

County of Sacramento

Florin-Vineyard Community Plan

Interim Transportation Mitigation Strategy

The Florin-Vineyard Community Plan (FVCP), Appendix D (FVCP Appendix D), contains a phasing plan for roadway improvements. The phasing plan provides detailed requirements for the timing of mitigation implementation, tied to residential development levels. Non-residential development projects (e.g. retail/commercial services, office, and industrial) are not subject to the phasing conditions, but contribute to their mitigation obligations through payment of the FVCP Fee Program Roadway Fee, the Sacramento County Transportation Development Fee/Transit Impact Fee (SCTDF/TIF), and construction of adjacent roadway improvements (e.g. logical segments).

Required roadway improvements identified in the FVCP Appendix D were based on traffic mitigation measures identified in the Final Environmental Impact Report (FEIR) for the FVCP and subsequent traffic analysis to determine phasing. Implementation of a specific list of roadway improvements is “triggered” when a specified residential unit threshold is exceeded. The interim transportation mitigation strategy contained in this document is consistent with the previously identified mitigations and trigger points in FVCP Appendix D, but allows flexibility in assigning responsibility for delivering roadway improvements.

The Sacramento County Department of Transportation (Department) has committed to delivering several priority capital projects using SCTDF funds, FVCP Fee Program Roadway and Frontage Lane Funds and other funding. These projects include widening segments of South Watt Avenue/Elk Grove-Florin Road from State Route 16 (SR-16) to Gerber Road to four lanes, and expansion of the intersection of SR-16 and Bradshaw Road to a modified 4X6 configuration. Thus, triggers associated with these projects are satisfied by the County’s commitments. For other triggers, the interim strategy grants the Department flexibility to assign a development one or more improvements from the trigger list, upfront payment of the FVCP Fee Program roadway fee, or a combination thereof.

A cash flow analysis has determined that under this interim mitigation strategy, adequate revenues will be generated by the FVCP Fee Program to fund triggered improvements through 1,325 residential units. At the 1,326 residential unit trigger, two of the required improvements are only partially funded by the FVCP Fee Program. The remaining funding would come from the North Vineyard Station (NVS) Fee Program. While development in the FVCP could proceed beyond 1,325 residential units if a project proponent is willing to construct the triggered improvements, the portion of the reimbursement due from the NVS Fee Program would be subject to its provisions and availability of such funds. The Department is at present working on a permanent mitigation strategy for FVCP that is anticipated to replace the current triggers and be implemented prior to 1,325 residential units being reached, thereby providing a seamless path for FVCP development. Additional details of the interim mitigation strategy are described below.

Definitions

Director: The Director of the Department of Transportation or his/her designee

Fee Obligation: the amount of FVCP Fee Program roadway fee that a development is required to pay in effect at the time of building permit issuance.

Phasing Plan: the list of improvements and their construction timing requirements (i.e. triggers) before further development can proceed, as described in Appendix B of this document.

Trigger: the number of units identified in the Phasing Plan, above which a list of one or more improvements is required

County-Delivered Improvements

1. To address existing bottlenecks and meet regional mobility needs, the County is committed to delivering the following capital projects using funding from the SCTDF, FVCP Fee Program Roadway and Frontage Lane Fund, and other funding sources:
 - Widen South Watt Avenue/Elk Grove-Florin Road from 2 to 4 lanes from SR-16 to Gerber Road, including construction of ultimate intersections.
 - Widen the intersection of SR-16 and Bradshaw Road to a 4x6.
 - Restripe intersection of Elk Grove-Florin Road/Calvine Road to a 4x6 configuration.
2. This interim strategy aims to achieve the Phasing Plan included in **Appendix B**. This Phasing Plan is consistent with the trigger thresholds and improvements of the previously adopted phasing plan contained in FVCP Appendix D, except certain indicated improvements will be delivered by the County instead of the developer. For the purpose of satisfying the trigger requirements described in Appendix B, the following improvements, as numbered in FVCP Appendix D, shall be delivered by the County and considered satisfied:
 - Condition #57:
 - Condition #58:
 - Condition #62:
 - Condition #70:
 - Condition #71:
 - Condition #72:
 - Condition #103:
 - Condition #104:
3. The Director may amend the list of improvements in Section 2 above and Appendix B to reflect changed circumstances or progress (e.g., additional improvements delivered by the County or others).
4. In order for the County to deliver the improvements listed in Section 2 in a timely manner, funds will be borrowed from the SCTDF/TIF Program to initially pay for a good portion of the improvements. The FVCP Fee Program Roadway and Frontage Lane Fund will reimburse the SCTDF/TIF Program for those improvements that are to be constructed with the SCTDF funds as FVCP Fee Program Roadway and Frontage Lane fee revenue

becomes available. The repayment will be in installments and paid over an extended number of years.

Assigning Responsibility to Projects

5. The Director shall determine how each development project will satisfy its obligation to mitigate transportation impacts generated by that development, including, but not limited to, one or both of the following:
 - a) Constructing one or more improvement(s), consistent with triggers in the Phasing Plan (Appendix B).
 - b) Payment of FVCP Fee Program roadway fees.
6. If one or more improvement(s) are assigned to be constructed by a development under Section 5(a), the Director will endeavor to assign improvements based on then-current circumstances (see examples in Appendix A) including, but not limited to:
 - a) An amount proportionate to the level of development (i.e.; number of units). For example, if a development would construct 30 percent of the units covered by a trigger specified in Appendix B, the Director may elect to assign improvement(s) costing approximately 30 percent of the total cost of all improvements required for that trigger.
 - b) The amount of the project's total FVCP Fee Program roadway fee obligation. For example, if a development has a fee obligation of \$750,000, the Director may elect to assign improvement(s) with a cost closest to this fee obligation amount.
7. Development projects that are assigned improvements pursuant to Sections 5 and 6 may recover the costs to deliver and construct the improvements through the credit and/or reimbursement provisions available through the FVCP Fee Program. The credit and reimbursement provisions of the FVCP Fee Program are updated to ensure that the costs incurred to deliver the required improvements for a specified trigger are compensated by the time all of the units included in the trigger are permitted via the provision of credits and/or timely reimbursements, through at least 1,325 residential units. Beyond 1,325 residential units, some improvements are subject to the credit and reimbursement provisions of other fee programs including, but not limited to, the NVS Fee Program, Vineyard Fee Program, and SCTDF/TIF Program.
8. Improvement(s) may be assigned to a development for which the construction requirements exceed the value of the project's fee obligation. For all improvements required through 1,325 units, sufficient funds are anticipated to be available from the FVCP Fee Program roadway component to provide timely reimbursement for the construction requirements exceeding the project's fee obligation. Implementation of the assigned improvement(s) shall satisfy the project's trigger conditions.
9. If the value of improvement(s) assigned to a development project under Sections 5 and 6 are less than the project's total fee obligation, the project will be expected to meet its full

fee obligation upon issuance of all building permits through credits allowed based on the costs incurred to deliver and construct the assigned improvement(s), payment of fees, or both. Implementation of the assigned improvement(s) and full payment of the fee obligation shall satisfy the project's trigger conditions.

10. If the Director determines that the County or other party will be responsible for implementing some or all improvements associated with a trigger (other than those identified as County-Delivered Improvements in Section 2), he or she may accept an upfront payment of the project's full fee obligation in lieu of implementing improvements assigned under Sections 5 and 6 at a specific time established pursuant to an agreement between the project proponent and the County, as further outlined in Sections 14 and 15. This in lieu payment shall satisfy the project's trigger conditions and be eligible for FVCP roadway fee credits at the time of the building permit issuance. The Director may, at his or her sole discretion, accept this in lieu payment in phases (e.g., 50% at final map, 75% at first permit, 100% at 50% buildout). If allowed, the amount and timing of phased payments shall be specified in an agreement as outlined in Sections 14 and 15.

Projects Not Included in the FVCP Fee Program

11. Although not anticipated to occur prior to implementing a permanent mitigation strategy, some improvements starting at the 2,021 residential unit trigger are not included in the FVCP Fee Program and are funded by the County's SCTDF/TIF Program. As described and numbered in FVCP Appendix D, the following conditions require construction of roadway improvements that are subject to the credit and reimbursement provisions of the SCTDF/TIF Program, and the availability of funding and priorities within the SCTDF/TIF:
 - Condition #28: Reconstruct, widen existing two-lane road section, add southbound lane and frontage where necessary, and restripe existing French Road to a four-lane arterial from Florin Road to Gerber Road based on a 74-foot standard arterial (the 6-foot separated sidewalk shall be installed in an adjacent pedestrian/landscape easement). (12.1.1, 12.1.2, 12.1.3) Mitigation Measures: TC-1(l), TC-1(cc), TC-3(r) and TC-3(v).
 - Trigger: Prior to 2,021 residential units
 - Condition #29: Widen the existing bridge on French Road at the Elder Creek crossing based on a 74-foot standard arterial. (12.1d) Mitigation Measures: TC-1(l), TC-1(cc), TC-3(r) and TC-3(v).
 - Trigger: Prior to 2,021 residential units
 - Condition #50: Reconstruct and widen existing partial arterial center section of SR-16 from two-lane to four-lane thoroughfare center section from South Watt Avenue to Bradshaw Road based on a 96-foot standard thoroughfare (the 6-foot separated sidewalk shall be installed in an adjacent pedestrian/landscape easement). (1.1) Mitigation Measure: TC-1(b).
 - Trigger: Prior to 3,416 residential units
 - Condition #76: Reconstruct and widen Florin Road from existing four-lane center section to six-lane thoroughfare from Stockton Boulevard to Power Inn

Road based on a 96-foot standard thoroughfare (the 6-foot separated sidewalk shall be installed in an adjacent pedestrian/landscape easement).
(4.3) Mitigation Measures TC-1(g) and TC-3(h).

- Trigger: Prior to 6,801 residential units

12. The FVCP contains provisions in Section 9.7 allowing the Board of Supervisors to amend triggers, after appropriate traffic studies and CEQA review. When a trigger is reached for any of the four improvements listed in Section 11, the Director may do one of the following:

- a) Make a determination that sufficient funding is available in the SCTDF to construct the improvement, and that the improvement is consistent with the County's current SCTDF priorities. In this case, funding would be made available to the developer to construct the improvement, or the County would assume responsibility for delivering the improvement in accordance with Section 3.
- b) Conduct a traffic analysis to determine if the improvement is warranted at the current trigger, based on traffic operations and safety. The traffic analysis may also consider alternatives that provide equivalent or more effective mitigation, based on the intent of the condition and in compliance with CEQA, including design modifications if found to not adversely impact traffic operations or safety.
 - 1) If the improvement is not warranted at the current trigger, the Director may recommend to the Board of Supervisors deferral of the improvement until such time that it is needed in accordance with Section 9.7 of the FVCP. The Board may accept, accept with conditions, or reject the Director's recommendation at its discretion.
 - 2) If the improvement is warranted at the current trigger, the County may consider prioritizing the improvement in the SCTDF and funding or constructing it as described in subsection a) of this section.
 - 3) If the improvement is warranted at the current trigger and the Department determines that SCTDF cannot fund the improvement based on current priorities, the project proponent may either:
 - Construct the triggered improvement, subject to the credit and reimbursement provisions of the SCTDF/TIF Program; or
 - Request that the Board of Supervisors override the condition of approval, consistent with applicable County procedures for making this request. The project proponent shall be responsible for providing all CEQA documentation and analyses required to support the requested override.

Corrections to Condition of Approval in FVCP Appendix D

13. Condition of Approval #104, as listed in FVCP Appendix D, previously read, "Replace existing bridge on SR-16 at Morrison Creek Crossing with a six-lane thoroughfare bridge,

based on a 96-foot standard thoroughfare. (1.4d) Mitigation Measure: TC-3(d).” The FVCP Final Environmental Impact Report (FEIR) determined this to be a cumulative impact, for which a fair-share contribution would apply. Therefore, condition of approval #104 is hereby corrected to reflect the FEIR’s intent and shall be as follows: “On a ‘fair share’ basis satisfactory to the Department of Transportation, replace existing bridge on SR-16 at Morrison Creek Crossing with a six-lane thoroughfare bridge, based on a 96-foot standard thoroughfare. (1.4d) Mitigation Measure: TC-3(d).”

Written Agreement

14. A written agreement between the County and project proponent shall be required to identify the specific improvement(s) and/or in lieu payments assigned to the project. The improvements may change any time prior to execution of the agreement. The agreement shall be executed prior to recordation of a final small lot subdivision map for residential development. If construction is not initiated by the project proponent or the in-lieu payment is not made by the date specified in the agreement, the Department, at its discretion, may require different improvements and/or update in-lieu payment amounts, based on changed circumstances or progress, changes to the transportation network, and/or the County’s priority needs.
15. An agreement described in Section 14 shall include a schedule and related provisions for the delivery, construction, and completion of the assigned improvement(s), and/or any in lieu payments, that ensure the timely implementation of the triggered improvements. The County acknowledges that delays in delivering and constructing improvement(s) may occur due to factors beyond the project proponent’s or County’s control (e.g., environmental issues, unforeseen property or construction issues, etc.) The County intends for provisions in the agreement to provide flexibility for the development to proceed, provided the Director is satisfied that construction of the improvements is diligently proceeding consistent with industry standards.

Appeal Process

16. A project proponent may appeal a determination made by Department of Transportation staff concerning the application of this strategy to its project by submitting a written request for the Director's review. If the project proponent is dissatisfied with the Director's decision following such review, the project proponent may appeal the decision to the County Board of Supervisors by filing a notice of appeal with the Clerk of the Board within fifteen (15) days of the date of the Director's decision. The notice of appeal shall include payment of the applicable appeal fee and the following information: (a) a complete description of the factual basis for the appeal; (b) the legal basis for the appeal; (c) the remedy sought by the project proponent. The Clerk of the Board shall calendar a hearing on the appeal and notify the person filing the appeal of the date, time, and place of such hearing. During the hearing, the project proponent shall be afforded the opportunity to present oral and documentary evidence and offer testimony from any concerned parties as may be necessary for the Board to take action. The Board may affirm, reverse, or modify the decision of the Director. The action of the Board on any such appeal shall be final and conclusive.

Appendix A Examples Regarding Implementation of the Transportation Mitigation Strategy

(All examples assume a fee of \$15,000 dwelling per unit for illustrative purposes.)

Example 1

The total cumulative permitted residential units in the plan area is 1,300. Project A requests approval to construct 100 units and requests their mitigation obligations.

Step 1 – County staff reviews the mitigation list in Appendix B. All of the previous development between 1,036 and 1,300 units has already been assigned improvements required up to a cap of 1,325 units. However, because Project A will exceed the 1,325 unit cap, it is potentially responsible for implementing mitigation measures between 1,326 and 1,446 units.

Step 2 – County staff reviews the improvements required after 1,325 units are exceeded:

- Condition #16: Widen existing intersection of Gerber Road at Bradshaw Road to a signalized 4X4.
 - Cost: \$791,482 (11%)
- Condition #17: Reconstruct and widen Bradshaw Road from four to six lanes from SR-16 to Elder Creek Road based on a 96-foot standard thoroughfare (the 6-foot separated sidewalk shall be installed in an adjacent pedestrian/landscape easement).
 - Cost: \$2,457,753 (34%)
- Condition #18: Widen existing bridge on Bradshaw Road at Morrison Creek Crossing based on a 96-foot thoroughfare (six-lane bridge).
 - Cost: \$4,503,619 (55%)

Step 3 – The project will be constructing 25 units under the 1,325 trigger and 75 units under the 1,446 trigger. The Director decides to assign approximately $75/(1,446-1,326) = 62\%$ of the value of improvements under that trigger to the project. The Director assigns the improvement described in Condition #18 to the project.

Step 4 – The project's fee obligations are calculated (e.g.; $100 \text{ units} \times \$15,000 = \$1,500,000$), which is less than the cost of the improvement and the County determines that there are sufficient funds within the FVCP Fee Program roadway component to provide timely reimbursement for the difference between the improvement cost and the project's fee obligation ($\$4,503,619 - \$1,500,000 = \$3,003,619$) for the bridge widening.

Step 5 – The project proponent and County then enter into an agreement that identifies the scope of required improvements, establishes the commencement date for construction and delivery, and terms regarding credit/reimbursement for costs in excess of their fee obligation, in accordance with the provisions of the FVCP Fee Program.

Step 6 – The project proponent delivers improvements in accordance with the agreement. If the developer fails to comply with applicable timing and delivery requirements, the County has the right to assign different improvements based on changing circumstances or priorities.

Step 7 – At completion of construction, the developer and County "true up" to account for the actual project cost. If the construction cost is less, additional fees would be owed. If the

construction cost is greater, fees would be returned, if not in excess of the fee program project cost.

Example 2

Example 2 is the same as Example 1 for Steps 1 and 2.

Step 3 – The improvements described in Condition #16 has already been completed by other development. The County has decided to deliver the improvements listed in Condition #17 and #18 with internal resources. Therefore, no improvements are assigned to the project.

Step 4 – The project’s fee obligations are calculated (e.g.; 100 units x \$15,000 = \$1,500,000).

Step 5 – The project proponent and County then enter into an agreement that identifies the requirement to pay \$1,500,000 and the timing of the payment(s), as determined by the Director.

Step 6 – The project proponent pays the fee obligation in accordance with the agreement. If the developer fails to comply with applicable timing requirements, the County has the right to assign different improvements or update the fee calculation in accordance with the provisions of the FVCP Fee Program, based on changing circumstances or priorities.

Example 3

The total cumulative permitted residential units in the plan area is 1,645. Project B requests approval to construct 50 units and requests their mitigation obligations.

Step 1 – County staff reviews the mitigation list in Appendix B. Because Project B will exceed the 1,645 unit cap, it is potentially responsible for implementing mitigation measures between 1,646 and 1,840 units.

Step 2 – County staff reviews the improvements required after 1,645 units are exceeded:

- Condition #22: Modify the existing intersection of Florin Rd. & Power Inn Rd.
 - Cost: \$762,813 (35%)
- Condition #23: Modify the existing intersection of Gerber Rd. at Vineyard Rd to a 3 way 2x2 signalized intersection.
 - Cost: \$494,549 (23%)
- Condition #24: Reconstruct & widen S. Watt. Ave. to 6 lanes from Kiefer Blvd to SR-16 based on a 96ft thoroughfare.
 - Cost: \$919,471 (42%)

Step 3 – The project’s fee obligations are calculated (e.g.; 50 units x \$15,000 = \$750,000). The Director decides to assign an improvement worth approximately \$750,000 to the project. The Director assigns the improvements described in Condition #22 to the project.

Step 4 – Because the cost of the improvement exceeds this value, the difference of \$762,813 - \$750,000 = \$12,813 for the intersection modification will be credited/reimbursed from the FVCP Fee Program.

Step 5 – The project proponent and County then enter into an agreement that identifies the scope of required improvements, establishes the commencement date for construction and delivery, and terms regarding credit/reimbursement for costs in excess of their fee obligation, in accordance with the provisions of the FVCP Fee Program.

Step 6 – The project proponent delivers improvements in accordance with the agreement. If the developer fails to comply with the timing and delivery requirements set forth in the agreement, the County has the right to assign different improvements based on changing circumstances or priorities, in addition to pursuing all other remedies available to it under the agreement.

Step 7 – At completion of construction, the developer and County “true up” to account for the actual project cost. If the construction cost is less, additional fees would be owed. If the construction cost is greater, fees would be returned, if not in excess of the fee program project cost.

Example 4

Example 4 is the same as Example 3 for Steps 1 and 2.

Step 3 – The project will be constructing 50 units under the 1,645 trigger. The Director decides to assign approximately $50/(1,840-1645) = 26\%$ of the value of improvements under that trigger to the project. The Director assigns the improvements described in Condition #23 to the project.

Step 4 – The project’s fee obligations are calculated (e.g.; $50 \text{ units} \times \$15,000 = \$750,000$). Because the project’s fee obligation exceeds the estimated construction cost, the difference of $\$750,000 - \$494,549 = \$255,451$ is estimated to be due to the FVCP Fee Program.

Step 5 – The project proponent and County then enter into an agreement that identifies the scope of required improvements, establishes the commencement date for construction and delivery, and terms regarding payment of the remaining fee obligation due.

Step 6 – The project proponent delivers improvements and pays the remaining fee obligation in accordance with the agreement. If the developer fails to comply with the timing and delivery requirements set forth in the agreement, the County has the right to assign different improvements or update the fee calculation in accordance with the provisions of the FVCP Fee Program, based on changing circumstances or priorities, in addition to pursuing all other remedies available to it under the agreement.

Step 7 – At completion of construction, the developer and County “true up” to account for the actual project cost. If the construction cost is less, additional fees would be owed. If the construction cost is greater, fees would be returned, if not in excess of the fee program project cost.

Appendix B – Phasing Plan for Roadway Improvements

This exhibit sets forth the detailed requirements for mitigating the traffic impacts associated with the development of planned land uses within the Florin-Vineyard Community Plan (FVCP). These impacts are presented in full detail in Appendix I of Volume 3 of the Florin-Vineyard GAP Community Plan Project Final Environmental Impact Report (Control No. 04-GPB-CPB-0096). These triggers are consistent with the previously adopted phasing plan listed in FVCP Appendix D (Phasing of Roadway Improvements), but are further subcategorized into:

- **County-Delivered Improvements:** Improvements for which the trigger has been satisfied, as described in Section 2 of this document.
- **Developer Obligations (FVCP Fee Program):** Improvements included in the FVCP Fee Program. Through 1,325 residential units, these improvements are sufficiently funded to provide timely reimbursement by the time all of the units included in the trigger are permitted. Construction is not required for “fair share” conditions.
- **Developer Obligations (SCTDF/TIF Program):** Improvements included in the SCTDF/TIF Program and subject to the credit/reimbursement provisions in that program. Delivery and construction of these improvements shall be subject to the provisions described in Section 12 of this document. Construction is not required for “fair share” conditions.
- **Completed Improvements:** Improvements which have been constructed and deemed complete, as of May 2020.

Prior to recordation of 451st residential building lot within the FVCP Area:

County-Delivered Improvements

1. Reconstruct and widen South Watt Avenue from existing two-lane road section to four-lane thoroughfare center section from SR-16 to Fruitridge Road based on a 96-foot standard thoroughfare (the 6-foot separated sidewalk shall be installed in an adjacent pedestrian/landscape easement). (7.3) Mitigation Measures: TC-1(d); TC-1(n); TC-1(o); and TC-1(t).
2. Reconstruct and widen existing intersection of Fruitridge Road at South Watt Avenue to a 4X6 signalized intersection. (4) Mitigation Measures: TC-2(h) and TC-4(h)1-27.
3. Restripe and modify the signalization of the existing intersection of Elder Creek Road at South Watt Avenue to a 2X4 intersection. (6) Mitigation Measure: TC-2 (dd).
4. Reconstruct and widen Elk Grove-Florin Road from existing two-lane road section to four-lane thoroughfare center section from Florin Road to Gerber Road based on a 96-foot standard thoroughfare (the 6-foot separated sidewalk shall be installed in an adjacent pedestrian/landscape easement). (8.1) Mitigation Measures: TC-1(q) and TC-3(aa).
5. Replace existing bridge with a six-lane bridge on Elk Grove-Florin Road at Elder Creek Crossing based on a 96-foot standard thoroughfare. (8.1d) Mitigation Measure: TC-1(q).

Prior to recordation of 766th residential building lot within the FVCP Area:

County-Delivered Improvements

6. Reconstruct and widen South Watt Avenue from existing two-lane road section to four-lane thoroughfare center section from Elder Creek Road to Florin Road based on a 96-foot standard thoroughfare (the 6-foot separated sidewalk shall be installed in an adjacent pedestrian/landscape easement). (7.5) Mitigation Measure: TC-1(p).
7. Reconstruct and widen the existing at-grade Railroad crossing to a four-lane at-grade crossing (including appurtenances) on South Watt Avenue at the CCTC RR crossing based on a 96-foot standard thoroughfare. (7.5r) Mitigation Measure: TC-1(p).

Prior to recordation of 826th residential building lot within the FVCP Area:

County-Delivered Improvements

8. Widen existing intersection of SR-16 at Bradshaw Road to a modified 4X6 (adding northbound, eastbound, southbound, and westbound lanes and relocating signal).(2)Mitigation Measure: TC-2(f).

Developer Obligations (FVCP Fee Program)

9. Widen existing intersection of Bradshaw Road at Kiefer Boulevard from a modified 4X4 to a modified 4X6 (adding northbound and southbound through and right-turn lanes and relocating signal). (19) Mitigation Measure: TC-2(c).

Completed Improvements

10. Reconstruct and widen Bradshaw Road from existing two-lane road section to four-lane thoroughfare center section from Florin Road to Calvine Road based on a 96-foot standard thoroughfare (the 6-foot separated sidewalk shall be installed in an adjacent pedestrian/landscape easement). (9.3) Mitigation Measures: TC-1(v), TC-1(y), and TC-1(z).

Developer Obligations (FVCP Fee Program)

11. Widen existing intersection of Elder Creek Road at Bradshaw Road from a 2X4 to a modified 2X6 (adding northbound and southbound shared through/right-turn lanes).(7)Mitigation Measure: TC-2(cc).

Prior to recordation of 1036th residential building lot within the FVCP Area:

County-Delivered Improvements

12. Reconstruct and widen South Watt Avenue from existing two-lane road section to four-lane thoroughfare center section from Fruitridge Road to Elder Creek Road based on a 96-foot standard thoroughfare (the 6-foot separated sidewalk shall be installed in an adjacent pedestrian/landscape easement). (7.4) Mitigation Measure: TC-1(o); TC-1(d); and TC-1(t).
13. Widen existing bridge on South Watt Avenue at Morrison Creek Crossing based on a 96-foot standard thoroughfare. (7.4d) Mitigation Measure: TC-1(o).
14. Widen existing intersection of Gerber Road at Elk Grove-Florin Road to a 4X6 and relocate signal. (9) Mitigation Measures: TC-2(gg) and TC-4(aa).

Developer Obligations (FVCP Fee Program)

15. Reconstruct and widen Bradshaw Road from four to six lanes (add median and outside lanes) from Kiefer Boulevard to SR-16 based on a 96-foot standard thoroughfare (the 6-foot separated sidewalk shall be installed in an adjacent pedestrian/landscape easement). (9.5) Mitigation Measures: TC-1(u) and TC-3(ee).

Prior to recordation of 1326th residential building lot within the FVCP Area:

Developer Obligations (FVCP Fee Program)

16. Widen existing intersection of Gerber Road at Bradshaw Road to a signalized 4X4 (future 6X4). (10) Mitigation Measure: TC-2(t).
17. Reconstruct and widen Bradshaw Road from four to six lanes from SR-16 to Elder Creek Road based on a 96-foot standard thoroughfare (the 6-foot separated sidewalk shall be installed in an adjacent pedestrian/landscape easement). (9.1) Mitigation Measures: TC-1(x) and TC-3(ff).
18. Widen existing bridge on Bradshaw Road at Morrison Creek Crossing based on a 96-foot thoroughfare (six-lane bridge). (9.1d) Mitigation Measure: TC-1(x).

Prior to recordation of 1446th residential building lot within the FVCP Area:

Developer Obligations (FVCP Fee Program)

19. Reconstruct and widen Calvine Road from four lanes to six lanes (add westbound lane and frontage) from Power Inn Road to Elk Grove-Florin Road based on a 96-foot standard thoroughfare (the 6-foot separated sidewalk shall be installed in an adjacent pedestrian/landscape easement). (10.1.1) Mitigation Measures: TC-1(j) and TC-3(o).
20. Reconstruct and widen the existing at-grade Railroad crossing (eastbound including appurtenances) on Calvine Road at the UPRR crossing based on a 96-foot standard thoroughfare. (10.1r) Mitigation Measures: TC-1(j) and TC-3(o).

Completed Improvements

21. Widen existing intersection of South Watt Avenue at Folsom Boulevard to a 4X6 signalized intersection. (13) Mitigation Measures: TC-2(b) and TC-4(c).

Prior to recordation of 1646th residential building lot within the FVCP Area:

Developer Obligations (FVCP Fee Program)

22. Modify the existing intersection of Florin Road and Power Inn Road to provide a shared through/right-turn lane on westbound approach and a shared through/right-turn lane on southbound approach. (12) Mitigation Measures: TC-2(l) and TC-4(r).
23. Modify the existing intersection of Gerber Road at Vineyard Road to a 3-way 2X2 signalized intersection. (11) Mitigation Measure: TC-2(u).

24. Reconstruct and widen South Watt Avenue to six lanes (three lanes each direction) from Kiefer Boulevard to SR-16 based on a 96-foot standard thoroughfare (the 6-foot separated sidewalk shall be installed in an adjacent pedestrian/landscape easement). (7.2) Mitigation Measures: TC-1(m) and TC-3(w).

Prior to recordation of 1841st residential building lot within the FVCP Area:

Developer Obligations (FVCP Fee Program)

25. Reconstruct and widen existing intersection of Florin Road and Excelsior Road to a 4-way 2X2 signalized intersection (future 4X2 with dual left-turn lanes). (8) Mitigation Measure: TC-2(p).

Completed Improvements

26. Widen the existing intersection of South Watt Avenue at Kiefer Boulevard (add northbound and southbound through lanes and relocate signal). (21) Mitigation Measure: TC-2(bb).

County-Delivered Improvements

27. Widen the existing intersection of SR-16 at South Watt Avenue to a modified 4X6 signalized intersection (future modified 6X6). (1) Mitigation Measure: TC-2(e).

Prior to recordation of 2021st residential building lot within the FVCP Area:

Developer Obligations (SCTDF/TIF Program)

28. Reconstruct, widen existing two-lane road section, add southbound lane and frontage where necessary, and restripe existing French Road to a four-lane arterial from Florin Road to Gerber Road based on a 74-foot standard arterial (the 6-foot separated sidewalk shall be installed in an adjacent pedestrian/landscape easement). (12.1.1, 12.1.2, 12.1.3) Mitigation Measures: TC-1(l), TC-1(cc), TC-3(r) and TC-3(v).
29. Widen the existing bridge on French Road at the Elder Creek crossing based on a 74-foot standard arterial. (12.1d) Mitigation Measures: TC-1(l), TC-1(cc), TC-3(r) and TC-3(v).

Prior to recordation of 2126th residential building lot within the FVCP Area:

Developer Obligations (FVCP Fee Program)

30. Widen the existing intersection of Florin Road at Florin-Perkins Road (French Road) by adding a westbound right-turn lane). (14) Mitigation Measures: TC-2(ee) and TC-4(s).

County-Delivered Improvements

31. Widen existing intersection of Florin Road at South Watt Avenue from a partial 4X4 to a full 6X6 (relocate signal). (15) Mitigation Measure: TC-4(u).

Developer Obligations (FVCP Fee Program)

32. Widen the existing intersection of Gerber Road at French Road to provide two left-turn lanes, one through lane, and one shared through/right turn lane on the eastbound approach. (18) Mitigation Measure: TC-2(ff).
33. Reconstruct and widen the existing intersection of Calvine Road at Waterman Road (widen eastbound and westbound approaches and relocate signal). (44) Mitigation Measure: TC-2(z).
34. Mitigate the traffic impacts on the Florin Road/Bradshaw Road intersection by implementing the system-wide study area roadway improvements identified in Mitigation Measure TC-1 subject to approval of the Director of Transportation. Mitigation Measure: TC-2(o).
35. Mitigate the traffic impacts on the Gerber Road/Power Inn Road intersection by implementing the system-wide study area roadway improvements identified in Mitigation Measure TC-1 subject to approval of the Director of Transportation Mitigation Measure: TC-2(q).

Prior to recordation of 2236th residential building lot within the FVCP Area:

Developer Obligations (FVCP Fee Program)

36. Reconstruct and widen Elk Grove-Florin Road from a four-lane center section to six-lane thoroughfare (add northbound frontage) from Gerber Road to Union House Creek based on a 96-foot standard thoroughfare (the 6-foot separated sidewalk shall be installed in an adjacent pedestrian/landscape easement). (8.2) Mitigation Measures: TC-1(r) and TC-3(bb).
37. Reconstruct and widen Elk Grove-Florin Road from a four-lane center section to six-lane thoroughfare from Union House Creek to Caselman Road based on a 96-foot standard thoroughfare (the 6-foot separated sidewalk shall be installed in an adjacent pedestrian/landscape easement). (8.3) Mitigation Measures: TC-1(r) and TC-3(bb).
38. Reconstruct and widen Elk Grove-Florin Road from four-lane center section to six-lane thoroughfare (add northbound frontage) from Caselman Road to Carlisle Avenue based on a 96-foot standard thoroughfare (the 6-foot separated sidewalk shall be installed in an adjacent pedestrian/landscape easement). (8.4) Mitigation Measures: TC-1(r) and TC-3(bb).
39. Reconstruct and widen existing intersection of Elk Grove-Florin Road at Caselman Road (add eastbound dual left-turn lanes) to a modified 2X6 signalized intersection.(30)Mitigation Measures: TC-2(x) and TC-4(ii).
40. Reconstruct and widen South Watt Avenue from a four-lane center section to six-lane thoroughfare from Fruitridge Road to Elder Creek Road based on a 96-foot standard thoroughfare (the 6-foot separated sidewalk shall be installed in an adjacent pedestrian/landscape easement). (7.4) Mitigation Measures: TC-1(t), and TC-3(y) and TC-3(dd).

County-Delivered Improvements

41. Restripe existing 4X4 intersection of South Watt Avenue at Elder Creek Road to a 4X6 intersection (minor improvements on three frontages will be required). (6) Mitigation Measure: TC-4(n).

Prior to recordation of 2556th residential building lot within the FVCP Area:

Developer Obligations (FVCP Fee Program)

42. Reconstruct and widen South Watt Avenue from a four-lane to six-lane thoroughfare center section from SR-16 to Fruitridge Road based on a 96-foot standard thoroughfare (the 6-foot separated sidewalk shall be installed in an adjacent pedestrian/landscape easement). (7.3) Mitigation Measures: TC-1(n), TC-3(s & x), and TC-3(dd).

Prior to recordation of 2761st residential building lot within the FVCP Area:

Developer Obligations (FVCP Fee Program)

43. Reconstruct and widen South Watt Avenue from a four-lane center section to six-lane thoroughfare from Elder Creek Road to Florin Road based on a 96-foot standard thoroughfare (the 6-foot separated sidewalk shall be installed in an adjacent pedestrian/landscape easement). (7.5) Mitigation Measures: TC-3(u) and TC-3(z).

County-Delivered Improvements

44. Reconstruct and widen from four to six lanes the at-grade railroad crossing on South Watt Avenue at the CCTC RR crossing based on a 96-foot standard thoroughfare. (7.5r) Mitigation Measure: TC-1(p).
45. Restripe existing 4X4 intersection of South Watt Avenue at Elder Creek Road to a 4X6 intersection (minor improvements on three frontages will be required). (6) Mitigation Measure: TC-4(n).

Prior to recordation of 2856th residential building lot within the FVCP Area:

County-Delivered Improvements

46. Restripe existing intersection of Calvine Road at Elk Grove-Florin Road to a 4X6 intersection. (20) Mitigation Measure: TC-2(y).

Developer Obligations (FVCP Fee Program)

47. Reconstruct and widen Elk Grove-Florin Road (adding southbound frontage lane) from a four-lane center section to six-lane thoroughfare from Vintage Park Drive to 380 feet south of Brittany Park Drive based on a 96-foot standard thoroughfare (the 6-foot separated sidewalk shall be installed in an adjacent pedestrian/landscape easement). (8.5) Mitigation Measures: TC-1(s) and TC-3(cc).
48. Reconstruct and widen Elk Grove-Florin Road from a four-lane center section to six-lane thoroughfare from 380 feet south of Brittany Park Drive to Calvine Road based on a 96-foot standard thoroughfare (the 6-foot separated sidewalk shall be in an adjacent pedestrian/landscape easement). (8.6) Mitigation Measures: TC-1(s) and TC-3(cc).
49. Relocate the signal and construct southern curb returns at the intersection of SR-16 at Hedge Avenue. (67)

Prior to recordation of 3416th residential building lot within the FVCP Area:

Developer Obligations (SCTDF/TIF Program)

50. Reconstruct and widen existing partial arterial center section of SR-16 from two-lane to four-lane thoroughfare center section from South Watt Avenue to Bradshaw Road based on a 96-foot standard thoroughfare (the 6-foot separated sidewalk shall be installed in an adjacent pedestrian/landscape easement). (1.1) Mitigation Measure: TC-1(b).

Prior to recordation of 3466th residential building lot within the FVCP Area:

Developer Obligations (FVCP Fee Program)

51. Reconstruct and widen Elk Grove-Florin Road from a four-lane center section to six-lane thoroughfare from Florin Road to Gerber Road based on a 96-foot standard thoroughfare (the 6-foot separated sidewalk shall be installed in an adjacent pedestrian/landscape easement). (8.1) Mitigation Measures: TC-1(q) and TC-3(aa).

Prior to recordation of 4306th residential building lot within the FVCP Area:

Developer Obligations (FVCP Fee Program)

52. Reconstruct and widen Florin Road from existing two-lane road section to four-lane thoroughfare center section from South Watt Avenue to Hedge Avenue based on a 96-foot standard thoroughfare (the 6-foot separated sidewalk shall be installed in an adjacent pedestrian/landscape easement). (4.1) Mitigation Measures: TC-1(h) and TC-3(l).
53. Reconstruct and widen Florin Road from existing two-lane road section to four-lane thoroughfare center section from South Watt Avenue to Hedge Avenue (north side frontage on-site improvements) based on a 96-foot standard thoroughfare (the 6-foot separated sidewalk shall be installed in an adjacent pedestrian/landscape easement). (4.1f.n) Mitigation Measures: TC-1(h) and TC-3(l).
54. Reconstruct and widen Florin Road from existing two-lane road section to four-lane thoroughfare center section from South Watt Avenue to Hedge Avenue (south side frontage on-site improvements) based on a 96-foot standard thoroughfare (the 6-foot separated sidewalk shall be installed in an adjacent pedestrian/landscape easement). (4.1f.n) Mitigation Measures: TC-1(h) and TC-3(l).
55. Reconstruct and widen existing intersection of Florin Road at Gardner Avenue to a 4-way 2X6 signalized intersection. (27) Mitigation Measures: TC-2(m) and TC-4(t).
56. Reconstruct and widen existing intersection of Florin Road at Hedge Avenue to a 4-way 2X4 signalized intersection. (28) Mitigation Measures: TC-2(n) and TC-4(v).
57. Reconstruct and widen existing intersection of Fruitridge Road at Hedge Avenue to a 4-way 2X2 (future 4X2) signalized intersection. (25) Mitigation Measures: TC-2(i) and TC-4(l).
58. Reconstruct and widen Gerber Road from existing two-lane road section to four-lane arterial (eastbound frontage) from Elk Grove-Florin Road to Bradshaw Road based on a 74-foot standard arterial (the 6-foot separated sidewalk shall be installed in an adjacent pedestrian/landscape easement). (5.2) Mitigation Measure: TC-1(i).
59. Construct a signalized 2X4 (future 4X4) intersection (curb returns on south side only) of Gerber Road at Waterman Road. (29) Mitigation Measure: TC-2(r).

60. Construct the two-lane-with-median arterial center section of Waterman Road from Vintage Park Drive to Gerber Road based on a 74-foot standard arterial (the 6-foot separated sidewalk shall be installed in an adjacent pedestrian/landscape easement). (14.1.2) Mitigation Measures: TC-1(s) and TC-3(hh).

Prior to recordation of 5306th residential building lot within the FVCP Area:

Developer Obligations (FVCP Fee Program)

61. Reconstruct and widen existing intersection of Elder Creek Road at Hedge Avenue to a 2X4 signalized intersection. (26) Mitigation Measures: TC-2(k) and TC-4(o).
62. Reconstruct and widen Elder Creek Road from existing two-lane road section to four-lane arterial from South Watt Avenue to Hedge Avenue based on a 74-foot standard arterial (the 6-foot separated sidewalk shall be installed in an adjacent pedestrian/landscape easement). (3.4) Mitigation Measures: TC-1(w) and TC-3 (ii).
63. Reconstruct and widen Elder Creek Road from existing two-lane road section to four-lane arterial from Hedge Avenue to Bradshaw Road based on a 74-foot standard arterial (the 6-foot separated sidewalk shall be installed in an adjacent pedestrian/landscape easement). (3.5) Mitigation Measures: TC-1(ee) and TC-3(g).

Prior to recordation of 5701st residential building lot within the FVCP Area:

Developer Obligations (FVCP Fee Program)

64. On a “fair share” basis satisfactory to the Department of Transportation, reconstruct and widen Florin Road from existing two-lane road section to four-lane thoroughfare center section from Bradshaw Road to Excelsior Road based on a 96-foot standard thoroughfare (the 6-foot separated sidewalk shall be installed in an adjacent pedestrian/landscape easement). Should all available funding sources as identified in Table A-1 (including the FVCP fair share) add to less than 100% required to construct said improvement, developer shall coordinate with the Sacramento County Department of Transportation to ensure completion of approved construction plans prior to recordation of 5701st building lot. The developer may be eligible for reimbursement of any advanced funding necessary for delivery of a completed design from other sources, if and when available. (4.2) Mitigation Measure: TC-3(jj).
65. Reconstruct and widen Florin Road (north side frontage onsite improvements) from Bradshaw Road to 2650 feet west of Vineyard Road based on a 96-foot standard thoroughfare (the 6-foot separated sidewalk shall be installed in an adjacent pedestrian/landscape easement). (4.2f.n) Mitigation Measure: TC-3(jj).
66. Replace existing bridge on Florin Road at Gerber Creek Crossing with a six-lane thoroughfare bridge, based on a 96-foot standard thoroughfare. (4.2d) Mitigation Measure: TC-3(jj).
67. On a “fair share” basis satisfactory to the Department of Transportation, reconstruct and widen existing modified 2X4 intersection of Florin Road at Bradshaw Road to a 4X6 signalized intersection (add one through lane each direction, westbound right-turn lane). Should all available funding sources as identified in Table A-1 (including the FVCP fair share) add to less than 100% required to construct said improvement, developer shall coordinate with the Sacramento County Department of Transportation to ensure completion of approved construction plans prior

to recordation of 5701st building lot. The developer may be eligible for reimbursement of any advanced funding necessary for delivery of a completed design from other sources, if and when available. (Citizens Advisory Committee (CAC) Plan mitigation only.) (48) Mitigation Measure: TC-2(o)

68. On a “fair share” basis satisfactory to the Department of Transportation, reconstruct and widen existing intersection of Florin Road at Excelsior Road to a 4X2 intersection. Should all available funding sources as identified in Table A-1 (including the FVCP fair share) add to less than 100% required to construct said improvement, developer shall coordinate with the Sacramento County Department of Transportation to ensure completion of approved construction plans prior to recordation of 5701st building lot. The developer may be eligible for reimbursement of any advanced funding necessary for delivery of a completed design from other sources, if and when available. (51) Mitigation Measure: TC-4(y).
69. On a “fair share” basis satisfactory to the Department of Transportation, construct a 4-way signalized 2X4 intersection of Florin Road at Vineyard Road. Should all available funding sources as identified in Table A-1 (including the FVCP fair share) add to less than 100% required to construct said improvement, developer shall coordinate with the Sacramento County Department of Transportation to ensure completion of approved construction plans prior to recordation of 5701st building lot. The developer may be eligible for reimbursement of any advanced funding necessary for delivery of a completed design from other sources, if and when available. (53) Mitigation Measure: TC-4(x).
70. On a “fair share” basis satisfactory to the Department of Transportation, construct a 4X4 (future 4X6) signalized intersection of Florin Road at Waterman Road. Should all available funding sources as identified in Florin Vineyard Financing Plan Table A-1 (including the FVCP fair share) add to less than 100% required to construct said improvement, developer shall coordinate with the Sacramento County Department of Transportation to ensure completion of approved construction plans prior to recordation of 5701st building lot. The developer may be eligible for reimbursement of any advanced funding necessary for delivery of a completed design from other sources, if and when available. (54) Mitigation Measure: TC-4(v).
71. On a “fair share” basis satisfactory to the Department of Transportation, construct the Florin Road Bypass (two-lane arterial center section) from Power Inn Road to Florin-Perkins Road based on a 74-foot standard arterial (the 6-foot separated sidewalk shall be installed in an adjacent pedestrian/landscape easement). Should all available funding sources as identified in the Florin Vineyard Financing Plan Table A-1 (including the FVCP fair share) add to less than 100% required to construct said improvement, developer shall coordinate with the Sacramento County Department of Transportation to ensure completion of approved construction plans prior to recordation of 5701st building lot. The developer may be eligible for reimbursement of any advanced funding necessary for delivery of a completed design from other sources, if and when available. (4.4) Mitigation Measure: TC-3(i).

Prior to recordation of 6801st residential building lot within the FVCP Area:

Developer Obligations (FVCP Fee Program)

72. On a “fair share” basis satisfactory to the Department of Transportation, reconstruct and widen Bradshaw Road from existing four-lane center section to six-lane thoroughfare from Elder Creek Road to Florin Road based on a 96-foot standard thoroughfare (the 6-foot separated sidewalk shall be installed in an adjacent pedestrian/landscape easement). Should all available funding

sources as identified in Table A-1 (including the FVCP fair share) add to less than 100% required to construct said improvement, developer shall coordinate with the Sacramento County Department of Transportation to ensure completion of approved construction plans prior to recordation of 6801st building lot. The developer may be eligible for reimbursement of any advanced funding necessary for delivery of a completed design from other sources, if and when available. (9.2) Mitigation Measure: TC-3(gg).

73. On a “fair share” basis satisfactory to the Department of Transportation, widen Bradshaw Road from existing four-lane center section to six-lane thoroughfare from Florin Road to Gerber Road based on a 96-foot standard thoroughfare (the 6-foot separated sidewalk shall be installed in an adjacent pedestrian/landscape easement). Should all available funding sources as identified in Table A-1 (including the FVCP fair share) add to less than 100% required to construct said improvement, developer shall coordinate with the Sacramento County Department of Transportation to ensure completion of approved construction plans prior to recordation of 6801st building lot. The developer may be eligible for reimbursement of any advanced funding necessary for delivery of a completed design from other sources, if and when available. (9.6) Mitigation Measure: TC-3(kk).
74. On a “fair share” basis satisfactory to the Department of Transportation, reconstruct and widen existing intersection of Bradshaw Road at Kiefer Boulevard to a modified 4X6 (add second eastbound and westbound left-turn lanes and eastbound right-turn lane). Should all available funding sources as identified in Table A-1 (including the FVCP fair share) add to less than 100% required to construct said improvement, developer shall coordinate with the Sacramento County Department of Transportation to ensure completion of approved construction plans prior to recordation of 6801st building lot. The developer may be eligible for reimbursement of any advanced funding necessary for delivery of a completed design from other sources, if and when available. (65) Mitigation Measure: TC-4(e).
75. On a “fair share” basis satisfactory to the Department of Transportation, reconstruct and widen existing modified 2X6 intersection of Elder Creek Road at Bradshaw Road to a 4-way modified 4X6 intersection (add through lanes and right-turn lanes). Should all available funding sources as identified in Table A-1 (including the FVCP fair share) add to less than 100% required to construct said improvement, developer shall coordinate with the Sacramento County Department of Transportation to ensure completion of approved construction plans prior to recordation of 6801st building lot. The developer may be eligible for reimbursement of any advanced funding necessary for delivery of a completed design from other sources, if and when available. (33) Mitigation Measure: TC-4(p).

Developer Obligations (SCTDF/TIF Program)

76. Reconstruct and widen Florin Road from existing four-lane center section to six-lane thoroughfare from Stockton Boulevard to Power Inn Road based on a 96-foot standard thoroughfare (the 6-foot separated sidewalk shall be installed in an adjacent pedestrian/landscape easement). (4.3) Mitigation Measures TC-1(g) and TC-3(h).

Developer Obligations (FVCP Fee Program)

77. On a “fair share” basis satisfactory to the Department of Transportation, reconstruct and widen existing intersection (widen westbound approach and add right-turn lane) of Gerber Road at French Road. Should all available funding sources as identified in Table A-1 (including the FVCP fair share) add to less than 100% required to construct said improvement, developer shall

coordinate with the Sacramento County Department of Transportation to ensure completion of approved construction plans prior to recordation of 6801st building lot. The developer may be eligible for reimbursement of any advanced funding necessary for delivery of a completed design from other sources, if and when available. (38) Mitigation Measure: TC-4(z).

78. On a “fair share” basis satisfactory to the Department of Transportation, reconstruct and widen existing 4X4 intersection of Gerber Road at Bradshaw Road to a 4X6 intersection. Should all available funding sources as identified in Table A-1 (including the FVCP fair share) add to less than 100% required to construct said improvement, developer shall coordinate with the Sacramento County Department of Transportation to ensure completion of approved construction plans prior to recordation of 6801st building lot. The developer may be eligible for reimbursement of any advanced funding necessary for delivery of a completed design from other sources, if and when available. (40) Mitigation Measure: TC-4(dd).
79. On a “fair share” basis satisfactory to the Department of Transportation, reconstruct and widen existing intersection of Gerber Road at Waterman Road to a 4X4 intersection. Should all available funding sources as identified in Table A-1 (including the FVCP fair share) add to less than 100% required to construct said improvement, developer shall coordinate with the Sacramento County Department of Transportation to ensure completion of approved construction plans prior to recordation of 6801st building lot. The developer may be eligible for reimbursement of any advanced funding necessary for delivery of a completed design from other sources, if and when available. (41) Mitigation Measure: TC-2(r).
80. Construct a signalized 4X2 intersection of Gerber Road at Bar Du Lane. (42) Mitigation Measures: TC-2(s) and TC-4(cc).
81. On a “fair share” basis satisfactory to the Department of Transportation, reconstruct and widen (northbound) existing 3-way intersection of Gerber Road at Vineyard Road to a 4-way intersection. Should all available funding sources as identified in Table A-1 (including the FVCP fair share) add to less than 100% required to construct said improvement, developer shall coordinate with the Sacramento County Department of Transportation to ensure completion of approved construction plans prior to recordation of 6801st building lot. The developer may be eligible for reimbursement of any advanced funding necessary for delivery of a completed design from other sources, if and when available. (60) Mitigation Measures: TC-2(u) and TC-4(ee).
82. Reconstruct and widen existing rural intersection of Gerber Road at Excelsior Road to a 4-way modified 4X2 signalized intersection. (43) Mitigation Measures: TC-2(v) and TC-4(ff).
83. On a “fair share” basis satisfactory to the Department of Transportation, reconstruct and widen Waterman Road from existing section to four-lane arterial (add northbound frontage and median) from Vintage Park Drive to Gerber Road based on a 74-foot standard arterial (the 6-foot separated sidewalk shall be installed in an adjacent pedestrian/landscape easement). Should all available funding sources as identified in Table A-1 (including the FVCP fair share) add to less than 100% required to construct said improvement, developer shall coordinate with the Sacramento County Department of Transportation to ensure completion of approved construction plans prior to recordation of 6801st building lot. The developer may be eligible for reimbursement of any advanced funding necessary for delivery of a completed design from other sources, if and when available. (14.1.1) Mitigation Measure: TC-3(hh).
84. On a “fair share” basis satisfactory to the Department of Transportation, reconstruct and widen Waterman Road from existing two-lane arterial center section to a four-lane arterial from

Vintage Park Drive to Gerber Road based on a 74-foot standard arterial (the 6-foot separated sidewalk shall be installed in an adjacent pedestrian/landscape easement). Should all available funding sources as identified in Table A-1 (including the FVCP fair share) add to less than 100% required to construct said improvement, developer shall coordinate with the Sacramento County Department of Transportation to ensure completion of approved construction plans prior to recordation of 6801st building lot. The developer may be eligible for reimbursement of any advanced funding necessary for delivery of a completed design from other sources, if and when available. (14.1.2) Mitigation Measure: TC-3(hh).

Prior to recordation of 8501st residential building lot within the FVCP Area:

Developer Obligations (FVCP Fee Program)

85. On a “fair share” basis satisfactory to the Department of Transportation, replace existing rural intersection of Elder Creek Road at Excelsior Road (add northbound left-turn lane and add eastbound right-turn lane) with a signalized intersection. Should all available funding sources as identified in Table A-1 (including the FVCP fair share) add to less than 100% required to construct said improvement, developer shall coordinate with the Sacramento County Department of Transportation to ensure completion of approved construction plans prior to recordation of 8501st building lot. The developer may be eligible for reimbursement of any advanced funding necessary for delivery of a completed design from other sources, if and when available. (34) Mitigation Measure: TC-4(q).
86. On a “fair share” basis satisfactory to the Department of Transportation, construct a 3-way 4X4 signalized intersection at Elder Creek Road at Waterman Road. Should all available funding sources as identified in Table A-1 (including the FVCP fair share) add to less than 100% required to construct said improvement, developer shall coordinate with the Sacramento County Department of Transportation to ensure completion of approved construction plans prior to recordation of 8501st building lot. The developer may be eligible for reimbursement of any advanced funding necessary for delivery of a completed design from other sources, if and when available. (64) Mitigation Measure: TC-4(v)B3 .
87. Reconstruct and widen Florin Road from existing four-lane center section to six-lane thoroughfare from Florin-Perkins Road to Gardner Avenue based on a 96-foot standard thoroughfare (the 6-foot separated sidewalk shall be installed in an adjacent pedestrian/landscape easement). (4.5) Mitigation Measures: TC-1(aa) and TC-3(j).
88. Reconstruct and widen Florin Road from existing four-lane center section to six-lane thoroughfare from Gardner Avenue to South Watt Avenue based on a 96-foot standard thoroughfare (the 6-foot separated sidewalk shall be installed in an adjacent pedestrian/landscape easement). (4.6) Mitigation Measures: TC-1(bb) and TC-3(k).
89. Reconstruct and widen Florin Road from Hedge Avenue to Bradshaw Road (north side frontage onsite improvements) based on a 96-foot standard thoroughfare (the 6-foot separated sidewalk shall be installed in an adjacent pedestrian/landscape easement). (4.Of.n)
90. Reconstruct and widen Florin Road from Hedge Avenue to the CCTC RR crossing (south side frontage onsite improvements) based on a 96-foot standard thoroughfare (the 6-foot separated sidewalk shall be installed in an adjacent pedestrian/landscape easement). (4.Of.s)

91. On a “fair share” basis satisfactory to the Department of Transportation, reconstruct and widen existing intersection of Fruitridge Road at Hedge Road (add eastbound right-turn lane). Should all available funding sources as identified in Table A-1 (including the FVCP fair share) add to less than 100% required to construct said improvement, developer shall coordinate with the Sacramento County Department of Transportation to ensure completion of approved construction plans prior to recordation of 8501st building lot. The developer may be eligible for reimbursement of any advanced funding necessary for delivery of a completed design from other sources, if and when available. (62) Mitigation Measures: TC-2(i) and TC-4(l).
92. Reconstruct and widen existing intersection of Waterman Road at Florin Road from a 3-way 4X4 to a 4-way 4X4 (future 6X4) signalized intersection. (66) Mitigation Measure: TC-4(v)B3.

Prior to recordation of 9201st residential building lot within the FVCP Area:

Developer Obligations (FVCP Fee Program)

93. On a “fair share” basis satisfactory to the Department of Transportation, construct Waterman Road from Florin Road to Elder Creek Road based on a 74-foot standard arterial. Should all available funding sources as identified in Table A-1 (including the FVCP fair share) add to less than 100% required to construct said improvement, developer shall coordinate with the Sacramento County Department of Transportation to ensure completion of approved construction plans prior to recordation of 9201st building lot. The developer may be eligible for reimbursement of any advanced funding necessary for delivery of a completed design from other sources, if and when available. (14.2) Mitigation Measure: TC-4(v)B3.
94. On a “fair share” basis satisfactory to the Department of Transportation, construct Elder Creek Crossing bridge on Waterman Road based on a 96-foot standard thoroughfare. Should all available funding sources as identified in Table A-1 (including the FVCP fair share) add to less than 100% required to construct said improvement, developer shall coordinate with the Sacramento County Department of Transportation to ensure completion of approved construction plans prior to recordation of 9201st building lot. The developer may be eligible for reimbursement of any advanced funding necessary for delivery of a completed design from other sources, if and when available. (14.2d) Mitigation Measure: TC-4(v)B3.
95. On a “fair share” basis satisfactory to the Department of Transportation, reconstruct and widen existing intersection of Calvine Road at Waterman Road to a 6X4 signalized intersection. Should all available funding sources as identified in Table A-1 (including the FVCP fair share) add to less than 100% required to construct said improvement, developer shall coordinate with the Sacramento County Department of Transportation to ensure completion of approved construction plans prior to recordation of 9201st building lot. The developer may be eligible for reimbursement of any advanced funding necessary for delivery of a completed design from other sources, if and when available. (44) Mitigation Measure: TC-4(jj).
96. On a “fair share” basis satisfactory to the Department of Transportation, reconstruct and widen (add left-turn lanes) existing intersection of Calvine Road at Excelsior Road to a 4-way signalized intersection. Should all available funding sources as identified in Table A-1 (including the FVCP fair share) add to less than 100% required to construct said improvement, developer shall coordinate with the Sacramento County Department of Transportation to ensure completion of approved construction plans prior to recordation of 9201st building lot. The developer may be eligible for reimbursement of any advanced funding necessary for delivery of a completed design

from other sources, if and when available. (Citizens Advisory Committee mitigation only.) (45)
Mitigation Measure: TC-4(kk).

97. On a “fair share” basis satisfactory to the Department of Transportation, reconstruct and widen Calvine Road from existing four-lane center section to six-lane thoroughfare from Elk Grove-Florin Road to Grand Cru Drive based on a 96-foot standard thoroughfare (the 6-foot separated sidewalk shall be installed in an adjacent pedestrian/landscape easement). Should all available funding sources as identified in Table A-1 (including the FVCP fair share) add to less than 100% required to construct said improvement, developer shall coordinate with the Sacramento County Department of Transportation to ensure completion of approved construction plans prior to recordation of 9201st building lot. The developer may be eligible for reimbursement of any advanced funding necessary for delivery of a completed design from other sources, if and when available. (10.2.1) Mitigation Measure: TC-3(p).
98. On a “fair share” basis satisfactory to the Department of Transportation, reconstruct and widen Calvine Road from existing four-lane center section to six-lane thoroughfare (add westbound frontage) from Elk Grove-Florin Road to Grand Cru Drive based on a 96-foot standard thoroughfare (the 6-foot separated sidewalk shall be installed in an adjacent pedestrian/landscape easement). Should all available funding sources as identified in Table A-1 (including the FVCP fair share) add to less than 100% required to construct said improvement, developer shall coordinate with the Sacramento County Department of Transportation to ensure completion of approved construction plans prior to recordation of 9201st building lot. The developer may be eligible for reimbursement of any advanced funding necessary for delivery of a completed design from other sources, if and when available. (10.2.2) Mitigation Measure: TC-3(p).
99. Restripe existing intersection of Elk Grove-Florin Road and Calvine Road to a 6X6 intersection. (46) Mitigation Measure: TC-4(gg).
100. Modify the existing signal at the existing intersection of Elk Grove-Florin Road and Vintage Park Drive to add “No U Turn” sign for the southbound approach and to add right-turn overlap phasing on the westbound approach. (47) Mitigation Measure: TC-4(hh).
101. On a “fair share” basis satisfactory to the Department of Transportation, reconstruct and widen existing intersection of South Watt Avenue at Kiefer Boulevard to add northbound right-turn lane. Should all available funding sources as identified in Table A-1 (including the FVCP fair share) add to less than 100% required to construct said improvement, developer shall coordinate with the Sacramento County Department of Transportation to ensure completion of approved construction plans prior to recordation of 9201st building lot. The developer may be eligible for reimbursement of any advanced funding necessary for delivery of a completed design from other sources, if and when available. (61) Mitigation Measure: TC-4(d).
102. On a “fair share” basis satisfactory to the Department of Transportation, reconstruct and widen SR-16 from existing four-lane center section to six-lane thoroughfare (add two frontages) from South Watt Avenue to Bradshaw Road based on a 96-foot standard thoroughfare (the 6-foot separated sidewalk shall be installed in an adjacent pedestrian/landscape easement). Should all available funding sources as identified in Table A-1 (including the FVCP fair share) add to less than 100% required to construct said improvement, developer shall coordinate with the Sacramento County Department of Transportation to ensure completion of approved construction plans prior to recordation of 9201st building lot. The developer may be eligible for reimbursement of any

advanced funding necessary for delivery of a completed design from other sources, if and when available. (1.3) Mitigation Measure: TC-3(c).

103. On a “fair share” basis satisfactory to the Department of Transportation, reconstruct and widen SR-16 from existing two-lane road section to four-lane arterial (thoroughfare center section) from Bradshaw Road to Excelsior Road based on a 96-foot standard thoroughfare (the 6-foot separated sidewalk shall be installed in an adjacent pedestrian/landscape easement). Should all available funding sources as identified in Table A-1 (including the FVCP fair share) add to less than 100% required to construct said improvement, developer shall coordinate with the Sacramento County Department of Transportation to ensure completion of approved construction plans prior to recordation of 9201st building lot. The developer may be eligible for reimbursement of any advanced funding necessary for delivery of a completed design from other sources, if and when available. (1.4) Mitigation Measure: TC-3(d).

Developer Obligations (SCTDF/TIF Program)

104. On a “fair share” basis satisfactory to the Department of Transportation, replace existing bridge on SR-16 at Morrison Creek Crossing with a six-lane thoroughfare bridge, based on a 96-foot standard thoroughfare. (1.4d) Mitigation Measure: TC-3(d).

Developer Obligations (FVCP Fee Program)

105. On a “fair share” basis satisfactory to the Department of Transportation, reconstruct and widen SR-16 from existing two-lane road section to four-lane arterial (thoroughfare center section) from Excelsior Road to Sunrise Boulevard based on a 96-foot standard thoroughfare (the 6-foot separated sidewalk shall be installed in an adjacent pedestrian/landscape easement). Should all available funding sources as identified in Table A-1 (including the FVCP fair share) add to less than 100% required to construct said improvement, developer shall coordinate with the Sacramento County Department of Transportation to ensure completion of approved construction plans prior to recordation of 9201st building lot. The developer may be eligible for reimbursement of any advanced funding necessary for delivery of a completed design from other sources, if and when available. (1.5) Mitigation Measure: TC-3(d).
106. On a “fair share” basis satisfactory to the Department of Transportation, reconstruct and widen existing intersection of SR-16 at Bradshaw Road from a 4X6 to 6X6. Should all available funding sources as identified in Table A-1 (including the FVCP fair share) add to less than 100% required to construct said improvement, developer shall coordinate with the Sacramento County Department of Transportation to ensure completion of approved construction plans prior to recordation of 9201st building lot. The developer may be eligible for reimbursement of any advanced funding necessary for delivery of a completed design from other sources, if and when available. (Citizens Advisory Committee mitigation only). (63) Mitigation Measure: TC-4(k).
107. On a “fair share” basis satisfactory to the Department of Transportation, reconstruct and widen existing intersection of SR-16 at Excelsior Road from a 2X2 to a modified 4X4 (relocate signal). Should all available funding sources as identified in Table A-1 (including the FVCP fair share) add to less than 100% required to construct said improvement, developer shall coordinate with the Sacramento County Department of Transportation to ensure completion of approved construction plans prior to recordation of 9201st building lot. The developer may be eligible for reimbursement of any advanced funding necessary for delivery of a completed design from other sources, if and when available. (35) Mitigation Measure: TC-4(i).

108. On a “fair share” basis satisfactory to the Department of Transportation, reconstruct and widen existing intersection of SR-16 at South Watt Avenue from a modified 4X6 to a modified 6X6. Should all available funding sources as identified in Table A-1 (including the FVCP fair share) add to less than 100% required to construct said improvement, developer shall coordinate with the Sacramento County Department of Transportation to ensure completion of approved construction plans prior to recordation of 9201st building lot. The developer may be eligible for reimbursement of any advanced funding necessary for delivery of a completed design from other sources, if and when available. (36) Mitigation Measure: TC-4(g).
109. On a “fair share” basis satisfactory to the Department of Transportation, pay a fair share contribution based on the approved Florin Vineyard Community Plan towards the State Route 99 and U.S. 50 Corridor improvements including: (1) Installation of ramp metering at interchange on-ramps on southbound State Route 99, and (2) Construction of the extension of HOV lanes on U.S. 50 from Watt Avenue to Downtown Sacramento. Mitigation Measure: TC-5.
110. Widen the northbound approach to the Tiogawoods Drive/Elk Grove-Florin Road intersection to provide one left-turn lane, two through lanes, and a shared through/right turn lane. Mitigation Measure: TC-2(w).
111. Widen the westbound approach to the Folsom Boulevard/Florin-Perkins Road intersection to provide two left-turn lanes, one through lane, and one-shared through/right-turn lane. Mitigation Measure: TC-4(b).

Traffic Mitigation Roadway Improvements Located in the City of Sacramento

Mitigation measure roadway improvements located predominantly within the jurisdiction of the City Sacramento are not required to be constructed pursuant to development threshold restrictions, with the exception of South Watt Avenue. Phasing is as recommended in Table A-1 of the FVCP PFFP. Governing these improvements will be an adopted memorandum of understanding with the County for cooperation, as well as reciprocal funding agreements, and cooperative agreements for construction. The following specific roadway improvements have been identified:

Developer Obligations (FVCP Fee Program)

- A. Reconstruct and widen the existing two-lane road section of Elder Creek Road to a four-lane arterial from Power Inn Road to Florin-Perkins Road based on City of Sacramento standards and to the satisfaction of the Sacramento County Department of Transportation. (3.1.1) Mitigation Measure: TC-1(e) Widen the section of Elder Creek Road between Power Inn Road and Florin-Perkins Road from one to two lanes in each direction.
- B. Reconstruct and widen existing three-lane-with-median road section of Elder Creek Road to a four-lane arterial (add westbound frontage) from Power Inn Road to Florin-Perkins Road based on City of Sacramento standards and to the satisfaction of the Sacramento County Department of Transportation. (3.1.2) Mitigation Measure: TC-1(e).
- C. Reconstruct and widen the at-grade railroad crossing on Elder Creek Road at the UPRR crossing to a four-lane at-grade crossing (including appurtenances) based on City of Sacramento standards and to the satisfaction of the Sacramento County Department of Transportation. (3.1r) Mitigation Measure: TC-1(e).

- D. On a “fair share” basis satisfactory to the Department of Transportation, widen existing intersection of Elder Creek Road at Florin-Perkins Road to a modified 4X4 signalized intersection (relocate signal and add eastbound and northbound left-turn lanes) based on City of Sacramento standards and to the satisfaction of the Sacramento County Department of Transportation. Should all available funding sources as identified in Table A-1 (including the FVCP fair share) add to less than 100% required to construct said improvement, developer shall coordinate with the Sacramento County Department of Transportation to ensure completion of approved construction plans prior to recordation of 1401st building lot. The developer may be eligible for reimbursement of any advanced funding necessary for delivery of a completed design from other sources, if and when available. (5) Mitigation Measure: TC-4 (m).
- E. Reconstruct and widen Florin-Perkins Road from four to six lanes from SR-16 to Fruitridge Road based on City of Sacramento standards and to the satisfaction of the Sacramento County Department of Transportation. (6.2) Mitigation Measure: TC-1(k).
- F. Reconstruct and widen the dual track at-grade railroad crossing on Florin-Perkins Road at the CCTCRR crossing based on City of Sacramento standards and to the satisfaction of the Sacramento County Department of Transportation. (6.2r) Mitigation Measure: TC-1(k).
- G. Widen existing intersection of Fruitridge Road at Florin-Perkins Road to a 4X6 signalized intersection (relocate signal) based on City of Sacramento standards and to the satisfaction of the Sacramento County Department of Transportation. (3) Mitigation Measures: TC-2(g) and TC-4(j).
- H. Reconstruct and widen existing two-lane road section of Fruitridge Road to a four-lane arterial from Florin-Perkins Road to South Watt Avenue based on City of Sacramento standards and to the satisfaction of the Sacramento County Department of Transportation. (2.1) Mitigation Measure: TC-1(c).
- I. Reconstruct and widen the at-grade Railroad crossing on Fruitridge Road at the CCTC RR crossing (four-lane including appurtenances) based on City of Sacramento standards and to the satisfaction of the Sacramento County Department of Transportation. (2.1r) Mitigation Measure: TC-1(c).
- J. Reconstruct and widen the existing two-lane road section of Elder Creek Road to a four-lane arterial from Florin-Perkins Road to South Watt Avenue based on City of Sacramento standards and to the satisfaction of the Sacramento County Department of Transportation. (3.2.1) Mitigation Measure: TC-1(f).
- K. Reconstruct and widen the existing three-lane-with-median section of Elder Creek Road to a four-lane arterial (add various frontage segments) from Florin-Perkins Road to South Watt Avenue based on City of Sacramento standards and to the satisfaction of the Sacramento County Department of Transportation. (3.2.2) Mitigation Measure: TC-1(f).
- L. Reconstruct and widen the existing at-grade Railroad crossing on Elder Creek Road to a four-lane at-grade crossing (including appurtenances) at the CCTC RR crossing based on City of Sacramento standards and to the satisfaction of the Sacramento County Department of Transportation. (3.2r) Mitigation Measure: TC-1(f).
- M. Reconstruct and widen SR-16 from existing two-lane road section to four-lane thoroughfare center section from Folsom Boulevard to South Watt Avenue based on City of Sacramento

standards and to the satisfaction of the Sacramento County Department of Transportation. (1.2) Mitigation Measures: TC-1(a), TC-1(dd), and TC-3(b).

- N. Modify the traffic signal timing at the intersection of SR-16 at Folsom Boulevard based on City of Sacramento standards and to the satisfaction of the Sacramento County Department of Transportation. (22) Mitigation Measure: TC-2(a).
- O. Reconstruct and widen existing intersection of SR-16 at Florin-Perkins Road to a 4-way 4X6 intersection based on City of Sacramento standards and to the satisfaction of the Sacramento County Department of Transportation. (23) Mitigation Measures: TC-2(d) and TC-4(f).