D	(1)	(1)	(1)	(1)	55.2	E
Capitol Expwy & Story Road	AM	53.9	D	112.2	F	121.6	F	65.1	E
	PM	53.6	D	71.9	E	79.3	E	62.7	E
Capitol Expwy & Capitol Ave	AM	25.3	C	(1)	(1)	(1)	(1)	(1)	(1)
	PM	53.1	D	68.1	E	71.9	E	57.6	E
McLaughlin Ave & Tully Road	AM	43.0	D	(1)	(1)	(1)	(1)	(1)	(1)
	PM	61.0	E	64.6	E	65.5	E	65.6	E
White Road & Quimby Road	AM	41.9	D	(1)	(1)	(1)	(1)	59.8	E
	PM	45.7	D	79	E	91.1	F	88.3	F
White Road & Aborn Road	AM	42.8	D	(1)	(1)	(1)	(1)	(1)	(1)
	PM	44.4	D	(1)	(1)	(1)	(1)	55.9	E
San Felipe Rd & Yerba Buena Rd	AM	78.3	E	(1)	(1)	(1)	(1)	112.2	F
	PM	105.5	F	(1)	(1)	(1)	(1)	152.8	F
Nieman Blvd & Yerba Buena Rd	AM	51.4	D	(1)	(1)	(1)	(1)	67.6	E
	PM	26.3	C	(1)	(1)	(1)	(1)	(1)	(1)

(1) = not deficient

The project would create deficiencies or significantly worsen existing deficiencies at seven (Scenario II) to nine (Scenario VI) signalized intersections and on 18 freeway segments. To the extent feasible, intersection and freeway improvements were identified to offset project impacts. At the following intersections, feasible improvements would be insufficient to completely offset the project impacts:

- Capitol Expressway & Silver Creek Road
- Capitol Expressway & Ocala Avenue
- Capitol Expressway & Story Road
- Capitol Expressway & Capitol Avenue
- San Felipe Road & Yerba Buena Road
- Nieman Boulevard & Yerba Buena Road

**Table 2**  
**Deficient Freeway Segments in Evergreen Under EEHVS Project Conditions**

Freeways	Peak Hour	Background		Scenario II		Scenario V		Scenario VI	
		Density	LOS	Added Trips <sup>1</sup>	% <sup>2</sup>	Added Trips <sup>1</sup>	% <sup>2</sup>	Added Trips <sup>1</sup>	% <sup>2</sup>
US 101 NB Yerba Buena to Capitol	AM	68.1	F	263	3.81	475	6.88	227	3.29
US 101 NB Capitol to Tully	AM	85.1	F	264	3.82	506	7.34	174	2.53
US 101 NB I-280 to Santa Clara	AM	68.8	F	245	3.55	390	5.66	255	3.70
US 101 NB Santa Clara to McKee	AM	88.4	F	188	2.73	300	4.35	196	2.84
US 101 NB McKee to Oakland	AM	95.4	F	159	2.30	253	3.66	165	2.39
US 101 NB Oakland to I-880	AM	82.1	F	135	1.96	215	3.12	141	2.04
US 101 SB Oakland to McKee	PM	62.9	F	89	1.29	134	1.95	92	1.33
US 101 SB McKee to Santa Clara	PM	68.2	F	99	1.44	151	2.18	103	1.49
US 101 SB Santa Clara to I-280	PM	80.9	F	126	1.83	191	2.77	131	1.90
US 101 SB I-280 to Story	PM	59.6	F	273	3.96	432	6.26	258	3.74
US 101 SB Story to Tully	PM	80.2	F	221	3.20	362	5.24	195	2.82
I-680 SB Alum Rock to Capitol	AM	79.5	F	135	1.47	212	2.30	138	1.50
I-680 SB Capitol to King	AM	81.1	F	272	2.37	425	3.70	280	2.43
I-680 SB King to US 101	AM	114.8	F	330	3.59	504	5.48	362	3.93
I-280 WB US 101 to McLaughlin	AM	122.5	F	512	5.57	817	8.88	530	5.76
I-280 WB McLaughlin to 10th	AM	79.6	F	540	5.87	854	9.28	569	6.18
I-280 WB 10th to SR 87	AM	91.7	F	432	4.70	683	7.43	455	4.95
I-280 EB SR 87 to 10th	PM	67.2	F	256	2.78	374	4.07	266	2.89

<sup>1</sup> Trips added by the project to the specified segment only.

<sup>2</sup> The percent of the segment capacity that this number of trips represents.

To create additional capacity in the transportation system within Evergreen, improvements also were identified to White Road (widening to six lanes), to Capitol Expressway (additional turn lanes and signal modifications), and to a selected number of intersections not yet fully built out (Capitol & McLaughlin, King & Tully, Aborn & Ruby, Silver Creek & Yerba Buena). These miscellaneous improvements would help offset the deficient intersections that would remain after all feasible improvements were completed.

To address the freeway deficiencies, the Santa Clara Valley Transportation Authority (VTA) prepared a Route 101 Improvement Study. This study identified the addition of auxiliary lanes to the freeway and upgrades to the interchanges. Through the EEHVS planning process, a significant contribution toward the cost of the freeway improvements has been identified as a responsibility of the Evergreen development community. The cost of the freeway improvements is going to be borne by many of the Evergreen properties through the financing agreement, but the costs will not be included in the impact fee.

In addition to the EEHVS traffic study, there was a traffic operations analysis prepared for the EEHVS. This analysis looked at other traffic issues and problems that would be created by the project, but that are not included in the Environmental Impact Report because they are not environmental issues under the California Environmental Quality Act (CEQA). The operations analysis is included in the report titled *Evergreen East Hills Vision Strategy Traffic Impact Analysis Operations Analysis* by Hexagon Transportation Consultants, Inc. dated April 3, 2006. The operations analysis identified the need for 11 new traffic signals and the need for better traffic signal coordination as a result of the new development.

### Required Transportation Improvements

Table 3 lists all major categories of required transportation improvements and the total cost associated with each, further broken down for each project scenario. Most of the cost estimates were provided by City staff. Some estimates were provided by Hexagon, as noted. The improvements are further described below.

**Table 3**  
**Required Transportation Improvements**

Transportation Improvements	Revised Estimated Cost (2006 \$)			
	All Required Improvements	Project Scenario II	Project Scenario V	Project Scenario VI
Route 101 Improvements	/1/	/1/	/1/	/1/
Various Intersection/Traffic Signal Modifications	\$10,265,000	\$6,975,000	\$8,195,000	\$8,140,000
White Road Improvements	\$8,900,000	\$8,900,000	\$8,900,000	\$8,900,000
Capitol Expressway Relinquishment/Upgrade	\$7,500,000	\$7,500,000	\$7,500,000	\$7,500,000
New Traffic Signals	\$3,712,500	\$3,712,500	\$3,712,500	\$3,712,500
ITS Network	\$4,000,000	\$4,000,000	\$4,000,000	\$4,000,000
<b>Total for All Improvements</b>	<b>\$34,377,500</b>	<b>\$31,087,500</b>	<b>\$32,307,500</b>	<b>\$32,252,500</b>

/1/ Funding for the U.S. 101 improvements will be provided by sources other than the impact fee.

1. **Route 101 Improvements** – The Route 101 Improvement Project includes a new southbound travel lane from Story Road to Capitol Expressway and a southbound auxiliary lane from Tully Road to Capitol Expressway. It also includes interchange improvements at Tully Road and at Capitol/Yerba Buena. The Tully Road interchange would be converted to a partial clover-leaf design. The Capitol interchange also would be converted to a partial cloverleaf, and the Yerba Buena ramps would be separated from Capitol (currently the Yerba Buena ramps run through the Capitol interchange). The Route 101 improvements will be funded by the financing agreement and are not included in the impact fee.
2. **Various Intersection/Traffic Signal Modifications** – These improvements include geometric improvements (lane additions, etc.) and modifications to traffic signal operations at eleven existing signalized intersections. These improvements also include converting (to mixed-flow lanes) the HOV lanes on Capitol Expressway between U.S. 101 and Nieman Boulevard. The specific improvements at each intersection, and the corresponding estimated costs, are shown in Table 4.
3. **White Road Improvements** – These improvements entail widening White Road to six lanes from Ocala Avenue to Aborn Road, in accordance with the General Plan designation. Some right-of-way would be required. Additional turn lanes would be added at the intersections with Ocala, Tully, Norwood, Quimby, Stevens, and Aborn. This item also includes restriping Ocala Avenue from two to four lanes between Capitol Expressway and White Road.
4. **Capitol Expressway Relinquishment/Upgrade** – These improvements involve rebuilding Capitol Expressway to City street standards. They also include installation of an additional traffic signal and modifications to existing traffic signals.
5. **New Traffic Signals** – The EEHVS Traffic Operations Analysis report has identified that up to 11 new traffic signals would need to be installed as a result of new development.
6. **Intelligent Transportation Systems (ITS) Network** – This improvement project would connect together all the signals in key corridors, such as the Tully Road corridor and Capitol Expressway corridor. This project also would add traffic cameras at key locations. When the signals are connected together and the whole system is connected to the city’s central control station, the signals can be synchronized for better traffic flow. Also, the cameras can detect incidents, and the signal timing can be adjusted accordingly.

The cost estimates are slightly different for the three project scenarios because the overall transportation impacts (and corresponding improvements) of each project scenario are slightly different. For example, Scenario VI has no impact at the intersection of Capitol Expressway and Silver Creek Road (whereas Scenarios II and V do have impacts). The differences exist at other locations, as well, because of the different development levels and the different geographical concentrations of development associated with each scenario.

The improvement list does not include improvements that would be funded solely by the financing agreement nor do they include the modified Evergreen Area Development Policy (EADP) improvements at the U.S. 101 interchange at Blossom Hill Road. Similarly, the required transportation improvements do not include the new signalized intersections that would be created by the planned reconstruction of the U.S. 101 interchanges at Capitol Expressway and at Tully Road. Also, new signals that provide direct access to a particular project site are not included because they will be built by the developer of the site.

**Table 4  
Intersection Improvements and Signal Modifications**

Intersection	Improvement	Required for Scenario?			Subtotal
		II	V	VI	
Capitol & Aborn	Add 2nd NB LT lane	no	YES	no	\$1,218,000
Capitol & Silver Creek	Extend existing EB LT pockets	YES	YES	no	\$905,000
Capitol & Quimby*	Add 2nd EB LT lane and an EB RT; add an exclusive NB RT	YES	YES	YES	\$1,000,000
Capitol & McLaughlin	Reconfigure NB & SB to 2 LT, 2 Thru & 1 RT	YES	YES	YES	\$1,189,000
Capitol Expwy from U.S. 101 to Nieman	Convert HOV lanes	YES	YES	YES	\$290,000
Silver Creek & Yerba Buena	Add 1 WB RT lane; reconfigure the intersection	YES	YES	YES	\$1,109,250
San Felipe & Yerba Buena	Add 2nd EB, WB & SB LT lane	no	no	YES	\$1,268,750
King & Tully	Add 2nd SB LT lane and 1 EB RT lane	YES	YES	YES	\$1,289,000
Aborn & Ruby	Signal modification to provide protected NB and SB turning movements	YES	YES	YES	\$290,000
McLaughlin & Tully*	Add an exclusive NB RT	YES	YES	YES	\$905,000
Nieman & Yerba Buena*	Add a 2nd WB LT lane	no	no	YES	\$800,000
<b>TOTAL</b>					<b>\$10,264,000</b>

\* Cost estimate is provided by Hexagon. All other cost estimates are provided by the City of San Jose.

### Traffic Impact Fee Calculation

The traffic impact fee amount was calculated for project development scenarios II, V and VI based on the number of peak-hour trips generated by the proposed residential development in each scenario. Table 5 presents the impact fee calculation. Because detached residential dwelling units generate more traffic than attached residential dwelling units, separate fees were calculated for each type of unit. The total cost of required transportation improvements and the project trip generation vary by project scenario. Therefore, different fees were calculated for each project scenario. The impact fees for detached residential dwellings vary from \$6,634 per unit under Scenario V to \$10,267 per unit under Scenario II. The impact fees for attached residential dwellings vary from \$5,026 per unit under Scenario V to \$7,778 per unit under Scenario II.

**Table 5**  
**Calculation of Traffic Impact Fee**

	Calculation	Project Scenario		
		II	V	VI
Total Cost of Required Transportation				
[1] Improvements		\$ 31,087,500	\$ 32,307,500	\$ 32,252,500
[2] Number of SFD Residential Dwelling Units		1,240	2,275	850
[3] Number of SFA Residential Dwelling Units		2,360	3,425	3,050
Total Proposed Residential Dwelling Units		3,600	5,700	3,900
PM Peak-Hour Trip Rate (trips/d.u.) for:				
[4] Detached Residential Dwelling Units		0.99	0.99	0.99
[5] Attached Residential Dwelling Units		0.75	0.75	0.75
Total PM Peak-Hour Trips Generated by:				
[6] SFD Residential Dwelling Units	[2] x [4]	1,228	2,252	842
[7] SFA Residential Dwelling Units	[3] x [5]	1,770	2,569	2,288
[8] All Proposed Residential Dwelling Units		2,998	4,821	3,129
[9] Improvement Cost per PM Peak-Hour Trip	[1] / [8]	\$ 10,371	\$ 6,701	\$ 10,308
[10] <b>Fee per Detached Residential Dwelling Unit</b>	[9] x [4]	\$ <b>10,267</b>	\$ <b>6,634</b>	\$ <b>10,205</b>
[11] <b>Fee per Attached Residential Dwelling Unit</b>	[9] x [5]	\$ <b>7,778</b>	\$ <b>5,026</b>	\$ <b>7,731</b>
[12] Fees Collected from SFD Units	[10] x [2]	\$ 12,731,190	\$ 15,093,252	\$ 8,673,851
[13] Fees Collected from SFA Units	[11] x [3]	\$ 18,356,310	\$ 17,214,248	\$ 23,578,649
Total Fees Collected from All Residential	[12] + [13]	\$ 31,087,500	\$ 32,307,500	\$ 32,252,500

In order to completely fund the cost of the improvements at the time of actual construction, the fees indicated in Table 5 should be escalated every two years at an annual rate 3.3 percent, which represents the average annual increase in the Consumer Price Index as reported by the U.S. Department of Labor for the previous 20 years (1985-2004) for the San Francisco-Oakland-San Jose Metropolitan Statistical Area as depicted in Table 6.

**Table 6**  
**Consumer Price Index**

Year	Annual CPI Change (%)	Year	Annual CPI Change (%)
1985	4.2	1995	2.0
1986	3.0	1996	2.3
1987	3.4	1997	3.4
1988	4.4	1998	3.2
1989	4.9	1999	4.2
1990	4.5	2000	4.5
1991	4.4	2001	5.4
1992	3.3	2002	1.6
1993	2.7	2003	1.8
1994	1.6	2004	1.2

Source: U.S. Department of Labor