



CITY OF
FOLSOM
DISTINCTIVE BY NATURE

Final Report

Folsom Plan Area Specific Plan Public Facilities Financing Plan

The Economics of Land Use



Prepared for:

Folsom South Area Owners' Group

Prepared by:

Economic & Planning Systems, Inc.
Folsom Office of Management and Budget (OMB)

Adopted by City of Folsom Resolution No. 9298
January 28, 2014

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RESOLUTION NO. 9298

**A RESOLUTION APPROVING THE PUBLIC FACILITIES FINANCING PLAN (PFFP)
FOR THE FOLSOM PLAN AREA SOUTH OF HIGHWAY 50**

WHEREAS, the City Council of the City of Folsom has annexed the area of land south of Highway 50 known as the Folsom Plan Area (“FPA”) as of January 2012; and

WHEREAS, the City Council has approved a Tier I Development Agreement for the FPA; and

WHEREAS, the Development Agreement requires a single Public Facilities Financing Plan that covers the entire Folsom Plan Area; and

WHEREAS, the Public Facilities Financing Plan must be approved by the City Council prior to the first FPA small lot tentative map being accepted; and

WHEREAS, the City Council received the Draft Public Facilities Financing Plan at its December 10, 2013 meeting and further reviewed the Plan at its January 14, 2014 meeting; and

WHEREAS, the City Council at its January 14, 2014 meeting, requested staff work with the landowners to refine the plan to accommodate US50 interchange improvements on a more timely basis and to construct a community swimming pool earlier in the development, without relying on the extended term Community Facilities District (“CFD”); and

WHEREAS, Staff presents an updated plan that accomplishes these refinements and also provides for the FPA to fund 100% of land cost for the proposed corporation yard and increases costs pertaining to water treatment plant upgrades not previously included.

NOW, THEREFORE BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF FOLSOM that the Public Facilities Financing Plan is hereby approved; and

BE IT FURTHER RESOLVED that the City Manager and the Finance Director are authorized to make non-substantive modifications to the PFFP and related tables in the event errors or irregularities are found that do not accurately reflect the substantive provisions outlined in the PFFP; and

BE IT FURTHER RESOLVED that the City Manager, the City Attorney and all appropriate City staff are authorized to take the necessary steps to begin implementation of the PFFP.

PASSED AND ADOPTED on this 28th day of January 2014, by the following roll-call vote:

AYES: Council Member(s): Morin, Sheldon, Starsky, Miklos, Howell

NOES: Council Member(s): None

ABSENT: Council Member(s): None

ABSTAIN: Council Member(s): None



Kerri M. Howell, MAYOR

ATTEST:



Christa Saunders, CITY CLERK

DATE: January 21, 2014

TO: Mayor and City Council Members

FROM: Evert W. Palmer
City Manager

SUBJECT: RESOLUTION NO. 9298 - A RESOLUTION APPROVING THE PUBLIC FACILITIES FINANCING PLAN (PFFP) FOR THE FOLSOM PLAN AREA SOUTH OF HIGHWAY 50

BACKGROUND/ISSUE

The Public Facilities Financing Plan (“PFFP”) is an \$877 million plan that describes the infrastructure and facility costs, presents a financing strategy, and estimates the time horizon for the development of the Folsom Plan Area. The infrastructure components total \$529,989,000.00 and include roadways, water system, wastewater system, storm drainage, and habitat mitigation. The public facilities components total \$326,632,000.00 and include public schools, parks, trails, police and fire facilities and equipment, library and municipal center, transit services, solid waste services, housing, general capital requirements, a new corporation yard and a community and aquatic center. An additional \$19,456,000.00 is paid by the Developers in the form of building permit fees. This item was continued from the January 14, 2014 City Council meeting in order to address various issues brought forth by the City Council.

POLICY/RULE

Measure W, adopted November 2, 2004, requires that residents north of Highway 50 not pay fees for infrastructure and public facilities serving the Folsom Plan Area.

A Tier I Development Agreement, approved in July, 2011, required a single PFFP that covers the entire Folsom Plan Area.

A “Water Supply and Facilities Financing Plan and Agreement between the City of Folsom and Certain Landowners in the Folsom Plan Area” was approved on December 11, 2012 and established a method of finance for the water supply.

ANALYSIS

At the City Council meeting of January 14, 2014, the Council requested staff work with the landowners to refine the following two items in the Public Facilities Financing Plan:

1. The ability to address traffic and interchange issues on a more timely and flexible basis, rather than have each interchange specified as to when it would be built.
2. The ability to construct a community swimming pool earlier in the development, without relying on the extended term Community Facilities District (“CFD”).

The interchange issue has been addressed by taking the \$12,100,000.00 in the extended term CFD for Empire Ranch interchange and adding it to the stand alone interchange fee, which already includes improvements to the interchanges at Prairie City Road and Scott Road/East Bidwell and new interchanges or overcrossings at Oak Avenue Parkway and Rowberry Drive. The fee will be for all interchanges and not specify which improvement to be developed when, allowing for flexible phasing of the interchange improvements, based upon development and traffic patterns.

In order to provide for earlier construction of the pool complex, a stand-alone, \$15,000,000.00, CFD will be formed. Based upon the proposed absorption schedule, bonding capacity for the pool construction should be available sooner than the equivalent value of fees collected through building permits. As the pool complex construction is facilitated earlier in the project timeline, the \$2,570,000.00 in unnecessary interim park improvements has been omitted. While these interchange and pool accommodations do not increase the overall cost of facilities in the plan area, they do slightly increase the amount of facilities paid through developer fees and slightly decrease the amount of facilities paid through land-based financing.

In addition to these requested changes, the two following refinements are also included in this proposal, adding \$1,376,790.00 in project costs:

1. 100% of land cost for proposed corporation yard
2. Water Treatment Plant upgrades not previously included

The attached errata sheets (Attachment 2) reflect these changes and replace the corresponding pages in the December 4, 2013, Draft Folsom Plan Area Specific Plan Public Facilities Financing Plan.

ATTACHMENTS

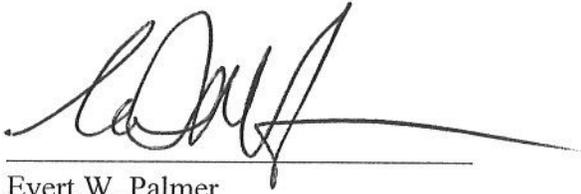
1. Resolution No. 9298 – A Resolution Approving the Public Facilities Financing Plan (PFFP) for the Folsom Plan Area South of Highway 50 (authorizes the City Manager, the City Attorney, and all appropriate City staff to take the necessary steps to begin implementation of the PFFP).
2. Errata Report (containing changes to the December 4, 2013, Draft Report).

3. Staff Report for Agenda Item 9.c. on the January 14, 2014 City Council Meeting.

RECOMMENDATION

The City Manager recommends that the City Council approve Resolution No. 9298 - A Resolution Approving the Public Facilities Financing Plan (PFFP) for the Folsom Plan Area South of Highway 50 after insuring complete awareness and understanding of its contents and with any appropriate changes in content that the Council feels is in the best interest of the City.

Respectfully submitted,

A handwritten signature in black ink, appearing to read 'E. Palmer', written over a horizontal line.

Evert W. Palmer
City Manager

Attachment 1

**RESOLUTION NO. 9298 - A RESOLUTION APPROVING THE
PUBLIC FACILITIES FINANCING PLAN (PFFP)
FOR THE FOLSOM PLAN AREA SOUTH OF HIGHWAY 50**

RESOLUTION NO. 9298
A RESOLUTION APPROVING THE PUBLIC FACILITIES FINANCING PLAN (PFFP)
FOR THE FOLSOM PLAN AREA SOUTH OF HIGHWAY 50

WHEREAS, the City Council of the City of Folsom has annexed the area of land south of Highway 50 known as the Folsom Plan Area (“FPA”) as of January 2012; and

WHEREAS, the City Council has approved a Tier I Development Agreement for the FPA; and

WHEREAS, the Development Agreement requires a single Public Facilities Financing Plan that covers the entire Folsom Plan Area; and

WHEREAS, the Public Facilities Financing Plan must be approved by the City Council prior to the first FPA small lot tentative map being accepted; and

WHEREAS, the City Council received the Draft Public Facilities Financing Plan at its December 10, 2013 meeting and further reviewed the Plan at its January 14, 2014 meeting; and

WHEREAS, the City Council at its January 14, 2014 meeting, requested staff work with the landowners to refine the plan to accommodate US50 interchange improvements on a more timely basis and to construct a community swimming pool earlier in the development, without relying on the extended term Community Facilities District (“CFD”); and

WHEREAS, Staff presents an updated plan that accomplishes these refinements and also provides for the FPA to fund 100% of land cost for the proposed corporation yard and increases costs pertaining to water treatment plant upgrades not previously included.

NOW, THEREFORE BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF FOLSOM that the Public Facilities Financing Plan is hereby approved; and

BE IT FURTHER RESOLVED that the City Manager and the Finance Director are authorized to make non-substantive modifications to the PFFP and related tables in the event errors or irregularities are found that do not accurately reflect the substantive provisions outlined in the PFFP; and

BE IT FURTHER RESOLVED that the City Manager, the City Attorney and all appropriate City staff are authorized to take the necessary steps to begin implementation of the PFFP.

PASSED AND ADOPTED this 28th day of January, 2014, by the following roll-call vote:

AYES: Council Member(s):

NOES: Council Member(s):

ABSTAIN: Council Member(s);

ABSENT: Council Member(s):

Kerri M. Howell, Mayor

ATTEST:

Christa Saunders, City Clerk

Attachment 2

**ERRATA REPORT
(CONTAINING CHANGES TO THE DECEMBER 4, 2013, DRAFT REPORT)**

Staff Report Page Nos. 8-52 not reproduced in this document.

Attachment 3

**STAFF REPORT FOR AGENDA ITEM 9.c.
ON THE JANUARY 14, 2014 CITY COUNCIL MEETING**

DATE: January 2, 2014

TO: Mayor and City Council Members

FROM: James Francis
Chief Financial Officer

SUBJECT: RESOLUTION NO. 9298 – A RESOLUTION APPROVING THE PUBLIC FACILITIES FINANCING PLAN (PFFP) FOR THE FOLSOM PLAN AREA SOUTH OF HIGHWAY 50

BACKGROUND/ISSUE

The Public Facilities Financing Plan (PFFP) describes the infrastructure and facility costs, presents a financing strategy, and estimates the time horizon for the development of the Folsom Plan Area.

POLICY/RULE

Measure W, adopted November 2, 2004, requires that residents north of Highway 50 not pay fees for infrastructure and public facilities serving the Folsom Plan Area.

A Tier I Development Agreement, approved in July, 2011, required a single PFFP that covers the entire Folsom Plan Area.

A “Water Supply and Facilities Financing Plan and Agreement between the City of Folsom and Certain Landowners in the Folsom Plan Area” was approved on December 11, 2012 and established a method of finance for the water supply.

ANALYSIS

The PFFP is an \$877 million plan to build the infrastructure and public facilities necessary for the development of the Folsom Plan Area. The infrastructure components total \$529,173,000 and include roadways, water system, wastewater system, storm drainage, and habitat mitigation. The public facilities components total \$328,643,000 and include public schools, parks, trails, police and fire facilities and equipment, library and municipal center, transit services, solid waste services, housing, general capital requirements, a new corporation yard and a community and

aquatic center. An additional \$19,456,000 is paid by the Developers in the form of building permit fees.

Infrastructure costs are financed 32.2% thru impact fees, 61.1% thru developer advances and CFD proceeds and 6.7% by other sources, such as federal and state grants.

Public facilities costs are financed 85.2% thru impact fees, 11.9% thru extended-term CFD, and 2.9% by other sources.

While most of the proposed financing strategies are standard and routine methods of financing these costs, like Impact Fees and CFD's, there are several special situations for Council consideration:

1. **Plan Area Fee** - several public facility specific impact fees are recommended to be combined into a single Plan Area Fee. This is being done in order for the development of Public Facilities to be in sync with development of the property. Otherwise, the Public Facilities would have to wait until enough funds had been generated from their specific impact fee to build the facility. In most cases this would be several years after the need for the facility. For example, the first fire station will be needed when there are about 1,000-1,500 housing units and a population of about 5,000 people. It is estimated to cost approximately \$7.5 million to build and equip the station. A specific impact fee just for that purpose could not accumulate that amount of money in the necessary time frame, considering all the other specific impact fees that would be needed. By combining several program specific fees into one the plan allows the development of the Public Facilities when they are needed.
2. **Specific Plan Infrastructure Fee (SPIF)** - this fee does the same thing as the Plan Area Fee, except that it combines several infrastructure impact fees into a single fee. The SPIF also distributes the infrastructure costs equitably among the property owners, by keeping track of payments, credits, and reimbursements. SPIF may be paid either as owner advanced payments or with CFD funding.
3. **Loan mechanisms** - In order to fund the initial water and sewer infrastructure costs there are two loan mechanisms proposed. First, is a SPIF set-aside which is a temporary loan of SPIF collections paid by developers/property owners in addition to other fees. This amounts to \$5.1 million and will be repaid by a sewer and water CFD. The second loan mechanism is for the City to make a \$5.1 million loan for the initial water and sewer costs. This will come from other impact fees collected for Folsom Plan Area development. These will be stand-alone impact fees that will not be needed until later in the development. Annual proceeds from the water and sewer CFD will be used to repay the City's loan. It is anticipated that this loan will be needed in year 6 and repaid in year 12.
4. **Extended CFD/PayGo Financing** - this mechanism extends the CFD tax authorization beyond the final principal and interest payment. So, if a typical CFD authorization is for 25 years, this proposal will extend that time to 35-40 years. The extension is optional on the part of the City Council and will depend upon need at the time of extension. This strategy is aimed at funding projects that may occur late in the

development, may have large estimated costs, may have other funding sources, or may not be needed. There were five projects that are relying on extended CFD financing:

- a. Hwy 50 interchanges at Empire Ranch and at Oak Avenue - \$20.4 million
- b. Widening of Prairie City and Oak Avenue from 2 to 4 lanes - \$6.7million
- c. Reimbursement of developer advanced Phase 1 Water costs and reimbursement of any further water optimization program costs, if any. - \$10.6 million
- d. Approximately 4 miles of the planned 30 miles of trails - \$2.4 million
- e. Construction of an Aquatic and Community Center - \$36.8 million

If the extended CFD concept is not authorized by the City Council, these projects will either not be completed or other financing must be found.

5. **Maintenance CFD** – the PFFP also proposes establishing one or more CFD’s to maintain certain services/facilities. These services are:
 - a. Open space maintenance – with more than 30% of the Folsom Plan Area to be maintained as natural open space (Measure W requirement), a special revenue fund will be established to do so.
 - b. Park, landscape corridors, street light maintenance – these are areas the City has either funded thru the general fund or used L&L districts to finance. A CFD offers more flexibility than an assessment district and, again, establishes a special revenue fund to maintain service.
 - c. Storm drainage maintenance – the lack of a dedicated revenue source for this purpose results in neglect of routine and capital maintenance of the drainage system. While most cities have established assessment districts for this, a CFD is much easier to establish and maintain.

FINANCIAL IMPACT

The residential tax burden goal set for the Folsom Plan Area was to keep the total annual property tax burden under 2% of home value. Proposition 13 sets a tax base at 1% of home value. There is already a 0.1% to 0.2% tax on the property for the community college district. The development of the infrastructure and public facilities outlined in the PFFP will add from 0.20% to 0.54% to the tax burden, bringing the total expected residential tax burden to 1.3% - 1.7% of home value.

The executive summary and the PFFP were distributed to City Council members at their December 10th meeting. Copies of the report are available to the public on the internet under the Council agenda item for the December 10 agenda and are available to be viewed at the City Clerk’s office and in the Library.

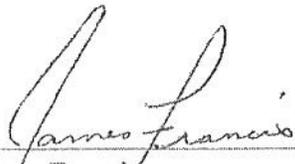
ATTACHMENTS

Resolution No. 9298 – A RESOLUTION APPROVING THE PUBLIC FACILITIES FINANCING PLAN (PFFP) FOR THE FOLSOM PLAN AREA SOUTH OF HIGHWAY 50 is attached and authorizes the City Manager, the City Attorney, and all appropriate City staff to take the necessary steps to begin implementation of the PFFP.

RECOMMENDATION

The City Manager recommends that the City Council approve Resolution 9298 after insuring complete awareness and understanding of its contents and with any appropriate changes in content that the Council feels is in the best interest of the City.

Respectfully submitted,



James Francis
Chief Financial Officer

RESOLUTION NO. 9298

RESOLUTION APPROVING THE PUBLIC FACILITIES FINANCING PLAN (PFFP)
FOR THE FOLSOM PLAN AREA SOUTH OF HIGHWAY 50

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WHEREAS, the Development Agreement requires a single Public Facilities Financing Plan that covers the entire Folsom Plan Area, and

WHEREAS, the Public Facilities Financing Plan must be approved by the City Council prior to the first FPA small lot tentative map being accepted;

NOW, THEREFORE BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF FOLSOM that the Public Facilities Financing Plan is hereby approved, and

BE IT FURTHER RESOLVED that the City Manager, the City Attorney and all appropriate City staff are authorized to take the necessary steps to begin implementation of the PFFP.

PASSED AND ADOPTED this 14th day of January, 2014, by the following roll-call vote:

AYES: Council Member(s):
NOES: Council Member(s):
ABSTAIN: Council Member(s);
ABSENT: Council Member(s):

Kerri Howell, Mayor

ATTEST:

Christa Saunders, City Clerk

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EXECUTIVE SUMMARY

Preface

This Executive Summary provides an overview of the Public Facilities Financing Plan (PFFP or Financing Plan) for the Folsom Plan Area (FPA or FPASP). It describes the infrastructure and facility costs, and the financing strategy as formulated by the City of Folsom (City) and the Folsom South Area Owners' Group (Owners' Group). Certain terms used in this Executive Summary are more completely defined later in the PFFP.

The financing strategy is designed to ensure that the required infrastructure and facilities will be constructed when necessary, allow for the mitigation of environmental factors and other conditions of approval, and allow for the integrated development of the Folsom Plan Area into a livable and viable part of the Folsom community. This strategy represents a merger of City financing goals and policies with the Owners' Group financing goals and policies, and that merger makes the PFFP strategy workable.

There have been many actions that have contributed to the formation of the FPA and helped shape the financial strategy, including the following:

- Starting in 2001 the Local Agency Formation Commission (LAFCo) approved the City's application to expand its sphere of influence (SOI). This approval was conditioned upon by ensuring the SOI would be adequately served by infrastructure and public facilities, that natural resources be preserved and that "piecemeal" development be avoided.
- In a citywide election on November 2, 2004, residents of Folsom approved Measure W to ensure the SOI would secure a new water supply and that residents north of Highway 50 would not pay fees for infrastructure and public facilities serving the SOI area, and that at least 30% of the SOI be maintained as natural open space.
- In June 2005, following an extensive public outreach effort, the City Council selected an "Annexation Concept Plan" which outlined a mix of residential, employment and highway-oriented nonresidential land uses.
- This was followed in June 2007 with approval of the "SOI Conceptual Land Use Plan".
- In June 2011, the City Council approved the Specific Plan Document and Certification of the EIR/EIS, and in July 2011 approved a Tier I Development Agreement (DA). The Tier I DA required a single PFFP that covers the entire FPA that must be approved by the City prior to the first FPA small lot tentative map.
- Effective January 2012, LAFCo approved the annexation and the tax-sharing agreement between the City and the County which determined that the FPA development could feasibly finance infrastructure and other public facilities and services at City-desired service levels.

This PFFP document has been prepared for City Council consideration keeping in mind the various requirements established through these previous City actions regarding the FPA. Through these actions many of the strategies and assumptions were formed, including the land use assumptions.

FPASP Land Uses

The FPASP is located on approximately 3,500 acres in the City and is bounded to the west by Prairie City Road, to the east by the Sacramento/El Dorado County border, and to the south by White Rock Road. **Map ES-1** shows the size and location of the FPASP.

The FPASP is envisioned to contain approximately 10,200 residential units of varying densities and 5.2 million building square feet of nonresidential space, including nearly 1.4 million square feet of regional retail, about 2.4 million square feet of general and community retail, 200,000 square feet of mixed use retail, and approximately 1.2 million square feet of office space.

Table ES-1 summarizes the land uses for the FPASP. **Map ES-2** shows the FPASP land uses by land use category.

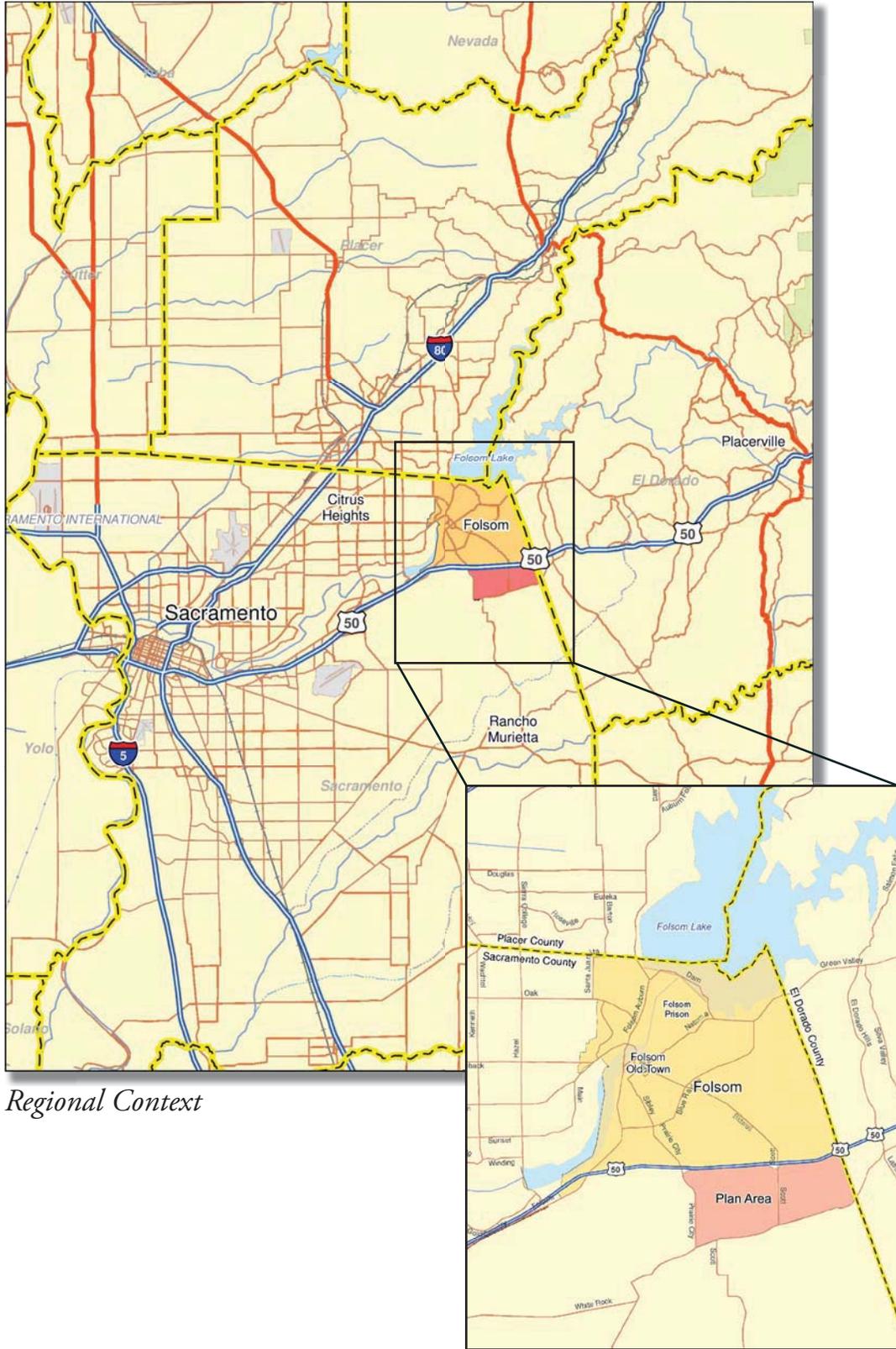
Estimated Costs

It is estimated that the total cost of the backbone infrastructure and public facilities necessary for the Folsom Plan Area at buildout is \$877,271,000 (in 2013 dollars).

These costs incorporate improvements in the following categories:

– Roadways	\$323,725,000	Appendices B and N
– On-Site Water	\$40,400,000	Appendix C
– Off-Site Potable Water	\$48,609,000	Appendix D
– Recycled Water	\$11,954,000	Appendix E
– Wastewater (Sewer)	\$57,145,000	Appendix F
– Storm Drainage	\$26,370,000	Appendix G
– Habitat Mitigation for Infrastructure	<u>\$12,934,000</u>	Appendix H
Subtotal	\$521,137,000	
– SPIF Administration	<u>\$8,852,000</u>	
	\$529,989,000	
• <u>Building Permit Fees</u>	\$19,456,000	

Map ES-1 Location Map



Regional Context

Plan Area Location

**Table ES-1
Folsom Plan Area Specific Plan Financing Plan
Land Use Summary**

Land Use	Density	Buildout		
		Acres	Units [1]	Bldg. Sq. Ft.
<u>Developable Land Uses</u>				
Residential	<i>Units per Acre</i>			
Single-Family (SF)	3.13	580.6	1,820	-
Single-Family High Density (SFHD)	5.75	492.0	2,828	-
Multifamily Low Density (MLD)	9.13	263.5	2,406	-
Multifamily Medium Density (MMD)	17.87	68.5	1,224	-
Multifamily High Density (MHD)	24.53	51.0	1,251	-
Mixed Use District (MU) - Residential [2]	19.20	35.5	681	-
Subtotal Residential		1,491.1	10,210	
Commercial	<i>Target FAR</i>			
Mixed Use District (MU) - Commercial [2]	0.20	23.6	-	205,952
Office Park (OP)	0.30	89.2	-	1,165,666
General Commercial (GC) [3] [4]	0.25	188.5	-	2,052,765
Community Commercial (CC) [5]	0.25	38.9	-	423,621
Regional Commercial (RC)	0.28	110.8	-	1,351,405
Subtotal Commercial		451.0	-	5,199,409
Total Developable		1,942.1	10,210	5,199,409
Non-Developable Land Uses		1,571.2	-	-
TOTAL LAND USES		3,513.3	10,210	5,199,409

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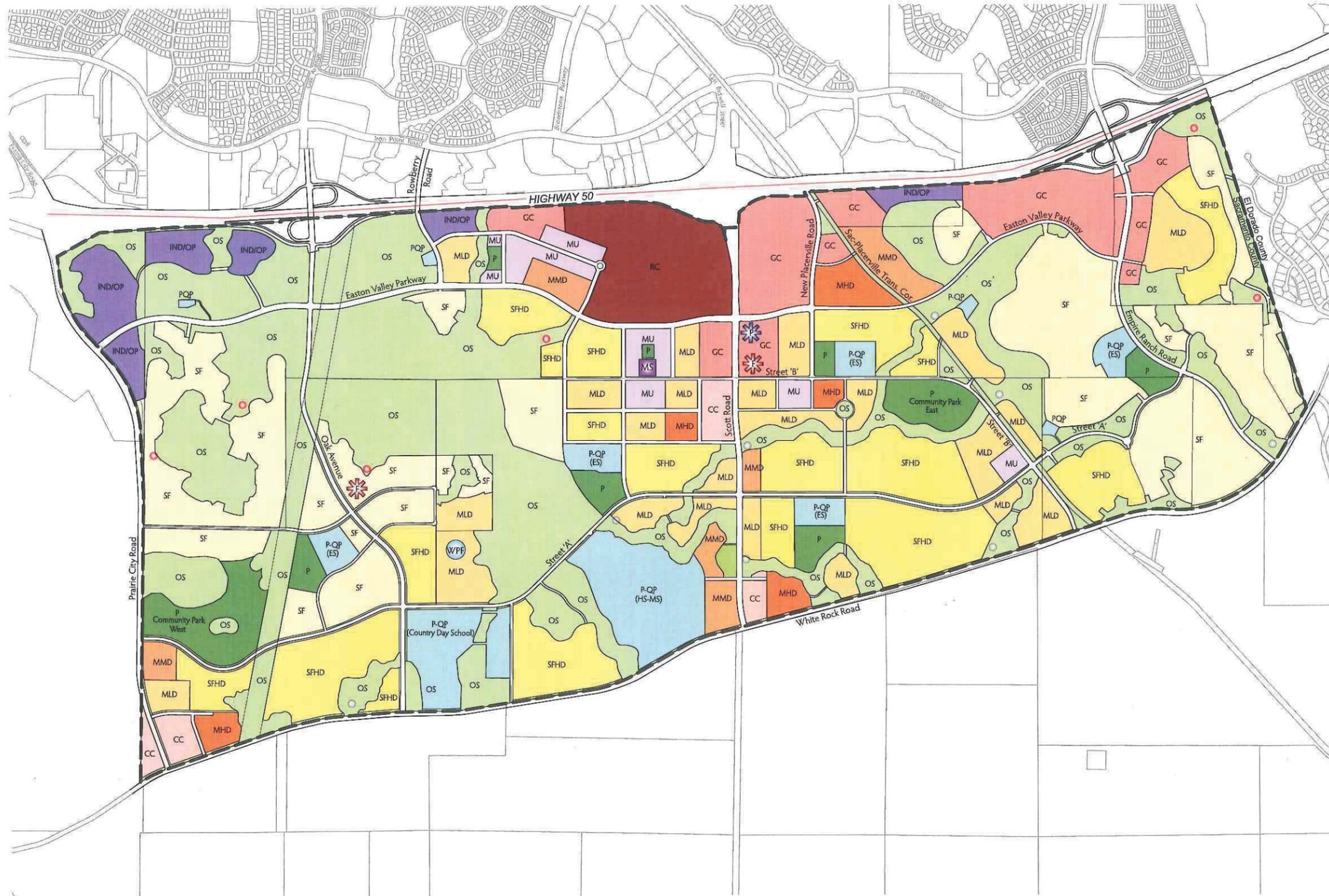
Source: Folsom Plan Area Specific Plan adopted June 28, 2011.

[1] Units are an estimate based on target dwelling units. Actual dwelling units may differ but will fall within the specified density range identified in Table 1.

[2] Mixed Use District is split 60% residential and 40% commercial.

[3] Up to 25% of the General Commercial acres may be developed as office.

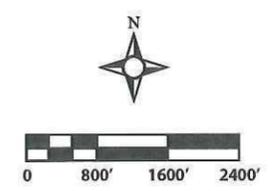
Map ES-2 Land Use Plan



- | | |
|--|-----------------------------------------------|
| | SINGLE FAMILY: 1-4 DU/AC |
| | SINGLE FAMILY HIGH DENSITY: 4-7 DU/AC |
| | MULTI-FAMILY LOW DENSITY: 7-12 DU/AC |
| | MULTI-FAMILY MEDIUM DENSITY: 12-20 DU/AC |
| | MULTI-FAMILY HIGH DENSITY: 20-30 DU/AC |
| | MIXED USE: 9-30 DU/AC |
| | INDUSTRIAL/OFFICE PARK |
| | COMMUNITY COMMERCIAL |
| | GENERAL COMMERCIAL |
| | REGIONAL COMMERCIAL |
| | PARKS (COMMUNITY, NEIGHBORHOOD, LOCAL) |
| | OPEN SPACE |
| | PUBLIC/QUASI-PUBLIC |
| | SPECIFIC PLAN BOUNDARY |
| | PARCEL BOUNDARY |
| | POWERLINE EASEMENT ROW |
| | FIRESTATION (CONCEPTUAL LOCATION) |
| | POLICE SUBSTATION (CONCEPTUAL LOCATION) |
| | MUNICIPAL SERVICES CENTER (CONCEPT. LOCATION) |
| | WATER PUBLIC FACILITY (CONCEPTUAL LOCATION) |

NOTES:

- 1) PUBLIC FACILITIES AND MUNICIPAL SERVICES WILL BE LOCATED AND SIZED PER FACILITIES ANALYSIS.
- 2) WATER PUBLIC FACILITY IS A PLACEHOLDER SUBJECT TO NEGOTIATIONS WITH LANDOWNERS AND FINAL TECHNICAL STUDIES.



• **Public Facilities** include the following items:

– Public Schools	\$103,341,000	Appendix P
– Parks	\$69,086,000	Appendix L
– Transit Services	\$24,800,000	Appendix K
– Housing Trust	\$24,129,000	Appendix Q (Table Q-5)
– Trails	\$18,026,000	Appendix M
– Fire Facilities and equipment [1]	\$16,427,000	Appendix I (Table I-5)
– Police Facilities and equipment [1]	\$8,116,000	Appendix I (Table I-4)
– Municipal Service Center [1]	\$7,378,000	Appendix I (Table I-3)
– Corporation Yard	\$6,460,000	Appendix J
– Solid Waste	\$4,096,000	Appendix Q (Table Q-3)
– Branch Library [1]	\$3,380,000	Appendix I (Table I-2)
– Community & Aquatic Center	\$36,750,000	Appendix O
– General Capital	\$3,561,000	Appendix R (Table R-2)
– Transportation	<u>\$1,082,000</u>	Appendix Q (Table Q-2)
	\$326,632,000	

[1] Certain portions of the costs will be funded with funds from the General Capital fee category.

The Backbone Infrastructure and Public Facilities cost estimates exclude:

1. The costs of in-tract and other subdivision-specific improvements, which will be privately financed. These improvements are considered subdivision improvements and, therefore, are not part of this Financing Plan.
2. Backbone Infrastructure does not include landscape corridors and sound walls adjacent to backbone roadway facilities, with minor exceptions to this rule where a backbone roadway is adjacent to an open space area or other public area where no in-tract improvements take place. Infrastructure items not included may be included in subdivision-specific improvements.
3. The Financing Plan anticipates land for Public Facilities will be dedicated to the City without cost to the City. The cost of land included in this Financing Plan is for purposes of apportioning those land costs among benefiting FPASP property owners as opposed to representing a land cost to be incurred by the City.

It is important to note that Backbone Infrastructure costs include roadway median costs (median curbs and landscaping) as well as the costs for sidewalks/trails and streetlights adjacent to backbone roadways.

Phasing of Development (see **Appendix Q Table Q-10**)

Development of the FPA will be completed in accordance with property owner’s foresight into the economic environment and their decisions on when to proceed with the development of their land. It is assumed that once begun the absorption rates will be such that the single family units will be sold and occupied within 13 years, the multi-family low density units will be sold and occupied within 15 years, the multi-family medium and high density units will be occupied within 18 years.

Development of the FPA is assumed to adhere to the following time line:

Year	Population	Residential Housing Units				Commercial Square Feet
		Single Family	Multifamily Low Den.	Mixed Use	Multifamily Med. & High Den.	
1	584	200	0	0	0	0
2	1,460	300	0	0	0	0
3	2,336	300	0	0	0	0
4	3,808	300	100	0	207	0
5	4,878	300	100	0	0	0
6	6,617	375	125	0	207	0
7	7,954	375	125	0	0	0
8	9,693	375	125	0	207	0
9	11,031	375	125	0	0	172,914
10	12,839	450	150	0	105	172,914
11	14,444	450	150	0	0	172,914
12	16,853	450	150	0	414	345,828
13	18,500	398	250	0	0	345,828
14	20,467	0	600	0	414	345,828
15	21,448	0	406	100	0	345,828
16	22,252	0	0	0	414	345,828
17	22,252	0	0	0	0	345,828
18	23,235	0	0	0	507	345,828
19	23,235	0	0	0	0	172,914
20	23,429	0	0	100	0	172,914
Total 1-20	23,429	4,648	2,406	200	2,475	3,285,366
21-45	933	0	0	481	0	1,914,043
Total	24,362	4,648	2,406	681	2,475	5,199,409

According to the plan it is assumed that nonresidential development will trail the residential development, beginning approximately 9 years into the development of the FPA and continuing for roughly 20 years.

These assumptions are important to the development of the Financing Plan as many of the public facilities and services will rely on the funding obtained, through impact fees, when building permits are taken on the various types of development. This time frame is also important as it helps define when public facilities and services will be required.

Phasing and Financing of Backbone Infrastructure (see **Chapter 3**)

Backbone Infrastructure will be phased as conditioned by the City to serve the area or areas that are seeking to develop. Through City regulations and conditions of approvals on tentative subdivision maps, the City will condition individual development projects to complete adequate Backbone Infrastructure. The City will rely on its then current level of service standards in determining the required amounts of roadway, water, sewer, storm drainage and recycled water infrastructure will be required for each "phase" of FPASP development. Backbone Infrastructure is anticipated to be property owner/developer advanced through a combination of equity and debt and will be funded through a plan-area-specific fee program and through the use of one or more land secured financing districts.

Roadways (see Appendix B)

Roadways constitute the most expensive infrastructure item and this Backbone Infrastructure category includes the development of the major roadways, secondary roads, intersection signals, dry utilities, electrical transmission system, Highway 50 interchanges, other fees for roadway obligations and other roadway improvements that are not in the FPA.

Roadway costs will be financed through property owner/developer advances through the Specific Plan Infrastructure Fee (SPIF) program, existing and proposed City and other Agency fees, the proposed new infrastructure CFD with an extended term (Extended-Term CFD), and from other regional, state and federal funding sources.

Water (see Appendices C, D, and E)

The water infrastructure includes the development of water pipelines, booster pump stations, pressure regulating stations, water treatment plant, water reservoirs, land costs, off-site capacity building, and systems optimization efforts.

Water costs will be financed through owner/developer advances through the SPIF, water CFD, and by use of the extended-term infrastructure CFD.

Wastewater (see Appendix F)

The wastewater or sanitary sewer infrastructure includes the sanitary sewer pipelines, pump stations, and force mains as well as the land costs.

Wastewater costs will be financed through owner/developer advances through the SPIF, a wastewater CFD, and from existing and proposed City and other Agency fees.

Storm Drainage (see Appendix G)

The storm drainage infrastructure includes storm drain pipelines, drainage culverts, detention basins, and water quality/hydro-modification basins.

Storm drainage costs will be financed through owner/developer advances using the Specific Plan Infrastructure Fee (SPIF) program. On-going maintenance of the storm drainage system will be funded through maintenance CFD that covers the entire FPA.

Habitat Mitigation for Infrastructure (see Appendix H)

The habitat mitigation requirements include both the preservation of existing habitat and the creation of new habitat. Habitat types include wetlands, foraging and woodland habitat, and plantings.

Habitat mitigation costs will be financed through owner/developer advances using the Specific Plan Infrastructure Fee (SPIF) program.

Phasing and Financing of Public Facilities (see Chapter 4)

As stated before, the residential and nonresidential development of the FPA will dictate when public facilities and services are necessary. Each Facility/service has its own schedule and financing strategy. In providing such services the intent is that the same level and standards of service that currently exist in the City will be provided in the Folsom Plan Area. **Table ES-2** outlines the major features and service levels of each public facility. **Table ES-3** shows the estimated development schedule and public facilities construction timeline for the FPA. **Table ES-4** shows the estimated public facilities cash flow. It shows estimated annual expenses and revenues for the first 20 years of development and total expenses and revenues for the remaining development and facilities beyond 20 years. A brief summary of each service is provided below, and **Appendices I** through **P** provide much more detail on each service area.

Fire Stations (see Appendix I)

The FPA is being served by the existing Fire resources of the City and in the future will be served by the addition of two new fire stations equipped with 2 engine companies, an off-road vehicle, and an ambulance. An additional off-road vehicle or ambulance will be included, depending on experience in the area. These facilities will be staffed by 30 firefighters. This level of service represents a rate of 1 station per 12,000 population, which is roughly the same as the existing service ratio (5 stations/65,000 population) and 1 station per 2.5 million square feet of nonresidential development.

Construction on the first station will begin when there are approximately 1,400 residential units occupied or a population of 4,000. This station will house an engine and off-road vehicle. The estimated cost is \$6,240,000 (2013 dollars).

The second station is anticipated to be started when the population is approximately 16,800, or 5,400 occupied housing units and 800,000 square feet of nonresidential space.

Table ES-2
Folsom Plan Area Specific Plan Financing Plan
Description of Public Facilities

Improvement	Facilities / Equipment	Building Square Feet	Land	Service Levels
<i>Facilities designed to serve projected population of 24,362</i>				
Library	<ul style="list-style-type: none"> • 1 library • 12,000 print items + digital resources • 24 public computers • 1 community room 	7,000	<i>Land may be combined with Municipal Services Center</i>	
Municipal Services Center	<ul style="list-style-type: none"> • 1 center • 2 conference rooms • partitioned work spaces • IT room • public computer area • community rooms • services desks for utility billing, planning and building permits, and parks and recreation registrations. • 10 public computers 	15,000	2.0 acres	
Police Facilities	<ul style="list-style-type: none"> • 1 sub-station with showers and lockers, meeting rooms, partitioned work spaces, other staff areas, and public counter area. 	15,000	1.5 acres	1.2 officers per 1,000 population, phased in with development
Fire Facilities	<ul style="list-style-type: none"> • 2 stations • 1 engine per station • 1 off road vehicle • 1 ambulance at each station • gear for 30 firefighters 	8,000 (Station 1) 10,500 (Station 2)	3.0 acres	1 station per 12,000 residents and 2.5 million commercial building square feet.
Parks	<ul style="list-style-type: none"> • 2 local parks • 5 neighborhood parks • 2 community parks 		3.4 acres 47.9 acres <u>74.0 acres</u> 125.3 acres	5 acres per 1,000 population
Trails	<ul style="list-style-type: none"> • 30 miles • 12 bridges • 1 restroom • FF&Es 			1.1-1.2 miles per 1,000 population, interconnected and phased in with development.
Corporation Yard	<ul style="list-style-type: none"> • Relocation and expansion of existing corp. yard • FPASP share of costs based on its percent of total City population (~22.4%) 			
Transit	<ul style="list-style-type: none"> • 4 miles of bus lanes • 1 transfer station • 2 transit stops • 3 park and ride lots • 4 buses 		10.3 acres	
Aquatic & Community Center	<ul style="list-style-type: none"> • 1 community center with gymnasium, multi-purpose rooms, senior center & teen activity rooms, and support facilities • 1 10 lane x 25 yard swimming pool • 1 recreational pool w/ water play equipment • outdoor deck and activity space 	42,000	located at one of the community park sites.	

pf

Source: MacKay & Soms, City of Folsom

**Table ES-3
Folsom Plan Area Specific Plan Financing Plan
Development and Public Facilities Time Line**

Year	Population	Occupied Residential Housing Units				Total	Commercial Square Feet	Facilities	Parks	Trail Miles
		Single Family	Multifamily Low Den.	Mixed Use	Multifamily Medium & High Density					
Permits	0	0	0	0	0	0				
1	584	200	0	0	0	200	0			
2	1,460	300	0	0	0	300	0		1	
3	2,336	300	0	0	0	300	0	Neighborhood Park 1	2	
4	3,808	300	100	0	207	607	0		2	
5	4,878	300	100	0	0	400	0	Fire 1	2	
6	6,617	375	125	0	207	707	0	Neighborhood Park 2	2	
7	7,954	375	125	0	0	500	0		2	
8	9,693	375	125	0	207	707	0	Police Sub-Station	2	
9	11,031	375	125	0	0	500	172,914	Com. Park East	2	
10	12,839	450	150	0	105	705	172,914	Corp Yard	2	
11	14,444	450	150	0	0	600	172,914	Neighborhood Park 3	2	
12	16,853	450	150	0	414	1,014	345,828	Fire 2	2	
13	18,500	398	250	0	0	648	345,828	Local Park 1	2	
14	20,467	0	600	0	414	1,014	345,828	Library	1	
15	21,448	0	406	100	0	506	345,828	Muni Center	1	
16	22,252	0	0	0	414	414	345,828		1	
17	22,252	0	0	0	0	0	345,828	Local Park 2	1	
18	23,235	0	0	0	507	507	345,828		1	
19	23,235	0	0	0	0	0	172,914	Neighborhood Park 5	1	
20	23,429	0	0	100	0	100	172,914			
Total 1-20	23,429	4,648	2,406	200	2,475	9,729	3,285,366		29	
21 thru 45	933	0	0	481	0	481	1,914,043	Aquatic Center Community Center	Com. Park West	1
Buildout	24,362	4,648	2,406	681	2,475	10,210	5,199,409		125 acres	30

timeline

ES-11

**Table ES-4
Folsom Plan Area Specific Plan Financing Plan
Public Facilities Cash Flow**

Year	Population	Annual Fee Revenue	Total Annual Expense	Balance	Police		Fire		Other Expenses					General Capital Description	
					Expense	Description	Expense	Description	Parks	Trails	Library	Muni Center	Gen Capital		
Permit	0	\$ 2,556,000	\$ 58,000	\$ 2,498,000	\$ 58,000	1 Police car and 1 turnout gear	\$ 0		\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	
1	584	\$ 3,835,000	\$ 2,558,000	\$ 3,775,000	\$ 58,000	1 Police car and 1 turnout gear	\$ 0		\$ 2,000,000	\$ 500,000	\$ 0	\$ 0	\$ 0	\$ 0	
2	1,460	\$ 3,835,000	\$ 2,958,000	\$ 4,652,000	\$ 58,000	1 Police car and 1 turnout gear	\$ 0		\$ 2,000,000	\$ 750,000	\$ 0	\$ 0	\$ 150,000		
3	2,336	\$ 6,681,000	\$ 4,008,000	\$ 7,325,000	\$ 58,000	1 Police car and 1 turnout gear	\$ 0		\$ 3,000,000	\$ 800,000	\$ 0	\$ 0	\$ 150,000		
4	3,808	\$ 4,762,000	\$ 7,946,000	\$ 4,141,000	\$ 96,000	2 Police car and 1 turnout gear	\$ 2,750,000	.5 Fire Station	\$ 3,800,000	\$ 850,000	\$ 0	\$ 0	\$ 450,000	Fiber optic Fire Station	
5	4,878	\$ 7,871,000	\$ 8,536,000	\$ 3,476,000	\$ 96,000	2 Police car and 1 turnout gear	\$ 3,590,000	.5 Station, engine, 12 turnout gear	\$ 3,800,000	\$ 900,000	\$ 0	\$ 0	\$ 150,000		
6	6,617	\$ 5,952,000	\$ 5,796,000	\$ 3,632,000	\$ 96,000	2 Police car and 1 turnout gear	\$ 800,000	Off road Vehicle & ambulance	\$ 3,800,000	\$ 950,000	\$ 0	\$ 0	\$ 150,000		
7	7,954	\$ 7,871,000	\$ 7,831,000	\$ 3,672,000	\$ 2,881,000	2 Police car and 2 turnout gear	\$ 0		\$ 3,800,000	\$ 1,000,000	\$ 0	\$ 0	\$ 150,000		
8	9,693	\$ 6,261,000	\$ 8,831,000	\$ 1,102,000	\$ 3,631,000	2 Police car and 2 turnout gear	\$ 0		\$ 3,800,000	\$ 1,000,000	\$ 0	\$ 0	\$ 400,000	Police station	
9	11,031	\$ 8,425,000	\$ 4,766,000	\$ 4,761,000	\$ 116,000	2 Police car and 2 turnout gear	\$ 0		\$ 3,500,000	\$ 1,000,000	\$ 0	\$ 0	\$ 150,000		
10	12,839	\$ 7,452,000	\$ 5,816,000	\$ 6,397,000	\$ 116,000	2 Police car and 2 turnout gear	\$ 0		\$ 3,500,000	\$ 1,000,000	\$ 0	\$ 0	\$ 1,200,000	Muni	
11	14,444	\$ 11,599,000	\$ 7,667,000	\$ 10,329,000	\$ 78,000	1 Police car and 2 turnout gear	\$ 0		\$ 3,500,000	\$ 1,000,000	\$ 0	\$ 2,939,000	\$ 150,000		
12	16,853	\$ 8,023,000	\$ 10,247,000	\$ 8,105,000	\$ 78,000	1 Police car and 2 turnout gear	\$ 0		\$ 3,500,000	\$ 1,000,000	\$ 2,580,000	\$ 2,939,000	\$ 150,000		
13	18,500	\$ 10,019,000	\$ 5,678,000	\$ 12,446,000	\$ 78,000	1 Police car and 2 turnout gear	\$ 0		\$ 3,500,000	\$ 1,000,000	\$ 600,000	\$ 0	\$ 500,000	Lib and Muni	
14	20,467	\$ 5,309,000	\$ 4,728,000	\$ 13,027,000	\$ 78,000	1 Police car and 2 turnout gear	\$ 0		\$ 3,500,000	\$ 1,000,000	\$ 0	\$ 0	\$ 150,000		
15	21,448	\$ 4,456,000	\$ 4,197,000	\$ 13,286,000	\$ 40,000	2 turnout gear	\$ 0		\$ 3,500,000	\$ 507,000	\$ 0	\$ 0	\$ 150,000		
16	22,252	\$ 618,000	\$ 7,083,500	\$ 6,820,500	\$ 20,000	1 turnout gear	\$ 3,563,500	.5 Fire Station	\$ 3,500,000	\$ 0	\$ 0	\$ 0	\$ 0		
17	22,252	\$ 5,319,000	\$ 7,993,500	\$ 4,146,000	\$ 20,000	1 turnout gear	\$ 4,523,500	.5 Station, engine, 18 turnout gear	\$ 3,000,000	\$ 0	\$ 0	\$ 0	\$ 450,000	fire station	
18	23,235	\$ 309,000	\$ 3,320,000	\$ 1,135,000	\$ 20,000	1 turnout gear	\$ 300,000	Ambulance	\$ 3,000,000	\$ 0	\$ 0	\$ 0	\$ 0		
19	23,235	\$ 1,236,000	\$ 2,320,000	\$ 51,000	\$ 20,000	1 turnout gear	\$ 0		\$ 2,300,000	\$ 0	\$ 0	\$ 0	\$ 0		
20	23,429	\$ 309,000	\$ 320,000	\$ 40,000	\$ 20,000	1 turnout gear	\$ 0		\$ 300,000	\$ 0	\$ 0	\$ 0	\$ 0		
Total 1-20	23,429	\$ 112,698,000	\$ 112,658,000	\$ 40,000	\$ 7,716,000	30 sworn officers	\$ 15,527,000		\$ 62,600,000	\$ 13,257,000	\$ 3,180,000	\$ 5,878,000	\$ 4,500,000		
21 thru 45	933	\$ 7,570,000	\$ 12,380,000	(\$4,810,000)	\$ 0		\$ 0		\$ 5,550,000	\$ 4,769,000	\$ 0	\$ 0	\$ 2,061,000		
Buildout	24,362	\$ 120,268,000	\$ 125,038,000	(\$4,770,000)	\$ 7,716,000		\$ 15,527,000		\$ 68,150,000	\$ 18,026,000	\$ 3,180,000	\$ 5,878,000	\$ 6,561,000		
Gen. Cap. Adjustment [1]		\$ 0	\$ 0	\$ 0	\$ 400,000		\$ 900,000		\$ 0	\$ 0	\$ 200,000	\$ 1,500,000	(\$3,000,000)		
Other Funding [2]		\$ 4,769,000	\$ 0	\$ 4,769,000	\$ 0		\$ 0		\$ 0	\$ 0	\$ 0	\$ 0	\$ 0		
TOTAL [3]		\$ 125,037,000	\$ 125,038,000	(\$1,000)	\$ 8,116,000		\$ 16,427,000		\$ 68,150,000	\$ 18,026,000	\$ 3,380,000	\$ 7,378,000	\$ 3,561,000		

Police		Fire		Gen. Cap. Funding for Public Facilities [1]	
\$ 600,000	30 Sworn Officers turnout gear	\$ 12,627,000	2 Stations	\$ 1,500,000	Vehicles and equip
\$ 836,000	22 police vehicles	\$ 1,200,000	2 engines	\$ 1,300,000	Police, Fire cable *
\$ 5,530,000	Sub Station	\$ 500,000	1 off road vehicle	\$ 500,000	Lib & Muni cable *
\$ 750,000	equipment	\$ 600,000	2 ambulances	\$ 1,200,000	Muni & IT Ctr *
\$ 7,716,000	Total	\$ 600,000	30 Firefighters turnout gear	\$ 2,186,000	Police
		\$ 15,527,000	Total	\$ 2,900,000	Fire
				\$ 600,000	Library
				\$ 10,186,000	Total through Year 20
				\$ 2,061,000	Year 21-45
				\$ 12,247,000	Total

[1] This adjustment shows how funding from the General Capital Facilities fee is being used for police, fire, library, & municipal services facilities. The adjustments are summarized in the starred items of the "Gen. Cap. Funding for Public Facilities" section.

[2] The Other Funding includes the estimated amount of trails to be funded by CFD PAYGO revenue and sources other than fee revenue.

[3] Revenues and expenditures are not exactly equal because of rounding.

The fire stations and apparatus will be funded from FPASP Fees—City Facilities impact fees paid by developers at the time they obtain building permits. These fees include both the general capital facility fee (for equipment, apparatus, etc.) and capital facilities fees for public facility construction. These fees will be developed through nexus studies and authorized by the City Council by ordinance. These fees will cover the costs of station construction, fiber optic cabling, initial apparatus purchases, equipment, station furnishings, and turnout gear. Vehicle and equipment replacement costs will be part of the departmental operating budget. The cash flow analysis (see **Table ES-4**) shows that at the scheduled time of construction the necessary funding will be available from this source.

The exact timing of construction and operation will also depend upon the operating revenue that is being generated by the FPA. This is because the 2 fire stations will require a workforce of approximately 30 firefighters and require an operating budget of \$6,050,000 (2013 dollars), including vehicle replacement costs. This will come from the general fund revenues that are generated by the FPA.

Police Facility (see Appendix I)

The FPA will be served by approximately 30 sworn police officers at buildout. To accommodate these additional staff and be responsive to the FPA community a single sub-station is proposed for the area. The level of service represents a rate of 1.2 officers per 1,000 population. While this is not a definitive staffing standard and many other factors go into determining the adequate level of service required for an area it is, however, a method to compare with our current levels.

Construction of the police station is expected to be completed when there are approximately 10,000 people living in the FPA. This is anticipated to be about the 8th year of development. This is not to be confused with when police coverage starts. Up until the time that the new facility is completed staffing will be added to provide service to the FPA. It is planned that by the time the police facility is built about 11 sworn officers (out of the scheduled 30) will have been added and providing service to the FPA.

The Police facility will provide a public entrance and information counter, staffing/conference room, lockers and showers, interview rooms, and supervisor offices.

The police station and apparatus will be funded from FPASP Fees—City Facilities impact fees paid by developers at the time they obtain building permits. These fees include both the general capital facility fee (for equipment, apparatus, etc.) and capital facilities fees for public facility construction. These fees will be developed through nexus studies and authorized by the City Council by ordinance. These fees will cover the costs of station construction, fiber optic cabling, initial police vehicle purchases, station furnishings, and turnout gear. Vehicle and equipment replacement costs will be part of the departmental operating budget. The cash flow analysis (see **Table ES-4**) shows that at the scheduled time of construction the necessary funding will be available from this source.

The exact timing of construction and operation will also depend upon the operating revenue that is being generated by the FPA. This is because the workforce of approximately 30 police officers will require an operating budget of \$7,400,000 (2013 dollars), including vehicle replacement costs. This will come from the general fund revenues that are generated by the FPA.

Parks Development (see Appendix L)

The FPA will be served by the addition of 125 acres of developed park land in 2 community parks, 5 neighborhood parks, and 2 local parks as shown on **Map ES-3**. This level of development represents a standard of 5 acres per 1000 residents, which is the same standard as we have north of U.S. Highway 50. In addition, in accordance with the LAFCO condition approving the annexation, there is another 1,063 acres of natural open space which represents 30% of the entire FPA.

Design and construction of the various park areas will take place in conjunction with the residential development timeline and in the same relative geographic area. It is anticipated that the 10 acre neighborhood park number 1 would be the first park developed and would be completed in approximately the 4th year of development when there were approximately 1,000-1,300 residential units occupied.

The parks program will cost an estimated \$69,086,000 (2013 dollars) and will be funded from new impact fees paid by developers at the time they obtain building permits. The parks will be funded from FPASP Fees—City Facilities impact fees paid by developers at the time they obtain building permits. These fees include both the general capital facility fee (for equipment, apparatus, etc.) and capital facilities fees for public facility construction. These fees will be developed through nexus studies and authorized by the City Council by ordinance. This fee is a combination of facility and capital costs that are pooled in order to allow for development at the time that the facility is needed by the community. Therefore, the development of a public facility does not have to wait until enough funds have been accumulated for that specific purpose to begin construction. This will allow the parks development to essentially develop in accordance with the 5 acres per 1,000 population standard.

Ongoing maintenance of the parks and open space will be funded through a stand-alone park equipment impact fee and a Folsom Plan Area-wide maintenance CFD which will generate about \$500,000 annually at buildout.

Trails Development (see Appendix M)

There are approximately 30 miles of trails proposed to be built in the Folsom Plan Area, as shown on **Map ES-4**. The comprehensive bike system consists of Class I paths and Class II bike lanes connecting residential neighborhoods with schools, parks, and other major destinations. The plan costs include trails, intersection protection, trail bridges, undercrossings, and design fees. Folsom has 35 miles of Class I trails and 67 miles of Class II trails serving the City.

Design and construction of the various trails will take place in conjunction with the roadway development and the residential development timelines and in the same relative geographic area. The proposed allocation of funds for trail development starts with \$500,000 for the first year of development and builds up to approximately \$1,000,000 per year.

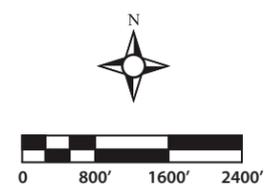
The trail program will cost an estimated \$18,026,000 (2013 dollars). Of this amount, \$13,257,000 will be funded from FPASP Fees—City Facilities impact fees paid by developers at the time they obtain building permits. These fees include both the general capital facility fee (for equipment, apparatus, etc.) and capital facilities fees for public facility construction. These fees

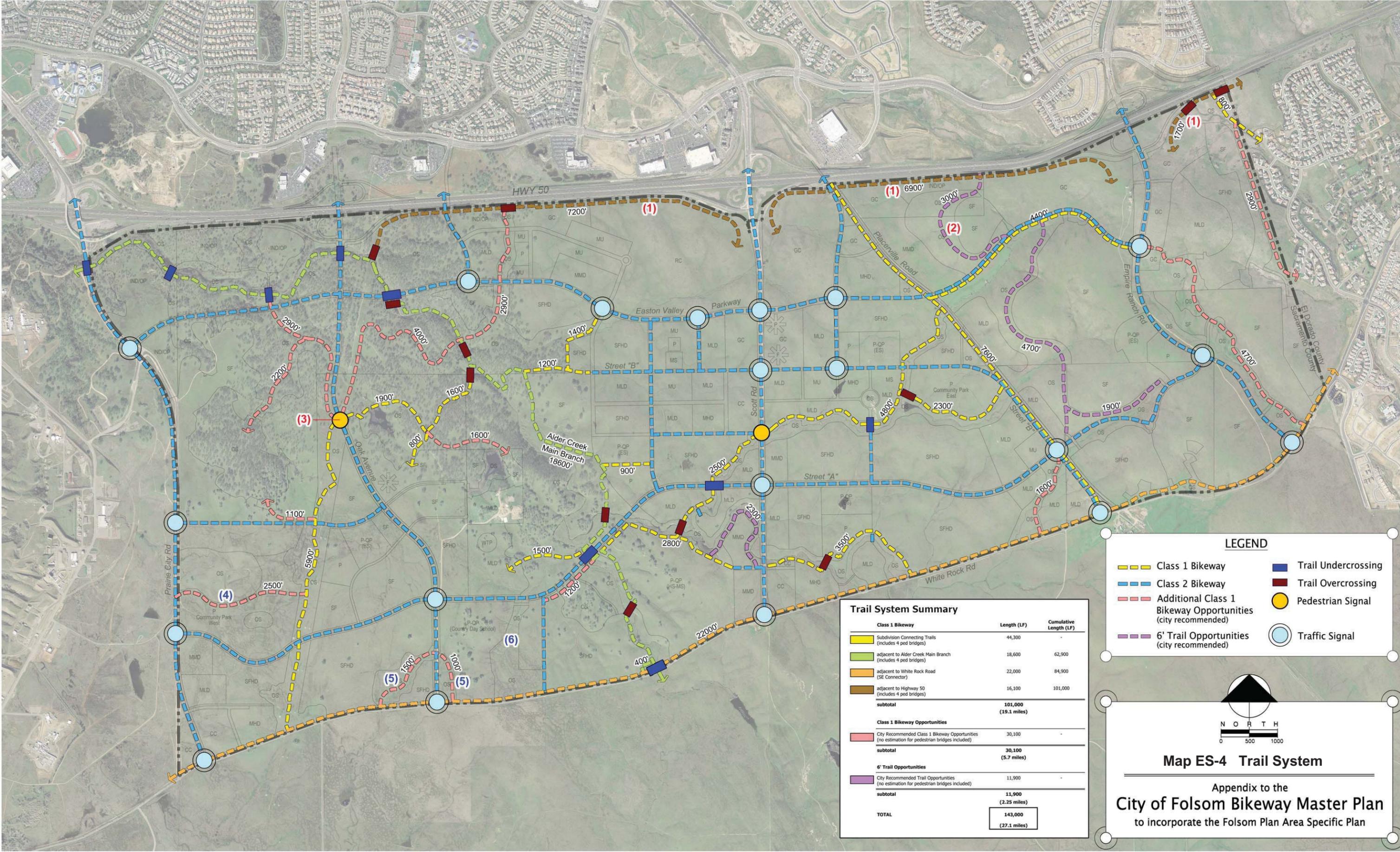
Map ES-3 Parks Plan



- OPEN SPACE*
- CPE COMMUNITY PARKS
- NP3 NEIGHBORHOOD PARKS
- LP1 LOCAL PARKS
- COMMUNITY PARK SERVICE AREA (1 MILE RADIUS)
- NEIGHBORHOOD PARK SERVICE AREA (1/2 MILE RADIUS)

* OPEN SPACE SHOWN TO INDICATE THE LINK BETWEEN OPEN SPACE AND PARKS. OPEN SPACE NOT INCLUDED IN PARK LAND DEDICATION.



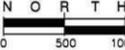


Trail System Summary

Class 1 Bikeway	Length (LF)	Cumulative Length (LF)
Subdivision Connecting Trails (includes 4 ped bridges)	44,300	
adjacent to Alder Creek Main Branch (includes 4 ped bridges)	18,600	62,900
adjacent to White Rock Road (SE Connector)	22,000	84,900
adjacent to Highway 50 (includes 4 ped bridges)	16,100	101,000
subtotal	101,000	(19.1 miles)
Class 1 Bikeway Opportunities		
City Recommended Class 1 Bikeway Opportunities (no estimation for pedestrian bridges included)	30,100	
subtotal	30,100	(5.7 miles)
6' Trail Opportunities		
City Recommended Trail Opportunities (no estimation for pedestrian bridges included)	11,900	
subtotal	11,900	(2.25 miles)
TOTAL	143,000	(27.1 miles)

LEGEND

- Class 1 Bikeway
- Class 2 Bikeway
- Additional Class 1 Bikeway Opportunities (city recommended)
- 6' Trail Opportunities (city recommended)
- Trail Undercrossing
- Trail Overcrossing
- Pedestrian Signal
- Traffic Signal


 NORTH

 0 500 1000

Map ES-4 Trail System
 Appendix to the
City of Folsom Bikeway Master Plan
 to incorporate the Folsom Plan Area Specific Plan

will be developed through nexus studies and authorized by the City Council by ordinance. This fee is a combination of facility and capital costs that are pooled to allow for development at the time that the facility is needed by the community. Therefore, the development of a public facility does not have to wait until enough funds have been accumulated for that specific purpose to begin construction. This will allow the trails development to essentially develop in accordance with the roadway and residential development. A portion (\$2,352,000) of the trail cost will be funded through the proposed extended-term infrastructure CFD, and the remaining \$2,417,000 will come from other funding sources primarily in the form of grants.

Municipal Service Center (see Appendix I)

The Municipal Service Center is designed to be a full service center that will provide a customer center for utility bill and license payments, park and recreation registration, building planning and permit processing, employment applications, code enforcement, and other public services. In addition, it will have an information technology center and the capacity to hold various community meetings and have public computer access.

Construction of the municipal service center is planned to take place when the Folsom Plan Area is about half populated or with a population of about 12,000 residents. This is planned to occur in the 10-12th year of development.

The center will be funded from FPASP Fees—City Facilities impact fees paid by developers at the time they obtain building permits. These fees include both the general capital facility fee (for equipment, apparatus, etc.) and capital facilities fees for public facility construction. These fees will be developed through nexus studies and authorized by the City Council by ordinance. These fees will cover the costs of construction, fiber optic cabling, staff vehicle purchases, center furnishings, and computer equipment. Vehicle and equipment replacement costs will be part of departmental operating budgets. The cash flow analysis (see **Table ES-4**) shows that at the scheduled time of construction the necessary funding will be available from this source.

Branch Library (see Appendix I)

The branch library will be designed to facilitate community needs in the Folsom Plan Area and will have an on-site inventory of over 12,000 books, supplemented with eBooks and pre-loaded tablets. It will be designed to serve all ages and will have computer/learning lab space, group study rooms, as well as a larger community room.

Construction of the branch library is planned to take place at the same time that the municipal center is being constructed. This is when the Folsom Plan Area is about half populated or with a population of about 12,000 residents. This is planned to occur in the 10-12th year of development. Location and site are unknown at this time as the branch library could be a stand-alone facility, be an addition to the Municipal Service Center or be in a mixed nonresidential development site. Site selection will be further explored.

The branch library will be funded from FPASP Fees—City Facilities impact fees paid by developers at the time they obtain building permits. These fees include both the general capital facility fee (for equipment, apparatus, etc.) and capital facilities fees for public facility construction. These fees will be developed through nexus studies and authorized by the City Council by ordinance. These fees will cover the costs of construction, fiber optic cabling, initial library collection, furnishings, and computer equipment. Computer equipment and collection replacement costs

will be part of departmental operating budget. The cash flow analysis (see **Table ES-4**) shows that at the scheduled time of construction the necessary funding will be available from this source.

Corporation Yard (see Appendix J)

In anticipation of moving and expanding the existing corporation yard, the proportionate cost associated with the FPA was calculated and will be collected through a new stand-alone impact fee paid by developers at the time they obtain building permits. These fees will be developed through nexus studies and authorized by the City Council by ordinance. The total cost of construction is estimated to be \$25,940,000. The FPA contribution to that total amount is 22.4% based on the proportion of the total Folsom population that lives in the FPA. This amounts to \$5,800,000 (2013 dollars). In addition, the FPA will be obligated to pay for the total land acquisition costs of approximately \$660,000, bringing the total FPA cost to \$6,460,000.

Transit Services (see Appendix K)

Transit services include purchasing the transit vehicles, building 3 transit park and ride lots, 2 enhanced stops, and 1 transfer station in addition to 10 acres of land acquisition and 4 miles of a 24-foot bus lane.

Transit costs will be \$24,800,000 (2013 dollars). Approximately \$17,550,000 of this amount will be funded by a stand-alone impact fee paid by developers at the time they obtain building permits. The remaining \$7,250,000 will be funded by other outside sources. The stand-alone impact fees will be developed through nexus studies and authorized by the City Council by ordinance. The timing of these services will be determined by the rate of development of the FPA and the cash flow from the impact fee.

Aquatic and Community Center (see Appendix O)

The community recreation and aquatic facility is designed to provide a comprehensive range of recreation programs and services in support of the FPA community. It includes a competitive swimming pool of 25 yards or 25 meter dimensions, a recreation activity pool, a gymnasium, multi-purpose classrooms, a senior center, and teen activity rooms. The plan envisions a 42,000 square foot building and a 12,500 square foot pool/water area at an estimated cost of \$36,750,000 (2013 dollars). The Financing Plan specifically identifies \$15,000,000 for the Aquatic Center with the remainder for the Community Center.

The Aquatic Center and Community Center are considered in two parts within this Financing Plan. The Aquatic Center is proposed to be funded through a traditional Mello-Roos CFD, established at the outset of development, covering the FPASP. The Financing Plan assumes the Aquatic Center special tax would only be applicable to FPASP residential land uses and would not apply to nonresidential land uses. The City could use a combination of annual special tax revenues and one or more series of CFD bonds to fund Aquatic Center costs. At the City's discretion, the City may combine the Aquatic Center special tax with another special tax into one CFD.

The Community Center is envisioned to be considered by the City once most of the residential development has occurred and this facility is planned to be funded through the revenues from the proposed FPA extended-term infrastructure CFD. The Community Center facility is funded by revenues from the extended-term infrastructure CFD because of the relative priority to other

infrastructure projects, the need for the service area to be nearly completely developed, the cost of the project, and the need to see how the operating revenue and cost mix can be accommodated in the operating budget.

Solid Waste (see Appendix Q)

This is an existing impact fee collected by the City under Chapter 3.20.045 of the Municipal Code. The purpose of the fee is to establish a fund for financing equipment and capital purchases required to maintain municipal solid waste services as service requirements increase with the construction of dwelling units and nonresidential developments. The PFFP assumes that Solid waste services will remain a City responsibility. Currently one solid waste truck can service approximately 700-800 residential housing units. Based on this the City will need a fleet of 31 vehicles—13 refuse, 13 recycling, 5 backup.

Housing Trust (see Appendix Q)

This is an existing impact fee collected by the City under Chapter 3.90.010 of the Municipal Code. The purpose of the fee is to establish a fund for financing the programs of the housing element of the City's general plan, to assist in the development of housing to meet the housing needs for the City's low and very low income households, and to foster a mix of household incomes in residential projects, and disperse affordable housing throughout the City.

Financing Strategy Summary (see Chapter 5)

The purpose of the Financing Plan is to identify the appropriate financing mechanisms to fund the necessary Backbone Infrastructure and Other Public Facilities costs (capitalized terms defined in the PFFP) required to serve the FPASP. The identified financing mechanisms are flexible enough to ensure the required improvements are constructed when necessary. The financing mechanisms ultimately used and, potentially, which ones are used at various times, will depend on the types and timing of the needed facilities.

Figure ES-1, Table ES-5, and Table ES-6 identify and quantify the major funding sources anticipated to fund Backbone Infrastructure and other Public Facilities Costs. **Table ES-5** shows the facilities grouped by the major funding sources, while **Table ES-6** shows the facilities grouped by the facility types. The following sections briefly describe the major funding sources and financing mechanisms that will be used in combination with one another throughout FPASP implementation.

Existing and Proposed City/County and Special District Fees (see Appendix Q)

The existing impact fees collected by the City, County, Other Agencies, and Folsom Cordova Unified School District will be used to fund and construct a portion of the facilities necessary to support the FPASP's residents and businesses. These existing impact fees have been established based on Government Code Section 66000 fee nexus studies that spread the cost of necessary public facilities among new development based on benefit. New FPA development is anticipated to pay applicable development impact fees rather than constructing any of the Facilities for which the fees would be collected.

**Table ES-5
Folsom Plan Area Specific Plan Financing Plan
Estimated Infrastructure Costs and Sources of Funding: Buildout**

Item	Cost	Buildout Funding Sources										Total
		City Fees	Other Agency Fees	Plan Area Fees- City Facilities	SPIF	Water Supply CFD	Sewer and Water CFD	Aquatic Center CFD	Extended-Term Infrastructure CFD		Other	
									Bond Proceeds [1]	PAYGO [2]		
Existing and Proposed City Fees												
Building Permit Processing Fees	\$19,456,000	\$19,456,000	-	-	-	-	-	-	-	-	-	\$19,456,000
Transportation Management Fee	\$1,082,000	\$1,082,000	-	-	-	-	-	-	-	-	-	\$1,082,000
Solid Waste Capital Improvement Fee	\$4,096,000	\$4,096,000	-	-	-	-	-	-	-	-	-	\$4,096,000
Park Capital Equipment Fee	\$936,000	\$936,000	-	-	-	-	-	-	-	-	-	\$936,000
Housing Trust Fund	\$24,129,000	\$24,129,000	-	-	-	-	-	-	-	-	-	\$24,129,000
Corporation Yard	\$6,460,000	\$6,460,000	-	-	-	-	-	-	-	-	-	\$6,460,000
Transit	\$24,800,000	\$17,550,000	-	-	-	-	-	-	-	-	\$ 7,250,000	\$24,800,000
Interchanges/Hwy 50 Improvements	\$74,735,000	\$31,025,000	-	-	-	-	-	-	-	\$8,250,000	\$35,460,000	\$74,735,000
Subtotal City Fees	\$155,694,000	\$104,734,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$8,250,000	\$42,710,000	\$155,694,000
Existing and Proposed Other Agency Fees												
Measure A Development Impact Fee	\$25,020,000	-	\$25,020,000	-	-	-	-	-	-	-	-	\$25,020,000
SRCS D Sewer Fee	\$36,245,000	-	\$36,245,000	-	-	-	-	-	-	-	-	\$36,245,000
Folsom Cordova USD School Facilities Fee	\$103,341,000	-	\$103,341,000	-	-	-	-	-	-	-	-	\$103,341,000
SCTDF Contribution	\$51,400,000	-	\$51,400,000	-	-	-	-	-	-	-	-	\$51,400,000
Preliminary Highway 50 Corridor Mobility Fee	\$58,640,000	-	\$58,640,000	-	-	-	-	-	-	-	-	\$58,640,000
Credit for Overlap Between Off-Site Road Fees	(\$19,980,000)	-	(\$19,980,000)	-	-	-	-	-	-	-	-	(\$19,980,000)
Subtotal Other Agency Fees	\$254,666,000	\$0	\$254,666,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$254,666,000
Plan Area Fees - City Facilities												
General Capital Facilities Fee [3]	\$12,247,000	-	-	\$12,247,000	-	-	-	-	-	-	-	\$12,247,000
Library	\$2,580,000	-	-	\$2,580,000	-	-	-	-	-	-	-	\$2,580,000
Municipal Services Center	\$5,878,000	-	-	\$5,878,000	-	-	-	-	-	-	-	\$5,878,000
Police Facilities [3]	\$5,530,000	-	-	\$5,530,000	-	-	-	-	-	-	-	\$5,530,000
Fire Facilities [3]	\$12,627,000	-	-	\$12,627,000	-	-	-	-	-	-	-	\$12,627,000
Parks [3]	\$68,150,000	-	-	\$68,150,000	-	-	-	-	-	-	-	\$68,150,000
Trails [3]	\$18,026,000	-	-	\$13,257,000	-	-	-	-	-	\$2,352,000	\$ 2,417,000	\$18,026,000
Subtotal Plan Area Improvements	\$125,038,000	\$0	\$0	\$120,269,000	\$0	\$0	\$0	\$0	\$0	\$2,352,000	\$2,417,000	\$125,038,000
Aquatic and Community Center	\$36,750,000	-	-	-	-	-	-	\$ 15,000,000	-	\$21,750,000	-	\$36,750,000
Specific Plan Infrastructure Fee (SPIF)												
On-Site Roadways [3]	\$132,910,000	-	-	-	\$126,200,000	-	-	-	X	\$6,710,000	-	\$132,910,000
Off-Site Roads within Folsom [3]	\$1,000,000	-	-	-	\$1,000,000	-	-	-	X	-	-	\$1,000,000
On-Site Water [3]	\$40,400,000	-	-	-	\$40,400,000	-	-	-	X	-	-	\$40,400,000
Off-Site Water	\$48,609,000	-	-	-	\$29,414,000	\$2,300,000	\$6,295,000	-	X	\$10,600,000	-	\$48,609,000
Recycled Water	\$11,954,000	-	-	-	\$11,954,000	-	-	-	X	-	-	\$11,954,000
Drainage [3]	\$26,370,000	-	-	-	\$26,370,000	-	-	-	X	-	-	\$26,370,000
Sewer [3]	\$20,900,000	-	-	-	\$16,990,000	-	\$ 3,910,000	-	X	-	-	\$20,900,000
Habitat Mitigation	\$12,934,000	-	-	-	\$12,934,000	-	-	-	X	-	-	\$12,934,000
Administration (3% of sum of all SPIF costs)	\$8,852,000	-	-	-	\$8,852,000	-	-	-	-	-	-	\$8,852,000
Subtotal SPIF Improvements	\$303,929,000	\$0	\$0	\$0	\$274,114,000	\$2,300,000	\$10,205,000	\$0	\$0	\$17,310,000	\$0	\$303,929,000
Total Backbone Infrastructure and Public Facilities	\$876,077,000	\$104,734,000	\$254,666,000	\$120,269,000	\$274,114,000	\$2,300,000	\$10,205,000	\$15,000,000	\$0	\$49,662,000	\$45,127,000	\$876,077,000

[1] CFD bond proceeds will be used as a financing mechanism to reimburse for eligible SPIF and other infrastructure.

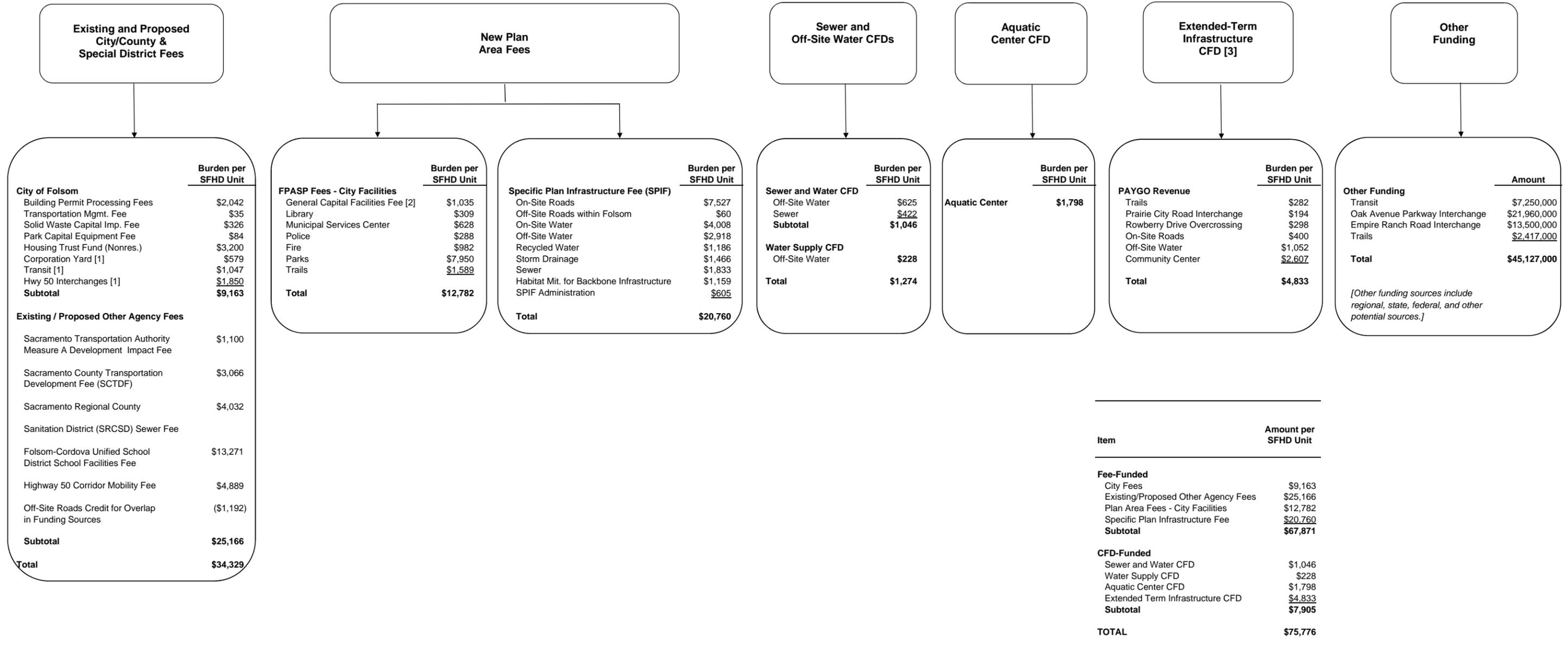
[2] CFD pay-as-you-go (PAYG) revenue is provided as a funding source for certain plan area costs

[3] These fees replace existing City fees.

ES-20

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**Figure ES-1
Folsom Plan Area Specific Plan Financing Plan
Summary of Infrastructure Funding Programs at Buildout (Amounts shown per SFHD unit)**



Source: EPS.

[1] New fees based on FPASP capital facility requirements and estimated costs.

[2] New plan area fee that is considered a rework of an existing City fee.

[3] The CFD also will serve as a financing mechanism for advance-funded SPIF infrastructure. The City intends to use CFD PAYGO revenue to fund a portion of the costs for the listed facilities.

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Table ES-6
Folsom Plan Area Specific Plan Financing Plan
Infrastructure and Public Facilities by Financing Method

Facility Type	New and Existing Development Impact Fees			Owner Advances and CFDs					Other Sources	Total
	City Fees	Agency Fees	Plan Area Fees	SPIF/ Infrast. CFD	Water Supply	Sewer and Water	Aquatic Center	Extended-Term Infrast. CFD		
Roadways										
Measure A Development Fee	-	\$25,020,000	-	-	-	-	-	-	-	\$25,020,000
SCTDF	-	\$51,400,000	-	-	-	-	-	-	-	\$51,400,000
Hwy 50 Corridor Mobility	-	\$58,640,000	-	-	-	-	-	-	-	\$58,640,000
Credit	-	(\$19,980,000)	-	-	-	-	-	-	-	(\$19,980,000)
On-Site Roadways	-	-	-	\$126,200,000	-	-	-	\$6,710,000	-	\$132,910,000
Off-Site Roadways	-	-	-	\$1,000,000	-	-	-	-	-	\$1,000,000
Interchanges	\$31,025,000	-	-	-	-	-	-	\$8,250,000	\$35,460,000	\$74,735,000
Total	\$31,025,000	\$115,080,000	\$0	\$127,200,000	\$0	\$0	\$0	\$14,960,000	\$35,460,000	\$323,725,000
Water										
On-Site Water	-	-	-	\$40,400,000	-	-	-	-	-	\$40,400,000
Off-Site Water	-	-	-	\$29,414,000	\$2,300,000	\$6,295,000	-	\$10,600,000	-	\$48,609,000
Recycled Water	-	-	-	\$11,954,000	-	-	-	-	-	\$11,954,000
Total	\$0	\$0	\$0	\$81,768,000	\$2,300,000	\$6,295,000	\$0	\$10,600,000	\$0	\$100,963,000
Wastewater										
Sewer	-	-	-	\$16,990,000	-	\$3,910,000	-	-	-	\$20,900,000
SRCSDF Fee	-	\$36,245,000	-	-	-	-	-	-	-	\$36,245,000
Drainage	-	-	-	\$26,370,000	-	-	-	-	-	\$26,370,000
Total	\$0	\$36,245,000	\$0	\$43,360,000	\$0	\$3,910,000	\$0	\$0	\$0	\$83,515,000
Habitat Mitigation	\$0	\$0	\$0	\$12,934,000	\$0	\$0	\$0	\$0	\$0	\$12,934,000
Public Facilities										
Public Schools	-	\$103,341,000	-	-	-	-	-	-	-	\$103,341,000
Parks	\$936,000	-	\$68,150,000	-	-	-	-	-	-	\$69,086,000
Aquatic & Community Center	-	-	-	-	-	-	\$15,000,000	\$21,750,000	-	\$36,750,000
Transit Services	\$17,550,000	-	-	-	-	-	-	-	\$7,250,000	\$24,800,000
Housing Trust	\$24,129,000	-	-	-	-	-	-	-	-	\$24,129,000
Trails	-	-	\$13,257,000	-	-	-	-	\$2,352,000	\$2,417,000	\$18,026,000
Fire Facilities	-	-	\$12,627,000	-	-	-	-	-	-	\$12,627,000
Police Facilities	-	-	\$5,530,000	-	-	-	-	-	-	\$5,530,000
Muni Service Center	-	-	\$5,878,000	-	-	-	-	-	-	\$5,878,000
Corporation Yard	\$6,460,000	-	-	-	-	-	-	-	-	\$6,460,000
Solid Waste	\$4,096,000	-	-	-	-	-	-	-	-	\$4,096,000
Branch Library	-	-	\$2,580,000	-	-	-	-	-	-	\$2,580,000
General Capital	-	-	\$12,247,000	-	-	-	-	-	-	\$12,247,000
Transportation	\$1,082,000	-	-	-	-	-	-	-	-	\$1,082,000
Total	\$54,253,000	\$103,341,000	\$120,269,000	\$0	\$0	\$0	\$15,000,000	\$24,102,000	\$9,667,000	\$326,632,000
Other										
Building Permit Fees	\$19,456,000	-	-	-	-	-	-	-	-	\$19,456,000
SPIF Admin	-	-	-	\$8,852,000	-	-	-	-	-	\$8,852,000
Totals	\$104,734,000	\$254,666,000	\$120,269,000	\$274,114,000	\$2,300,000	\$10,205,000	\$15,000,000	\$49,662,000	\$45,127,000	\$876,077,000

Summary		
Impact Fees	\$479,669,000	54.8%
CFDs	\$351,281,000	40.1%
Other	\$45,127,000	5.2%
Total	\$ 876,077,000	100.0%

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ES-22

Facilities and other capital items funded by these fees will be stand-alone fees. This means that the cash flows created by each fee will be used to fund those specific uses only. So the development of each will depend on the cash flow generated by the fee.

Specific items covered by these fees include the following items:

1. Transportation Management
2. Solid Waste Vehicles
3. Park Equipment
4. Housing Trust
5. Transit Vehicles and Stations
6. Highway 50 Interchanges

Other Agency fees that developers will pay include the following fees:

- Sacramento Transportation Authority Measure A fee
- Sacramento County Transportation Development Fee (SCTDF)
- Sacramento County Sanitation District fee
- Highway 50 Corridor Mobility Fee

New Plan Area Fees

The City will create two new fee programs for FPASP development: (1) FPASP Fees for City Facilities (FPASP Fee—City Facilities) and (2) the Specific Plan Infrastructure Fee (SPIF). Each of these new funding mechanisms is summarized below.

FPASP Fees for City Facilities and Capital Requirements (see Appendix R)

The FPASP Fees—City Facilities fee program would be established to fund the following new City Facilities and Other Capital Requirements:

- General Capital Facilities (equipment, technology, other apparatus, etc.)
- Library.
- Municipal Services Center.
- Police.
- Fire.
- Parks.
- Trails.

Through creation of the FPASP Fee—City Facilities, new FPASP development will not be subject to the existing Citywide fees for these municipal facilities. Rather developers will pay this combined impact fee at the time they obtain a building permit. The Financing Plan anticipates new FPASP development will pay plan area fees for City facilities, and the City will lead development of the City facilities. The City will administer these fees in a manner similar to other City administered fee programs.

The FPASP Fee—City Facilities will be implemented through a development impact fee nexus study in accordance with Government Code Section 66000 and all existing City policies. While comprised of many components, the FPASP Fee—City Facilities will be collected as one fee

eligible to fund any improvement for which it was collected. The advantage of this is that it allows for the development of these facilities in line with the development of the FPA and they do not have to be delayed or constrained by the cash flow that would result if collected and administered separately.

Specific Plan Infrastructure Fee (see Chapter 5 and Appendix S)

In addition, the FPASP property owners have proposed formation of the Specific Plan Infrastructure Fee (SPIF). The SPIF is independent and separate from all other City, County, other agency, or regional development impact fees that will be applicable to FPA development. The SPIF will fund the following Backbone Infrastructure:

- On- and off-site roadway facilities.
- On- and off-site water facilities.
- On-site recycled water facilities.
- On- and off-site sewer facilities.
- Storm drainage facilities.
- Habitat mitigation for SPIF facilities.

The Financing Plan anticipates property owners and developers will be required to advance-fund and construct the majority of SPIF Facilities. Consequently, the SPIF will primarily function to ensure that each property owner pays his or her proportionate share of the required Backbone Infrastructure costs regardless of who physically constructs the improvements.

The Financing Plan anticipates the SPIF would be implemented by the City through approval of a SPIF nexus study and adoption of a City ordinance and resolution enacting the fee (following Financing Plan approval), consistent with the requirements of Government Code Section 66000. If adopted as proposed, the City would administer the SPIF, including tracking of fee credits and reimbursements owed through the SPIF program fee reimbursement/credit agreements.

New Mello-Roos Community Facility District Programs (see Appendix U)

One or more Community Facilities Districts (CFDs) are anticipated to be established to help finance the construction or acquisition of Backbone Infrastructure and Public Facilities. The Mello-Roos Community Facilities Act of 1982 enables public agencies to form CFDs and levy a special tax on property owners in the CFD. These special taxes may be used to pay debt service on CFD bonds or to finance public improvements directly on a pay-as-you-go (PAYGO) basis.

CFD bonds are secured by a lien on the underlying land and are non-recourse to the sponsoring public agency. Land-secured debt will be necessary to fund infrastructure costs during the early years of development, as well as at other strategic times when revenues from plan area fees and other sources are not readily available. CFD special taxes, bond amounts, and PAYGO financing will be limited to prudent levels that are consistent with the City's goals and policies.

A noteworthy aspect of the FPASP CFD financing strategy is that the CFD will act both as a financing mechanism and a funding source. Proceeds from CFD bond sales, and from annual PAYGO revenues would each be used by property owners to finance Backbone Infrastructure and Other Public Facilities. The Infrastructure CFD(s) may take the form of one overall Infrastructure CFD with multiple improvement areas (e.g., one improvement area for each major property

owner) and/or may take the form of several separate infrastructure CFDs. Final determination on the preferred approach will be achieved during FPASP implementation.

Sewer and Off-Site Water CFD (see Chapter 6 and Appendix T)

The Financing Plan includes formation of a new Sewer and Off-Site Water CFD specifically targeted to help address the challenge of initial sewer and water infrastructure costs. This proposed CFD is described in more detail below and as a separate chapter in the Financing Plan.

As proposed, the Sewer and Off-Site Water CFD would be formed to include all property in the FPASP, except the Folsom Heights project, which will be served by the El Dorado Irrigation District (EID). Although subject to adjustment on implementation, the initial annual Sewer and Off-Site Water CFD special tax is assumed to be approximately \$300 per single-family equivalent unit. This amount would escalate at no more than 2 percent annually.

The Financing Plan describes how both CFD bond proceeds and PAYGO revenues from the Sewer and Off-Site Water CFD will be used by the initial and subsequent FPASP developers to help cash flow Phase 1 sewer and Phase 1 and 2 water costs. These revenues will be used in combination with Infrastructure CFD PAYGO revenues, SPIF set-aside revenues, and subsequent developer (not initial developers) advances.

SPIF Set-Aside for Water and Sewer Facilities

Initial FPA development will be required to pay a SPIF Set-Aside component to address initial water and sewer facility costs. This is a loan of SPIF collections to help cash flow the initial water and sewer costs. It will be repaid or equalized to all properties through the SPIF program as well as through the proposed Sewer and Off-Site Water CFD.

The SPIF Set-Aside will apply to the first 2,500 FPA dwelling units that would be subject to the SPIF. A portion of the SPIF will be required to be paid regardless of whether a developer/property owner has advance-funded eligible SPIF infrastructure and has executed a Fee Reimbursement Agreement through the City. One exception to this rule is that a developer/property owner who constructs water or sewer infrastructure for which the SPIF Set-Aside is being collected may take a credit against the SPIF Set-Aside.

The SPIF Set-Aside is estimated to total approximately \$5.1 million based upon the assumed development absorption rate. Any developer/property owner who pays the SPIF Set-Aside and is not repaid through credits shall be reimbursed either through cash reimbursements from SPIF collections or CFD bond proceeds or with fee credits on SPIF payments.

City Loan for Initial Water and Sewer Infrastructure (see Chapter 6)

An initial FPASP challenge will be financing the water infrastructure (Phase 1 and 2 Water) required to serve initial and subsequent FPASP development. One of the most significant challenges to be addressed is the need for expanded water transmission conveyance capabilities to deliver water from the City water treatment plant to the FPASP, once demand reaches the equivalent of approximately 2,500 dwelling units. The Phase 2 water pipeline, the estimated cost of which is approximately \$20.9 million, is the infrastructure item that resolves the potential water supply constraint issue.

Rather than focusing solely on the Phase 2 water infrastructure cost, the Financing Plan solution includes a more comprehensive look at combined water and sewer infrastructure needs. The phased water and sewer financing strategy, which is summarized below and described in more detail in Chapter 6 of the Financing Plan, describes how this initial challenge will be addressed by FPASP property owners and the City. The phased water and sewer financing strategy generally apportions the burden of resolving this particular infrastructure financing challenge across initial developers, subsequent developers, and all property owners regardless of the phase in which they develop.

The City is participating in the solution by providing a loan from City development impact fees collected from FPASP development. The City's participation via a loan from other FPASP fee revenues was considered as a last available option to help address the financing challenge, while minimizing the City's risk. The City will rely on its capacity to implement an inter-fund loan through its development impact fees to lend up to \$5.1 million to help cash flow the Phase 2 water facilities. The City proposes using some combination of transit, housing trust fund and Highway 50 Interchanges fees as the primary sources of fees from which to borrow. The City has discretion to determine the various amounts and from which development impact fee categories the loan will be capitalized, including those not specifically identified in the Financing Plan.

The City's loan will be secured by annual special taxes from the proposed Sewer and Off-Site Water CFD. Annual special taxes and proceeds from the Sewer and Off-Site Water CFD bonds will be used to repay the City's loan. The proposed repayment program equally (50 percent/50 percent split) prioritizes repayment of the SPIF Set-Aside and the City's loan.

Approximately \$31.1 million in water and sewer infrastructure costs will be met through the use of the following funding sources and financing mechanisms:

- Extended-Term Infrastructure CFD.
- SPIF Set-Aside Component.
- New Off-Site Water and Sewer CFD.
- Private developer advances (initial and subsequent developer advance-funding).
- City loan from FPASP fee revenues and repaid with FPASP property owner funding.

Water Supply CFD

The Water Supply CFD is being presented to the City Council at their December 10, 2013 meeting. The City anticipates all FPASP property owners will participate in the Water Supply CFD, which will be implemented to fund a portion of water facility costs already incurred by the City, as well as the acquisition of the water supply to serve the FPASP. The Water Supply CFD-facility portion of the special tax obligation must be prepaid before the issuance of a final small lot map. The Water Supply CFD-water supply portion of the special tax obligation will stay on the property until such time as a water meter is activated for the property. Once a homeowner or nonresidential occupant occupies a finished real estate product, the water supply special tax will be replaced by water rates. At that time, the entire Water Supply CFD lien will be released from the property.

Extended-Term Infrastructure CFD (see Chapter 5 and Appendix U)

An extended-term infrastructure CFD (Extended-Term Infrastructure CFD) is proposed to help to meet the challenge of high-cost infrastructure and facilities while also aligning the timing of funding availability with the need for such funding. For example, funding for large or deferred infrastructure projects (such as road widening from 2 to 4 lanes), which might not be needed until later in a project, may be well suited to come from the Extended-Term infrastructure CFD revenues rather than other sources. Using this approach, the Financing Plan anticipated a portion of the annual CFD PAYGO revenues would be dedicated as the sole source of revenue to fund the following Extended-Term Infrastructure CFD Facilities costs:

- Selected trail facilities (4 miles or approximately \$2.4 million in trail costs).
- Selected roadway improvements (approximately \$6.7 million for widening of Oak Avenue and Prairie City Roads from two to four lanes, if warranted).
- Selected off-site water facilities (approximately \$10.6 million for Phase 1 and 2 water infrastructure costs and repayment to the City of costs already incurred for water treatment plant improvements).
- Selected Highway 50 Interchange improvements (approximately \$20.4 million for the Empire Road Interchange and land, Prairie City Interchange improvements and Rowberry Drive overcrossing).
- Community Center (approximately \$21.8 million).

This Financing Plan describes in more detail which portions of and why these selected Extended-Term Infrastructure CFD Facilities improvements are identified for Extended-Term Infrastructure CFD funding. The following describes more detail regarding the City's discretion in funding Extended-Term Infrastructure CFD Facilities.

Through the Extended-Term Infrastructure CFD, the City will facilitate the issuance of a number of CFD bond series to finance the construction of Backbone Infrastructure. The primary pledge of Extended-Term Infrastructure CFD revenues will be to service outstanding CFD debt. Annual revenues in excess of annual debt service requirements are anticipated to be used on a PAYGO basis. For the first 10 years of the CFD, the property owners will retain 100 percent of the annual CFD PAYGO revenues to fund eligible Backbone Infrastructure. During the 11th year through the 30th year, the property owners and City will equally share (50/50) annual CFD PAYGO revenues. Thereafter, the City would be able to utilize 100 percent of CFD PAYGO revenues.

As described above, the CFD will include an extended-term (i.e., 65 year authorization) to provide discretion to fund certain Facilities identified in this Financing Plan. **Table ES-5**, **Table ES-6**, and **Figure ES-1** identify the Facilities that may be funded through Extended-Term Infrastructure CFD revenues (either through PAYGO or through one or more future bond sales).

Once debt service on all outstanding Extended-Term Infrastructure CFD bonds, which were issued for Backbone Infrastructure, has been satisfied, the City may, in its sole discretion, elect to do one or more of the following actions:

1. Continue to collect the maximum or less than the maximum annual infrastructure CFD special taxes to fund Extended-Term Infrastructure CFD Facilities with annual CFD PAYGO revenues.
2. Continue to collect the maximum or less than the maximum annual infrastructure CFD special taxes to fund Extended-Term CFD Infrastructure Facilities through issuance of one or more new series of CFD bonds.
3. Discontinue collection of the infrastructure CFD tax altogether.

While the City retains the discretion to fund all of the Extended-Term Infrastructure CFD Facilities in the amounts identified in **Figure ES-1** in the "Extended-Term CFD" (2013 dollars), the City is under no obligation to do so. In this manner, future City leaders and decision-makers have complete discretion to respond to future constituent needs and to choose the most appropriate use of Extended-Term Infrastructure CFD revenues that would be available to the City as a result of the CFD's extended-term.

Again, there is no obligation on the part of the City Council to extend the CFD if all debt service has been paid. The City Council may choose to extend and can choose for what purpose the extension would be. It is designed specifically not to be an automatic extension but rather an informed decision at the time based on the community needs and requirements.

For example, if the City were to discontinue collection of the infrastructure CFD tax or to collect less than the maximum annual tax, the City may only fund 100 percent of selected Extended-Term CFD Facilities or may partially fund each of the Extended-Term CFD Facilities. The degree of completion for Extended-Term Infrastructure CFD Facilities will depend upon future City discretionary actions regarding CFD revenue usage.

Finally, for an individual property owner, formation of and/or participation in the Extended-Term Infrastructure CFD is not mandatory. One or more developer/property owners may wish to finance Backbone Infrastructure and Other Public Facilities through means other than through formation of an infrastructure CFD on their property. However, because the Extended-Term Infrastructure CFD does have a component that pays for some Facilities costs not otherwise included in the SPIF or other funding sources, any property owner who elects not to form or annex into an Infrastructure CFD, must pay their proportional share of those costs through a building permit fee.

Aquatic Center CFD (see Appendix O)

The Aquatic Center is proposed to be funded through a traditional Mello-Roos CFD, established at the outset of development, covering the FPASP. The Financing Plan assumes the Aquatic Center special tax would only be applicable to FPASP residential land uses and would not apply to nonresidential land uses. The City could use a combination of annual special tax revenues and one or more series of CFD bonds to fund Aquatic Center costs. At the City's discretion, the City may combine the Aquatic Center special tax with another special tax into one CFD.

Other Sources

In addition to the specific funding sources identified herein, the City and other agencies will continue to rely on several other funding sources to the extent necessary and available, including the following categories:

- Matching State School Funding/Other School Funding.
- Private Developer Funding.
- Developer Advances.
- Other Funding Sources such as state and federal grant and loan programs.

To the extent that improvements necessary for FPASP development qualify or are deemed by the City Council to be appropriate uses for these programs at the time of development, the available funds will be used to augment or fully finance the eligible Facilities and, for some improvements, reduce the infrastructure burden.

Annual Maintenance Funding Obligations

The City historically has used landscaping and lighting district assessments on new development to fund the maintenance of street lighting, landscape corridors, medians, storm drainage facilities, and other open spaces. For the FPASP, the Financing Plan assumes the City may choose to use the services maintenance authorizations under the Mello-Roos Act to implement one or more Maintenance CFD(s). For Financing Plan purposes, the annual maintenance obligations have been organized into the following categories:

1. Park, Landscape Corridor, Median, and Street Light Maintenance.
2. Storm Drainage Maintenance.
3. Open Space Maintenance.

Using information from the City's existing maintenance districts, the Financing Plan defines annual maintenance as follows. "Annual maintenance functions and costs generally will include the installation, maintenance and servicing of turf, ground cover, shrubs and trees, irrigation systems, drainage systems, street lighting, fencing, soundwalls, sidewalks, monuments, statuary, fountains, water quality ponds, park facilities, open space, bike trails, walkways, drainage swales and other ornamental structures and facilities, entry signage, street pavers, art work, and monuments and all necessary appurtenances, and labor, materials, supplies, utilities [including water and electricity] and equipment, as applicable, for property owned or maintained by the City."¹ The annual maintenance costs also would likely include an allowance for long-term repair and replacement of improvements.

The annual open space maintenance special tax will be used to fund open space maintenance. Although the specific details will be finalized before FPASP development, this maintenance function is intended to maintain the 1,063 acres of natural open space area and the open space located adjacent to avoided or created habitat mitigation areas and other buffer areas between the open space and vertical development.

Residential Financial Burden Analysis

Assuring that the cost of the infrastructure requirements of new development is affordable to homeowners is an important objective of the Financing Plan.

¹ City of Folsom Preliminary Engineer's Report—Landscaping and Lighting Districts, May 2013.

The two-percent test of feasibility is a test of total taxes and assessments as a percentage of the home sales price. The purpose of estimating the total taxes and assessments as a percentage of sales price is to ensure that current and proposed taxes and assessments do not exceed 2 percent of the value of the property. The State of California's Proposition 13 limited general property tax to 1 percent of the value of the property. Based on the guidelines and standard industry practice, other bonded debt, special assessments, and other special taxes should not exceed an additional 1 percent (for a total of 2 percent) of the total value of the property.

Table ES-7 shows the estimated total annual ad-valorem taxes, special taxes, and assessments anticipated for new FPASP residential development. The total annual tax burdens range between 1.4 percent and 1.8 percent of the estimated homes sales price. Of this amount, the annual taxes associated with the development of the Public Facilities and Infrastructure range between 0.17% and 0.52%.

Based on the preliminary values indicated, which are subject to market conditions, the proposed total levels of annual taxes and assessments appear feasible for all residential land uses.

Table ES-7
Folsom Plan Area Specific Plan Financing Plan
Tax Capacity as a Percentage of Estimated Home Sales Prices

Item	Single-Family		Multifamily				
	Low-Density	High-Density	Low-Density	Med.-Density	High-Density	Mixed Use	
Assumptions							
Developable Acres	580.6	492.0	263.5	68.5	51.0	35.5	
Number of Units [1]	1,820	2,828	2,406	1,224	1,251	681	
Lot Size (sq. ft.)	10,000	5,500	n/a	n/a	n/a	n/a	
Unit Square Feet	2,800	2,300	1,200	1,000	900	900	
Estimated Average Sales Price	\$450,000	\$360,000	\$315,000	\$288,000	\$243,000	\$243,000	
Less Homeowners Property Tax Exemption	(\$7,000)	(\$7,000)	(\$7,000)	(\$7,000)	(\$7,000)	(\$7,000)	
Assessed Value	\$443,000	\$353,000	\$308,000	\$281,000	\$236,000	\$236,000	
EXISTING and PROPOSED SPECIAL TAXES AND ASSESSMENTS							
Ad Valorem Taxes							
General Property Tax	1.0000%	\$4,430	\$3,530	\$3,080	\$2,810	\$2,360	\$2,360
Los Rios Collage GOB	0.0193%	\$85	\$68	\$59	\$54	\$46	\$46
Folsom Cordova Improvement 2	0.0371%	\$164	\$131	\$114	\$104	\$88	\$88
Folsom Cordova Improvement 3	0.1155%	\$512	\$408	\$356	\$325	\$273	\$273
Subtotal Ad Valorem Taxes	1.1719%	\$5,192	\$4,137	\$3,609	\$3,293	\$2,766	\$2,766
Proposed Special Taxes & Assessments for Infrastructure							
Infrastructure CFD	Placeholder Est.	\$1,700	\$1,400	\$1,200	\$1,000	\$300	\$200
Sewer/Off-Site Water CFD	Placeholder Est.	\$300	\$300	\$160	\$120	\$120	\$110
Aquatic Center CFD	Placeholder Est.	\$175	\$175	\$120	\$120	\$120	\$120
Subtotal Special Taxes & Assessments for Infrastructure		\$2,175	\$1,875	\$1,480	\$1,240	\$540	\$430
Proposed Special Taxes & Assessments for Maintenance							
Maintenance District (CFD or L&L) [2]	City Est.	\$300	\$300	\$300	\$200	\$150	\$100
Storm Drainage Maintenance	City Est.	\$50	\$50	\$50	\$35	\$35	\$35
Open Space Maintenance	City Est.	\$50	\$50	\$50	\$35	\$35	\$35
Subtotal Special Taxes & Assessments for Maintenance		\$400	\$400	\$400	\$270	\$220	\$170
Total Annual Taxes		\$7,767	\$6,412	\$5,489	\$4,803	\$3,526	\$3,366
Total Annual Taxes as % of Finished Average Sales Price		1.73%	1.78%	1.74%	1.67%	1.45%	1.39%

"tax capacity new"

Source: Sacramento County, City of Folsom, and EPS.

[1] Although all units are shown, Folsom Heights would not pay the Sewer/Off-Site water CFD tax.

[2] For landscape corridors, street lighting, and sound wall maintenance.

1. LAND USE

Summary

The FPASP is located on approximately 3,500 acres in the City and is bounded to the west by Prairie City Road, to the east by the Sacramento/El Dorado County border, and to the south by White Rock Road. **Map ES-1** in the Executive Summary shows the size and location of the FPASP relative to the Sacramento Region.

The FPASP is a master-planned community with a diverse set of land uses and is envisioned to contain approximately 10,200 residential units of varying densities and 5.2 million building square feet of commercial space—including nearly 1.4 million square feet of regional retail—about 2.4 million square feet of general and community retail, 200,000 square feet of mixed use retail, and approximately 1.2 million square feet of office space. The residential units provide a wide range of housing options, including single family detached homes, duplexes, patio homes, townhomes, apartments, condominiums, and live/work studios. The mix of office and commercial development will provide new local jobs in the City. In addition, the FPASP includes approximately 125 acres of parks, over 1,000 acres of open space, and 6 different school sites.

Table 1 details the land uses for the FPASP. **Map ES-2** in the Executive Summary shows the Land Use Plan.

Absorption

The residential and commercial development absorption schedule shown in **Table 2** was estimated for use in projecting both annual fee revenue and annual special tax revenue for the proposed land-secured financing districts. The absorption schedule includes annual and cumulative residential dwelling units, multifamily acres, commercial acres, and commercial building square feet. Although used in the Financing Plan, it is important to note that the absorption schedule is not based on a recent market study. Its inclusion in the Financing Plan informs how the financing strategy and mechanisms are intended to be implemented.

Folsom Heights

The FPASP contains a sub-area referred to as Folsom Heights that is located in the eastern portion of the Project and borders El Dorado County. Folsom Heights is located within the boundaries of the El Dorado Irrigation District (EID). As such, Folsom Heights is anticipated to receive its water and sewer services from the EID and is not anticipated to participate in funding the FPASP water and sewer infrastructure. Consequently, the Folsom Heights development needs to be excluded for the purposes of allocating water and sewer improvement costs to the various land uses. **Table 3** shows the Folsom Heights development that will be excluded from the water and sewer cost allocations.

Table 1
Folsom Plan Area Specific Plan Financing Plan
Land Use Plan

Land Use	Density Range	Pop./Emp. Factors	Acres	Percent of Total	Units [1]	Sq. Ft.	Population	Employees
Developable								
Residential								
	<i>du/acre</i>	<i>PPH</i>						
Single-Family (SF)	1-4	2.92	580.6	16.5%	1,820	-	5,314	-
Single-Family High Density (SFHD)	4-7	2.92	492.0	14.0%	2,828	-	8,258	-
Multifamily Low Density (MLD)	7-12	1.94	263.5	7.5%	2,406	-	4,668	-
Multifamily Medium Density (MMD)	12-20	1.94	68.5	1.9%	1,224	-	2,375	-
Multifamily High Density (MHD)	20-30	1.94	51.0	1.5%	1,251	-	2,427	-
Mixed Use District (MU) - Residential [2]	9-30	1.94	35.5	1.0%	681	-	1,321	-
Subtotal Residential			1,491.1	42.4%	10,210	0	24,362	0
Commercial								
	<i>target far</i>	<i>sq. ft./emp</i>						
Mixed Use District (MU) - Commercial [2]	0.20	400	23.6	0.7%	-	205,952	-	515
Office Park (OP)	0.30	300	89.2	2.5%	-	1,165,666	-	3,886
General Commercial (GC) [3] [4]	0.25	450	188.5	5.4%	-	2,052,765	-	4,562
Community Commercial (CC) [5]	0.25	550	38.9	1.1%	-	423,621	-	770
Regional Commercial (RC)	0.28	650	110.8	3.2%	-	1,351,405	-	2,079
Subtotal Commercial			451.0	12.8%	0	5,199,409	0	11,811
Total Developable			1,942.1	55.3%	10,210	5,199,409	24,362	11,811
Non-Developable								
Commercial								
General Commercial (GC) - Non-Dev. [4]			24.4	0.7%	-	-	-	-
Community Commercial (CC) - Non Dev. [5]			0.4	0.0%	-	-	-	-
Subtotal			24.8	0.7%	-	-	-	-
Parks and Open Space								
Parks (P) - Community West			47.9	1.4%	-	-	-	-
Parks (P) - Community East			26.1	0.7%	-	-	-	-
Parks (P) - Neighborhood			47.7	1.4%	-	-	-	-
Parks (P) - Local			3.4	0.1%	-	-	-	-
Open Space (OS)			1,063.3	30.3%	-	-	-	-
Subtotal Parks and Open Space			1,188.4	33.8%	-	-	-	-
Schools								
High School-Middle School (PQP)			79.6	2.3%	-	-	-	-
Elementary School (PQP)			50.9	1.4%	-	-	-	-
Country Day School			48.7	1.4%	-	-	-	-
Subtotal Schools			179.2	5.1%	-	-	-	-
Public/Quasi Public								
Potable Water Reservoir Site			4.4	0.1%	-	-	-	-
Sanitary Sewer Pump Station			0.8	0.0%	-	-	-	-
Subtotal Public/Quasi Public			5.2	0.1%	-	-	-	-
Proposed Major Circulation			173.6	4.9%	-	-	-	-
Total Non-Developable			1,571.2	44.7%	-	-	-	-
TOTAL LAND USES [1]			3,513.3	100.0%	10,210	5,199,409	24,362	11,811

land_use

Source: MacKay & Soms Land Use Summary, Administrative Review Draft, May 15, 2009; EPS.

- [1] Units are an estimate based on target dwelling units. Actual dwelling units may differ but will fall within the specified density range.
- [2] Mixed Use District is split 60% residential and 40% commercial.
- [3] Up to 25% of the General Commercial acres may be developed as office.
- [4] The FPASP includes a total of 212.9 General Commercial acres, but uses a net site area of 188.5 acres to calculate potential building area. The remaining 24.4 acres are assumed to be undevelopable.
- [5] The Community Commercial FAR and building square feet are from FPASP. Developable acres estimated as bldg. sq. ft./43,560*FAR. The remaining 0.4 acres are assumed to be undevelopable.

Table 2
Folsom Plan Area Specific Plan
Absorption of Taxable Dwelling Units/Acres

Year	Annual Absorption								Cumulative Absorption							Undeveloped Acres				
	Dwelling Units					Acres			Comm Sq.Ft.	Dwelling Units					Acres		Comm Sq.Ft.	Single Family	MF & Comm.	
	SF and SFHD	MLD	MU Resid.	MMD & MHD	Total	MMD & MHD	Comm.	SF and SFHD		MLD	MU Resid.	MMD & MHD	Total	MMD & MHD	Comm. [1]					
<i>Dwelling Units at Buildout</i>									4,648	2,406	681	2,475	10,210	2,475						
<i>Acres at Buildout</i>									1,072.6	263.5	35.5	119.5	1,491.1	119.5	451.0	5,199,409	0.0	0.0		
<i>Dwelling Units per Acre</i>									4.3	9.1	19.2	20.7	20.7							
<i>Average FAR</i>																		0.26		
																	1,371.6	570.5		
1	200	-	-	-	200	-	-	-	200	-	-	-	200	-	-	-	1,325.4	570.5		
2	300	-	-	-	300	-	-	-	500	-	-	-	500	-	-	-	1,256.2	570.5		
3	300	-	-	-	300	-	-	-	800	-	-	-	800	-	-	-	1,186.9	570.5		
4	300	100	-	207	607	10.0	-	-	1,100	100	-	207	1,407	10.0	-	-	1,106.8	560.5		
5	300	100	-	-	400	-	-	-	1,400	200	-	207	1,807	10.0	-	-	1,026.6	560.5		
6	375	125	-	207	707	10.0	-	-	1,775	325	-	414	2,514	20.0	-	-	926.4	550.5		
7	375	125	-	-	500	-	-	-	2,150	450	-	414	3,014	20.0	-	-	826.1	550.5		
8	375	125	-	207	707	10.0	-	-	2,525	575	-	621	3,721	30.0	-	-	725.9	540.5		
9	375	125	-	-	500	-	15.0	172,914	2,900	700	-	621	4,221	30.0	15.0	172,914	625.7	525.5		
10	450	150	-	105	705	5.0	15.0	172,914	3,350	850	-	726	4,926	35.0	30.0	345,828	505.4	505.5		
11	450	150	-	-	600	-	15.0	172,914	3,800	1,000	-	726	5,526	35.0	45.0	518,742	385.1	490.5		
12	450	150	-	414	1,014	20.0	30.0	345,828	4,250	1,150	-	1,140	6,540	55.0	75.0	864,570	264.9	440.5		
13	398	250	-	-	648	-	30.0	345,828	4,648	1,400	-	1,140	7,188	55.0	105.0	1,210,398	145.6	410.5		
14	-	600	-	414	1,014	20.0	30.0	345,828	4,648	2,000	-	1,554	8,202	75.0	135.0	1,556,226	79.9	360.5		
15	-	406	100	-	506	-	30.0	345,828	4,648	2,406	100	1,554	8,708	75.0	165.0	1,902,054	30.3	330.5		
16	-	-	-	414	414	20.0	30.0	345,828	4,648	2,406	100	1,968	9,122	95.0	195.0	2,247,882	30.3	280.5		
17	-	-	-	-	-	-	30.0	345,828	4,648	2,406	100	1,968	9,122	95.0	225.0	2,593,710	30.3	250.5		
18	-	-	-	507	507	24.5	30.0	345,828	4,648	2,406	100	2,475	9,629	119.5	255.0	2,939,538	30.3	196.0		
19	-	-	-	-	-	-	15.0	172,914	4,648	2,406	100	2,475	9,629	119.5	270.0	3,112,452	30.3	181.0		
20	-	-	100	-	100	-	15.0	172,914	4,648	2,406	200	2,475	9,729	119.5	285.0	3,285,366	25.0	166.0		
21	-	-	-	-	-	-	15.0	172,914	4,648	2,406	200	2,475	9,729	119.5	300.0	3,458,280	25.0	151.0		
22	-	-	-	-	-	-	15.0	172,914	4,648	2,406	200	2,475	9,729	119.5	315.0	3,631,195	25.0	136.0		
23	-	-	-	-	-	-	15.0	172,914	4,648	2,406	200	2,475	9,729	119.5	330.0	3,804,109	25.0	121.0		
24	-	-	-	-	-	-	15.0	172,914	4,648	2,406	200	2,475	9,729	119.5	345.0	3,977,023	25.0	106.0		
25	-	-	100	-	100	-	15.0	172,914	4,648	2,406	300	2,475	9,829	119.5	360.0	4,149,937	19.8	91.0		
26	-	-	-	-	-	-	15.0	172,914	4,648	2,406	300	2,475	9,829	119.5	375.0	4,322,851	19.8	76.0		
27	-	-	-	-	-	-	15.0	172,914	4,648	2,406	300	2,475	9,829	119.5	390.0	4,495,765	19.8	61.0		

3

Table 2
Folsom Plan Area Specific Plan
Absorption of Taxable Dwelling Units/Acres

Year	Annual Absorption								Cumulative Absorption							Undeveloped Acres			
	Dwelling Units				Total	Acres			Comm Sq.Ft.	Dwelling Units				Acres		Comm Sq.Ft.	Single Family	MF & Comm.	
	SF and SFHD	MLD	MU Resid.	MMD & MHD		MMD & MHD	Comm.	SF and SFHD		MLD	MU Resid.	MMD & MHD	Total	MMD & MHD	Comm. [1]				
<i>Dwelling Units at Buildout</i>									4,648	2,406	681	2,475	10,210	2,475					
<i>Acres at Buildout</i>									1,072.6	263.5	35.5	119.5	1,491.1	119.5	451.0	5,199,409	0.0	0.0	
<i>Dwelling Units per Acre</i>									4.3	9.1	19.2	20.7		20.7					
<i>Average FAR</i>																0.26			
28	-	-	-	-	-	-	15.0	172,914	4,648	2,406	300	2,475	9,829	119.5	405.0	4,668,679	19.8	46.0	
29	-	-	-	-	-	-	15.0	172,914	4,648	2,406	300	2,475	9,829	119.5	420.0	4,841,593	19.8	31.0	
30	-	-	100	-	100	-	15.0	172,914	4,648	2,406	400	2,475	9,929	119.5	435.0	5,014,507	14.6	16.0	
31	-	-	-	-	-	-	16.0	184,903	4,648	2,406	400	2,475	9,929	119.5	451.0	5,199,409	14.6	-	
32	-	-	-	-	-	-	-	-	4,648	2,406	400	2,475	9,929	119.5	451.0	5,199,409	14.6	-	
33	-	-	-	-	-	-	-	-	4,648	2,406	400	2,475	9,929	119.5	451.0	5,199,409	14.6	-	
34	-	-	-	-	-	-	-	-	4,648	2,406	400	2,475	9,929	119.5	451.0	5,199,409	14.6	-	
35	-	-	100	-	100	-	-	-	4,648	2,406	500	2,475	10,029	119.5	451.0	5,199,409	9.4	-	
36	-	-	-	-	-	-	-	-	4,648	2,406	500	2,475	10,029	119.5	451.0	5,199,409	9.4	-	
37	-	-	-	-	-	-	-	-	4,648	2,406	500	2,475	10,029	119.5	451.0	5,199,409	9.4	-	
38	-	-	-	-	-	-	-	-	4,648	2,406	500	2,475	10,029	119.5	451.0	5,199,409	9.4	-	
39	-	-	-	-	-	-	-	-	4,648	2,406	500	2,475	10,029	119.5	451.0	5,199,409	9.4	-	
40	-	-	100	-	100	-	-	-	4,648	2,406	600	2,475	10,129	119.5	451.0	5,199,409	4.2	-	
41	-	-	-	-	-	-	-	-	4,648	2,406	600	2,475	10,129	119.5	451.0	5,199,409	4.2	-	
42	-	-	-	-	-	-	-	-	4,648	2,406	600	2,475	10,129	119.5	451.0	5,199,409	4.2	-	
43	-	-	-	-	-	-	-	-	4,648	2,406	600	2,475	10,129	119.5	451.0	5,199,409	4.2	-	
44	-	-	-	-	-	-	-	-	4,648	2,406	600	2,475	10,129	119.5	451.0	5,199,409	4.2	-	
45	-	-	81	-	81	-	-	-	4,648	2,406	681	2,475	10,210	119.5	451.0	5,199,409	-	-	

absorption

[1] Cumulative residential undeveloped acres estimated as previous year's undeveloped acres - sum of units/(units per acre) across residential land uses.

4

Table 3
Folsom Plan Area Specific Plan Financing Plan
Folsom Heights Development

Land Use	Target FAR	Acres	Dwelling Units	Building Sq. Ft.
Residential				
Single-Family (SF)	-	35.0	106	-
Single-Family High Density (SFHD)	-	31.0	171	-
Multifamily Low Density (MLD)	-	27.9	253	-
Multifamily Medium Density (MMD)	-	-	-	-
Multifamily High Density (MHD)	-	-	-	-
Mixed Use District (MU) - Residential	-	-	-	-
Subtotal Residential		93.9	530	-
Commercial				
Mixed Use District (MU) - Commercial	-	-	-	-
Office Park (OP)	-	-	-	-
General Commercial (GC) [2]	0.25	34.50	-	376,794
Community Commercial (CC)	-	-	-	-
Regional Commercial (RC)	-	-	-	-
Subtotal Commercial		34.5	-	376,794
Total Developable		128.4	530.0	376,794

fn

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2. POLICY AND FINANCING FRAMEWORK

This chapter describes the policy and financing framework that shaped the financing strategy included within this Financing Plan. The chapter describes each of the following concepts:

- Specific Plan Approval and City Annexation.
- Development Agreements and Subsequent Entitlements.
- Future Discretionary Project Approvals.
- Financing Purpose, Goals and Policies.

Policy Framework

The ability to develop property within the FPASP is governed by a number of City agreements, policies and approvals. The following sections summarize these actions taken for the FPASP.

Specific Plan Approval and City Annexation

The FPASP Project was approved by City Resolution No. 8863 on June 28, 2011. That City action was accompanied by a general plan amendment, approval of the Specific Plan (Specific Plan Document), certification of the Environmental Impact Report portion of the FPASP Joint Environmental Impact Report/Environmental Impact Statement (EIR/EIS) and pre-zoning for development within the project area. The Specific Plan was approved by the City subject to agreement between the City and Sacramento County (County) on a tax sharing agreement for annexation of the property into the City. The City and County reached agreement on tax sharing and the property was annexed into the City in January 2012.

The Specific Plan Document is a comprehensive document including the following information for the Project:

- Overall concept and purpose.
- Setting and vision.
- Land use and zoning.
- Housing Strategies and Town Center/Entertainment District.
- Circulation, Open Space and Parks.
- Resource management and sustainable design.
- Public services, facilities and utilities.
- Implementation.

Related plans in the Appendices include the development standards and City General Plan consistency analysis.

Adoption of the Specific Plan Document establishes and vests (through the Development Agreement described below) the zoning of the property, including the land plan and corresponding development standards, circulation system, plan for services and utilities, and plan for implementation and financing.

Development Agreements and Subsequent Entitlements

Development within the FPASP is subject to approval of subsequent entitlements by the City, and will be governed by a series of development entitlements between the City and the property owners. A multi-tier approach to entitlement execution establishes the conditions of and mitigation measures for project development. Because the limited entitlement does not include overall project conditions and financing, there will be multiple phases (Tiers) of development entitlements as follows:

- **Tier 1 Entitlements.** The Tier 1 entitlement process will include approval of the Specific Plan Document, EIR, and a Tier 1 development agreement with identical terms for each of the FPASP property owners. The Tier 1 development agreements explain Tier 1 and Tier 2 processing in additional detail.
- **Subsequent (Tier 2) Entitlements.** The Tier 2 entitlement process will occur prior to, or concurrent with, any further entitlement or physical development of the property. Tier 2 entitlements will complete the FPASP master planning, financing planning, and phasing planning. The Financing Plan anticipates the City would implement the Tier 2 Entitlements through agreement with each FPASP property owner via a new development agreement.

The following sections describe provisions of the development agreement(s) that do (Tier 1) or would (New Development Agreement) relate to this Financing Plan.

Tier 1 Development Agreement

Through City Ordinance No. 1149, the City approved a Tier 1 Development Agreement between the City and the Plan Area property owners on July 12, 2011. The effective date of City Ordinance No. 1149 was August 11, 2011.

The Tier 1 Development Agreements vest certain rights of the property owners and of the City and commits each party to the agreements to subsequent actions before FPASP development may proceed. The Tier 1 Entitlement Development Agreements require participation in a single Public Facilities Financing Plan (defined in the Tier 1 Development Agreement as a Financing Implementation Plan) that covers the entire FPASP. The Financing Plan must be approved by the City prior to the first FPASP small lot tentative map. The Financing Plan is required to describe the financing strategy and mechanisms to fund backbone infrastructure and public facilities needed to serve new FPASP development.

New Development Agreement

The Tier 1 Development Agreement states "no Development Activity shall occur on the Property, or any portions thereof, until Landowner has entered into a project-specific development or agreements with City in addition to, or in the place of this Agreement, application to the portion of the Property [defined terms are capitalized]." As originally anticipated in the Tier 1 Development Agreement, the new Development Agreement is intended to "direct Development Activity on a property, or portion thereof, regarding "project-specific infrastructure requirements, new mitigation or other fees, adjustment of fee programs, specific terms of Community Facilities Districts, and fee credit/reimbursement program details and New Rules adopted by the City which are not inconsistent with the Entitlements with respect to permitted uses, density and intensity of use, rate or timing of construction, maximum building height and size, or any other

terms of the Initial Entitlements or this Agreement [defined terms are capitalized in the Tier 1 Development Agreement].”

Future Discretionary Project Approvals

In addition to the anticipated creation of a new Development Agreement, future development of FPASP property will be subject to the following future discretionary City project approvals:

- Project level design guidelines.
- Design review.
- Subdivisions (e.g., large lot final maps, tentative maps, final small lot maps).
- Building permits (this is a ministerial project approval rather than discretionary).

Financing Plan Policy Guidance

The financing strategy included within this Financing Plan has been guided by existing City policies and practices, by the Specific Plan Document Implementation Chapter and by prevailing industry best practices for the financing of public infrastructure. This section specifically summarizes the Specific Plan Document’s Implementation Chapter.

Specific Plan Financing, Phasing and Maintenance of Public Infrastructure and Facilities

Section 13.6 of the Specific Plan Document articulates the objectives and policies guiding Backbone Infrastructure and Other Public Facilities. Section 13.6.1 states, “the construction of all required backbone infrastructure and other public improvements for the Plan Area will be funded through the establishment of one or more community facilities districts, Plan Area impact fees, City of Folsom impact fees, private developer financing, and other available funding mechanisms summarized below and discussed in more detail in the PFFP and the development agreement(s).”²

Financing Objectives and Policies

A set of Financing Objectives and Policies defines the “rules” regarding the funding and construction of infrastructure and the phasing of development within the FPASP. Development in the FPASP shall be consistent with the following policies, which will be incorporated as Conditions of Approval for Tier 2 Entitlements and Subsequent Entitlements. These policies clarify the approach for developing required infrastructure as each project or tentative subdivision map moves forward. The policies are numbered as they appear in the Specific Plan document and terms such as “Plan Area” refer to the FPASP as defined in this document.

Financing Objectives

Objective 13.1: Provide funding for all FPASP backbone infrastructure and public facilities projects so that development of the Plan Area may proceed.

² Folsom Plan Area Specific Plan – June 2011, Section 13.6

Financing Policies

Policy 13.1: The Plan Area shall fund its proportional share of regional backbone infrastructure costs and the full costs for primary and secondary backbone infrastructure.

Policy 13.2: The Plan Area shall fund its proportional share of the costs for Plan Area public facilities including the municipal center, police and fire department stations, the city corporation yard and community, neighborhood and local parks.

Policy 13.3: The City of Folsom shall apply for Sacramento Countywide Transportation Mitigation fee funding to help fund all eligible regional road backbone infrastructure.

Policy 13.4: A Plan Area fee will be created to fund backbone infrastructure and a proportional cost allocation system will be established for each of the Plan Area property owners.

Policy 13.5: City of Folsom impact and capital improvement fees shall be used to fund Plan Area backbone infrastructure and public facilities where allowed by law.

Policy 13.6: One or more Community Facilities Districts shall be created in the Plan Area to help finance backbone infrastructure and public facilities costs and other eligible improvements and/or fees.

Financing Plan Purpose, Goals and Policies

Purpose

The purpose of the Financing Plan is to identify the appropriate financing mechanisms to fund the necessary Backbone Infrastructure and Other Public Facilities costs required to serve the FPASP. The identified financing mechanisms are flexible enough to ensure the required improvements are constructed when necessary. The financing mechanisms ultimately used and, potentially, which ones are used at various times, will depend on the types and timing of the needed facilities.

Financing Plan Goals

The elements of the Financing Plan must work together to provide the optimal balance of fee, bond, and private financing so as not to burden undeveloped land while assuring that necessary facilities are constructed when needed. The Financing Plan articulates the financing strategy such that each property owner/investor can achieve the following goals:

- Ability to achieve final end-use, on-site vertical development.
- Develop his or her respective property independently without relying on others to proceed (to the greatest extent physically and feasibly possible).
- Maximize available financial resources to optimize development returns, while creating a community with City-desired amenities.

The following financing policies are consistent with the aforementioned goals.

Financing Policies

In addition to the financing policies from the Specific Plan Document, the following objectives and policies should be considered to guide financing of infrastructure and services in the FPASP.

FPASP Property Owner Policies

- Clearly identify physical and financial obligations of the FPASP and each property owners' development project.
- Equitably allocate FPASP Facilities costs to land uses based on proportional benefit received.
- Maximize the use of existing tools and funding mechanisms.
- Maximize the use of "pay-as-you-go" funding mechanisms.
- Establish FPASP fee programs (one for City facilities and one for Backbone Infrastructure costs [i.e., the SPIF]) to fund all or a portion of major Backbone Infrastructure and Other Public Facilities not included in existing fee programs or funded through other sources.
- Make appropriate use of one or more public land-secured debt financing mechanisms.
- Effectively leverage available regional, state, and federal funding (e.g., transportation funding opportunities through Sacramento Area Council of Governments [SACOG]'s Metropolitan Transportation Plan/Sustainable Community Strategy).
- Include flexibility to accommodate changes in development phasing, sequencing, and land uses in response to market conditions.
- Identify ways to finance construction of Backbone Infrastructure and Public Facilities through the most efficient combination of public and private financing.

City Policies

- The City will not contract or proceed to build any infrastructure without full funding being secured and assessable to the City.
- Minimize the use of City funds to cover any shortfalls or cash flow issues.
- The water supply, for the Folsom Plan Area, shall not be paid for by Folsom residents north of Highway 50 (Measure W).
- All land for Public Facilities shall be dedicated by the owner at the time this land is needed for development.
- Priority for construction of Public Facilities, which are to be constructed using FPASP Fees – City Facilities, shall be determined by the City. Such Public Facilities would be constructed according to the locations and specifications set forth herein.
- The City may seek grant funds for various projects, but agreements will not unreasonably delay construction of needed infrastructure based on the lack of grant approvals.
- All Agreements shall distinguish between one-time commitments and charges and on-going obligations of the landowners and successors.

- CFD bond funds shall only be used for capital costs (including replacement costs) and cannot be used to finance impact or other fees, except for the SPIF. Mello-Roos CFD proceeds may be used to fund SPIF fees.
- Future developers will not be constrained to the extent it is cost prohibitive due to buy-in or catch-up obligations.

3. *BACKBONE INFRASTRUCTURE REQUIREMENTS*

This chapter defines and briefly summarizes the FPASP backbone infrastructure requirements as informed by the Specific Plan Document, City master plans, and infrastructure planning documents from other agencies. Specific cost detail supporting the FPASP Backbone Infrastructure is included in **Appendices A** through **H**. The cost estimates are based on information from McKay & Soms and the City unless otherwise indicated.

Financing Plan Definitions

Many people tend to use the term “backbone infrastructure” for all publicly owned facilities. The Financing Plan uses the term(s) Backbone Infrastructure and Other Public Facilities and relies on the following definitions to characterize these items more precisely:

- **Backbone Infrastructure.** This term includes most of the public service-based items that are underground or at ground level, which may be both on site or off site (i.e., within or outside the FPASP boundaries). Backbone Infrastructure is sized to serve the FPASP as a whole and in some cases may be sized to serve broader development areas, including existing development (e.g., future freeway interchanges). For the FPASP, Backbone Infrastructure includes the following items:

- Roadways.
- Water Facilities.
- Recycled Water Facilities.
- Storm Drainage Facilities.
- Sewer Facilities.
- Habitat Mitigation for Backbone Infrastructure.

It is important to note that Backbone Infrastructure costs include roadway median costs (median curbs and landscaping) as well as the costs for sidewalks/trails and streetlights adjacent to backbone roadways. Backbone Infrastructure does not include landscape corridors and soundwalls adjacent to backbone roadway facilities, with minor exceptions to this rule where a backbone roadway is adjacent to an open space area.

- **Other Public Facilities.** This group of items (also defined as “Public Facilities”) provides amenities to the FPASP (e.g., parks, schools) or houses employees providing services to the area (e.g., law enforcement, fire). For the FPASP, Other Public Facilities includes the following items:

- Parks and Trails.
- Library.
- Fire Facilities.
- Municipal Services Center.
- Highway 50 Interchanges.
- General Capital Facilities (moved from existing City Fees).
- Schools.
- Transit Facilities.
- Police Facilities.
- Corporation Yard.
- Aquatic and Community Center.

- **Facilities.** This term may be used generically in the Financing Plan to include a combination of Backbone Infrastructure and Other Public Facilities when a separate distinction is not required.
- **Other FPASP Development Costs.** The Backbone Infrastructure and Other Public Facilities cost estimates exclude the costs of in-tract and other subdivision-specific improvements, which will be privately financed. These improvements are considered subdivision improvements and, therefore, are not part of this Financing Plan. Other development costs include the following categories of improvements:
 - **In-tract or subdivision improvements** in a project include in-tract improvements (e.g., mass grading, sewer, storm drainage, water, and local roads) in an individual subdivision, commercial, or multifamily project.
 - **Habitat mitigation requirements for on-site development** include the mitigation for these items to permit development of on-site, property owner-specific vertical development. Only costs for habitat mitigation associated with Backbone Infrastructure and Other Public Facilities are included in the Financing Plan.

Backbone Infrastructure

Table 4 summarizes the estimated cost of FPASP backbone infrastructure (2013 \$), which include the following facilities:

- Roadways
- Water System (On-site and Off-site)
- Recycled Water System
- Sanitary Sewer System
- Storm Drainage System
- Habitat Mitigation (for Backbone Infrastructure)

All of these facilities are intended to be included in the SPIF funding program. **Appendix A** contains a backbone infrastructure cost summary and unit cost estimate assumptions prepared by MacKay & Soms. In addition, there is a separate appendix for each facility type. Each of these appendices (**Appendix B** through **Appendix H**) contains an illustration of the backbone infrastructure and summary of the total costs. Each appendix also contains detailed support for the cost estimates as well as an allocation of costs to the land uses that benefit from such backbone infrastructure. The backbone infrastructure requirements are briefly summarized below.

Roadways

Roadway improvements include both construction of an on-site roadway system and a contribution to construction of off-site roadways within the City.

Table 4
Folsom Plan Area Specific Plan Financing Plan
Summary of Estimated Backbone Infrastructure Costs (2013\$)

Improvement	Estimated Costs At Buildout (2013\$)
Specific Plan Infrastructure Fee (SPIF)	
On-Site Roadways	\$132,910,000
Off-Site Roads within Folsom	\$1,000,000
On-Site Water	\$40,400,000
Off-Site Water	\$48,609,000
Recycled Water	\$11,954,000
Drainage	\$26,370,000
Sewer	\$20,900,000
Habitat Mitigation	\$12,934,000
Administration (3% of sum of all other costs)	\$8,852,000
Subtotal SPIF Improvements	\$303,929,000
SCTDF Contribution	\$51,400,000
Total Backbone Infrastructure	\$355,329,000

bb inf cost

Source: MacKay & Soms, City of Folsom, Sacramento County

On-Site Roads

The on-site roadway system requirements are summarized below:

- Major and secondary road construction, including construction of travel lanes; medians; curb, gutter, and sidewalk; entry monumentation; as well as street light and sign installation.
- Railroad crossings.
- Traffic signal control system.
- Dry utilities.
- Electrical transmission system.
- Fencing (for roadways adjacent to open space areas).

The following major and secondary roads are included in the FPASP road construction program:

- Easton Valley Parkway
- Oak Avenue Parkway
- Scott Road
- New Placerville Road
- Empire Ranch Road
- Rowberry Road
- Street A
- Street B

Off-Site Roads

In addition to constructing an on-site roadway system, the FPASP will be required to contribute to construction of off-site roads in the City. Currently, the off-site road obligation is estimated at \$1 million.

Sacramento County Transportation Development Fee Program

Further, the FPASP will contribute toward the construction of off-site roads in Eastern Sacramento County needed to accommodate new development through payment of the Sacramento county Transportation Development fee (SCTDF). The Fair Share Cost Allocation for Sacramento County & City of Folsom (January 2013) prepared by DKS Associates details the roadway requirements, costs, and cost allocation to the new development areas. In the Fair Share Cost Allocation analysis, the costs of the new road improvements are allocated to each of the new development areas, including the FPASP, using a fair share cost allocation based on each area's estimated roadway usage. The SCTDF fees for new FPASP development will be based on each land use type's trip generation characteristics relative to other land uses.

Water

The FPASP water system requirements consist of three components: on-site improvements, off-site improvements, and systems optimization review (SOR). These components are summarized below.

On-Site Water

The on-site water system is divided into five pressure zones and consists of a series of transmission pipelines, pressure regulating stations, pump stations, and storage tanks. In addition, an estimated six acres of land will be required for the water system facilities.

Off-Site Water

The FPASP will be required to contribute to the cost of required off-site water facilities. These facilities consist of existing and new facilities. Existing facilities include a water treatment plant, a pump station, transmission pipelines, reservoirs, and the distribution system. New facilities include transmission pipelines, and expansion of the pump station to provide additional capacity.

Systems Optimization Review (SOR)

SOR consists of improvements made to increase the efficiency of the City water system. The FPASP will be required to contribute toward the SOR improvements, which are divided into incurred and new categories. The incurred categories include work items that have already been completed, while the new improvements are planned but have not yet been made.

The incurred SOR tasks include leak repairs; studies to analyze the proposed improvements to the Willow Hill pipeline; and engineering, administration, and construction management to develop a new water supply plan and address federal and state requirements.

The future SOR tasks include installation of the Willow Hill pipeline lining and further engineering, administration, and construction management for the new water supply development.

Recycled Water

The FPASP will be required to construct transmission pipelines for a recycled water system. The recycled water system is divided into three pressure zones, each with a series of transmission pipelines. In addition, an estimated three acres of land may be required for potential future recycled water facilities, such as storage tanks.

Sanitary Sewer

Sanitary sewer system requirements include a series of transmission pipelines, pump stations, and force mains. In addition, an estimated three acres of land will be needed for these planned pump station sites:

- Hillsborough/Carpenter Ranch Pump Station
- Mangini Ranch Pump Station
- Russell–Promontory Pump Station

It is assumed that the SRCSD will ultimately build a regional sewer lift station. Therefore, a regional lift station is not included in the FPASP improvements. The FPASP will contribute to construction of this lift station through payment of the SRCSD impact fees.

Storm Drainage

Storm drainage system requirements include a series of pipelines, water quality/hydro-modification basins, and detention basins. The system includes 29 water quality/hydro-modification basins, 4 water quality/hydro-modification/detention basins, and 2 stand-alone detention basins.

Habitat Mitigation

The FPASP is required to mitigate for habitat destroyed by the construction of Backbone Infrastructure and Other Public Facilities. The habitat requirements include both preservation of existing habitat and creation of new habitat. The habitat types include wetlands, Swainson's hawk foraging habitat, oak woodland impacts, and elderberry plants.

4. PUBLIC FACILITIES REQUIREMENTS

Overview

This chapter describes the FPASP Public Facility requirements (defined in **Chapter 3**) as informed by the Specific Plan Document, City master plans and infrastructure planning documents from other agencies. Specific cost detail supporting the FPASP Public Facilities is included in **Appendix I** through **Appendix O**. The cost estimates are based upon information from the City unless otherwise indicated.

Public Facilities

Table 5 summarizes the estimated cost of FPASP public facilities (2013 \$), which include the following Facilities:

- General Capital Facilities (existing fee to be folded into FPASP—City Facilities Fee).
- Library.
- Municipal Services Center.
- Police.
- Fire.
- Parks.
- Trails.
- Corporation Yard (to be included with general City fees—see **Figure 1** in **Chapter 6**).
- Transit Improvements (to be included with general City fees—see **Figure 1** in **Chapter 6**).
- Interchanges/Highway 50 Improvements.
- Aquatic and Community Center.

This Financing Plan contains a separate appendix for each public facility type. Each of these appendices (**Appendix I** through **Appendix O**) contains information about the particular facility type, including maps where applicable, cost estimate summaries, cost allocations, detailed cost estimates, and supporting information. The Financing Plan does not include any supporting cost detail for the City's General Capital Facilities fee since this fee already exists.

All of these facilities, except for the corporation yard transit facilities, interchanges, and aquatic and community center are intended to be included in the FPASP Fee—City Facilities program. The City has provided the following language describing the scope of each public facility that informed the Financing Plan public facility cost estimates.

General Capital Facilities

The City anticipates incorporating a fee component to fund general capital facilities. General capital facilities include, but are not limited to, furniture, fixtures and equipment for City facilities (including fire and police facilities), police and fire vehicles and uniformed personnel turnout gear, library materials such as books, computers and other materials and other general capital needs of the City.

Table 5
Folsom Plan Area Specific Plan Financing Plan
Summary of Estimated Public Facilities Costs (2013\$)

Improvement	Estimated Costs At Buildout (2013\$)
Plan Area Fees	
Library	\$2,580,000
Municipal Services Center	\$5,878,000
Police Facilities	\$5,530,000
Fire Facilities	\$12,627,000
Parks	\$68,150,000
Trails	\$18,026,000
Subtotal Plan Area Fee Improvements	\$112,791,000
City Fees	
Corporation Yard	\$6,460,000
Transit	\$24,800,000
Interchanges/Highway 50 Improvements	\$74,735,000
Subtotal City Fee Improvements	\$105,995,000
Aquatic and Community Center	\$36,750,000
Total Public Facilities	\$255,536,000

pf cost

Source: MacKay & Soms, City of Folsom

Library Facilities

The branch library will be designed to facilitate community needs in the Folsom Plan Area and will have an on-site inventory of over 12,000 books, supplemented with eBooks and pre-loaded tablets. It will be designed to serve all ages and will have computer/learning lab space, group study rooms, as well as a larger community room.

Construction of the branch library is planned to take place at the same time that the municipal center is being constructed. This is when the Folsom Plan Area is about half populated or with a population of about 12,000 residents. This is planned to occur in the 10th to 12th year of development. Location and site are unknown at this time as the branch library could be a stand-alone facility, be an addition to the Municipal Service Center or be in a mixed nonresidential development site. Site selection will be further explored.

The branch library will be funded from FPASP Fees—City Facilities impact fees paid by developers at the time they obtain building permits. These fees include both the general capital facility fee (for equipment, apparatus, etc.) and capital facilities fees for public facility construction. These fees will be developed through nexus studies and authorized by the City Council by ordinance. These fees will cover the costs of construction, fiber optic cabling, initial library collection, furnishings, and computer equipment. Computer equipment and collection replacement costs will be part of departmental operating budget. The cash flow analysis in the Executive Summary shows that at the scheduled time of construction the necessary funding will be available from this source.

Municipal Services Center

The Municipal Service Center is designed to be a full service center that will provide a customer center for utility bill and license payments, park and recreation registration, building planning and permit processing, employment applications, code enforcement, and other public services. In addition, it will have an information technology center and the capacity to hold various community meetings and have public computer access.

Construction of the municipal service center is planned to take place when the Folsom Plan Area is about half populated or with a population of about 12,000 residents. This is planned to occur in the 10-12th year of development.

The center will be funded from FPASP Fees—City Facilities impact fees paid by developers at the time they obtain building permits. These fees include both the general capital facility fee (for equipment, apparatus, etc.) and capital facilities fees for public facility construction. These fees will be developed through nexus studies and authorized by the City Council by ordinance. These fees will cover the costs of construction, fiber optic cabling, staff vehicle purchases, center furnishings, and computer equipment. Vehicle and equipment replacement costs will be part of departmental operating budgets. The cash flow analysis in the Executive Summary shows that at the scheduled time of construction the necessary funding will be available from this source.

Police Facilities

The FPA will be served by approximately 30 sworn police officers at build-out. To accommodate these additional staff and be responsive to the FPA community a single sub-station is proposed for the area. The level of service represents a rate of 1.2 officers per 1,000 population. While

this is not a definitive staffing standard and many other factors go into determining the adequate level of service required for an area it is, however, a method to compare with our current levels.

Construction of the police station is expected to be completed when there are approximately 10,000 people living in the FPA. This is anticipated to be about the 8th year of development. This is not to be confused with when police coverage starts. Up until the time that the new facility is completed staffing will be added to provide service to the FPA. It is planned that by the time the police facility is built about 11 sworn officers (out of the scheduled 30) will have been added and providing service to the FPA.

The Police facility will provide a public entrance and information counter, staffing/conference room, lockers and showers, interview rooms, and supervisor offices.

The police station and apparatus will be funded from FPASP Fees—City Facilities impact fees paid by developers at the time they obtain building permits. These fees include both the general capital facility fee (for equipment, apparatus, etc.) and capital facilities fees for public facility construction. These fees will be developed through nexus studies and authorized by the City Council by ordinance. These fees will cover the costs of station construction, fiber optic cabling, initial police vehicle purchases, station furnishings, and turnout gear. Vehicle and equipment replacement costs will be part of the departmental operating budget. The cash flow analysis in the Executive Summary shows that at the scheduled time of construction the necessary funding will be available from this source.

The exact timing of construction and operation also will depend on the operating revenue that is being generated by the FPA. This is because the workforce of approximately 30 police officers will require an operating budget of \$7,400,000 (2013 dollars), including vehicle replacement costs. This will come from the general fund revenues that are generated by the FPA.

Fire Facilities

The FPA is being served by the existing Fire resources of the City and in the future will be served by the addition of two new fire stations equipped with 2 engine companies, an off-road vehicle, and an ambulance. An additional off-road vehicle or ambulance will be included, depending on experience in the area. These facilities will be staffed by 30 firefighters. This level of service represents a rate of 1 station per 12,000 population, which is roughly the same as the existing service ratio (5 stations/65,000 population) and 1 station per 2.5 million square feet of nonresidential development.

Construction on the first station will begin when there are approximately 1400 residential units occupied or a population of 4000. This station will house an engine and off-road vehicle. The estimated cost is \$6,240,000 (2013 dollars).

The second station is anticipated to be started when the population is approximately 16,800, or 5,400 occupied housing units and 800,000 square feet of nonresidential space.

The fire stations and apparatus will be funded from FPASP Fees—City Facilities impact fees paid by developers at the time they obtain building permits. These fees include both the general capital facility fee (for equipment, apparatus, etc.) and capital facilities fees for public facility construction. These fees will be developed through nexus studies and authorized by the City Council by ordinance. These fees will cover the costs of station construction, fiber optic cabling,

initial apparatus purchases, equipment, station furnishings, and turnout gear. Vehicle and equipment replacement costs will be part of the departmental operating budget. The cash flow analysis in the Executive Summary shows that at the scheduled time of construction the necessary funding will be available from this source.

The exact timing of construction and operation also will depend on the operating revenue that is being generated by the FPA. This is because the 2 fire stations will require a workforce of approximately 30 firefighters and require an operating budget of \$6,050,000 (2013 dollars), including vehicle replacement costs. This will come from the general fund revenues that are generated by the FPA.

Parks

The FPA will be served by the addition of 125 acres of developed park land in 2 community parks, 5 neighborhood parks, and 2 local parks as shown on Map TS-9 (following page). This level of development represents a standard of 5 acres per 1000 residents, which is the same standard as we have north of U.S. Highway 50. In addition, in accordance with the LAFCO condition approving the annexation, there is another 1,063 acres of natural open space which represents 30% of the entire FPA.

Design and construction of the various park areas will take place in conjunction with the residential development timeline and in the same relative geographic area. It is anticipated that the 10 acre neighborhood park number 1 would be the first park developed and would be completed in approximately the 4th year of development when there were approximately 1,000-1,300 residential units occupied.

The parks program will cost an estimated \$69,086,000 (2013 dollars) and will be funded from new impact fees paid by developers at the time they obtain building permits. The parks will be funded from FPASP Fees—City Facilities impact fees paid by developers at the time they obtain building permits. These fees include both the general capital facility fee (for equipment, apparatus, etc.) and capital facilities fees for public facility construction. These fees will be developed through nexus studies and authorized by the City Council by ordinance. This fee is a combination of facility and capital costs that are pooled in order to allow for development at the time that the facility is needed by the community. Therefore, the development of a public facility does not have to wait until enough funds have been accumulated for that specific purpose to begin construction. This will allow the parks development to essentially develop in accordance with the 5 acres per 1,000 population standard.

On-going maintenance of the parks and open space will be funded through a stand-alone park equipment impact fee and a Folsom Plan Area-wide maintenance CFD, which will generate about \$500,000 annually at buildout.

Trails

There are approximately 30 miles of trails proposed to be built in the Folsom Plan Area. The comprehensive bike system consists of a system of Class I paths and Class II bike lanes connecting residential neighborhoods with schools, parks, and other major destinations. The plan costs include trails, intersection protection, trail bridges, undercrossings, and design fees. Folsom currently has 35 miles of Class I trails and 67 miles of Class II trails serving the City.

Design and construction of the various trails will take place in conjunction with the roadway development and the residential development timelines and in the same relative geographic area. The proposed allocation of funds for trail development starts with \$500,000 for the first year of development and builds up to approximately \$1,000,000 per year.

The trail program will cost an estimated \$18,026,000 (2013 dollars). Of this amount, \$13,257,000 will be funded from FPASP Fees – City Facilities impact fees paid by developers at the time they obtain building permits. These fees include both the general capital facility fee (for equipment, apparatus, etc.) and capital facilities fees for public facility construction. These fees will be developed through nexus studies and authorized by the City Council by ordinance. This fee is a combination of facility and capital costs that are pooled in order to allow for development at the time that the facility is needed by the community. Therefore, the development of a public facility does not have to wait until enough funds have been accumulated for that specific purpose to begin construction. This will allow the trails development to essentially develop in accordance with the roadway and residential development. \$2,421,000 of the trail cost will be funded through the proposed extended-time CFD and the remaining \$2,348,000 will come from other funding sources primarily in the form of grants.

Interchanges/Highway 50 Improvements

Mitigation measures from the FPASP EIR include modifications to existing and construction of new Highway 50 interchange improvements. Detailed cost estimates for Interchanges/Highway 50 improvements and the portion of such costs allocable to new FPASP development are included in **Appendix N**.

Interchanges and Highway 50 improvements include the following improvements:

- Scott/Bidwell Interchange Modifications.
- Prairie City Road Interchange Modifications.
- Empire Ranch Road Interchange (including land acquisition).
- Oak Avenue Parkway Interchange (including land acquisition).
- Rowberry Drive Overcrossing.

Although not certain, it is likely the City would lead construction of the interchanges/Highway 50 improvements at such time as they are required.

Corporation Yard

In anticipation of moving and expanding the existing corporation yard, the proportionate cost associated with the FPA was calculated and will be collected through a new stand-alone impact fee paid by developers at the time they obtain building permits. These fees will be developed through nexus studies and authorized by the City Council by ordinance. The total cost of construction is estimated to be \$25,940,000. The FPA contribution to that total amount is 22.4% based on the proportion of the total Folsom population that lives in the FPA. This amounts to \$5,800,000 (2013 dollars). In addition, the FPA will be obligated to pay for the total land acquisition costs of approximately \$660,000, bringing the total FPA cost to \$6,460,000.

Transit Improvements

FPASP transit improvements are specific to the FPASP and include a combination of transit corridor, transit parking and stops as well as a share of transit rolling stock. As shown in **Appendix K**, FPASP transit facilities include the following improvements:

- 24-Foot Bus Lane
- Transit Transfer Station (one station)
- Park and Ride lots (three locations)
- Enhanced Transit Stops (two locations)
- Bus Rapid Transit Vehicles

Transit costs will be \$24,800,000 (2013 dollars). Approximately \$17,550,000 of this amount will be funded by a stand-alone impact fee paid by developers at the time they obtain building permits. The remaining \$7,250,000 will be funded by other outside sources. The stand-alone impact fees will be developed through nexus studies and authorized by the City Council by ordinance. The timing of the transit services will be determined by the rate of development of the FPA and the cash flow from the impact fee.

As noted above, the Financing Plan reflects the City's choice to treat the Corporation Yard fee, Transit fee, and Interchanges fee applicable to FPASP development as general stand-alone City fees rather than including them in the FPASP Fee—City Facilities.

Aquatic and Community Center

The community recreation and aquatic facility is designed to provide a comprehensive range of recreation programs and services in support of the FPA community. It includes a competitive swimming pool of 25 yards or 25 meter dimensions, a recreation activity pool, a gymnasium, multi-purpose classrooms, a senior center, and teen activity rooms. The plan envisions a 42,000 square foot building and a 12,500 square foot pool/water area at an estimated cost of \$36,750,000 (2013 dollars). The Financing Plan specifically identifies \$15,000,000 for the Aquatic Center with the remainder for the Community Center.

The Aquatic Center and Community Center are considered in two parts within this Financing Plan. The Aquatic Center is proposed to be funded through a traditional Mello-Roos CFD, established at the outset of development, covering the FPASP. The Financing Plan assumes the Aquatic Center special tax would only be applicable to FPASP residential land uses and would not apply to nonresidential land uses. The City could use a combination of annual special tax revenues and one or more series of CFD bonds to fund Aquatic Center costs. At the City's discretion, the City may combine the Aquatic Center special tax with another special tax into one CFD.

The Community Center is envisioned to be considered by the City once most of the residential development has occurred and this facility is planned to be funded through the revenues from the proposed FPA extended-term infrastructure CFD. The Community Center facility is funded by revenues from the extended-term infrastructure CFD because of the relative priority to other infrastructure projects, the need for the service area to be nearly completely developed, the cost of the project, and the need to see how the operating revenue and cost mix can be accommodated in the operating budget.

Public Facility Phasing/Cash Flow

The Financing Plan anticipates the City would administer the FPASP Fees—City Facilities and other City stand-alone fees and would control the timing for Public Facilities delivery. The City is anticipated to establish the FPASP Fee—City Facilities Program as one fee with multiple public facility components. In doing so, the City would have greater flexibility to prioritize the use of fee revenues to meet Public Facility timing needs. **Appendix Q** includes the estimated flow of City stand-alone fee revenue based upon the development absorption assumptions used throughout the Financing Plan, while **Appendix R** includes the estimated flow of FPASP Fees—City Facilities fee revenue based upon the same development absorption assumptions.

5. FINANCING SOURCES AND STRATEGY

This chapter describes in detail the sources of funds and financing strategy intended to be used to implement new FPASP development.

Purpose

The purpose of the Financing Plan is to identify the appropriate financing mechanisms to fund the necessary Backbone Infrastructure and Other Public Facilities costs required to serve the FPASP. The identified financing mechanisms are flexible enough to ensure the required improvements are constructed when necessary. The financing mechanisms ultimately used and, potentially, which ones are used at various times, will depend on the types and timing of needed Facilities.

Financing Strategy Overview

Development of the FPASP will be contingent on the construction of Backbone Infrastructure and Other Public Facilities necessary to support new development. In developing the Financing Plan, the various funding sources were chosen to spread the costs in a way that distributes costs equitably and to achieve FPASP feasibility requirements. **Figure ES-1** and **Table ES-5** in the Executive Summary identify and quantify the major funding sources anticipated to fund Backbone Infrastructure and other Public Facilities Costs.

The following sections describe the major funding sources and financing mechanisms that will be used in combination with one another throughout FPASP implementation. **Table 6** shows the resulting overall infrastructure cost burdens by FPASP land use category.

Existing and Proposed City/County and Special District Fees

The existing impact fees collected by the City, County, Other Agencies, and Folsom Cordova Unified School District will be used to fund and construct a portion of the facilities necessary to support the FPASP's residents and businesses. These existing impact fees have been established based on Government Code Section 66000 fee nexus studies that spread the cost of necessary public facilities among new development based on benefit. Estimated FPASP fee revenues from existing and proposed City/County and Special District Fees are included in the appendices of this Financing Plan.

Those fees that are outside of City control could be updated at any time to reflect updates or adjustments to the fees. Any updates would be processed through the typical public hearing process of the agency that is authorized to collect the fee. New development in the FPASP is anticipated to pay applicable development impact fees rather than constructing any of the Facilities for which the fees would be collected.

One notable proposed fee is the Highway 50 mobility corridor fee that has been considered by the Highway 50 coalition. The proposed fee would help to fund auxiliary lanes on Highway 50 and roadway improvements at various locations within the Highway 50 corridor. If implemented, the Financing Plan anticipates the Highway 50 corridor fee may include capital improvements

Table 6
Folsom Plan Area Specific Plan Financing Plan
Net Development Fees and Infrastructure Cost Burden

Item	Residential					
	Single-Family		Multifamily			
	Low Density	High Density	Low Density	Med. Density	High Density	Mixed Use
Assumptions						
Number of Units	1,820	2,828	2,406	1,224	1,251	681
Unit Size (sq. ft.)	2,800	2,300	1,200	1,000	900	900
Lot Square Feet	10,000	5,500	n/a	n/a	n/a	n/a
Developable Acres	580.6	492.0	263.5	68.5	51.0	35.5
Density - Units per acre	3.1	5.7	9.1	17.9	24.5	19.2
Building Valuation [1]	\$289,310	\$241,360	\$115,080	\$95,900	\$86,310	\$86,310
Existing and Proposed City Fees						
Building Permit Processing Fees	\$2,346	\$2,042	\$1,183	\$1,052	\$986	\$986
Transportation Mgmt. Fee	\$35	\$35	\$25	\$25	\$25	\$25
Solid Waste Capital Improvement Fee	\$326	\$326	\$213	\$109	\$79	\$124
Parks Capital Equipment Fee	\$84	\$84	\$84	\$84	\$84	\$84
Housing Trust Fund	\$4,000	\$3,200	NA	NA	NA	NA
Corporation Yard	\$1,061	\$579	\$364	\$186	\$136	\$173
Transit	\$1,151	\$1,047	\$942	\$837	\$785	\$733
Interchanges/Hwy 50 Improvements	\$2,035	\$1,850	\$1,665	\$1,480	\$1,388	\$1,295
Subtotal City Fees	\$11,039	\$9,163	\$4,476	\$3,774	\$3,483	\$3,421
Existing and Proposed Other Agency Fees						
Measure A Development Impact Fee	\$1,100	\$1,100	\$770	\$770	\$770	\$770
SRCSO Sewer Fee	\$4,032	\$4,032	\$3,024	\$3,024	\$3,024	\$3,024
Folsom Cordova USD School Facilities Fee	\$16,156	\$13,271	\$6,924	\$5,770	\$5,193	\$5,193
SCTDF Contribution	\$3,372	\$3,066	\$2,759	\$2,453	\$2,299	\$2,146
50 Corridor Mobility Fee	\$4,889	\$4,889	\$2,982	\$2,982	\$2,982	\$2,982
Credit for Overlap Between Off-Site Funding Sources	(\$1,311)	(\$1,192)	(\$1,073)	(\$953)	(\$894)	(\$834)
Subtotal Other Agency Fees	\$28,238	\$25,166	\$15,387	\$14,045	\$13,374	\$13,281
Plan Area Fees - City Facilities						
General Capital Facilities Fee [2]	\$1,035	\$1,035	\$1,035	\$1,035	\$1,035	\$1,035
Library	\$309	\$309	\$205	\$205	\$205	\$205
Municipal Services Center	\$628	\$628	\$417	\$417	\$417	\$417
Police Facilities [2]	\$288	\$288	\$327	\$327	\$327	\$327
Fire Facilities [2]	\$982	\$982	\$949	\$949	\$949	\$949
Parks [2]	\$7,950	\$7,950	\$5,282	\$5,282	\$5,282	\$5,282
Trails [2]	\$1,589	\$1,589	\$1,056	\$1,056	\$1,056	\$1,056
Subtotal Plan Area Improvements	\$12,782	\$12,782	\$9,272	\$9,272	\$9,272	\$9,272
Specific Plan Infrastructure Fee (SPIF)						
On-Site Roadways [2]	\$8,280	\$7,527	\$6,774	\$6,022	\$5,645	\$5,269
Off-Site Roads within Folsom [2]	\$66	\$60	\$54	\$48	\$45	\$42
On-Site Water [2]	\$6,391	\$4,008	\$2,491	\$2,058	\$1,950	\$1,733
Off-Site Water	\$4,653	\$2,918	\$1,814	\$1,498	\$1,420	\$1,262
Recycled Water	\$1,891	\$1,186	\$737	\$609	\$577	\$513
Drainage [2]	\$2,240	\$1,466	\$1,538	\$1,100	\$801	\$1,024
Sewer [2]	\$2,242	\$1,833	\$1,695	\$867	\$861	\$1,100
Habitat Mitigation	\$2,124	\$1,159	\$729	\$373	\$271	\$347
Administration (3% of sum of all SPIF costs)	\$837	\$605	\$475	\$377	\$347	\$339
Subtotal SPIF Improvements	\$28,723	\$20,760	\$16,308	\$12,952	\$11,918	\$11,628
TOTAL COST BURDEN PER UNIT	\$80,782	\$67,871	\$45,443	\$40,043	\$38,047	\$37,601

Source: City of Folsom; MacKay & Somps; EPS.

[1] Based on City of Folsom's building valuation for each land use.

[2] These fees replace existing City fees.

Table 6
Folsom Plan Area Specific Plan Financing Plan
Net Development Fees and Infrastructure Cost Burden

Item	Nonresidential				
	Mixed Use Commercial	Office Park (OP)	General Commercial	Community Commercial	Regional Commercial
Assumptions					
Number of Units	-	-	-	-	-
Building Sq. ft.	205,952	1,165,666	2,052,765	423,621	1,351,405
Lot Square Feet	n/a	n/a	n/a	n/a	n/a
Developable Acres	23.6	89.2	188.5	38.9	110.8
Density - Floor Area Ratio (FAR)	0.20	0.30	0.25	0.25	0.28
Building Valuation [1]	\$11,666,769	\$89,438,055	\$116,285,032	\$23,997,282	\$76,554,415
Existing and Proposed City Fees					
Building Permit Processing Fees	\$0.61	\$0.81	\$0.60	\$0.60	\$0.60
Transportation Mgmt. Fee	\$0.15	\$0.15	\$0.15	\$0.15	\$0.15
Solid Waste Capital Improvement Fee	\$0.45	\$0.30	\$0.36	\$0.36	\$0.32
Parks Capital Equipment Fee	\$0.02	\$0.02	\$0.02	\$0.02	\$0.02
Housing Trust Fund	\$1.50	\$1.50	\$1.50	\$1.50	\$1.50
Corporation Yard	\$0.38	\$0.25	\$0.31	\$0.31	\$0.27
Transit	\$1.44	\$1.20	\$1.73	\$1.73	\$1.29
Interchanges/Hwy 50 Improvements	\$2.55	\$2.12	\$3.06	\$3.06	\$2.28
Subtotal City Fees	\$7.09	\$6.35	\$7.72	\$7.72	\$6.42
Existing and Proposed Other Agency Fees					
Measure A Development Impact Fee	\$3.20	\$1.32	\$3.20	\$3.20	\$4.08
SRCSO Sewer Fee	\$0.40	\$0.81	\$0.40	\$0.40	\$0.40
Folsom Cordova USD School Facilities Fee	\$0.51	\$0.51	\$0.51	\$0.51	\$0.51
SCTDF Contribution	\$4.22	\$3.52	\$5.07	\$5.07	\$3.77
50 Corridor Mobility Fee	\$3.98	\$2.81	\$3.98	\$3.98	\$3.98
Credit for Overlap Between Off-Site Funding Sources	(\$1.64)	(\$1.37)	(\$1.97)	(\$1.97)	(\$1.47)
Subtotal Other Agency Fees	\$10.67	\$7.60	\$11.19	\$11.19	\$11.27
Plan Area Fees - City Facilities					
General Capital Facilities Fee	\$0.32	\$0.32	\$0.32	\$0.32	\$0.32
Library	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Municipal Services Center	\$0.13	\$0.18	\$0.12	\$0.10	\$0.08
Police Facilities [2]	\$0.49	\$0.41	\$0.49	\$0.49	\$0.44
Fire Facilities [2]	\$0.57	\$0.48	\$0.57	\$0.57	\$0.51
Parks [2]	\$0.35	\$0.35	\$0.35	\$0.35	\$0.35
Trails [2]	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Subtotal Plan Area Improvements	\$1.87	\$1.74	\$1.85	\$1.83	\$1.70
Specific Plan Infrastructure Fee (SPIF)					
On-Site Roadways [2]	\$10.37	\$8.64	\$12.44	\$12.44	\$9.26
Off-Site Roads within Folsom [2]	\$0.08	\$0.07	\$0.10	\$0.10	\$0.07
On-Site Water [2]	\$2.04	\$1.63	\$1.53	\$1.53	\$1.30
Off-Site Water	\$1.48	\$1.19	\$1.12	\$1.12	\$0.94
Recycled Water	\$0.60	\$0.48	\$0.45	\$0.45	\$0.38
Drainage [2]	\$2.90	\$1.93	\$2.32	\$2.32	\$2.07
Sewer [2]	\$0.49	\$0.32	\$0.39	\$0.39	\$0.35
Habitat Mitigation	\$0.76	\$0.51	\$0.61	\$0.61	\$0.55
Administration (3% of sum of SPIF costs)	\$0.56	\$0.44	\$0.57	\$0.57	\$0.45
Subtotal SPIF Improvements	\$19.29	\$15.22	\$19.53	\$19.53	\$15.37
TOTAL COST BURDEN PER BLDG SQ. FT.	\$38.92	\$30.91	\$40.29	\$40.27	\$34.76
TOTAL COST BURDEN PER ACRE (rounded)	\$339,000	\$404,000	\$439,000	\$439,000	\$424,000

cost burden

Source: City of Folsom; MacKay & Somp; EPS.

[1] Based on City of Folsom's building valuation for each land use.

[2] These fees replace existing City fees.

that overlap with those already included in other roadway capital improvement costs allocated to FPASP land uses (e.g., SCTDF Contribution). Consequently, the Financing Plan sources and uses table (**Table ES-5**) includes a credit for the anticipated overlap between funding sources. Such a credit would be given once the proposed Highway 50 mobility fee was enacted.

New Plan Area Fees

The City is anticipated to create two new fee programs for FPASP development: FPASP Fees for City Facilities and the SPIF. Each of these new funding mechanisms is summarized below.

FPASP Fees—City Facilities

The City FPASP Fee Program would be established to fund the following new City Facilities:

- General Capital Facilities.
- Library.
- Municipal Services Center.
- Police.
- Fire.
- Parks.
- Trails.

Through creation of the FPASP Fees—City Facilities, new FPASP development would not be subject to the existing citywide fees or municipal facilities. The Financing Plan anticipates new FPASP development would pay plan area fees for City facilities, and the City likely would lead development of the City facilities. Although not anticipated, situations could arise where new FPASP development may need to construct a facility in the City FPASP Fee Program. In such cases, fee credits/reimbursements would be created to recognize the property-owner construction of certain Facilities in lieu of fee payment.

If implemented as proposed, the FPASP Fees—City Facilities would be implemented through a development impact fee nexus study and City ordinance and resolution in accordance with Government Code Section 66000 and all existing City policies. In such case, the nexus study justifying the City FPASP Fees should be adopted prior to the issuance of the first FPASP final small lot map. While comprised of many components, the City FPASP Fee would be collected as one fee eligible to fund each improvement for which it was collected. The City would administer the City FPASP Fees in a manner similar to other City administered fee programs, including fee collection, investment, annual and periodic reporting, and inter-fund borrowing and reimbursements, where applicable.

SPIF

In addition, the FPASP property owners have proposed formation of the SPIF, which would fund the following new Backbone Infrastructure:

- On- and off-site roadway facilities.
- On- and off-site water facilities.
- On-site recycled water facilities.
- On- and off-site sewer facilities.
- Storm drainage facilities.
- Habitat mitigation for SPIF facilities.

The Financing Plan anticipates property owners and developers will be required to advance-fund and construct the majority of SPIF Facilities. Consequently, the SPIF primarily will function as the equalizing mechanism, ensuring that each property owner pays his or her proportionate share of the required Backbone Infrastructure costs regardless of who physically constructs the improvements. Generally, all FPASP property benefits from SPIF infrastructure, with the exception of the Folsom Heights project. Because the Folsom Heights project is envisioned to be provided water and sewer services by the El Dorado Irrigation District, that project is not included in the SPIF water and sewer infrastructure cost allocations.

The Financing Plan proposes that the SPIF would be a City-implemented plan area-specific development impact fee program applicable only to FPASP land uses. If adopted as proposed, the SPIF would be implemented consistent with the provisions of Assembly Bill (AB) 1600 legislation, as codified by the Mitigation Fee Act (California Government Code sections 66000 et. seq.). This section of the Mitigation Fee Act sets forth the procedural requirements for establishing and collecting development impact fees. These procedures require that a reasonable relationship, or nexus, must exist between a governmental exaction and the purpose of the condition.

As shown in **Figure ES-1** in the Executive Summary, the SPIF is independent and separate from all other City, County, other agency, or regional development impact fees that will be applicable to FPASP development. Calculating and presenting the SPIF includes references to various types of land uses and ownership entities. **Figure S-1** in **Appendix S** is intended to define the SPIF terminology. Each of these land use terms may be used in this Financing Plan and subsequent SPIF Nexus Study. In general, the SPIF refers to the entire proposed fee program, which will be composed of two fee components – the Infrastructure component and the Administrative component. The provisions for development and implementation of the SPIF will be outlined and described in **Appendix S** and may also be further detailed in subsequent new development agreement(s).

SPIF Set-Aside for Water and Sewer Facilities

As described in more detail in **Chapter 6**, initial FPASP development will be required to account for a SPIF Set-Aside component implemented to address initial water and sewer facility costs. The SPIF Set-Aside is a temporary loan of SPIF collections to help cash flow the initial water and sewer facility costs, primarily Phase 1 water and sewer costs. Because the SPIF Set-Aside is a loan for cash flow reasons, it will be repaid or equalized to all properties through the SPIF Program as well as through the proposed New Sewer and Off-Site Water CFD.

The SPIF Set-Aside would apply to the first 2,500 FPASP dwelling units that would be subject to the SPIF. The set-aside concept means that there will be a portion of the SPIF that will be required to be paid regardless of whether a developer/property owner has advance-funded eligible SPIF infrastructure and has executed a Fee Reimbursement Agreement (defined in **Appendix S**) through the City. There is one exception for SPIF Set-Aside Fee Credits that is described below.

The SPIF Set-Aside is estimated to total approximately \$5.1 million based upon the presumed development absorption used in this Financing Plan. **Table 7** shows the phased sewer and offsite water strategy, including the SPIF Set-Aside amounts.

Table 7
Folsom Plan Area Specific Plan Financing Plan
Phased Sewer and Offsite Water Financing Strategy

Item	Cost	Funding Sources [1]					
		Infrastructure CFD Proceeds and PAYGO	SPIF Set-Aside	Sewer and Water CFD		Developer-Paid City Loan	Developer Funding
				Bond Proceeds	PAYGO		
Phase 1 Costs							
Water	\$6,295,000	\$4,900,000	\$1,395,000	\$0	\$0	\$0	\$0
Sewer	\$3,910,000	\$0	\$3,705,000	\$0	\$205,000	\$0	\$0
Subtotal Phase 1 Costs	\$10,205,000	\$4,900,000	\$5,100,000	\$0	\$205,000	\$0	\$0
Phase II Water Costs	\$20,921,000	\$0	0	\$6,100,000	\$1,015,000	\$5,100,000	\$8,706,000
Total	\$31,126,000	\$4,900,000	\$5,100,000	\$6,100,000	\$1,220,000	\$5,100,000	\$8,706,000

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[1] While specific amounts are shown for each facility, the Financing Plan preserves the flexibility to move the amounts between sources and across facility types.

SPIF Set-Aside Fee Credits and Repayment

Any developer/property owner (one or more) who advance funds eligible Phase 1 water and sewer costs or Phase 2 water costs would be permitted to take credits against the SPIF Set-Aside component. Such SPIF Set-Aside fee credits are permissible as the developer/property owner in this case has already paid water and sewer facilities costs in lieu of paying the SPIF Set-Aside component that would be collected to “cash flow” those same improvements. An example illustrating this concept is included in **Chapter 6**. Any such developer who is permitted to use SPIF Set-Aside Fee Credits shall be considered reimbursed and would not be subject to future repayment for the SPIF Set-Aside component.

Any developer/property owner who pays the SPIF Set-Aside Component and is not repaid through SPIF Set-Aside Fee Credits shall be reimbursed the amount of SPIF Set-Aside paid. SPIF Set-Aside reimbursement may take one or more of the following forms:

- Cash reimbursement from Water and Sewer CFD revenues.
- Fee credits used to offset SPIF payment for new development after the first 2,500 units. In this example, Developer A may have paid the SPIF Set-Aside for units he or she developed in the first 2,500 units, and then is developing future units after 2,500 units. In this case, separate from any other SPIF reimbursements owed to Developer A, Developer A could draw down his or her outstanding SPIF reimbursement owed by converting that reimbursement to fee credits.
- Cash reimbursement from SPIF collections from other FPASP developers.

New Mello-Roos Community Facility District Programs

One or more Community Facilities Districts (CFDs) are anticipated to be established to help finance the construction or acquisition of Backbone Infrastructure and Public Facilities. The Mello-Roos Community Facilities Act of 1982 enables public agencies to form CFDs and levy a special tax on property owners in the CFD. These special taxes may be used to pay debt service on CFD bonds or to finance public improvements directly on a pay-as-you-go (PAYGO) basis.

CFD bonds are secured by a lien on the underlying land and are non-recourse to the sponsoring public agency. Land-secured debt will be necessary to fund infrastructure costs during the early years of development, as well as at other strategic times when revenues from plan area fees and other sources are not readily available. CFD special taxes, bond amounts, and PAYGO financing will be limited to prudent levels that are consistent with the City’s goals and policies.

Extended-Term Infrastructure CFD(s)

Historically, CFD special tax authorization periods (before the Great Recession) typically extended between 5 and 15 years beyond the anticipated final principal and interest payment for the final series of bonds (e.g., for a total of 35 to 45 years). The decline in land and home values, along with other economic factors, has made it more difficult for public and private entities to fund public improvements through land-secured bond financing, particularly before significant horizontal and vertical development has occurred.

An alternative to counter these funding constraints is the proposal in this Financing Plan to extend the tax authorization over a longer period of time and provide a greater opportunity to fund the construction of public facilities and amenities over this longer time period. Extending

the end-year within which CFD special taxes could be levied (i.e., extended-term) provides the City and the property owners with greater discretion over and flexibility for utilization of CFD cash flows.

Extended-Term Infrastructure CFD(s) as a Financing Mechanism

Through the extended-term feature, the Extended-Term Infrastructure CFD will act both as a financing mechanism and a funding source. As a financing mechanism, proceeds from CFD bond sales and from annual PAYGO revenues would each be used by property owners to finance Backbone Infrastructure and Other Public Facilities.

The Extended-Term Infrastructure CFD(s) may take the form of one overall Infrastructure CFD with multiple improvement areas (e.g., one improvement area for each major property owner) or may take the form of several separate infrastructure CFDs. Final determination on the preferred approach will be achieved during FPASP implementation.

Extended-Term Infrastructure CFD(s) as a Funding Source

An Extended-Term Infrastructure CFD is proposed to help to meet the challenge of high-cost infrastructure and facilities while also aligning the timing of funding availability with the need for such funding. For example, funding for large or deferred infrastructure projects (such as road widening from 2 to 4 lanes), which might not be needed until later in a project, may be well suited to come from the Extended-Term infrastructure CFD revenues rather than other sources. Using this approach, the Financing Plan anticipated a portion of the annual CFD PAYGO revenues would be dedicated as the sole source of revenue to fund the following Extended-Term Infrastructure CFD Facilities costs:

- Selected trail facilities (4 miles or approximately \$2.4 million in trail costs).
- Selected roadway improvements (approximately \$6.7 million for widening of Oak Avenue and Prairie City Roads from two to four lanes, if warranted).
- Selected off-site water facilities (approximately \$10.6 million for Phase 1 and 2 water infrastructure costs and repayment to the City of costs already incurred for water treatment plant improvements).
- Selected Highway 50 Interchange improvements (approximately \$20.4 million for the Empire Road Interchange and land, Prairie City Interchange improvements and Rowberry Drive overcrossing).
- Community Center (approximately \$21.8 million).

This Financing Plan cost detail identifies which portions of these selected Extended-Term Infrastructure CFD Facilities improvements are identified for Extended-Term Infrastructure CFD funding. The following describes more detail regarding the City's discretion in funding Extended-Term Infrastructure CFD Facilities.

Through the Extended-Term Infrastructure CFD, the City will facilitate the issuance of a number of CFD bond series to finance the construction of Backbone Infrastructure. The primary pledge of Extended-Term Infrastructure CFD revenues will be to service outstanding CFD debt. Annual revenues in excess of annual debt service requirements are anticipated to be used on a PAYGO basis. For the first 10 years of the CFD, the property owners will retain 100 percent of the

annual CFD PAYGO revenues to fund eligible Backbone Infrastructure. During the 11th year through the 30th year, the property owners and City will equally share (50/50) annual CFD PAYGO revenues. Thereafter, the City would be able to utilize 100 percent of CFD PAYGO revenues.

Table ES-5 and **Figure ES-1** identify the Facilities that may be funded through Extended-Term Infrastructure CFD revenues (either through PAYGO or through one or more future bond sales). Once debt service on all outstanding Extended-Term Infrastructure CFD bonds, which were issued for Backbone Infrastructure, has been satisfied, the City may, in its sole discretion, elect to do one or more of the following actions:

1. Continue to collect the maximum or less than the maximum annual infrastructure CFD special taxes to fund Extended-Term Infrastructure CFD Facilities with annual CFD PAYGO revenues.
2. Continue to collect the maximum or less than the maximum annual infrastructure CFD special taxes to fund Extended-Term CFD Infrastructure Facilities through issuance of one or more new series of CFD bonds.
3. Discontinue collection of the infrastructure CFD tax altogether.

While the City retains the discretion to fund all of the Extended-Term Infrastructure CFD Facilities in the amounts identified in **Figure ES-1** in the "Extended-Term CFD" (2013 dollars), the City is under no obligation to do so. In this manner, future City leaders and decision-makers have complete discretion to respond to future constituent needs and to choose the most appropriate use of Extended-Term Infrastructure CFD revenues that would be available to the City as a result of the CFD's extended-term.

Again, there is no obligation on the part of the City Council to extend the CFD if all debt service has been paid. The City Council may choose to extend and can choose for what purpose the extension would be. It is designed specifically not to be an automatic extension but rather an informed decision at the time based on the community needs and requirements.

For example, if the City were to discontinue collection of the infrastructure CFD tax or to collect less than the maximum annual tax, the City may only fund 100 percent of selected Extended-Term CFD Facilities or may partially fund each of the Extended-Term CFD Facilities. The degree of completion for Extended-Term Infrastructure CFD Facilities will depend upon future City discretionary actions regarding CFD revenue usage.

Extended-Term Infrastructure CFD Cash Flows

This Financing Plan estimates annual development levels and special tax rates to forecast estimated maximum annual special tax revenues in a CFD over a 65-year period. The Financing Plan includes a CFD bond financing strategy, based on the assumption that CFD bonds would begin to be issued in the fifth year and every 2 years thereafter until a total of six bond series had been issued. The last CFD bond sale is assumed to occur in Year 15 of the analysis.

Appendix U provides preliminary estimates and cash flows for the Extended-Term Infrastructure CFD(s). The estimates are based upon the same development absorption assumptions used consistently throughout the Financing Plan and upon conservative annual special tax and

underwriting assumptions. Actual Extended-Term Infrastructure CFD cash flows will depend upon all of the following factors during project implementation:

- Final annual special tax rates.
- Market interest rates.
- CFD bond issuance and administrative costs.

It is important to note that additional bond sales could occur after Year 15, leveraging bonding capacity available from later stages of development and completed debt service obligations. For modeling purposes, the analysis in **Appendix U** limits the issuance of bonds to the earlier stages of development, assuming revenues beyond debt service obligations are available to fund additional facilities on a PAYGO basis. As described above, the Extended-Term Infrastructure CFD(s) would be flexible and could accommodate alternative cash flows as compared to those presented in **Appendix U**.

Finally, for an individual property owner, formation of and participation in the Extended-Term Infrastructure CFD is not mandatory. One or more developer/property owners may wish to finance Backbone Infrastructure and Other Public Facilities through means other than through formation of an infrastructure CFD on their property. However, because the Extended-Term Infrastructure CFD does have a component that pays for some Facilities costs not otherwise included in the SPIF or other funding sources, any property owner who elects not to form or annex into an Infrastructure CFD, must pay their proportional share of those costs through a building permit fee. **Table 8** includes the present value equivalent cost (in 2013 \$) of such Extended-Term Infrastructure CFD Facilities (identified above) and shows these costs by land use type so a property owner could pay his or her proportionate share as a building permit fee in lieu of using the Extended-Term Infrastructure CFD method.

Sewer and Off-Site Water CFD

The Financing Plan includes formation of a new Sewer and Off-Site Water CFD specifically targeted to help cash flow initial sewer and water infrastructure costs. As proposed, the Sewer and Off-Site Water CFD would be formed to include all property in the FPASP, except the Folsom Heights project, which will be served by the El Dorado Irrigation District (EID). Although subject to adjustment on implementation, the initial annual Sewer and Off-Site Water CFD special tax is assumed to be approximately \$300 per single-family equivalent unit. This amount would escalate at no more than 2 percent annually.

Both CFD bond proceeds and PAYGO revenues from the Sewer and Off-Site Water CFD will be used by the initial and subsequent FPASP developers to help cash flow Phase 1 sewer and Phase 1 and 2 water costs. These revenues will be used in combination with Infrastructure CFD PAYGO revenues, SPIF set-aside revenues, and subsequent developer (not Phase 1 developers) advances.

Appendix T summarizes preliminary Sewer and Off-Site Water CFD revenues. The CFD revenue estimates are based upon the same development absorption assumptions used consistently throughout the Financing Plan and upon conservative annual special tax and underwriting assumptions. Actual Sewer and Off-Site Water CFD cash flows will depend upon all of the following factors during project implementation:

Table 8
Folsom Plan Area Specific Plan Financing Plan
Cost Burden for Facilities Funded by Infrastructure CFD PAYGO Revenue

Land Use	Facilities Funded by Infrastructure CFD PAYGO Revenue					Total
	Trails	Interchanges	On-Site Roads	Off-Site Water	Community Center	
Cost Funded by CFD PAYGO Revenues	\$2,352,000	\$8,250,000	\$6,710,000	\$10,600,000	\$21,750,000	\$49,662,000
Residential	<i>per dwelling unit</i>					
Single-Family (SF)	\$282	\$541	\$440	\$1,677	\$2,607	\$5,547
Single-Family High Density (SFHD)	\$282	\$492	\$400	\$1,052	\$2,607	\$4,833
Multifamily Low Density (MLD)	\$187	\$443	\$360	\$654	\$1,732	\$3,376
Multifamily Medium Density (MMD)	\$187	\$394	\$320	\$540	\$1,732	\$3,173
Multifamily High Density (MHD)	\$187	\$369	\$300	\$512	\$1,732	\$3,100
Mixed Use (MU) - Residential	\$187	\$344	\$280	\$455	\$1,732	\$2,999
Nonresidential	<i>per building square foot</i>					
Mixed Use (MU) - Commercial	\$0.00	\$0.68	\$0.55	\$0.54	\$0.00	\$1.76
Office Park (OP)	\$0.00	\$0.56	\$0.46	\$0.43	\$0.00	\$1.45
General Commercial (GC)	\$0.00	\$0.81	\$0.66	\$0.40	\$0.00	\$1.88
Community Commercial (CC)	\$0.00	\$0.81	\$0.66	\$0.40	\$0.00	\$1.88
Regional Commercial (RC)	\$0.00	\$0.61	\$0.49	\$0.34	\$0.00	\$1.44

paygo burden

Source: MacKay & Soms, EPS

- Final annual special tax rates.
- Market interest rates.
- CFD bond issuance and administrative costs.

Appendix T shows how those CFD cash flows could be used in combination with the above-described sources to cash flow water and sewer infrastructure costs. Although not specifically used in the financing strategy at this time, additional Sewer and Off-Site Water CFD revenues from bond sales could occur after Year 15, leveraging bonding capacity available from later stages of development. For modeling purposes, the analysis in **Appendix T** limits the issuance of bonds to the earlier stages of development, assuming revenues beyond debt service obligations are available to fund additional facilities on a PAYGO basis. However, the Sewer and Off-Site Water CFD(s) would be flexible and could accommodate alternative cash flows as compared to those presented in **Appendix T**.

Therefore, when the CFD is implemented, additional analysis should be completed to identify the total amount of water and sewer infrastructure cost that would be funded through the Sewer and Off-Site Water CFD and therefore not included in the SPIF. Based on the preliminary Financing Plan calculations, approximately \$10.2 million in Phase 1 water and sewer costs have been excluded from the SPIF because they would be included in the Sewer and Off-Site Water CFD.

Water Supply CFD

The City anticipates all FPASP property owners will participate in the Water Supply CFD, which will be implemented to fund a portion of water facility costs already incurred by the City, as well as to fund the acquisition of the water supply to serve the FPASP. The Water Supply CFD will have the following two annual special taxes:

- Water Facilities Special Tax.
- Water Supply Special Tax.

Water facilities costs are identified in the Water Supply and Facilities Financing Plan and Agreement between the City and Certain Landowners in the Folsom Plan Area, dated December 11, 2012 (Water Supply Agreement) as a total of \$2.3 million. The Water Supply Agreement requires \$500,000 of this amount be paid initially as a lump sum. The Water Supply CFD amortizes the remaining \$1.8 million over a 10 year repayment period. Consequently, the Water Facilities Special Tax will be collected for a period of up to 10 years on all property until such time as the property is developed. Prior to the issuance of a final small lot map for a property, the Water Facilities Special Tax must be prepaid for any then remaining years of unpaid Water Facilities Special Taxes for such property.

The Water Supply Special Tax will be levied annually to pay for ongoing water supply costs. As such, the Water Supply Special Tax obligation will stay on the property until such time as a water meter is activated for the property. Once a water meter is activated, the annual water supply cost for that property is shifted to the homeowner or nonresidential occupant (e.g., employees) of a building structure. Once water supply costs are converted to water rates for a parcel, the Water Supply CFD lien can be released from the parcel.

Aquatic Center CFD

The Aquatic Center is proposed to be funded through a traditional Mello-Roos CFD, established at the outset of development, covering the FPASP. The Financing Plan assumes the Aquatic Center special tax would only be applicable to FPASP residential land uses and would not apply to nonresidential land uses. The City could use a combination of annual special tax revenues and one or more series of CFD bonds to fund Aquatic Center costs. At the City's discretion, the City may combine the Aquatic Center special tax with another special tax into one CFD.

Other Sources

In addition to the specific funding sources identified herein, the City and other agencies will continue to rely on several other funding sources to the extent necessary and available, including the following categories:

- **Matching State School Funding/Other School Funding.** In addition to school district impact fees, school facilities may be funded through a combination of the School Facility Improvement District CFD, State grant programs (i.e., State School Facilities Program [SFP]), and potentially other local funding mechanisms such as any approved General Obligation (GO) bonds.
- **Private Developer Funding.** Certain facilities may be funded directly by private developer funding and may not be included in any of the aforementioned financing mechanisms.
- **Developer Advances.** The Financing Plan anticipates developer advances will finance Backbone Infrastructure and Other Public Facilities needed in the initial phases of the FPASP and before the collection of fees or other revenue sources. The Financing Plan describes how fee credits or reimbursements for Facilities otherwise funded by fee programs will be available if developers fund or construct fee-funded facilities. This premise applies to Facilities in all development impact fee programs, including the new FPASP fees for City facilities, the SPIF, and other agency fee programs. Developer advances also will be reimbursed as the City acquires facilities through the Mello-Roos CFD(s).
- **Other Funding Sources** to fund Backbone Infrastructure and Public Facilities costs will be examined. State and federal grant and loan programs are available from State and local governments to finance a variety of public facilities, including sewer, water, parks, bridges, interchanges, and public safety. The availability of these grants and loans and the selection criteria vary from year to year. For example, opportunities may include Federal and State highway funding or other Federal/State funding for transit facilities and equipment and major freeway interchanges. Federal and State funding sources also may be available for trails and other vehicle-miles-traveled (VMT) reduction strategies. To the extent that improvements necessary for FPASP development qualify for these programs, the available funds could be used to augment or fully or partially offset Facilities costs.

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6. WATER AND SEWER INFRASTRUCTURE PHASING

Many new master-planned communities face difficult infrastructure financing challenges during project implementation, particularly in the early phases of development. The initial FPASP challenge will be financing the water infrastructure (Phase 1 and 2 Water) required to serve initial and subsequent FPASP development. Particularly, one of the most significant challenges to be addressed is the need for expanded water transmission conveyance capabilities to deliver water from the water treatment plant to the FPASP, once demand reaches the equivalent of approximately 2,500 dwelling units. The Phase 2 water pipeline, which equals approximately \$22.1 million, is the infrastructure item that resolves the potential water supply constraint issue.

Rather than focusing solely on the Phase 2 water infrastructure cost, the Financing Plan solution includes a more comprehensive look at combined water and sewer infrastructure needs. This chapter describes how this initial challenge will be addressed by FPASP property owners and the City.

Facilities and Cost Estimates

Figures 1 and **2** show the location and types of Phase 1 and 2 offsite water infrastructure required, and **Figure 3** shows the location and types of Phase 1 sewer infrastructure required. Estimated costs for each infrastructure phase are summarized in **Table 7** in the previous chapter. Generally speaking, the Phase 1 water and Phase 1 sewer costs have the capacity to accommodate demand from up to approximately 2,500 units, with water comprising the constraining factor. The total costs are roughly divided as one-third, or approximately \$10.2 million for Phase 1 development (approximately 2,500 units) and two-thirds, or approximately \$20.9 million for Phase 2 and subsequent development.

One or more initial FPASP developers, the City or some combination thereof may lead the design, bidding and construction of these initial water and sewer facilities. Regardless of who leads the implementation efforts, the facilities will be completed via the following financing strategy.

Financing Strategy

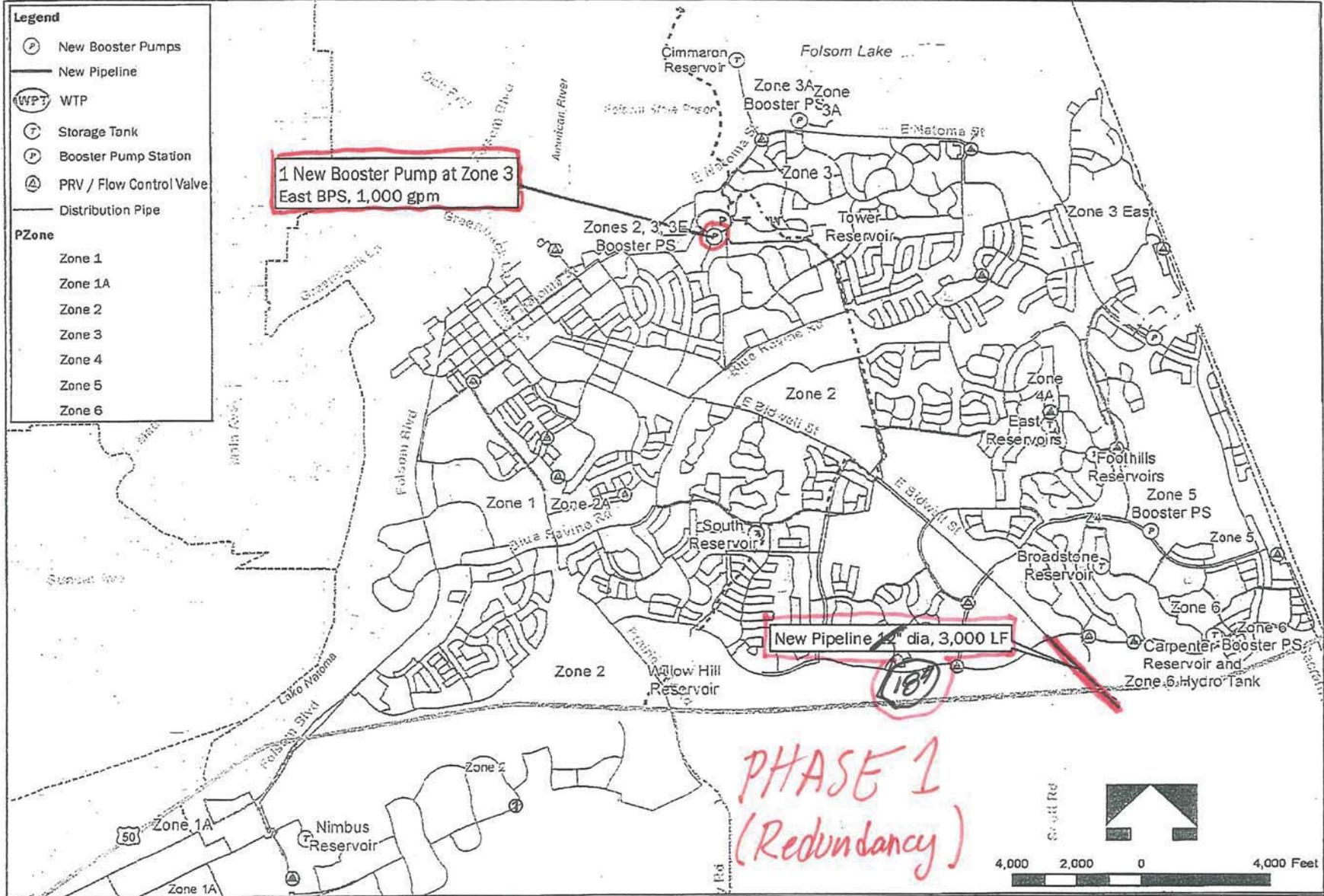
Temporarily setting aside cash flow needs, the Phase 1 and 2 water and Phase 1 sewer facilities are ultimately funded from the following two sources:

- SPIF.
- New Off-Site Water and Sewer CFD.

As proposed, all of these facilities are included in the SPIF with the exception of the equivalent of the Phase 1 water and Phase 1 sewer facilities costs, which are proposed to be included in the New Sewer and Off-Site Water CFD. **Table ES-5** in the Executing Summary shows the ultimate sources and uses of funds for FPASP water and sewer infrastructure.

Figure % Portion of Phase 1 Off-Site Water Infrastructure

P:\43000\143386 - SOI Impacts on Folsom Water System\Figures

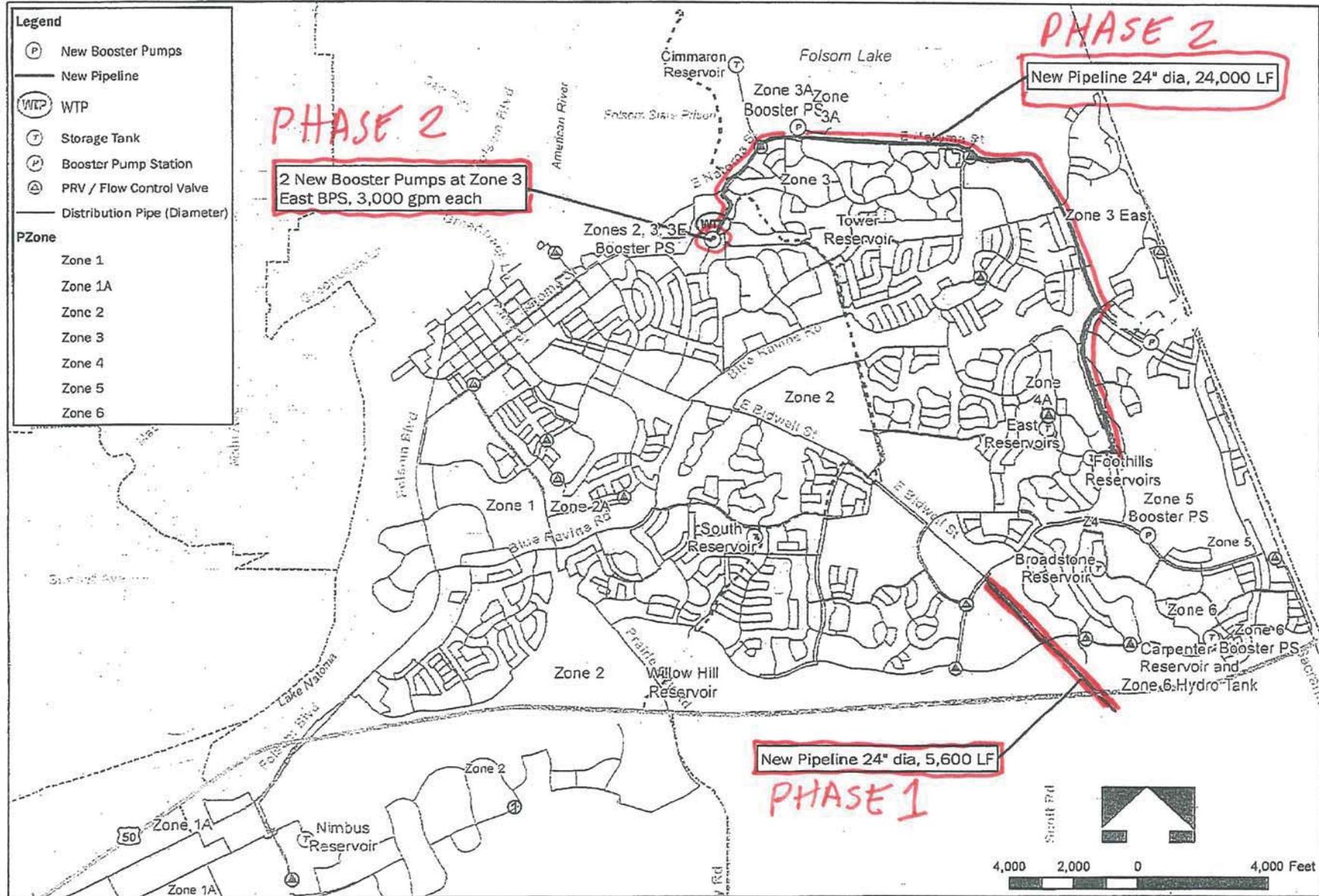


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Brown AND Caldwell	PROJECT	143386	SITE	Folsom, California	Figure 1
	DATE	10/25/12	TITLE	Scenario 1: Interim Folsom Plan Area (2 mgd) through Zone 3 East – New Facilities	

Figure & Phase 1 and Phase 2 Off-Site Water Infrastructure

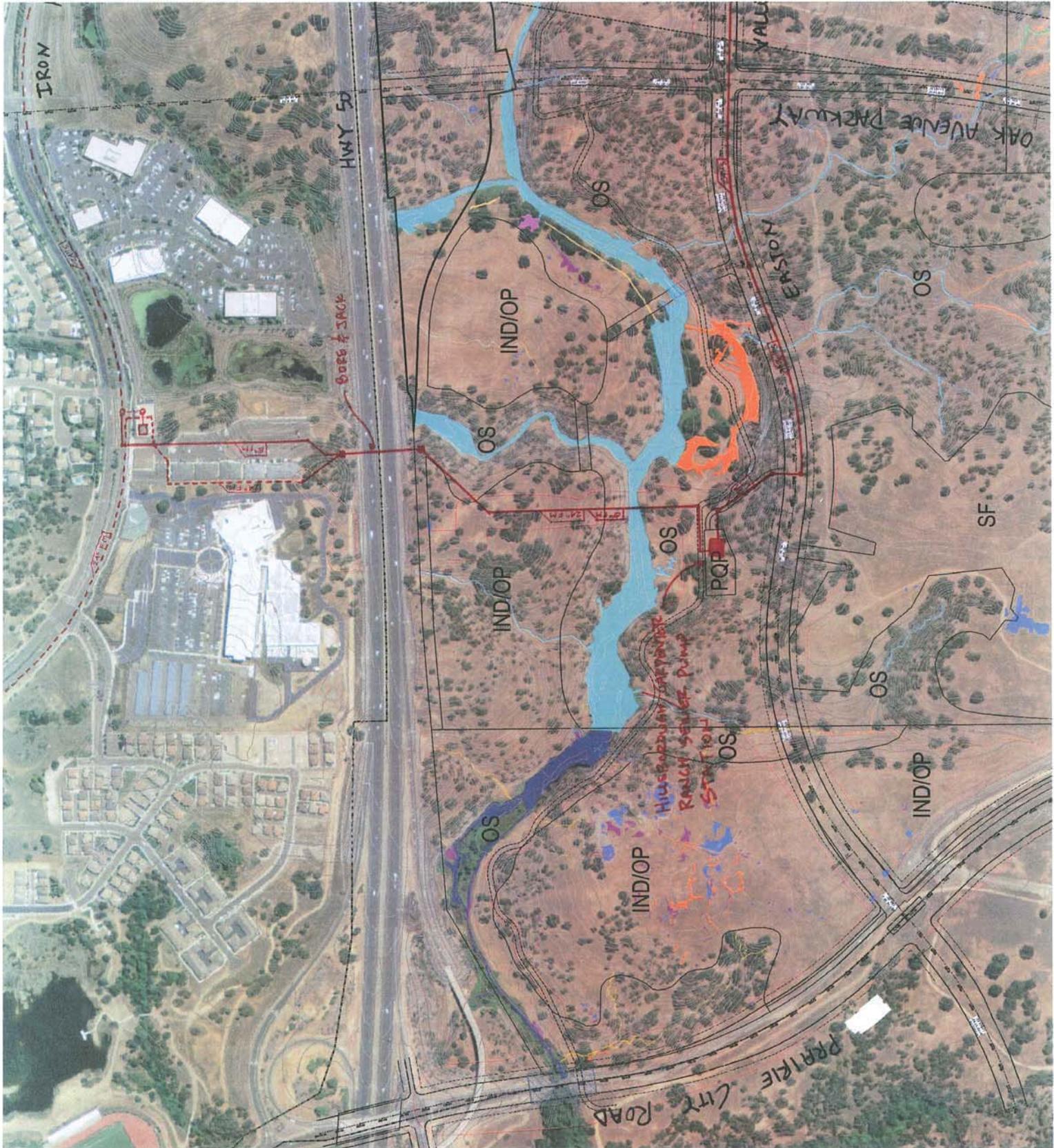
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Brown AND Caldwell	PROJECT	143386	Folsom, California	Figure 2
	DATE	10/25/12		

Figure 1 Phase 1 Sewer Infrastructure



Phased Cash-Flow-Based Financing Strategy

The Financing Plan recognizes there are mutual interests in ensuring timely construction of both the initial and subsequent water and sewer infrastructure. Considering that, the phased water and sewer financing strategy was created based on the following principles:

- All FPASP property owners have a vested interest in ensuring development absorption can meet market demand without being constrained by infrastructure financing issues.
- Initial FPASP developers will incur a high infrastructure oversizing burden and are, thus, reliant on subsequent new FPASP development (Phase 2 and beyond) to reimburse them for the amount of oversizing.
- Requiring an initial FPASP developer to incur SPIF fee obligations when they have already constructed more than their proportionate share of SPIF facilities should be avoided if possible.
- Participation in a FPASP-wide Sewer and Off-Site Water CFD ensures equal participation by all property owners.
- City loan could be comprised only FPASP fee revenues collected to fund facilities for which cash flow needs were not an initial priority.
- Repayment of the City loan must be secured (by the CFD) to minimize City risk.

Table 7 summarizes the sources and uses of funds for the phased water and sewer financing strategy. Approximately \$31.1 million in water and sewer infrastructure will be financed through the use of the following funding sources and financing mechanisms:

- Extended-Term Infrastructure CFD.
- SPIF Set-Aside Component (as described in **Chapter 5**).
- New Sewer and Off-Site Water CFD.
- Private developer advances (initial and subsequent developer advance-funding).
- City loan from FPASP fee revenues repaid with FPASP property owner funding. (described in this chapter).

Table 7 shows generally which funding sources are assumed to be targeted to the Phase 1 and 2 water and Phase 1 sewer infrastructure costs. As shown, the phased water and sewer financing strategy generally apportions the burden of resolving this particular infrastructure financing challenge across initial developers, subsequent developers, and all property owners regardless of the phase in which they develop. The City's participation via a loan was considered as a last available option to help address the financing challenge, while minimizing risk to the City.

Although the funding sources are anticipated to be prioritized as shown, the funding strategy recognizes flexibility is a key facet of the approach, and the exact alignment of which funding sources will be used to pay for what infrastructure costs will depend on which developer(s) proceed with development and how quickly the units in their projects absorb relative to the absorption of units in other FPASP projects. The example in this chapter illustrates one potential development scenario and how the financing strategy would function in such circumstances.

City Loan Repaid Through Developer Funding

As shown in **Table 7**, the City is participating in the solution by providing a loan from City development impact fees. The City's participation via a loan from other FPASP fee revenues was considered as a last available option to help address the financing challenge, while eliminating the City's risk. The City will rely on its capacity to implement an inter-fund loan through its development impact fees to lend up to \$5.1 million to help cash flow the Phase 2 water facilities. The City proposes using some combination of transit, housing trust fund and Highway 50 Interchanges fees as the primary sources of fees from which to borrow. The City has discretion to determine the various amounts and from which development impact fee categories the loan will be capitalized, including those not specifically identified in the Financing Plan.

The City's loan will be secured by annual special taxes from the proposed Sewer and Off-Site Water CFD. Annual special taxes and proceeds from the Sewer and Off-Site Water CFD bonds will be used to repay the City's loan. The property owners have proposed a repayment program that equally prioritizes (50 percent/50 percent split) repayment of the SPIF Set-Aside and the City's loan. The phased financing strategy example below includes an example of City repayment assuming this 50/50 split. Based upon the development absorption assumed in the Financing Plan, the City's loan is anticipated to be required in year 6 and repayment of the loan is anticipated to be completed by year 13. Although the City loan and SPIF Set-Aside were shown in this Financing Plan without an interest component, inclusion of an interest component is not precluded. Whether interest is included may be addressed in a development agreement or other implementation documents (e.g., the SPIF nexus study or City loan agreement).

Phased Financing Strategy Example

Overall Cash Flow Summary

Table 9 shows an example phased water and sewer financing strategy cash flow based upon the Financing Plan development absorption assumptions (Chapter 2) and on the Sewer and Off-Site Water CFD special tax rates assumed in this Financing Plan. **Table 9** shows how the combination of financing mechanisms could be used to cash-flow the initial water and sewer facilities. For simplicity, Phase 1 water and sewer infrastructure costs are shown as though they would occur in Year 1 when in reality, they would be incurred at least one year prior to the first year in which revenue from new development would occur (e.g., Year 0). Developer advances would cash flow initial Phase 1 water and sewer infrastructure. These developer advances would largely be recovered through credits against the SPIF, reimbursement through Infrastructure CFD and Sewer and Off-Site Water CFD PAYGO revenues, and reimbursements from SPIF Set-Aside collections. As shown, it is possible that most of the initial water and sewer infrastructure costs could be reimbursed by approximately 2,500 units (Year 6 in **Table 9**).

The Phase 2 water facilities costs will need to be expended on a schedule that ensures there is not an unnecessary delay in absorption because of a water supply constraint. Consequently, the Phase 2 water facility costs will be funded through a combination of developer advances, Sewer and Off-Site Water CFD bond proceeds, and City loan. Again, for simplicity in the cash flow, the Phase 2 water facility costs are shown in Year 6; however, in reality, costs for design and construction could be spread across the two years prior to when the facilities are needed. Both the City loan and the SPIF Set-Aside are intended to be repaid as described below.

Table 9
Folsom Plan Area Specific Plan Financing Plan
Initial Water and Sewer Infrastructure Cash Flow (2013 \$)

Year	Revenues							Expenditures				Annual Cash Flow			Cumulative Cash Flow
	Infrastructure CFD PAYGO	Initial Dev. SPIF Set-Aside	Planwide Sewer/Water CFD		Subsequent Developers Advance	Developer-Paid City Loan	Total	Phase I Water	Phase I Sewer	Phase II Water	Total	Cash Flow Before Loan Repayment	Loan Repayment	Cash Flow After Loan Repayment	
			Bond Proceeds	PAYGO Revenues								[1]	[1]		
Total - Yr. 50	\$4,900,000	\$5,100,000	\$25,800,000	\$34,650,000	\$8,706,000	\$5,100,000	\$84,256,000	(\$6,295,000)	(\$3,910,000)	(\$20,921,000)	(\$31,126,000)				
Total - Yr. 6	\$4,900,000	\$5,100,000	\$6,100,000	\$1,220,000	\$8,706,000	\$5,100,000	\$31,126,000	(\$6,295,000)	(\$3,910,000)	(\$20,921,000)	(\$31,126,000)	\$0	\$0	\$0	
Total - Yr. 10	\$4,900,000	\$5,100,000	\$12,600,000	\$2,290,000	\$8,706,000	\$5,100,000	\$38,696,000	(\$6,295,000)	(\$3,910,000)	(\$20,921,000)	(\$31,126,000)	\$7,570,000	(\$7,570,000)	\$0	
1	\$300,000	\$500,000	\$0	\$50,000	\$0	\$0	\$850,000	(\$6,295,000)	(\$3,910,000)	\$0	(\$10,205,000)	(\$9,355,000)	\$0	(\$9,355,000)	
2	\$700,000	\$700,000	\$0	\$140,000	\$0	\$0	\$1,540,000	\$0	\$0	\$0	\$0	\$1,540,000	\$0	\$1,540,000	
3	\$1,100,000	\$700,000	\$0	\$220,000	\$0	\$0	\$2,020,000	\$0	\$0	\$0	\$0	\$2,020,000	\$0	\$2,020,000	
4	\$1,700,000	\$1,100,000	\$0	\$340,000	\$0	\$0	\$3,140,000	\$0	\$0	\$0	\$0	\$3,140,000	\$0	\$3,140,000	
5	\$200,000	\$800,000	\$0	\$430,000	\$0	\$0	\$1,430,000	\$0	\$0	\$0	\$0	\$1,430,000	\$0	\$1,430,000	
6	\$900,000	\$1,300,000	\$6,100,000	\$40,000	\$8,706,000	\$5,100,000	\$22,146,000	\$0	\$0	(\$20,921,000)	(\$20,921,000)	\$1,225,000	\$0	\$1,225,000	
7	\$0	\$0	\$0	\$180,000	\$0	\$0	\$180,000	\$0	\$0	\$0	\$0	\$180,000	(\$180,000)	\$0	
8	\$0	\$0	\$0	\$320,000	\$0	\$0	\$320,000	\$0	\$0	\$0	\$0	\$320,000	(\$320,000)	\$0	
9	\$0	\$0	\$0	\$470,000	\$0	\$0	\$470,000	\$0	\$0	\$0	\$0	\$470,000	(\$470,000)	\$0	
10	\$0	\$0	\$6,500,000	\$100,000	\$0	\$0	\$6,600,000	\$0	\$0	\$0	\$0	\$6,600,000	(\$6,600,000)	\$0	
11	\$0	\$0	\$0	\$280,000	\$0	\$0	\$280,000	\$0	\$0	\$0	\$0	\$280,000	(\$280,000)	\$0	
12	\$0	\$0	\$0	\$520,000	\$0	\$0	\$520,000	\$0	\$0	\$0	\$0	\$520,000	(\$520,000)	\$0	
13	\$0	\$0	\$5,900,000	\$150,000	\$0	\$0	\$6,050,000	\$0	\$0	\$0	\$0	\$6,050,000	(\$1,830,000)	\$4,220,000	
14	\$0	\$0	\$0	\$340,000	\$0	\$0	\$340,000	\$0	\$0	\$0	\$0	\$340,000	\$0	\$340,000	
15	\$0	\$0	\$0	\$450,000	\$0	\$0	\$450,000	\$0	\$0	\$0	\$0	\$450,000	\$0	\$450,000	
16	\$0	\$0	\$0	\$560,000	\$0	\$0	\$560,000	\$0	\$0	\$0	\$0	\$560,000	\$0	\$560,000	
17	\$0	\$0	\$0	\$620,000	\$0	\$0	\$620,000	\$0	\$0	\$0	\$0	\$620,000	\$0	\$620,000	
18	\$0	\$0	\$0	\$730,000	\$0	\$0	\$730,000	\$0	\$0	\$0	\$0	\$730,000	\$0	\$730,000	
19	\$0	\$0	\$0	\$780,000	\$0	\$0	\$780,000	\$0	\$0	\$0	\$0	\$780,000	\$0	\$780,000	
20	\$0	\$0	\$7,300,000	\$200,000	\$0	\$0	\$7,500,000	\$0	\$0	\$0	\$0	\$7,500,000	\$0	\$7,500,000	
21	\$0	\$0	\$0	\$250,000	\$0	\$0	\$250,000	\$0	\$0	\$0	\$0	\$250,000	\$0	\$250,000	
22	\$0	\$0	\$0	\$310,000	\$0	\$0	\$310,000	\$0	\$0	\$0	\$0	\$310,000	\$0	\$310,000	
23	\$0	\$0	\$0	\$360,000	\$0	\$0	\$360,000	\$0	\$0	\$0	\$0	\$360,000	\$0	\$360,000	
24	\$0	\$0	\$0	\$410,000	\$0	\$0	\$410,000	\$0	\$0	\$0	\$0	\$410,000	\$0	\$410,000	
25	\$0	\$0	\$0	\$460,000	\$0	\$0	\$460,000	\$0	\$0	\$0	\$0	\$460,000	\$0	\$460,000	
26	\$0	\$0	\$0	\$510,000	\$0	\$0	\$510,000	\$0	\$0	\$0	\$0	\$510,000	\$0	\$510,000	
27	\$0	\$0	\$0	\$550,000	\$0	\$0	\$550,000	\$0	\$0	\$0	\$0	\$550,000	\$0	\$550,000	
28	\$0	\$0	\$0	\$600,000	\$0	\$0	\$600,000	\$0	\$0	\$0	\$0	\$600,000	\$0	\$600,000	
29	\$0	\$0	\$0	\$630,000	\$0	\$0	\$630,000	\$0	\$0	\$0	\$0	\$630,000	\$0	\$630,000	
30	\$0	\$0	\$0	\$660,000	\$0	\$0	\$660,000	\$0	\$0	\$0	\$0	\$660,000	\$0	\$660,000	
31	\$0	\$0	\$0	\$680,000	\$0	\$0	\$680,000	\$0	\$0	\$0	\$0	\$680,000	\$0	\$680,000	
32	\$0	\$0	\$0	\$700,000	\$0	\$0	\$700,000	\$0	\$0	\$0	\$0	\$700,000	\$0	\$700,000	
33	\$0	\$0	\$0	\$720,000	\$0	\$0	\$720,000	\$0	\$0	\$0	\$0	\$720,000	\$0	\$720,000	
34	\$0	\$0	\$0	\$740,000	\$0	\$0	\$740,000	\$0	\$0	\$0	\$0	\$740,000	\$0	\$740,000	
35	\$0	\$0	\$0	\$760,000	\$0	\$0	\$760,000	\$0	\$0	\$0	\$0	\$760,000	\$0	\$760,000	
36	\$0	\$0	\$0	\$990,000	\$0	\$0	\$990,000	\$0	\$0	\$0	\$0	\$990,000	\$0	\$990,000	
37	\$0	\$0	\$0	\$1,000,000	\$0	\$0	\$1,000,000	\$0	\$0	\$0	\$0	\$1,000,000	\$0	\$1,000,000	
38	\$0	\$0	\$0	\$1,010,000	\$0	\$0	\$1,010,000	\$0	\$0	\$0	\$0	\$1,010,000	\$0	\$1,010,000	
39	\$0	\$0	\$0	\$1,010,000	\$0	\$0	\$1,010,000	\$0	\$0	\$0	\$0	\$1,010,000	\$0	\$1,010,000	
40	\$0	\$0	\$0	\$1,250,000	\$0	\$0	\$1,250,000	\$0	\$0	\$0	\$0	\$1,250,000	\$0	\$1,250,000	
41	\$0	\$0	\$0	\$1,250,000	\$0	\$0	\$1,250,000	\$0	\$0	\$0	\$0	\$1,250,000	\$0	\$1,250,000	
42	\$0	\$0	\$0	\$1,250,000	\$0	\$0	\$1,250,000	\$0	\$0	\$0	\$0	\$1,250,000	\$0	\$1,250,000	
43	\$0	\$0	\$0	\$1,460,000	\$0	\$0	\$1,460,000	\$0	\$0	\$0	\$0	\$1,460,000	\$0	\$1,460,000	
44	\$0	\$0	\$0	\$1,450,000	\$0	\$0	\$1,450,000	\$0	\$0	\$0	\$0	\$1,450,000	\$0	\$1,450,000	
45	\$0	\$0	\$0	\$1,450,000	\$0	\$0	\$1,450,000	\$0	\$0	\$0	\$0	\$1,450,000	\$0	\$1,450,000	
46	\$0	\$0	\$0	\$1,440,000	\$0	\$0	\$1,440,000	\$0	\$0	\$0	\$0	\$1,440,000	\$0	\$1,440,000	
47	\$0	\$0	\$0	\$1,430,000	\$0	\$0	\$1,430,000	\$0	\$0	\$0	\$0	\$1,430,000	\$0	\$1,430,000	
48	\$0	\$0	\$0	\$1,420,000	\$0	\$0	\$1,420,000	\$0	\$0	\$0	\$0	\$1,420,000	\$0	\$1,420,000	
49	\$0	\$0	\$0	\$1,380,000	\$0	\$0	\$1,380,000	\$0	\$0	\$0	\$0	\$1,380,000	\$0	\$1,380,000	
50	\$0	\$0	\$0	\$1,600,000	\$0	\$0	\$1,600,000	\$0	\$0	\$0	\$0	\$1,600,000	\$0	\$1,600,000	

[1] Any negative amounts would be a developer carry cost, not an obligation of the City.

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City Loan and SPIF Set-Aside Repayment

The cash flow in **Table 9** shows the relative timing of payment for water and sewer infrastructure relative to the use of financing mechanisms, including the City's loan and SPIF Set-Aside. Once certain facilities have been constructed, cash flows from various sources are available for repayment of the initial developer advances. It is important to note the need for infrastructure funding and source of repayments are tied to development absorption and when additional water facilities are required to serve additional FPASP development.

The cash flows also demonstrate, for this example, the estimated timing of City loan and SPIF Set-Aside repayment assuming the proposed 50/50 split of repayment revenue sources. As shown in **Table 10**, the majority of the repayment is anticipated to come from proceeds of the second series of Sewer and Off-Site Water CFD bonds (shown in Year 10). Until such time, repayment is coming from annual Sewer and Off-Site Water CFD PAYGO funding.

In the example shown, the City's loan would be used in Year 6 and approximately 75 percent of this loan would be repaid by Year 10. The SPIF Set-Aside is estimated to be equally repaid within the same time frame. However, repayment of each could be delayed if development absorption slows after the Set-Aside payments and City loan is made. It is important to note that if repayment of the City's loan is prolonged because of slower than anticipated development absorption, then the slower absorption might also decrease the need to use the borrowed funds on the specific public facilities for which they would ultimately be used.

Another important way to examine the phased financing strategy is through the use of a developer-specific example. As described below, the developer-specific example illustrates how the SPIF Set-Aside and SPIF obligations will function relative to the phased water and sewer financing strategy.

Developer-Specific Example

For purposes of this developer-specific example, the Financing Plan assumes Developer A would be the one developer, or one of a couple developers, to initiate FPASP development. Considering this, the following example examines how the Phase 1 sewer and water costs may be financed. Because the exact total costs that may be incurred by Developer A are not available at this time, this example below is based on the following assumptions:

- Phase 1 water and sewer costs (to Developer A) constructed in Year 0 total \$7.5 million (**Table 11**).
- Total Developer A constructed SPIF-eligible infrastructure (inclusive of amounts above) totals \$17.5 million.
- Developer B did not construct eligible Phase 1 water and sewer facilities.
- Developer A would construct all of its units within the first 2,500 homes.
- Developer B would also concurrently construct 800 SFHD units within the first 2,500 homes.

Table 10
Folsom Plan Area Specific Plan Financing Plan
SPIF Set-Aside and City Loans (2013 \$)

Year	SPIF Set-Aside Funding			City Loans				Repayments		
	Beginning Balance	Investment	Repayment	Ending Balance	Beginning Balance	Investment	Repayment	Ending Balance	Annual	Cumulative
Repayment Percentage		50%			50%					
Total	\$5,100,000	(\$5,100,000)			\$5,100,000	(\$5,100,000)				
1	\$0	\$500,000	\$0	\$500,000	\$0	\$0	\$0	\$0	\$0	\$0
2	\$500,000	\$700,000	\$0	\$1,200,000	\$0	\$0	\$0	\$0	\$0	\$0
3	\$1,200,000	\$700,000	\$0	\$1,900,000	\$0	\$0	\$0	\$0	\$0	\$0
4	\$1,900,000	\$1,100,000	\$0	\$3,000,000	\$0	\$0	\$0	\$0	\$0	\$0
5	\$3,000,000	\$800,000	\$0	\$3,800,000	\$0	\$0	\$0	\$0	\$0	\$0
6	\$3,800,000	\$1,300,000	\$0	\$5,100,000	\$0	\$5,100,000	\$0	\$5,100,000	\$0	\$0
7	\$5,100,000	\$0	(\$90,000)	\$5,010,000	\$5,100,000	\$0	(\$90,000)	\$5,010,000	(\$180,000)	(\$180,000)
8	\$5,010,000	\$0	(\$160,000)	\$4,850,000	\$5,010,000	\$0	(\$160,000)	\$4,850,000	(\$320,000)	(\$500,000)
9	\$4,850,000	\$0	(\$235,000)	\$4,615,000	\$4,850,000	\$0	(\$235,000)	\$4,615,000	(\$470,000)	(\$970,000)
10	\$4,615,000	\$0	(\$3,300,000)	\$1,315,000	\$4,615,000	\$0	(\$3,300,000)	\$1,315,000	(\$6,600,000)	(\$7,570,000)
11	\$1,315,000	\$0	(\$140,000)	\$1,175,000	\$1,315,000	\$0	(\$140,000)	\$1,175,000	(\$280,000)	(\$7,850,000)
12	\$1,175,000	\$0	(\$260,000)	\$915,000	\$1,175,000	\$0	(\$260,000)	\$915,000	(\$520,000)	(\$8,370,000)
13	\$915,000	\$0	(\$915,000)	\$0	\$915,000	\$0	(\$915,000)	\$0	(\$1,830,000)	(\$10,200,000)
14	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	(\$10,200,000)
15	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	(\$10,200,000)
16	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	(\$10,200,000)
17	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	(\$10,200,000)
18	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	(\$10,200,000)
19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	(\$10,200,000)
20	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	(\$10,200,000)
21	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	(\$10,200,000)
22	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	(\$10,200,000)
23	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	(\$10,200,000)
24	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	(\$10,200,000)
25	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	(\$10,200,000)
26	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	(\$10,200,000)
27	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	(\$10,200,000)
28	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	(\$10,200,000)
29	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	(\$10,200,000)
30	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	(\$10,200,000)
31	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	(\$10,200,000)
32	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	(\$10,200,000)
33	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	(\$10,200,000)
34	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	(\$10,200,000)
35	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	(\$10,200,000)
36	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	(\$10,200,000)
37	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	(\$10,200,000)
38	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	(\$10,200,000)
39	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	(\$10,200,000)
40	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	(\$10,200,000)
41	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	(\$10,200,000)
42	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	(\$10,200,000)
43	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	(\$10,200,000)
44	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	(\$10,200,000)
45	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	(\$10,200,000)
46	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	(\$10,200,000)
47	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	(\$10,200,000)
48	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	(\$10,200,000)
49	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	(\$10,200,000)
50	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	(\$10,200,000)

"repay"

Table 11
Folsom Plan Area Specific Plan Financing Plan
Estimated Credits and Reimbursements Example

Land Use	Formula	Cost	Funding Sources			Remaining Cost	SPIF Credit [2]
			SPIF Set-Aside [1]		Total		
			Developer A	Developer B			
Developer A							
SPIF Obligation [1]	<i>A</i>	\$20,150,000	-	-	-	-	-
Less Phase 1 Advance Funding							
Phase 1 Off-Site Water		\$3,590,000	-	-	-	-	-
Phase 1 Sewer		\$3,910,000	-	-	-	-	-
Subtotal Phase 1 Off-Site Water and Sewer	<i>B</i>	\$7,500,000	(\$1,960,000)	(\$1,570,000)	(\$3,530,000)	\$3,970,000	(\$3,970,000)
Other Phase 1 SPIF Infrastructure	<i>C</i>	\$10,000,000	\$0	\$0	\$0	\$10,000,000	(\$10,000,000)
Total Phase 1 Advance Funding	<i>D=B+C</i>	\$17,500,000	(\$1,960,000)	(\$1,570,000)	(\$3,530,000)	\$13,970,000	(\$13,970,000)
Remaining SPIF Obligation [3]	<i>A-D</i>	\$2,650,000	-	-	-	-	-

cr reim

[1] See Table 12.

[2] Could be reduced by other SPIF set-aside revenue.

[3] Developer A SPIF payment summarized below:

Developer A SPIF Obligation	\$20,150,000
<u>Less Developer A Credits</u>	
SPIF Set-Aside	(\$1,960,000)
SPIF Credit - Offsite Water & Sewer	(\$3,970,000)
SPIF Credit - Other Phase 1 Infrastructure	(\$10,000,000)
Developer A Subtotal	\$4,220,000
Less Developer B SPIF Set-Aside	(\$1,570,000)
Remaining Developer A SPIF Obligation	\$2,650,000

SPIF Payment/Fee Credits

Assuming Developer A constructs \$17.5 million in eligible Backbone Infrastructure at FPASP initiation (e.g., in Year 0), Developer A would earn the right to reimbursement for all eligible costs through the SPIF. Developer A would draw down his or her reimbursement balance by first converting outstanding SPIF reimbursement to SPIF fee credits, which will be used on a building permit by building permit basis.

As described, the FPASP financing strategy includes a required SPIF Set-Aside used specifically to help cash flow the Phase 1 and 2 water and Phase 1 sewer facilities. With the imposition of the SPIF Set-Aside component, whether a developer/builder is able to credit against the entire SPIF or just a portion of the SPIF (excluding the SPIF Set-Aside) depends upon which eligible facilities were constructed by that developer/builder.

In this example, Developer A is assumed to have constructed \$7.5 million in Phase 1 water and sewer costs as well as an additional \$10.0 million in other eligible SPIF facilities. Consequently, Developer A is eligible to obtain reimbursement via fee credits against both the SPIF and the SPIF Set-Aside component, as described below.

SPIF Set-Aside Obligation and Fee Credits

Given assumed Developer A land uses, **Table 12** shows Developer A's SPIF Set-Aside obligation for his or her entire development project. Because Developer A has constructed \$7.5 million in eligible infrastructure, Developer A will use fee credits against the SPIF Set-Aside component and will not pay the SPIF Set-Aside. The maximum credit Developer A can take against the SPIF Set-Aside component equals Developer A's maximum obligation, which is approximately \$2.0 million.

SPIF Obligation and Fee Credits/Reimbursements

With a total SPIF reimbursement amount of \$17.5 million, each new Developer A unit would use both SPIF and SPIF Set-Aside credits. At the same time, SPIF Set-Aside revenue from new Developer B units would be paid to Developer A. **Table 11** shows how the SPIF Set-Aside credits (Developer A) and cash payments (Developer B) would function in this example.

In this example, approximately \$3.5 million of the \$7.5 million Phase 1 water and sewer costs are reimbursed through SPIF Set-Aside from Developers A and B. Developer A would also be concurrently reimbursed for Other Phase 1 infrastructure by using credits against his or her SPIF obligation. With a credit amount of approximately \$18,200 per SFHD unit, Developer A would need his or her first approximately 550 units to offset the \$10.0 million in Other Phase 1 infrastructure.

Remaining SPIF reimbursement then would equal at least approximately \$4.0 million (related to the Phase 1 water and sewer infrastructure). This amount reimbursed to Developer A might be reimbursed by SPIF Set-Aside payments from other developers within the first 2,500 units, or solely through remaining SPIF credits on Developer A's own remaining units. Whether Developer A is reimbursed entirely through SPIF credits on its own Project, or a portion of Developer A's reimbursement comes from other Phase 1 developers (those in the first 2,500 units), depends on development absorption of Developer A relative to other developers.

Table 12
Folsom Plan Area Specific Plan Financing Plan
SPIF and SPIF Set-Aside Obligation

Item	Rate	Amount [1]		Total
		Developer A	Developer B	
Single-Family High Density Units		1,000	800	
SPIF Obligation [2]	\$18,193	\$18,190,000	\$14,550,000	\$32,740,000
SPIF Set-Aside Obligation [3]	\$1,963	\$1,960,000	\$1,570,000	\$3,530,000
Total SPIF Obligation [2]	\$20,156	\$20,150,000	\$16,120,000	\$36,270,000

spif obl

[1] Amounts rounded to nearest \$10,000.

[2] For a detailed breakdown of the SPIF by component, see **Table 6**. Excludes administration component of SPIF.

[3] Rate computed to generate \$5.1 million in SPIF set-aside by first 2,500 units.

7. *FUNDING OF ONGOING OPERATION AND MAINTENANCE COSTS—PUBLIC SERVICES*

The City historically has used landscaping and lighting district assessments on new development to fund the maintenance of street lighting, landscape corridors, medians, storm drainage facilities, and other open spaces. For the FPASP, the Financing Plan assumes the City may choose to use the services and maintenance authorizations under the Mello-Roos Act to implement one or more Maintenance CFD(s). For Financing Plan purposes, the annual maintenance obligations have been organized into the following categories:

- Park, Trail, Landscape Corridor, Median, and Open Space Maintenance.
- Street, street light and safety light Maintenance.
- Storm Drainage Maintenance.

As shown in **Table ES-7**, the estimated annual cost per single family unit is not anticipated to exceed \$400 per unit per year. The costs for higher density units will be less than that of a single family unit. Although organized into these categories for Financing Plan purposes, the City and FPASP property owners may wish to combine or separate one or more of these functions into different groups when the Maintenance CFD(s) are implemented. How the functions are ultimately organized will be informed by the open space management plan and based on further analysis by the City.

Using information from the City's existing maintenance districts, the Financing Plan defines annual maintenance as follows. "Annual maintenance functions and costs generally will include the installation, maintenance and servicing of turf, ground cover, shrubs and trees, irrigation systems, drainage systems, street lighting, fencing, soundwalls, sidewalks, monuments, statuary, fountains, water quality ponds, park facilities, open space, bike trails, walkways, drainage swales and other ornamental structures and facilities, entry signage, street pavers, art work, and monuments and all necessary appurtenances, and labor, materials, supplies, utilities [including water and electricity] and equipment, as applicable, for property owned or maintained by the City."³ The annual maintenance costs also would likely include an allowance for long-term repair and replacement of improvements.

A portion of the annual maintenance special tax will be used to fund open space maintenance. Although the specific details will be finalized before FPASP development, this maintenance function is intended to maintain the open space areas located adjacent to avoided or created habitat mitigation areas and other buffer areas between the open space and vertical development.

³ City of Folsom Preliminary Engineer's Report—Landscaping and Lighting Districts, May 2013.

In addition, a portion of the annual maintenance special tax is also expected to be dedicated to funding the ongoing maintenance of the FPASP habitat mitigation areas. Use of annual special taxes for this annual maintenance funding would be in lieu of a separate endowment established for a similar purpose.

8. FINANCING PLAN IMPLEMENTATION

Implementation of Financing Plan financing strategies will require utilization of existing development impact fee programs, including existing City fee programs, County fee programs, and the school district fee program. In addition, the City will be presented with several actions to implement the new FPASP fee programs and land-secured financing districts described herein. The use of land-secured financing is an integral component of the financing strategy as it will help provide the up-front funding required for significant Backbone Infrastructure and Other Public Facilities required at the outset of development.

Financing Plan Implementation Action Items

Table 13 details the actions that are required for implementation of the Financing Plan. Implementation of the Financing Plan will require the following actions:

- Approve and execute a new Development Agreement between the City and each FPASP property owner.
- Form the following land-secured financing districts (CFDs) for infrastructure:
 - Water Supply CFD to fund annual water supply costs and a portion of the water capital facilities cost.
 - Sewer and Off-Site Water CFD to fund a portion of the FPASP sewer and water capital facilities costs.
 - Infrastructure CFD(s) to fund FPASP Backbone Infrastructure and Other Public Facilities. The Infrastructure CFD(s) should include an extended-term feature as described in this Financing Plan.
- Form one or more land-secured financing districts (CFDs) to fund the following annual costs:
 - Park, Trail, Landscape Corridor, Median, and Open Space Maintenance.
 - Street, street light and safety light Maintenance.
 - Storm Drainage Maintenance.
- Prepare fee nexus studies and adopt City ordinances and resolutions authorizing creation and implementation of the following plan area fees:
 - FPASP—City Facilities Fee.
 - SPIF.
- Approve or adopt the Sacramento County Transportation Development Fee (SCTDF) Program as is pertains to the FPASP.
- Prepare documentation and adopt City resolution implementing the FPASP Specific Plan fee. This fee would apply to any FPASP property owners who did not participate or did not pay 100 percent of their proportional share of the costs to obtain FPASP entitlement approvals.

Table 13
Folsom Plan Area Specific Plan Financing Plan
Financing Plan Implementation Actions

Category/Item	Action	Responsible Party	Timing
Development Agreement			
New Development Agreement	Approve and execute a new Development Agreement between the City and each FPASP property owner.	City/FPASP Property Owners	Immediately following approval of the Financing Plan
Development Impact Fee Programs			
FPASP - City Facilities Fee	Approve FPASP - City Facilities Fee nexus study to implement development impact fees for library, municipal services, police, fire, parks, trails and Highway 50/Interchange facilities. Adopt implementing ordinance/resolution.	City	Before the first Final Small Lot Subdivision Map or Building Permit if subdivision is not required.
SPIF Program	Approve SPIF nexus study to implement development impact fees for roadways, water, sewer, recycled water, storm drainage facilities and habitat mitigation associated therewith. Adopt implementing ordinance/resolution.	City	Before the first Final Small Lot Subdivision Map or Building Permit if subdivision is not required.
SCTDF	Approve or adopt the SCTDF as it pertains to FPASP to address roadway mitigation measures applicable to new FPASP development. Sacramento County acceptance may also be required.	City	Immediately following approval of the Financing Plan
Land Secured Financing District (Mello-Roos Community Facility District(s)) for Infrastructure and Public Facilities			
Water Supply CFD	Form Mello-Roos CFD to fund annual water supply costs and a portion of the systems optimization review (SOR) costs incurred by the City.	City/FPASP Property Owners	Immediately following conclusion of the City's Water Supply Validation Action.
Sewer and Off-Site Water CFD	Form Mello-Roos CFD to fund a portion of the required FPASP sewer and water infrastructure. Facilities will include, but would not be limited to Phase 1 sewer and Phase 1 and 2 water facilities costs.	City/FPASP Property Owners	Before the first Final Small Lot Subdivision Map or Building Permit if subdivision is not required.
Aquatic Center CFD	Form Mello-Roos CFD to fund the Aquatic Center.	City/FPASP Property Owners	Before the first Final Small Lot Subdivision Map or Building Permit if subdivision is not required.
Infrastructure CFD(s)	Form one or more Mello-Roos CFD(s) to fund a portion of the required FPASP Backbone Infrastructure and Other Public Facilities.	City/FPASP Property Owners	Before the first Final Small Lot Subdivision Map or Building Permit if subdivision is not required.
Land Secured Financing District (Mello-Roos Community Facility District(s)) for Operation and Maintenance (Services)			
Parks, Trails Landscape Corridors, Medians and Open Space Maintenance	Form Mello-Roos CFD to fund park, parkway, open space, median and landscape corridor maintenance.	City/FPASP Property Owners	Before Final Map or Building Permit if subdivision is not required.
Street Maintenance District / Lighting Maintenance District	Form Mello-Roos CFD to fund street, street light and safety light maintenance. Could be combined with above Services CFD.	City/FPASP Property Owners	Before Final Map or Building Permit if subdivision is not required.
Storm Drainage Maintenance	Form Mello-Roos CFD to fund storm drainage maintenance. Could be combined with above Services CFD.	City/FPASP Property Owners	Concurrent with or immediately following Tentative Map Approval/
Specific Plan Reimbursement Fee			
New Specific Plan Reimbursement Fee	Implement fee to collect nonparticipants' share of Specific Plan costs.	City	Following approval of Financing Plan and Development Agreement.

"impl"

Changes in the Capital Improvement and Financing Programs

As the Financing Plan is implemented, the infrastructure costs will change and available funding sources may change (i.e., additional sources may become available) as development occurs. As a result, the Financing Plan must be flexible enough to appropriately adjust to such changes. Changes in the actual or assumed infrastructure cost estimates or funding of the infrastructure and facilities should be re-evaluated in the context of the overall financing strategy to ensure required funding is available when needed. Possible changes include the following adjustments:

- Revised or refined Backbone Infrastructure improvements.
- New cost information based on actual construction costs, updated engineering estimates, or changes in the land use plan.
- New funding source data.
- Inflationary adjustments to cost and funding data.
- Land use changes.

Changes in the overall financing program could include either higher or lower public facility costs or different funding source information than initially assumed. The Financing Plan costs and funding sources are shown in year 2013 dollars.

City Administration

The City will administer implementation of the Financing Plan, which will include the following activities:

- Completion of the Financing Plan implementation action items identified above.
- Monitoring of development activities and Backbone Infrastructure and Other Public Facility construction.
- Monitoring, reporting and periodically updating the financing mechanisms (e.g., development impact fee programs) to ensure the necessary infrastructure is constructed as required to serve FPASP development.

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APPENDICES:

Appendix A:	Backbone Infrastructure Construction Cost Estimates
Appendix B:	Roads
Appendix C:	On-Site Potable Water
Appendix D:	Off-Site Potable Water
Appendix E:	Recycled Water
Appendix F:	Sanitary Sewer
Appendix G:	Storm Drainage
Appendix H:	Habitat Mitigation for Infrastructure
Appendix I:	Library, Police, Fire, and Municipal Services Center
Appendix J:	Corporation Yard
Appendix K:	Transit
Appendix L:	Parks
Appendix M:	Trails
Appendix N:	Interchanges
Appendix O:	Aquatic and Community Center
Appendix P:	Schools
Appendix Q:	Estimated City Stand-Alone Fee Revenue
Appendix R:	Estimated City Facilities Fee Revenue
Appendix S:	Specific Plan Infrastructure Fee Program
Appendix T:	Sewer and Off-Site Water CFD
Appendix U:	New Infrastructure CFD(s)— Extended-Term CFD(s)
Appendix V:	Infrastructure Cost Burden Comparison

APPENDIX A:

Backbone Infrastructure Construction Cost Estimates

MacKay & Soms Cost Estimates SummaryA-1



FOLSOM PLAN AREA
Backbone Infrastructure
Construction Cost Estimate

Folsom, California

September 30, 2013

MACKAY & SOMPS
ENGINEERS PLANNERS SURVEYORS

FOLSOM PLAN AREA
Backbone Infrastructure
Construction Cost Estimate

7919.000

General Notes:

1. This estimate is prepared as a guide only and is subject to possible change. It has been prepared to a standard of accuracy which, to the best of our knowledge and judgment, is sufficient to satisfy our understanding of the purpose of this estimate. MacKay & Soms makes no warranty, either expressed or implied, as to the accuracy of this estimate.
2. This estimate does not consider the following:
 - a. Cost associated with environmental (wetland) mitigations or biological surveys
 - b. Phased construction or out-of-regular-sequence construction
 - c. Costs associated with ground water or inclement weather conditions
3. Costs presented herein represent an opinion based on historical information. No provision has been made for inflation.
4. Interim improvements may be required depending on development timing of individual units.
5. Cost for unsuitable material removal is not included in this estimate.
6. Costs are preliminary and subject to change upon more detailed design and analysis.
7. Cost for rock excavation and removal is not included in this estimate.
10. Cost for Rough Grade Excavation are based on an estimated average cut depth of 3 feet across the clearing and grubbing limits. (Roadway right-of-way and adjacent planting strips).
11. The cost for constructing the multi-use trail and trail appurtenances is not included in this estimate.
12. The cost for constructing masonry sound walls is not included in this estimate and will be paid for by the Developer.
13. The cost for Landscape Corridor planting is not included in this estimate and will be paid for by the Developer.
14. The gravity sanitary sewer pipeline are sized using the City of Folsom design criteria. The sanitary sewer pump stations are sized using the Sacramento Area Sewer District design criteria.
15. The cost for constructing White Rock Road (Capital Southeast Connector) is not included in this estimate. White Rock Road (Capital Southeast Connector) will be financed and built by the Capital Southeast Connector JPA or the County of Sacramento. The Folsom Plan Area is paying it's fairshare contribution for White Rock Road (Capital Southeast Connector) through the County of Sacramento's Sacramento County Transportation Development Fee Program.
16. The cost for constructing Prairie City Road is not included in this estimate. Prairie City Road is financed by County of Sacramento's Sacramento County Transportation Development Fee Program. The Folsom Plan Area is paying it's fairshare contribution for Prairie City Road through the County of Sacramento's Sacramento County Transportation Development Fee Program.

FOLSOM PLAN AREA
Backbone Infrastructure
Construction Cost Estimate

7919,000

Construction Cost Summary

Roadways

A.	Major Roadways	\$74,296,000
B.	Secondary Roadways	\$29,747,000
C.	Traffic Control System	\$10,074,000
D.	Open Space Fencing	\$825,000
E.	Dry Utility System (Natural Gas, Electrical, Telecommunications & Broadband)	\$17,523,000
F.	Electrial Transmission System (Easton Valley Parkway 69Kv Pole Relocation)	\$410,000
Total Roadways		\$132,875,000

Off-Site Roadway Improvements within the City of Folsom	\$1,000,000
Storm Drain System	\$26,371,000
Sanitary Sewer System	\$20,396,000
Potable Water System	\$39,356,000
Non-Potable Water System	\$11,429,000
Off-Site Water System Improvements	\$48,609,000
Total Estimated Backbone Infrastructure Construction Cost	\$280,036,000

Highway 50 Interchange Improvements	\$39,275,000
Sacramento County Transportation Development Fee (See DKS Fair Share Allocation Report dated January 2, 2013)	\$51,400,000

FOLSOM PLAN AREA
Backbone Infrastructure
Construction Cost Estimate

7919.000

Item	Description	Unit	Unit Cost	Cell 'E' Desig.
Roadway Items				
1	Clear and Grub	SF	\$0.10	3
2	Sawcut Asphalt Concrete	LF	\$1.00	4
3	Demo Existing Roadway	SF	\$1.00	5
4	Roadway Subgrade Preparation	SF	\$0.30	6
5	Rough Grade Excavation	CY	\$3.50	7
6	Roadway Excavation	CY	\$5.00	8
7	2" Asphalt Concrete Paving	SF	\$1.20	9
8	4" Asphalt Concrete Paving	SF	\$2.40	10
9	6" Asphalt Concrete Paving	SF	\$3.60	11
10	6" Aggregate Base	SF	\$1.50	12
11	15" Aggregate Base	SF	\$2.00	13
12	24" Aggregate Base	SF	\$3.00	14
13	Curb & Gutter, Type 2 (Vertical Curb)	LF	\$20.00	15
14	Median Curb, Type 3 (8" Barrier Curb)	LF	\$15.00	16
15	Median Landscaping & Irrigation (California Native Landscaping & Street Trees)	SF	\$6.00	17
16	Median Landscaping - Future travel lanes (Drought Tolerant Ground Cover)	SF	\$4.00	18
17	PCC Sidewalk w/6" AB	SF	\$6.00	19
18	Signing & Striping (\$ per lane)	LF	\$1.50	20
19	Erosion Control (Construction SWPPP)	SF	\$0.20	21
20	Roadside Ditch	LF	\$10.00	22
21	Street Lights (Type A, 220' spacing, both sides)	EA	\$25.00	23
Storm Drainage System Items				
22	18" Storm Drain	LF	\$85.00	26
23	24" Storm Drain	LF	\$95.00	27
24	30" Storm Drain	LF	\$115.00	28
25	36" Storm Drain	LF	\$130.00	29
26	48" Storm Drain	LF	\$165.00	30
27	60" Storm Drain	LF	\$235.00	31
28	48" Drainage Culvert w/Inlet & Outlet Structures	LF	\$300.00	32
29	60" Drainage Culvert w/Inlet & Outlet Structures	LF	\$400.00	33
30	6' High x 12' Wide Box Culvert w/Headwalls	LF	\$1,000.00	34
31	Water Quality / Hydro-modification-Detention Basin	AF	\$29,200.00	35
32	36" Storm Drain Pipe Inlet Structure with Access Control Rack	EA	\$4,000.00	36
33	36" Storm Drain Pipe Outlet Structure with Trash Rack	EA	\$6,500.00	37
34	Basin Flow Metering Outlet Control Structure	EA	\$10,000.00	38
35	Water Quality Basin Impermeable Membrane	SY	\$5.00	39
36	Basin Pre-Treatment & Debris Removal Structure (6 wide x 8' long)	EA	\$8,000.00	40
37	Basin Pre-Treatment & Debris Removal Structure (6' wide x 16' long)	EA	\$16,000.00	41
38	Water Quality Basin Planting (Hydro-Seed)	SF	\$0.08	42
39	Hydro-modification Basin Planting (Hydro-Seed)	SF	\$0.08	43
40	Existing Lake/Pond Dewatering	JOB	\$5,000.00	44

FOLSOM PLAN AREA
Backbone Infrastructure
Construction Cost Estimate

7919.000

Item	Description	Unit	Unit Cost	Cell 'E' Desig.
Sanitary Sewer System Items				
41	6" Sanitary Sewer	LF	\$70.00	49
42	8" Sanitary Sewer	LF	\$80.00	50
43	10" Sanitary Sewer	LF	\$100.00	51
44	12" Sanitary Sewer	LF	\$120.00	52
45	15" Sanitary Sewer	LF	\$150.00	53
46	18" Sanitary Sewer	LF	\$180.00	54
47	24" Sanitary Sewer	LF	\$240.00	55
48	30" Sanitary Sewer	LF	\$250.00	56
49	4" Sanitary Sewer Force main	LF	\$40.00	57
50	6" Sanitary Sewer Force main	LF	\$60.00	58
51	6" Sanitary Sewer Force main (In Existing Pavement)	LF	\$90.00	59
52	8" Sanitary Sewer Force main	LF	\$80.00	60
53	12" Sanitary Sewer Force main	LF	\$120.00	61
54	12" Sanitary Sewer Force main (In Existing Pavement)	LF	\$150.00	62
55	16" Sanitary Sewer Force main	LF	\$160.00	63
56	24" Sanitary Sewer Force main	LF	\$240.00	64
57	Sanitary Sewer Pump Station (0.59 mgd and below)	MGD	\$800,000.00	65
58	Sanitary Sewer Pump Station (0.6 mgd and above)	MGD	\$500,000.00	66
Potable and Non-Potable Water System Items				
59	8" Water Pipe	LF	\$144.00	69
60	12" Water Pipe	LF	\$180.00	70
61	18" Water Pipe	LF	\$216.00	71
62	24" Water Pipe	LF	\$240.00	72
63	Booster Pump Station	GPM	\$350.00	73
64	Pressure Reducing Station (8-Inch to 10-inch Valve)	EA	\$25,000.00	74
65	Pressure Reducing Station (12-inch to 16-inch Valve)	EA	\$50,000.00	75
66	Storage Reservoir (2.5 MG and Above)	MG	\$750,000.00	76
67	Storage Reservoir (Below 2.5 MG Tank)	MG	\$850,000.00	77
Miscellaneous Items				
68	Bore & Jack 30-in Steel Casing	LF	\$1,100.00	80
69	Bore & Jack 36-in Steel Casing	LF	\$1,100.00	81
70	Bore & Jack, Receiving Pit	EA	\$20,000.00	82
71	Bore & Jack, Jacking Pit	EA	\$50,000.00	83
70	6' High x 12' Wide Box Culvert w/Headwalls	LF	\$1,000.00	84
71	Box Girder Bridge	DSF	\$300.00	85
72	Traffic Signal and Appurtenances (3--Way)	EA	\$250,000.00	86
73	Traffic Signal and Appearances (4-Way)	EA	\$300,000.00	87
74	Retaining Wall	SF	\$80.00	88
75	At-Grade Railroad Crossing	EA	\$600,000.00	89
76	Traffic Signal Control	LF	\$55.00	90
77	Dry Utility System	LF	\$165.00	91
78	69Kv Pole Relocation	LF	\$70.00	92

FOLSOM PLAN AREA
Backbone Infrastructure
Construction Cost Estimate

7919.000

Item	Description	Unit	Unit Cost	Cell 'E' Desig.
Miscellaneous Items (Continued)				
79	Alder Creek Force Main Crossing	EA	\$20,000.00	93
80	Concrete Access Ramp (6" Conc. w/#4 bars at 12"o.c. ea. Way)	SF	\$10.00	94
81	20-ft wide Type A Driveway	EA	\$4,000.00	99
82	Removable Pipe Bollard	EA	\$300.00	100
83	Side Slope Jute Mesh	SF	\$0.25	101
84	Construction Area Reseeding (Hydro-Seed)	SF	\$0.10	102
85	Landscape Corridor/Construction Area Finish Grading	SF	\$0.50	103
86	Embankment Excavation and Stock Piling	CY	\$4.50	104
87	Embankment Construction	CY	\$3.00	105
88	Structural Concrete	CY	\$500.00	106
89	Basin Finish Grading	SF	\$0.50	107
90	Embankment Import Material	CY	\$8.00	108
91	Rock Rip-Rap	CY	\$30.00	109
92	Spillway Bridge	SF	\$50.00	110
93	Open Space Fencing (Post & Cable Barrier)	LF	\$15.00	111

APPENDIX B:

Roads

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Figure B-1



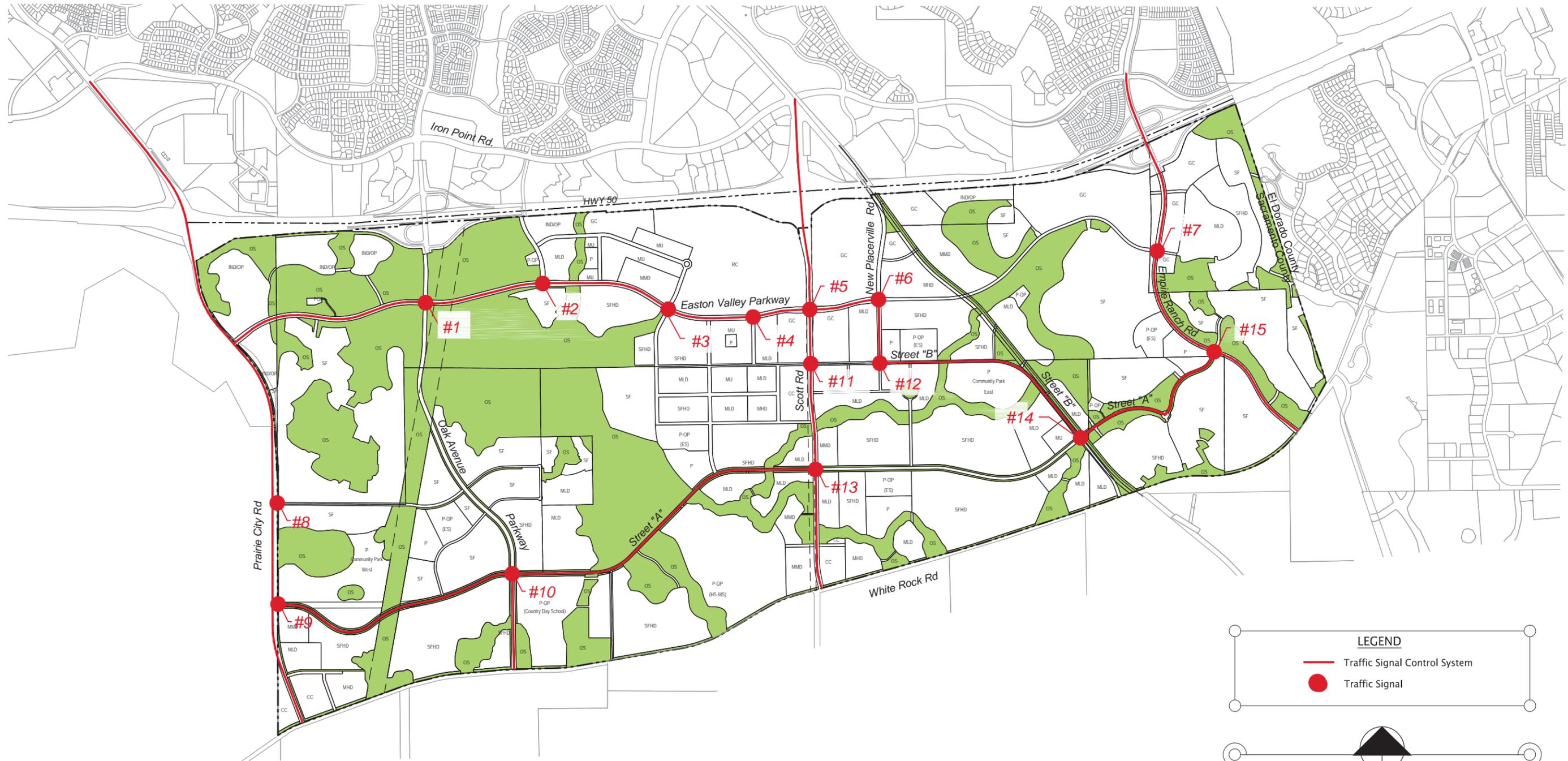
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 7919-YR4

Figure B-2



LEGEND

- Traffic Signal Control System
- Traffic Signal


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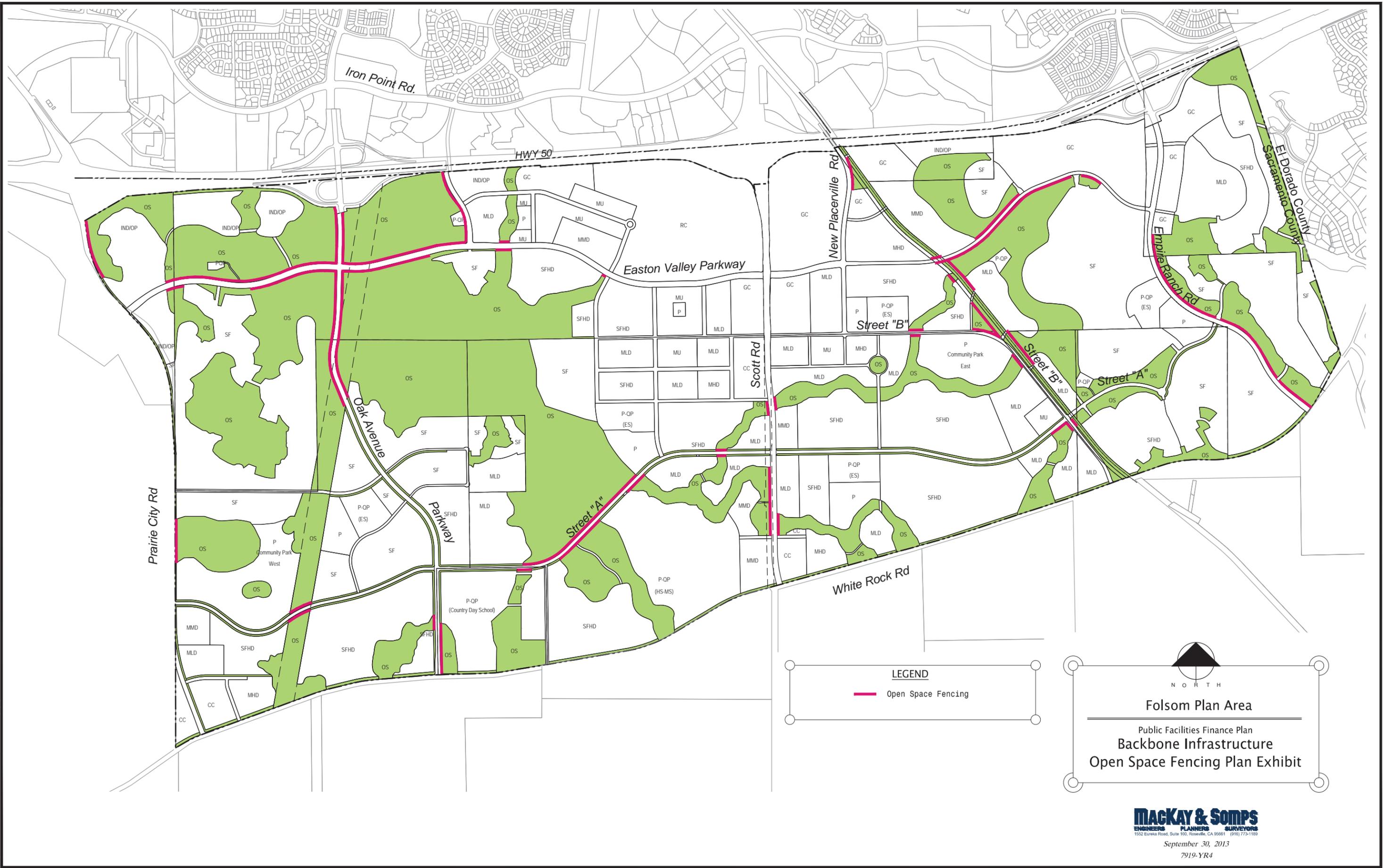
Folsom Plan Area
 Public Facilities Finance Plan
 Backbone Infrastructure
 Traffic Control Exhibit

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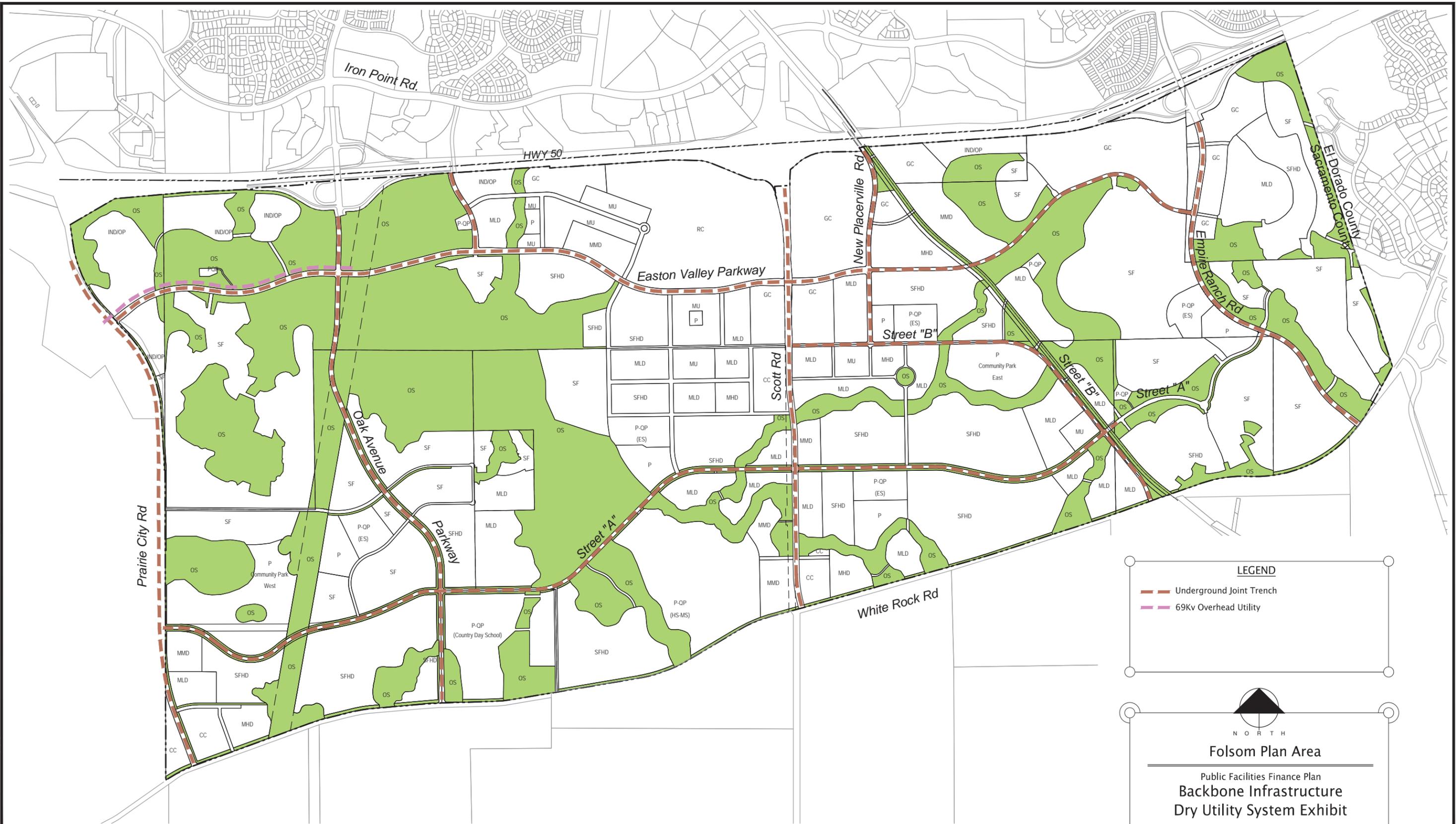
Figure B-3



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Figure B-4



LEGEND

- Underground Joint Trench
- 69Kv Overhead Utility

Folsom Plan Area

Public Facilities Finance Plan
 Backbone Infrastructure
 Dry Utility System Exhibit

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 September 30, 2013
 7919-YR4

Financing responsibility for the 69Kv power line located in Easton Valley Parkway from Prairie City Road to the existing 69Kv power line located in the 300-foot wide power line corridor is included in the Folsom Plan Area Public Facilities Financing Plan. All other necessary 69Kv power lines and the SMUD Electrical Sub-Station will be paid for by SMUD.

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**Table B-1
Folsom Plan Area Specific Plan Financing Plan
Detailed Roadways Costs for SPIF-Funded Roads (2013\$)**

**SPIF-Funded
Roadways**

Item	Construction	Engineering/ Plan Check/ Inspection	Contingency	Total
<i>Percentage</i>		20%	10%	
Major and Secondary Roads				
Major Roads				
Easton Valley Parkway	\$27,207,500	\$5,441,500	\$2,720,750	\$35,369,750
Oak Avenue Parkway	\$13,543,300	\$2,708,660	\$1,354,330	\$17,606,290
Scott Road	\$7,935,600	\$1,587,120	\$793,560	\$10,316,280
New Placerville Road	\$2,523,800	\$504,760	\$252,380	\$3,280,940
Empire Ranch Road	\$4,856,100	\$971,220	\$485,610	\$6,312,930
Rowberry Road	\$1,084,200	\$216,840	\$108,420	\$1,409,460
Open Space Fencing	\$522,000	\$104,400	\$52,200	\$678,600
Subtotal Major Roads	\$57,672,500	\$11,534,500	\$5,767,250	\$74,974,250
Subtotal Major Roads (Rounded)	\$57,700,000	\$11,500,000	\$5,800,000	\$75,000,000
Less CFD PAYGO Funding	(\$6,710,000)	-	-	(\$6,710,000)
Subtotal SPIF-Funded Major Roads (Rounded)	\$50,990,000	\$11,500,000	\$5,800,000	\$68,290,000
Secondary Roads				
Street A	\$16,083,750	\$3,216,750	\$1,608,375	\$20,908,875
Street B	\$5,598,000	\$1,119,600	\$559,800	\$7,277,400
Railroad Crossings	\$1,200,000	\$240,000	\$120,000	\$1,560,000
Open Space Fencing	\$112,500	\$22,500	\$11,250	\$146,250
Subtotal Secondary Roads	\$22,994,250	\$4,598,850	\$2,299,425	\$29,892,525
Subtotal Secondary Roads (Rounded)	\$23,000,000	\$5,000,000	\$2,000,000	\$29,900,000
Traffic Signal Control System	\$7,748,500	\$1,549,700	\$774,850	\$10,073,050
Traffic Signal Control System (Rounded)	\$7,700,000	\$1,500,000	\$800,000	\$10,100,000
Dry Utilities	\$13,478,850	\$2,695,770	\$1,347,885	\$17,522,505
Dry Utilities (Rounded)	\$13,500,000	\$2,700,000	\$1,300,000	\$17,500,000
Electrical Transmission System	\$315,000	\$63,000	\$31,500	\$409,500
Electrical Transmission System (Rounded)	\$315,000	\$63,000	\$32,000	\$410,000
Subtotal Major and Secondary Roads (Rounded)	\$95,505,000	\$20,763,000	\$9,932,000	\$126,200,000
Off-Site Roadway Improvements		<i>included in construction costs</i>		
In Folsom (Fair Share Cost)	\$1,000,000	-	-	\$1,000,000
TOTAL (Rounded)	\$96,505,000	\$20,763,000	\$9,932,000	\$127,200,000

spif roads

Source: MacKay & Soms

**Table B-2
Folsom Plan Area Specific Plan Financing Plan
Infrastructure Cost Allocation: Major and Secondary Roadway Costs (2013\$)**

Major and Secondary Roads

Land Use	Land Uses		Cost Allocation Basis			Roadway Cost Allocation		
	Developable Acres	Units/Sq. Ft.	EDUs per Unit/Acre [1]	Total EDUs	Distribution of EDUs	Assigned Cost	per Acre	per Unit/Sq. Ft.
<i>Formula</i>	<i>A</i>	<i>B</i>	<i>C</i>	<i>D=C*A or B</i>	<i>E=D/Total EDUs</i>	<i>F=Total Cost*E</i>	<i>G=F/A</i>	<i>H=F/B</i>
Residential		<i>units</i>	<i>per unit</i>					<i>per unit</i>
Single-Family (SF)	580.6	1,820	1.10	2,002	11.9%	\$15,068,944	\$25,954	\$8,280
Single-Family High Density (SFHD)	492.0	2,828	1.00	2,828	16.9%	\$21,286,201	\$43,265	\$7,527
Multifamily Low Density (MLD)	263.5	2,406	0.90	2,165	12.9%	\$16,298,847	\$61,855	\$6,774
Multifamily Medium Density (MMD)	68.5	1,224	0.80	979	5.8%	\$7,370,385	\$107,597	\$6,022
Multifamily High Density (MHD)	51.0	1,251	0.75	938	5.6%	\$7,062,156	\$138,474	\$5,645
Mixed Use (MU) - Residential	35.5	681	0.70	477	2.8%	\$3,588,095	\$101,187	\$5,269
Subtotal	1,491.1	10,210		9,390	56.0%	\$70,674,628		
Nonresidential		<i>sq. ft.</i>	<i>per acre</i>					<i>per sq. ft.</i>
Mixed Use (MU) - Commercial	23.6	205,952	12.00	284	1.7%	\$2,135,244	\$90,323	\$10.37
Office Park (OP)	89.2	1,165,666	15.00	1,338	8.0%	\$10,071,053	\$112,904	\$8.64
General Commercial (GC)	188.5	2,052,765	18.00	3,393	20.2%	\$25,538,925	\$135,485	\$12.44
Community Commercial (CC)	38.9	423,621	18.00	700	4.2%	\$5,270,367	\$135,485	\$12.44
Regional Commercial (RC)	110.8	1,351,405	15.00	1,662	9.9%	\$12,509,783	\$112,904	\$9.26
Subtotal	451.0	5,199,409		7,377	44.0%	\$55,525,372		
Total Plan Area	1,942.1			16,766	100.0%	\$126,200,000		

roads_alloc

Source: MacKay & Somps, EPS, SCTDF Program.

Table B-3
Folsom Plan Area Specific Plan Financing Plan
Infrastructure Cost Allocation: Off-Site Roadway Costs In Folsom (2013\$)

Off-Site Roads In Folsom

Land Use	Land Uses		Cost Allocation Basis			Roadway Cost Allocation		
	Developable Acres	Units/ Sq. Ft.	EDUs per Unit/ Acre [1]	Total EDUs	Distribution of EDUs	Assigned Cost	per Acre	per Unit/ Sq. Ft.
<i>Formula</i>	<i>A</i>	<i>B</i>	<i>C</i>	<i>D=C*A or B</i>	<i>E=D/Total EDUs</i>	<i>F=Total Cost*E</i>	<i>G=F/A</i>	<i>H=F/B</i>
Residential		<i>units</i>	<i>per unit</i>					<i>per unit</i>
Single-Family (SF)	580.6	1,820	1.10	2,002	11.9%	\$119,405	\$206	\$66
Single-Family High Density (SFHD)	492.0	2,828	1.00	2,828	16.9%	\$168,670	\$343	\$60
Multifamily Low Density (MLD)	263.5	2,406	0.90	2,165	12.9%	\$129,151	\$490	\$54
Multifamily Medium Density (MMD)	68.5	1,224	0.80	979	5.8%	\$58,402	\$853	\$48
Multifamily High Density (MHD)	51.0	1,251	0.75	938	5.6%	\$55,960	\$1,097	\$45
Mixed Use (MU) - Residential	35.5	681	0.70	477	2.8%	\$28,432	\$802	\$42
Subtotal	1,491.1	10,210		9,390	56.0%	\$560,021		
Nonresidential		<i>sq. ft.</i>	<i>per acre</i>					<i>per sq. ft.</i>
Mixed Use (MU) - Commercial	23.6	205,952	12.00	284	1.7%	\$16,920	\$716	\$0.08
Office Park (OP)	89.2	1,165,666	15.00	1,338	8.0%	\$79,802	\$895	\$0.07
General Commercial (GC)	188.5	2,052,765	18.00	3,393	20.2%	\$202,369	\$1,074	\$0.10
Community Commercial (CC)	38.9	423,621	18.00	700	4.2%	\$41,762	\$1,074	\$0.10
Regional Commercial (RC)	110.8	1,351,405	15.00	1,662	9.9%	\$99,127	\$895	\$0.07
Subtotal	451.0	5,199,409		7,377	44.0%	\$439,979		
Total Plan Area	1,942.1			16,766	100.0%	\$1,000,000		

roads alloc2

Source: MacKay & Soms, EPS.

**Table B-4
Folsom Plan Area Specific Plan Public Facilities Financing Plan
Measure A Transportation Fees and Estimated Fee Revenue (2013\$)**

Measure A Transportation Fee

Land Use	Units/ Sq. Ft.	Fee per Unit/Sq. Ft.	Total Fee Revenue
Residential			
Single-Family (SF)	1,820	\$1,100	\$2,002,000
Single-Family High Density (SFHD)	2,828	\$1,100	\$3,110,800
Multifamily Low Density (MLD)	2,406	\$770	\$1,852,620
Multifamily Medium Density (MMD)	1,224	\$770	\$942,480
Multifamily High Density (MHD)	1,251	\$770	\$963,270
Mixed Use (MU) - Residential	681	\$770	\$524,370
Subtotal	10,210		\$9,395,540
Nonresidential			
Mixed Use (MU) - Commercial	205,952	\$3.20	\$658,634
Office Park (OP)	1,165,666	\$1.32	\$1,539,845
General Commercial (GC)	2,052,765	\$3.20	\$6,564,742
Community Commercial (CC)	423,621	\$3.20	\$1,354,740
Regional Commercial (RC)	1,351,405	\$4.08	\$5,506,977
Subtotal	5,199,409		\$15,624,939
Total Project			\$25,020,479

ma

Source: Sacramento Transportation Authority Fee Program

**Table B-5
Folsom Plan Area Specific Plan Financing Plan
Infrastructure Cost Allocation: SCTDF Contribution (2013\$)**

SCTDF Contribution

Land Use	Land Uses		Cost Allocation Basis			Roadway Cost Allocation		
	Developable Acres	Units/ Sq. Ft.	EDUs per Unit/ Acre [1]	Total EDUs	Distribution of EDUs	Assigned Cost	per Acre	per Unit/ Sq. Ft.
<i>Formula</i>	<i>A</i>	<i>B</i>	<i>C</i>	<i>D=C*A or B</i>	<i>E=D/Total EDUs</i>	<i>F=Total Cost*E</i>	<i>G=F/A</i>	<i>H=F/B</i>
Residential		<i>units</i>	<i>per unit</i>					<i>per unit</i>
Single-Family (SF)	580.6	1,820	1.10	2,002	11.9%	\$6,137,431	\$10,571	\$3,372
Single-Family High Density (SFHD)	492.0	2,828	1.00	2,828	16.9%	\$8,669,657	\$17,621	\$3,066
Multifamily Low Density (MLD)	263.5	2,406	0.90	2,165	12.9%	\$6,638,358	\$25,193	\$2,759
Multifamily Medium Density (MMD)	68.5	1,224	0.80	979	5.8%	\$3,001,884	\$43,823	\$2,453
Multifamily High Density (MHD)	51.0	1,251	0.75	938	5.6%	\$2,876,346	\$56,399	\$2,299
Mixed Use (MU) - Residential	35.5	681	0.70	477	2.8%	\$1,461,395	\$41,212	\$2,146
Subtotal	1,491.1	10,210		9,390	56.0%	\$28,785,071		
Nonresidential		<i>sq. ft.</i>	<i>per acre</i>					<i>per sq. ft.</i>
Mixed Use (MU) - Commercial	23.6	205,952	12.00	284	1.7%	\$869,663	\$36,788	\$4.22
Office Park (OP)	89.2	1,165,666	15.00	1,338	8.0%	\$4,101,839	\$45,985	\$3.52
General Commercial (GC)	188.5	2,052,765	18.00	3,393	20.2%	\$10,401,749	\$55,182	\$5.07
Community Commercial (CC)	38.9	423,621	18.00	700	4.2%	\$2,146,568	\$55,182	\$5.07
Regional Commercial (RC)	110.8	1,351,405	15.00	1,662	9.9%	\$5,095,110	\$45,985	\$3.77
Subtotal	451.0	5,199,409		7,377	44.0%	\$22,614,929		
Total Plan Area	1,942.1			16,766	100.0%	\$51,400,000		

roads alloc4

Source: MacKay & Soms, EPS.

[1] EDUs are preliminary, derived from EPS.

Table B-6
Folsom Plan Area Specific Plan Financing Plan
Preliminary Hwy 50 Corridor Mobility Fee Revenue (2013\$)

Hwy 50 Corridor Mobility Fee Revenue

Land Uses	Land Uses		Estimated Fee Revenue	
	Developable Acres	Units/ Sq. Ft.	Rate [1]	Amount
Residential		<i>units</i>	<i>per unit</i>	
Single-Family (SF)	580.6	1,820	\$4,889	\$8,897,980
Single-Family High Density (SFHD)	492.0	2,828	\$4,889	\$13,826,092
Multifamily Low Density (MLD)	263.5	2,406	\$2,982	\$7,174,692
Multifamily Medium Density (MMD)	68.5	1,224	\$2,982	\$3,649,968
Multifamily High Density (MHD)	51.0	1,251	\$2,982	\$3,730,482
Mixed Use (MU) - Residential	35.5	681	\$2,982	\$2,030,742
Subtotal	1,491.1	10,210		\$39,309,956
Nonresidential		<i>sq. ft.</i>	<i>per sq. ft.</i>	
Mixed Use (MU) - Commercial	23.6	205,952	\$3.98	\$819,689
Office Park (OP)	89.2	1,165,666	\$2.81	\$3,275,521
General Commercial (GC)	188.5	2,052,765	\$3.98	\$8,170,005
Community Commercial (CC)	38.9	423,621	\$3.98	\$1,686,012
Regional Commercial (RC)	110.8	1,351,405	\$3.98	\$5,378,594
Subtotal	451.0	5,199,409		\$19,329,820
Total Project	1,942.1			\$58,639,776
Percent of Total Revenue				

hwy_rev

Source: 50 Corridor Mobility Fee Program

[1] Proposed fees; not yet in place.

Table B-7
Folsom Plan Area Specific Plan Financing Plan
Off-Site Roads Overlapping Costs

Item	Amount
Overlapping Costs in 50 Corridor Fee Program and SCTDF Fee Program	
Widen White Rock Road: Westborough E. Boundary to El Dorado County Line	\$14,690,757
Construct Hazel Avenue 6 Lane Road and Interchange: US 50 to Easton Valley Pkwy	\$5,286,645
Total White Rock Road and Hazel Avenue Improvements	\$19,977,402

credit

Source: DKS Associates

Table B-8
Folsom Plan Area Specific Plan Financing Plan
Infrastructure Cost Allocation: Off-Site Roads Credit for Overlapping Costs (2013\$)

Off-Site Roads Credit for Overlapping Costs

Land Use	Land Uses		Cost Allocation Basis			Roadway Cost Allocation		
	Developable Acres	Units/ Sq. Ft.	EDUs per Unit/ Acre [1]	Total EDUs	Distribution of EDUs	Assigned Cost	per Acre	per Unit/ Sq. Ft.
<i>Formula</i>	<i>A</i>	<i>B</i>	<i>C</i>	<i>D=C*A or B</i>	<i>E=D/Total EDUs</i>	<i>F=Total Cost*E</i>	<i>G=F/A</i>	<i>H=F/B</i>
Residential		<i>units</i>	<i>per unit</i>					<i>per unit</i>
Single-Family (SF)	580.6	1,820	1.10	2,002	11.9%	(\$2,385,717)	(\$4,109)	(\$1,311)
Single-Family High Density (SFHD)	492.0	2,828	1.00	2,828	16.9%	(\$3,370,034)	(\$6,850)	(\$1,192)
Multifamily Low Density (MLD)	263.5	2,406	0.90	2,165	12.9%	(\$2,580,436)	(\$9,793)	(\$1,073)
Multifamily Medium Density (MMD)	68.5	1,224	0.80	979	5.8%	(\$1,166,880)	(\$17,035)	(\$953)
Multifamily High Density (MHD)	51.0	1,251	0.75	938	5.6%	(\$1,118,081)	(\$21,923)	(\$894)
Mixed Use (MU) - Residential	35.5	681	0.70	477	2.8%	(\$568,068)	(\$16,020)	(\$834)
Subtotal	1,491.1	10,210		9,390	56.0%	(\$11,189,216)		
Nonresidential		<i>sq. ft.</i>	<i>per acre</i>					<i>per sq. ft.</i>
Mixed Use (MU) - Commercial	23.6	205,952	12.00	284	1.7%	(\$338,052)	(\$14,300)	(\$1.64)
Office Park (OP)	89.2	1,165,666	15.00	1,338	8.0%	(\$1,594,450)	(\$17,875)	(\$1.37)
General Commercial (GC)	188.5	2,052,765	18.00	3,393	20.2%	(\$4,043,326)	(\$21,450)	(\$1.97)
Community Commercial (CC)	38.9	423,621	18.00	700	4.2%	(\$834,405)	(\$21,450)	(\$1.97)
Regional Commercial (RC)	110.8	1,351,405	15.00	1,662	9.9%	(\$1,980,550)	(\$17,875)	(\$1.47)
Subtotal	451.0	5,199,409		7,377	44.0%	(\$8,790,784)		
Total Plan Area	1,942.1			16,766	100.0%	(\$19,980,000)		

roads alloc5

Source: MacKay & Soms, EPS.

[1] EDUs are preliminary, derived from EPS.

FOLSOM PLAN AREA
Backbone Infrastructure
Construction Cost Estimate

7919.000

Item	Description	Qty.	Unit	Sec.	Unit Cost	Total
A. Major Roadways						
Easton Valley Parkway						
1	Easton Valley Parkway (Sta 379+00 to Sta 387+50)	850	LF	A1	\$900.00	\$765,000
2	Easton Valley Parkway (Sta 387+50 to Sta 441+00)	5,350	LF	A2	\$860.00	\$4,601,000
3	60" Drainage Culvert w/Inlet & Outlet Structures	300	LF		\$400.00	\$120,000
4	Retaining Wall (Wetland Preservation)	8,000	SF		\$80.00	\$640,000
5	6' High x 12' Wide Box Culvert w/Headwalls	250	LF		\$1,000.00	\$250,000
6	6' High x 12' Wide Box Culvert w/Headwalls	250	LF		\$1,000.00	\$250,000
7	Alder Creek Bridge (280' Long x 120' wide)	33,600	DSF		\$300.00	\$10,080,000
8	Easton Valley Parkway (Sta 441+00 to Sta 467+00)	2,600	LF	A1	\$900.00	\$2,340,000
9	6' High x 12' Wide Box Culvert w/Headwalls	250	LF		\$1,000.00	\$250,000
10	Easton Valley Parkway (Sta 467+00 to Sta 494+80)	2,780	LF	B1	\$910.00	\$2,529,800
11	Easton Valley Parkway (Sta 494+80 to Sta 508+40)	1,360	LF	B2	\$920.00	\$1,251,200
12	Easton Valley Parkway (Sta 508+40 to Sta 525+00)	1,660	LF	C1	\$530.00	\$879,800
13	Easton Valley Parkway (Sta 525+00 to Sta 532+50)	750	LF	C2	\$490.00	\$367,500
14	At-Grade Railroad Crossing	1	EA		\$600,000.00	\$600,000
15	Easton Valley Parkway (Sta 532+50 to Sta 544+00)	1,150	LF	C3	\$490.00	\$563,500
16	Retaining Wall (Wetland Preservation)	6,000	SF		\$80.00	\$480,000
17	Easton Valley Parkway (Sta 544+00 to Sta 569+30)	2,530	LF	C4	\$490.00	\$1,239,700
Oak Avenue Parkway						
1	Oak Avenue Parkway (Sta 177+10 to 192+20)	1,510	LF	H1	\$790.00	\$1,192,900
2	Alder Creek Bridge (210' Long x 100' Wide)	21,000	DSF		\$300.00	\$6,300,000
3	Oak Avenue Parkway (Sta 98+90 to 177+10)	7,820	LF	H2	\$720.00	\$5,630,400
4	Retaining Wall (Power Line Tower Preservation)	1,000	SF		\$80.00	\$80,000
5	6' High x 12' Wide Box Culvert w/Headwalls	250	LF		\$1,000.00	\$250,000
6	48" Drainage Culvert w/Inlet & Outlet Structures	300	LF		\$300.00	\$90,000
Scott Road						
1	Scott Road (Sta 98+90 to 144+10)	4,520	LF	J1	\$890.00	\$4,022,800
2	Retaining Wall (Wetland Preservation)	8,700	SF		\$80.00	\$696,000
3	6' High x 12' Wide Box Culvert w/Headwalls	250	LF		\$1,000.00	\$250,000
4	6' High x 12' Wide Box Culvert w/Headwalls	250	LF		\$1,000.00	\$250,000
5	Scott Road (Sta 144+10 to 172+40)	2,830	LF	I1	\$960.00	\$2,716,800
New Placerville Road						
1	New Placerville Road (Sta 100+00 to Sta 112+20)	1,220	LF	Q1	\$720.00	\$878,400
2	New Placerville Road (Sta 112+20 to Sta 120+00)	780	LF	P2	\$780.00	\$608,400
3	New Placerville Road (Sta 120+00 to Sta 137+00)	1,700	LF	P1	\$610.00	\$1,037,000

FOLSOM PLAN AREA
Backbone Infrastructure
Construction Cost Estimate

7919,000

Item	Description	Qty.	Unit	Sect.	Unit Cost	Total
A. Major Roadways (Continued)						
Empire Ranch Road						
1	Empire Ranch Road (Sta 105+00 to Sta 129+00)	2,400	LF	N1	\$700.00	\$1,680,000
2	Empire Ranch Road (Sta 129+00 to Sta 138+00)	900	LF	N2	\$700.00	\$630,000
3	Empire Ranch Road (Sta 138+00 to Sta 149+50)	1,150	LF	N1	\$700.00	\$805,000
4	Empire Ranch Road (Sta 149+50 to Sta 153+90)	440	LF	N3	\$700.00	\$308,000
5	Empire Ranch Road (Sta 153+90 to Sta 165+00)	1,110	LF	M1	\$810.00	\$899,100
6	Empire Ranch Road (Sta 165+00 to Sta 171+00)	600	LF	M2	\$890.00	\$534,000
Rowberry Road						
1	Rowberry Road (Sta 100+00 to Sta 113+90)	1,390	LF	O1	\$780.00	<u>\$1,084,200</u>
<i>Major Roads (Raw Construction Cost) Subtotal</i>						\$57,150,500
<i>Contingency (10%)</i>						\$5,715,050
<i>Engineering/Plan Check/Inspection (20%)</i>						<u>\$11,430,100</u>
Total Major Roadways						\$74,295,650
USE						\$74,296,000

FOLSOM PLAN AREA
Backbone Infrastructure
Construction Cost Estimate

7919,000

Item	Description	Qty.	Unit	Sect.	Unit Cost	Total
B. Secondary Roadways						
Street 'A'						
1	Street 'A' (Sta 100+00 to Sta 150+30)	5,030	LF	D1	\$530.00	\$2,665,900
2	Street 'A' (Sta 150+30 to Sta 216+20)	6,590	LF	D1	\$530.00	\$3,492,700
3	48" Drainage Culvert w/Inlet & Outlet Structures	250	LF		\$300.00	\$75,000
4	Alder Creek Bridge (250' X 76')	19,000	DSF		\$300.00	\$5,700,000
5	6' High x 12' Wide Box Culvert w/Headwalls	250	LF		\$1,000.00	\$250,000
6	6' High x 12' Wide Box Culvert w/Headwalls	250	LF		\$1,000.00	\$250,000
7	Street 'A' (Sta 216+20 to Sta 272+50)	5,630	LF	D1	\$530.00	\$2,983,900
8	At-Grade Railroad Crossing	1	EA		\$600,000.00	\$600,000
9	Street 'A' (Park Lot 216 to Empire Ranch Rd)	125	LF	D1	\$530.00	\$66,250
Street 'B'						
1	Street 'B' (Sta 100+00 to Sta 144+00)	4,400	LF	K1	\$720.00	\$3,168,000
2	6' High x 12' Wide Box Culvert w/Headwalls	250	LF		\$1,000.00	\$250,000
3	Street 'B' (Sta 144+00 to Sta 174+00)	3,000	LF	L1	\$560.00	\$1,680,000
4	6' High x 12' Wide Box Culvert w/Headwalls	250	LF		\$1,000.00	\$250,000
5	6' High x 12' Wide Box Culvert w/Headwalls	250	LF		\$1,000.00	\$250,000
Railroad Crossings (Not Associated with a Major or Secondary Roadway)						
1	At-Grade Railroad Crossing (Lot 87 Access)	1	EA		\$600,000.00	\$600,000
2	At-Grade Railroad Crossing (Lot 109 Access)	1	EA		\$600,000.00	\$600,000
<i>Major Roads (Raw Construction Cost) Subtotal</i>						\$22,881,750
<i>Contingency (10%)</i>						\$2,288,175
<i>Engineering/Plan Check/Inspection (20%)</i>						\$4,576,350
Total Major Roadways						\$29,746,275
USE						\$29,747,000

FOLSOM PLAN AREA
Backbone Infrastructure
Construction Cost Estimate

7919,000

Item	Description	Qty.	Unit	Unit Cost	Total
C. Traffic Control System					
Traffic Signal Control					
1	Easton Valley Parkway (Sta 379+00 to Sta 508+50)	12,950	LF	\$55.00	\$712,250
2	Prairie City Road (Sta 98+50 to 236+50)	13,800	LF	\$55.00	\$759,000
3	Oak Avenue Parkway (Sta 99+00 to Sta 119+00)	2,000	LF	\$55.00	\$110,000
4	Scott Road Sta (99+00 to Sta 196+00)	9,700	LF	\$55.00	\$533,500
5	Empire Ranch Road (Sta 105+00 to Sta 189+00)	8,400	LF	\$55.00	\$462,000
6	New Placerville Road (100+00 to Sta 112+50)	1,250	LF	\$55.00	\$68,750
7	Street 'A' (Sta 100+00 to Sta 150+50)	5,050	LF	\$55.00	\$277,750
8	Street 'A' (Sta 270+00 to Sta 304+50)	3,450	LF	\$55.00	\$189,750
9	Street 'B' (113+00 to Sta 174+00)	6,100	LF	\$55.00	\$335,500
Traffic Signals					
1	Easton Valley Parkway / Oak Avenue Parkway (4-Way)	1	EA	\$300,000	\$300,000
2	Easton Valley Parkway / Rowberry Road (3-Way)	1	EA	\$250,000	\$250,000
3	Easton Valley Parkway / Street 'E' (4-Way)	1	EA	\$300,000	\$300,000
4	Easton Valley Parkway / Collector Rd. (W. of Scott Rd.)(4-Way)	1	EA	\$300,000	\$300,000
5	Easton Valley Parkway / Scott Road (4-Way)	1	EA	\$300,000	\$300,000
6	Easton Valley Parkway / New Placerville Road (4-Way)	1	EA	\$300,000	\$300,000
7	Easton Valley Parkway / Empire Ranch Road (4-Way)	1	EA	\$300,000	\$300,000
8	Prairie City Road / Collector Rd. (N. of Street 'A') (3-Way)	1	EA	\$250,000	\$250,000
9	Prairie City Road / Street 'A' (3-Way)	1	EA	\$250,000	\$250,000
10	Oak Avenue Parkway / Street 'A' (4-Way)	1	EA	\$300,000	\$300,000
11	Scott Road / Street 'B' (4-Way)	1	EA	\$300,000	\$300,000
12	Placerville Road / Street 'B' (3-Way)	1	EA	\$250,000	\$250,000
13	Scott Road / Street 'A' (4-Way)	1	EA	\$300,000	\$300,000
14	Street 'A' / Street 'B' (4-Way)	1	EA	\$300,000	\$300,000
15	Empire Ranch Road / Street 'A' (4-Way)	1	EA	\$300,000	\$300,000
<i>Traffic Control System (Raw Construction Cost) Subtotal</i>					\$7,748,500
<i>Contingency (10%)</i>					\$774,850
<i>Engineering/Plan Check/Inspection (20%)</i>					\$1,549,700
Total Traffic Control System					\$10,073,050
USE					\$10,074,000

FOLSOM PLAN AREA
Backbone Infrastructure
Construction Cost Estimate

7919,000

Item	Description	Qty.	Unit	Unit Cost	Total
D. Open Space Fencing (Open Space Areas Adjacent to Major & Secondary Roadways)					
1	Easton Valley Parkway	15,250	LF	\$15.00	\$228,750
2	Prairie City Road	1,650	LF	\$15.00	\$24,750
3	Oak Avenue Parkway	7,650	LF	\$15.00	\$114,750
4	Scott Road Sta	2,000	LF	\$15.00	\$30,000
5	Empire Ranch Road	5,500	LF	\$15.00	\$82,500
6	New Placerville Road & Railroad Tracks	1,450	LF	\$15.00	\$21,750
7	Rowberry Road	1,300	LF	\$15.00	\$19,500
8	Street 'A'	5,950	LF	\$15.00	\$89,250
9	Street 'B'	1,550	LF	\$15.00	\$23,250
<i>Dry Utility System (Raw Construction Cost) Subtotal</i>					\$634,500
<i>Contingency (10%)</i>					\$63,450
<i>Engineering/Plan Check/Inspection (20%)</i>					\$126,900
Total Dry Utility System					\$824,850
USE					\$825,000

D. Dry Utility System (Natural Gas, Electrical, Telecommunications & Broadband)					
1	Easton Valley Parkway (Sta 379+00 to Sta 569+50)	19,050	LF	\$165.00	\$3,143,250
2	Prairie City Road (Sta 98+50 to 197+00)	9,850	LF	\$165.00	\$1,625,250
3	Oak Avenue Parkway (Sta 99+00 to Sta 192+00)	9,300	LF	\$165.00	\$1,534,500
4	Scott Road Sta (99+00 to Sta 172+00)	7,300	LF	\$165.00	\$1,204,500
5	Empire Ranch Road (Sta 105+00 to Sta 171+00)	6,600	LF	\$165.00	\$1,089,000
6	New Placerville Road (100+00 to Sta 137+00)	3,700	LF	\$165.00	\$610,500
7	Rowberry Road (Sta 100+00 to Sta 1113+90)	1,390	LF	\$165.00	\$229,350
8	Street 'A' (Sta 100+00 to Sta 271+00)	17,100	LF	\$165.00	\$2,821,500
9	Street 'B' (Sta 100+00 to Sta 174+00)	7,400	LF	\$165.00	\$1,221,000
<i>Dry Utility System (Raw Construction Cost) Subtotal</i>					\$13,478,850
<i>Contingency (10%)</i>					\$1,347,885
<i>Engineering/Plan Check/Inspection (20%)</i>					\$2,695,770
Total Dry Utility System					\$17,522,505
USE					\$17,523,000

FOLSOM PLAN AREA
Backbone Infrastructure
Construction Cost Estimate

7919,000

Item	Description	Qty.	Unit	Unit Cost	Total
E. Electrical Transmission System					
69 Kv Pole Relocation					
1	Easton Valley Parkway (Sta 377+00 to Sta 422+00)	4,500	LF	\$70.00	\$315,000
<i>Electrical Transmission System (Raw Construction Cost) Subtotal</i>					\$315,000
<i>Contingency (10%)</i>					\$31,500
<i>Engineering/Plan Check/Inspection (20%)</i>					\$63,000
Total Electrical Transmission System					\$409,500
USE					\$410,000

F. Highway 50 Interchange Improvements

1	Scott Road / East Bidwell Boulevard Interchange Modifications	1	EA	\$2,800,000	\$2,800,000
2	Oak Avenue Parkway Interchange	1	EA	\$14,640,000	\$14,640,000
3	Oak Avenue Parkway Interchange Right-of-Way	1	EA	\$1,400,000	\$1,400,000
4	Prairie City Road Interchange Modifications	1	EA	\$3,250,000	\$3,250,000
5	Empire Ranch Road Interchange	1	EA	\$9,000,000	\$9,000,000
6	Empire Ranch Road Interchange Right-of-Way	1	EA	\$3,185,000	\$3,185,000
7	Rowberry Drive Overcrossing	1	EA	\$5,000,000	\$5,000,000
<i>Highway 50 Interchange Improvements (Raw Construction Cost) Subtotal</i>					\$39,275,000
<i>Contingency (Included in Raw Construction Cost)</i>					\$0
<i>Engineering/Plan Check/Inspection (Included in Raw Construction Cost)</i>					\$0
Total Highway 50 Interchange Improvements					\$39,275,000
USE					\$39,275,000

FOLSOM PLAN AREA
Backbone Infrastructure
Construction Cost Estimate

7919.000

Item	Description	Qty.	Unit	Unit Cost	Total
G. Off-Site Roadway Improvements					
1	Off-Site Roadway Improvements within the City of Folsom				<u>\$1,000,000</u>
	<i>Off-Site Roadway Improvements (Raw Construction Cost) Subtotal</i>				\$1,000,000
	<i>Contingency (Included in Raw Construction Cost)</i>				\$0
	<i>Engineering/Plan Check/Inspection (Included in Raw Construction Cost)</i>				<u>\$0</u>
	Total Off-Site Roadway Improvements				\$1,000,000
				USE	\$1,000,000

Folsom Plan Area
Backbone Infrastructure
Construction Cost Estimate

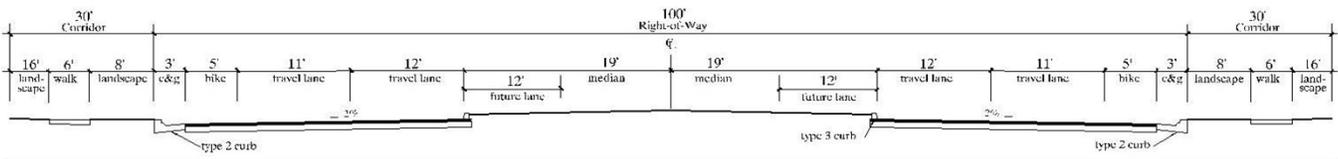
7919.000

Cost Per Linear Foot
Easton Valley Parkway Corridor-Open Space
Major Arterial-Street Section A1
6-Lane Ultimate (4 Lane Road & 2 Future)

Item	Description	Qty.	Unit	Unit Cost	Per Foot Cost
1	Clear and Grub	160	SF	\$0.10	\$16.00
2	Subgrade Preparation	64	SF	\$0.30	\$19.20
3	Rough Grade Excavation	18	CY	\$3.50	\$63.00
4	Roadway Excavation	6.0	CY	\$5.00	\$30.00
5	6" Asphalt Concrete Paving	58	SF	\$3.60	\$208.80
6	24" Aggregate Base	58	SF	\$3.00	\$174.00
7	Curb & Gutter, Type 2 (Vertical Curb)	2	LF	\$20.00	\$40.00
8	Median Curb, Type 3 (8" Barrier Curb)	2	LF	\$15.00	\$30.00
9	Median Landscaping & Irrigation (CNL & Street Trees)	15	SF	\$6.00	\$90.00
10	Median Landscaping & Irrigation (Future Travel Lanes)	22	SF	\$4.00	\$88.00
11	PCC Sidewalk w/6" AB	12	SF	\$6.00	\$72.00
12	Signing & Striping (4-lanes)	4	LF	\$1.50	\$6.00
13	Erosion Control	160	SF	\$0.20	\$32.00
14	Street Lights (Type A, 220' spacing, both sides)	1	LF	\$25.00	\$25.00
Subtotal					\$894.00
Use					\$900.00

A1

Easton Valley Parkway
4 Lane Major Arterial (Future 6 Lane)



Folsom Plan Area
Backbone Infrastructure
Construction Cost Estimate e

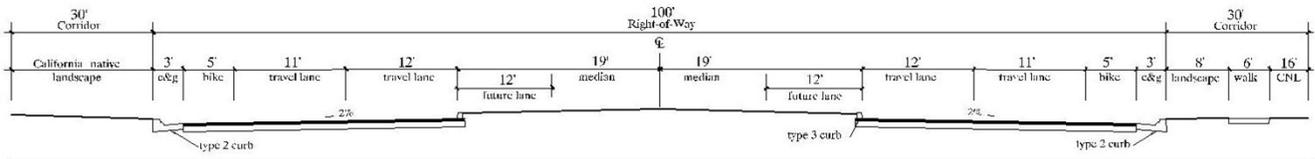
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Cost Per Linear Foot
Easton Valley Parkway Corridor-Open Space
Major Arterial-Street Section A2
6-Lane Ultimate (4 Lane Road & 2 Future)

Item	Description	Qty.	Unit	Unit Cost	Per Foot Cost
1	Clear and Grub	160	SF	\$0.10	\$16.00
2	Subgrade Preparation	64	SF	\$0.30	\$19.20
3	Rough Grade Excavation	18	CY	\$3.50	\$63.00
4	Roadway Excavation	6.0	CY	\$5.00	\$30.00
5	6" Asphalt Concrete Paving	58	SF	\$3.60	\$208.80
6	24" Aggregate Base	58	SF	\$3.00	\$174.00
7	Curb & Gutter, Type 2 (Vertical Curb)	2	LF	\$20.00	\$40.00
8	Median Curb, Type 3 (8" Barrier Curb)	2	LF	\$15.00	\$30.00
9	Median Landscaping & Irrigation (CNL & Street Trees)	15	SF	\$6.00	\$90.00
10	Median Landscaping & Irrigation (Future Travel Lanes)	22	SF	\$4.00	\$88.00
11	PCC Sidewalk w/6" AB	6	SF	\$6.00	\$36.00
12	Signing & Striping (4-lanes)	4	LF	\$1.50	\$6.00
13	Erosion Control	160	SF	\$0.20	\$32.00
14	Street Lights (Type A, 220' spacing, both sides)	1	LF	\$25.00	\$25.00
Subtotal					\$858.00
Use					\$860.00

A2

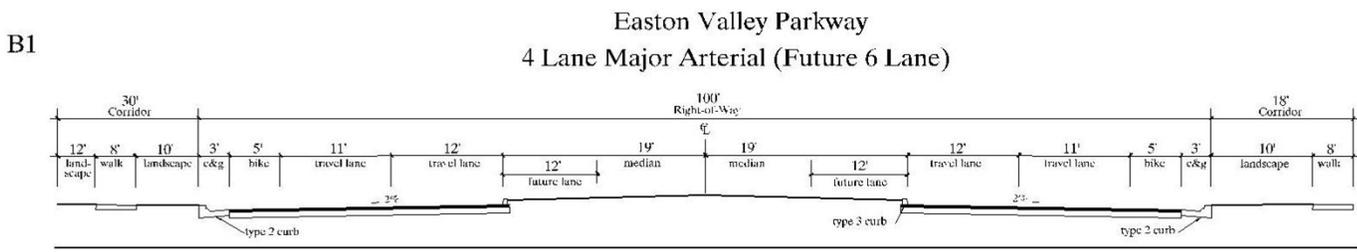
Easton Valley Parkway
4 Lane Major Arterial (Future 6 Lane)



Preliminary Cost Estimate
Folsom Plan Area Specific Plan
Proposed Project Backbone Infrastructure

Cost Per Linear Foot
Easton Valley Parkway Corridor-Urban
Major Arterial-Street Section B1
6-Lane Ultimate (4 Lane Road & 2 Future)

Item	Description	Qty.	Unit	Unit Cost	Per Foot Cost
1	Clear and Grub	148	SF	\$0.10	\$14.80
2	Subgrade Preparation	64	SF	\$0.30	\$19.20
3	Rough Grade Excavation	16	CY	\$3.50	\$56.00
4	Roadway Excavation	6.0	CY	\$5.00	\$30.00
5	6" Asphalt Concrete Paving	58	SF	\$3.60	\$208.80
6	24" Aggregate Base	58	SF	\$3.00	\$174.00
7	Curb & Gutter, Type 2 (Vertical Curb)	2	LF	\$20.00	\$40.00
8	Median Curb, Type 3 (8" Barrier Curb)	2	LF	\$15.00	\$30.00
9	Median Landscaping & Irrigation (CNL & Street Trees)	15	SF	\$6.00	\$90.00
10	Median Landscaping & Irrigation (Future Travel Lanes)	22	SF	\$4.00	\$88.00
11	PCC Sidewalk w/6" AB	16	SF	\$6.00	\$96.00
12	Signing & Striping (4-lanes)	4	LF	\$1.50	\$6.00
13	Erosion Control	148	SF	\$0.20	\$29.60
14	Street Lights (Type A, 220' spacing, both sides)	1	LF	\$25.00	\$25.00
Subtotal					\$907.40
Use					\$910.00



Folsom Plan Area
Backbone Infrastructure
Construction Cost Estimate

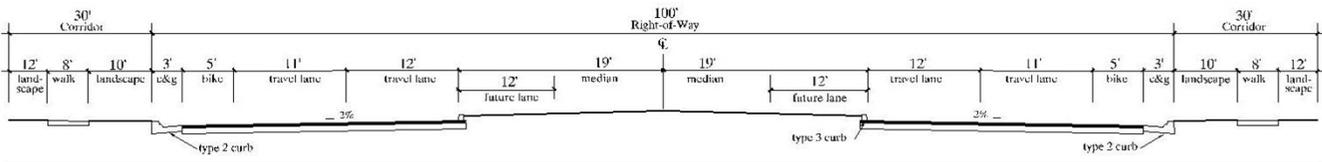
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Cost Per Linear Foot
Easton Valley Parkway Corridor-Urban
Major Arterial-Street Section B2
6-Lane Ultimate (4 Lane Road & 2 Future)

Item	Description	Qty.	Unit	Unit Cost	Per Foot Cost
1	Clear and Grub	160	SF	\$0.10	\$16.00
2	Subgrade Preparation	64	SF	\$0.30	\$19.20
3	Rough Grade Excavation	16	CY	\$3.50	\$56.00
4	Roadway Excavation	6.0	CY	\$5.00	\$30.00
5	6" Asphalt Concrete Paving	58	SF	\$3.60	\$208.80
6	24" Aggregate Base	58	SF	\$3.00	\$174.00
7	Curb & Gutter, Type 2 (Vertical Curb)	2	LF	\$20.00	\$40.00
8	Median Curb, Type 3 (8" Barrier Curb)	2	LF	\$15.00	\$30.00
9	Median Landscaping & Irrigation (CNL & Street Trees)	15	SF	\$6.00	\$90.00
10	Median Landscaping & Irrigation (Future Travel Lanes)	22	SF	\$4.00	\$88.00
11	PCC Sidewalk w/6" AB	16	SF	\$6.00	\$96.00
12	Signing & Striping (4-lanes)	4	LF	\$1.50	\$6.00
13	Erosion Control	160	SF	\$0.20	\$32.00
14	Street Lights (Type A, 220' spacing, both sides)	1	LF	\$25.00	\$25.00
Subtotal					\$911.00
Use					\$920.00

B2

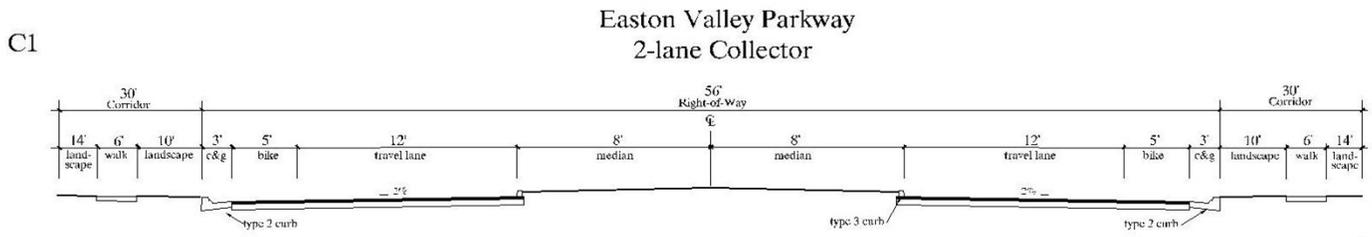
Easton Valley Parkway
4 Lane Major Arterial (Future 6 Lane)



**Folsom Plan Area
Backbone Infrastructure
Construction Cost Estimate**

**Cost Per Linear Foot
Easton Valley Parkway Corridor-Hillside
Collector-Street Section C1
2 Lane Road**

Item	Description	Qty.	Unit	Unit Cost	Per Foot Cost
1	Clear and Grub	116	SF	\$0.10	\$11.60
2	Subgrade Preparation	42	SF	\$0.30	\$12.60
3	Rough Grade Excavation	13	CY	\$3.50	\$45.50
4	Roadway Excavation	2.5	CY	\$5.00	\$12.50
5	4" Asphalt Concrete Paving	36	SF	\$2.40	\$86.40
6	15" Aggregate Base	36	SF	\$2.00	\$72.00
7	Curb & Gutter, Type 2 (Vertical Curb)	2	LF	\$20.00	\$40.00
8	Median Curb, Type 3 (8" Barrier Curb)	2	LF	\$15.00	\$30.00
9	Median Landscaping & Irrigation (CNL & Street Trees)	15	SF	\$6.00	\$90.00
10	PCC Sidewalk w/6" AB	12	SF	\$6.00	\$72.00
11	Signing & Striping (2-lanes)	2	LF	\$1.50	\$3.00
12	Erosion Control	116	SF	\$0.20	\$23.20
13	Street Lights (Type A, 220' spacing, both sides)	1	LF	\$25.00	\$25.00
Subtotal					\$523.80
Use					\$530.00

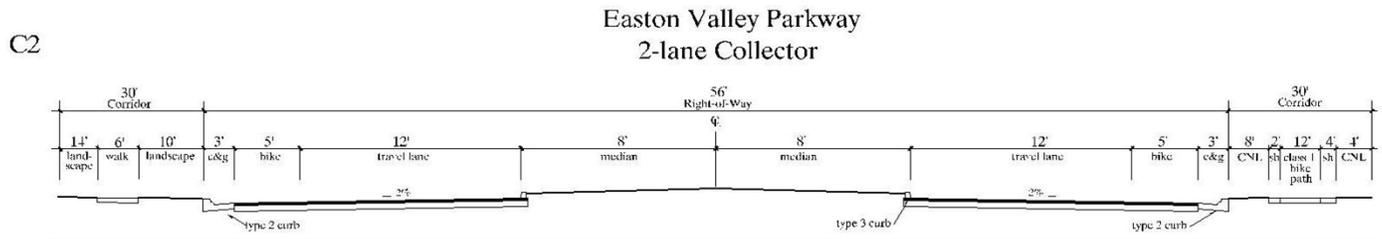


Folsom Plan Area
Backbone Infrastructure
Construction Cost Estimate

7919.000

Cost Per Linear Foot
Easton Valley Parkway Corridor-Hillside
Collector-Street Section C2
2 Lane Road

Item	Description	Qty.	Unit	Unit Cost	Per Foot Cost
1	Clear and Grub	116	SF	\$0.10	\$11.60
2	Subgrade Preparation	42	SF	\$0.30	\$12.60
3	Rough Grade Excavation	13	CY	\$3.50	\$45.50
4	Roadway Excavation	2.5	CY	\$5.00	\$12.50
5	4" Asphalt Concrete Paving	36	SF	\$2.40	\$86.40
6	15" Aggregate Base	36	SF	\$2.00	\$72.00
7	Curb & Gutter, Type 2 (Vertical Curb)	2	LF	\$20.00	\$40.00
8	Median Curb, Type 3 (8" Barrier Curb)	2	LF	\$15.00	\$30.00
9	Median Landscaping & Irrigation (CNL & Street Trees)	15	SF	\$6.00	\$90.00
10	PCC Sidewalk w/6" AB	6	SF	\$6.00	\$36.00
11	Signing & Striping (2-lanes)	2	LF	\$1.50	\$3.00
12	Erosion Control	116	SF	\$0.20	\$23.20
13	Street Lights (Type A, 220' spacing, both sides)	1	LF	\$25.00	\$25.00
Subtotal					\$487.80
Use					\$490.00

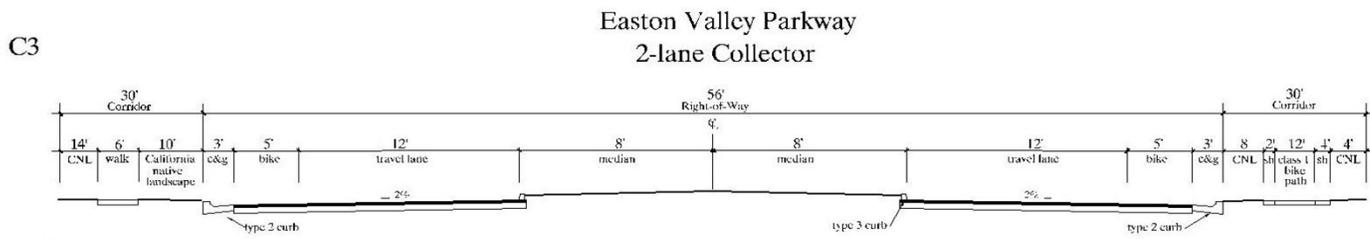


Folsom Plan Area
Backbone Infrastructure
Construction Cost Estimate

7919.000

Cost Per Linear Foot
Easton Valley Parkway Corridor-Hillside
Collector-Street Section C3
2 Lane Road

Item	Description	Qty.	Unit	Unit Cost	Per Foot Cost
1	Clear and Grub	116	SF	\$0.10	\$11.60
2	Subgrade Preparation	42	SF	\$0.30	\$12.60
3	Rough Grade Excavation	13	CY	\$3.50	\$45.50
4	Roadway Excavation	2.5	CY	\$5.00	\$12.50
5	4" Asphalt Concrete Paving	36	SF	\$2.40	\$86.40
6	15" Aggregate Base	36	SF	\$2.00	\$72.00
7	Curb & Gutter, Type 2 (Vertical Curb)	2	LF	\$20.00	\$40.00
8	Median Curb, Type 3 (8" Barrier Curb)	2	LF	\$15.00	\$30.00
9	Median Landscaping & Irrigation (CNL & Street Trees)	15	SF	\$6.00	\$90.00
10	PCC Sidewalk w/6" AB	6	SF	\$6.00	\$36.00
11	Signing & Striping (2-lanes)	2	LF	\$1.50	\$3.00
12	Erosion Control	116	SF	\$0.20	\$23.20
13	Street Lights (Type A, 220' spacing, both sides)	1	LF	\$25.00	\$25.00
Subtotal					\$487.80
Use					\$490.00



Folsom Plan Area
Backbone Infrastructure
Construction Cost Estimate

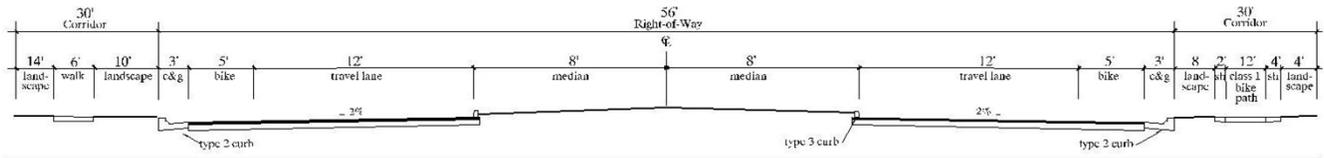
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Cost Per Linear Foot
Easton Valley Parkway Corridor-Hillside
Collector-Street Section C4
2 Lane Road

Item	Description	Qty.	Unit	Unit Cost	Per Foot Cost
1	Clear and Grub	116	SF	\$0.10	\$11.60
2	Subgrade Preparation	42	SF	\$0.30	\$12.60
3	Rough Grade Excavation	13	CY	\$3.50	\$45.50
4	Roadway Excavation	2.5	CY	\$5.00	\$12.50
5	4" Asphalt Concrete Paving	36	SF	\$2.40	\$86.40
6	15" Aggregate Base	36	SF	\$2.00	\$72.00
7	Curb & Gutter, Type 2 (Vertical Curb)	2	LF	\$20.00	\$40.00
8	Median Curb, Type 3 (8" Barrier Curb)	2	LF	\$15.00	\$30.00
9	Median Landscaping & Irrigation (CNL & Street Trees)	15	SF	\$6.00	\$90.00
10	PCC Sidewalk w/6" AB	6	SF	\$6.00	\$36.00
11	Signing & Striping (2-lanes)	2	LF	\$1.50	\$3.00
12	Erosion Control	116	SF	\$0.20	\$23.20
13	Street Lights (Type A, 220' spacing, both sides)	1	LF	\$25.00	\$25.00
Subtotal					\$487.80
Use					\$490.00

C4

Easton Valley Parkway
2-lane Collector

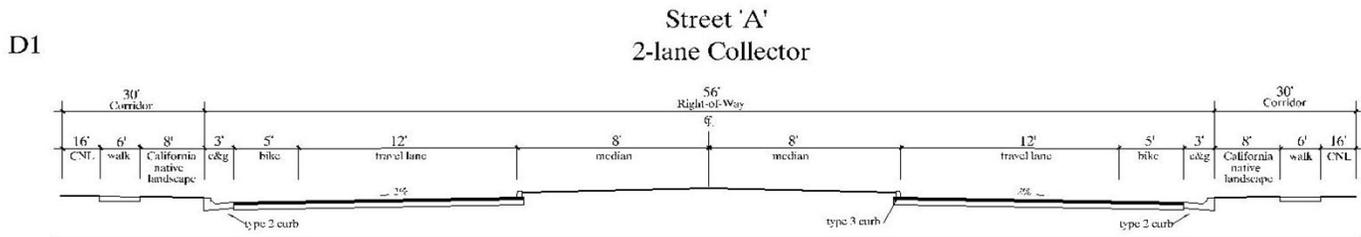


**Folsom Plan Area
Backbone Infrastructure
Construction Cost Estimate**

7919.000

**Cost Per Linear Foot
Street A Corridor
Collector-Street Section D1
2 Lane Road**

Item	Description	Qty.	Unit	Unit Cost	Per Foot Cost
1	Clear and Grub	116	SF	\$0.10	\$11.60
2	Subgrade Preparation	42	SF	\$0.30	\$12.60
3	Rough Grade Excavation	13	CY	\$3.50	\$45.50
4	Roadway Excavation	2.5	CY	\$5.00	\$12.50
5	4" Asphalt Concrete Paving	36	SF	\$2.40	\$86.40
6	15" Aggregate Base	36	SF	\$2.00	\$72.00
7	Curb & Gutter, Type 2 (Vertical Curb)	2	LF	\$20.00	\$40.00
8	Median Curb, Type 3 (8" Barrier Curb)	2	LF	\$15.00	\$30.00
9	Median Landscaping & Irrigation (CNL & Street Trees)	15	SF	\$6.00	\$90.00
10	PCC Sidewalk w/6" AB	12	SF	\$6.00	\$72.00
11	Signing & Striping (2-lanes)	2	LF	\$1.50	\$3.00
12	Erosion Control	116	SF	\$0.20	\$23.20
13	Street Lights (Type A, 220' spacing, both sides)	1	LF	\$25.00	\$25.00
Subtotal					\$523.80
Use					\$530.00



Folsom Plan Area
Backbone Infrastructure
Construction Cost Estimate

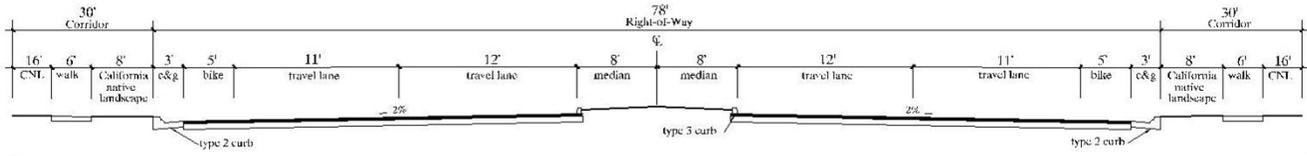
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Preliminary Cost Per Linear Foot
Oak Avenue Parkway Corridor
Major Arterial-Street Section H1
4-Lane Road

Item	Description	Qty.	Unit	Unit Cost	Per Foot Cost
1	Clear and Grub	138	SF	\$0.10	\$13.80
2	Subgrade Preparation	64	SF	\$0.30	\$19.20
3	Rough Grade Excavation	15	CY	\$3.50	\$52.50
4	Roadway Excavation	6.0	CY	\$5.00	\$30.00
5	6" Asphalt Concrete Paving	58	SF	\$3.60	\$208.80
6	24" Aggregate Base	58	SF	\$3.00	\$174.00
7	Curb & Gutter, Type 2 (Vertical Curb)	2	LF	\$20.00	\$40.00
8	Median Curb, Type 3 (8" Barrier Curb)	2	LF	\$15.00	\$30.00
9	Median Landscaping & Irrigation (CNL & Street Trees)	15	SF	\$6.00	\$90.00
10	PCC Sidewalk w/6" AB	12	SF	\$6.00	\$72.00
11	Signing & Striping (4-lanes)	4	LF	\$1.50	\$6.00
12	Erosion Control	138	SF	\$0.20	\$27.60
13	Street Lights (Type A, 220' spacing, both sides)	1	LF	\$25.00	\$25.00
Subtotal					\$788.90
Use					\$790.00

H1

Oak Avenue Parkway
4 Lane Major Arterial



Folsom Plan Area
Backbone Infrastructure
Construction Cost Estimate

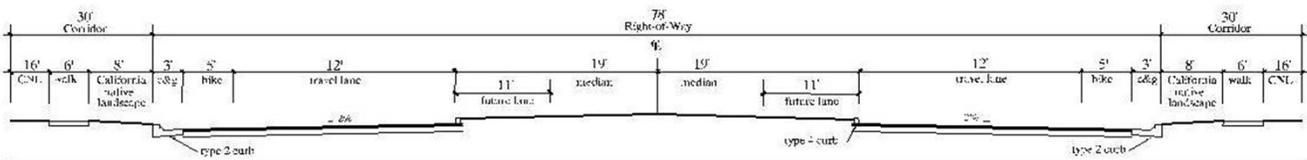
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Preliminary Cost Per Linear Foot
Oak Avenue Parkway Corridor
Major Arterial-Street Section H2
4-Lane Ultimate (2-Lane Road & 2 Future)

Item	Description	Qty.	Unit	Unit Cost	Per Foot Cost
1	Clear and Grub	138	SF	\$0.10	\$13.80
2	Subgrade Preparation	42	SF	\$0.30	\$12.60
3	Rough Grade Excavation	15	CY	\$3.50	\$52.50
4	Roadway Excavation	3.9	CY	\$5.00	\$19.50
5	6" Asphalt Concrete Paving	36	SF	\$3.60	\$129.60
6	24" Aggregate Base	36	SF	\$3.00	\$108.00
7	Curb & Gutter, Type 2 (Vertical Curb)	2	LF	\$20.00	\$40.00
8	Median Curb, Type 3 (8" Barrier Curb)	2	LF	\$15.00	\$30.00
9	Median Landscaping & Irrigation (CNL & Street Trees)	15	SF	\$6.00	\$90.00
10	Median Landscaping & Irrigation (Future Travel Lanes)	22	SF	\$4.00	\$88.00
11	PCC Sidewalk w/6" AB	12	SF	\$6.00	\$72.00
12	Signing & Striping (2-lanes)	2	LF	\$1.50	\$3.00
13	Erosion Control	138	SF	\$0.20	\$27.60
14	Street Lights (Type A, 220' spacing, both sides)	1	LF	\$25.00	\$25.00
Subtotal					\$711.60
Use					\$720.00

H2

Oak Avenue Parkway
4 Lane Major Arterial



Folsom Plan Area
Backbone Infrastructure
Construction Cost Estimate

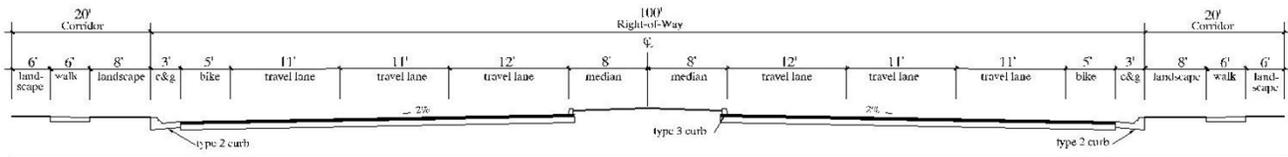
7919.000

Cost Per Linear Foot
Scott Road Corridor-Commercial
Major Arterial-Street Section I1
6-Lane Road

Item	Description	Qty.	Unit	Unit Cost	Per Foot Cost
1	Clear and Grub	140	SF	\$0.10	\$14.00
2	Subgrade Preparation	86	SF	\$0.30	\$25.80
3	Rough Grade Excavation	15	CY	\$3.50	\$52.50
4	Roadway Excavation	8.0	CY	\$5.00	\$40.00
5	6" Asphalt Concrete Paving	80	SF	\$3.60	\$288.00
6	24" Aggregate Base	80	SF	\$3.00	\$240.00
7	Curb & Gutter, Type 2 (Vertical Curb)	2	LF	\$20.00	\$40.00
8	Median Curb, Type 3 (8" Barrier Curb)	2	LF	\$15.00	\$30.00
9	Median Landscaping & Irrigation (CNL & Street Trees)	15	SF	\$6.00	\$90.00
10	PCC Sidewalk w/6" AB	12	SF	\$6.00	\$72.00
11	Signing & Striping (6-lanes)	6	LF	\$1.50	\$9.00
12	Erosion Control	140	SF	\$0.20	\$28.00
13	Street Lights (Type A, 220' spacing, both sides)	1	LF	\$25.00	\$25.00
Subtotal					\$954.30
Use					\$960.00

I1

Scott Road
6 Lane Major Arterial

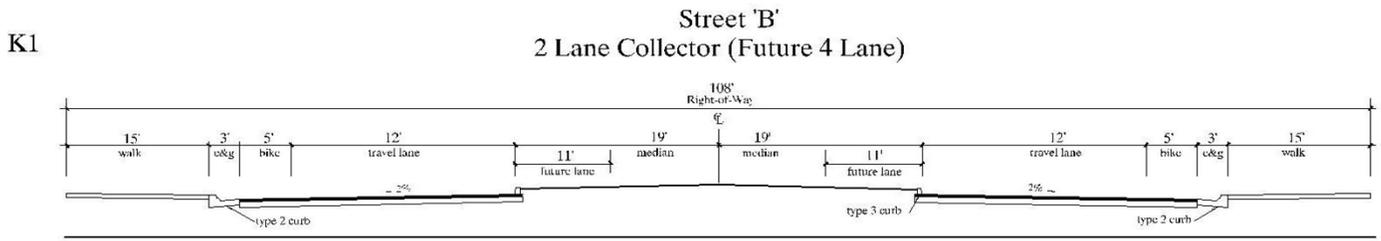


Folsom Plan Area
Backbone Infrastructure
Construction Cost Estimate

7919.000

Cost Per Linear Foot
Street B Corridor
Collector-Street Section K1
4-Lane Ultimate (2 Lane Road & 2 Future)

Item	Description	Qty.	Unit	Unit Cost	Per Foot Cost
1	Clear and Grub	108	SF	\$0.10	\$10.80
2	Subgrade Preparation	42	SF	\$0.30	\$12.60
3	Rough Grade Excavation	12	CY	\$3.50	\$42.00
4	Roadway Excavation	2.5	CY	\$5.00	\$12.50
5	4" Asphalt Concrete Paving	36	SF	\$2.40	\$86.40
6	15" Aggregate Base	36	SF	\$2.00	\$72.00
7	Curb & Gutter, Type 2 (Vertical Curb)	2	LF	\$20.00	\$40.00
8	Median Curb, Type 3 (8" Barrier Curb)	2	LF	\$15.00	\$30.00
9	Median Landscaping & Irrigation (CNL & Street Trees)	15	SF	\$6.00	\$90.00
10	Median Landscaping & Irrigation (Future Travel Lanes)	22	SF	\$4.00	\$88.00
11	PCC Sidewalk w/6" AB	30	SF	\$6.00	\$180.00
12	Signing & Striping (2-lanes)	2	LF	\$1.50	\$3.00
13	Erosion Control	108	SF	\$0.20	\$21.60
14	Street Lights (Type A, 220' spacing, both sides)	1	LF	\$25.00	\$25.00
Subtotal					\$713.90
Use					\$720.00



Folsom Plan Area
Backbone Infrastructure
Construction Cost Estimate

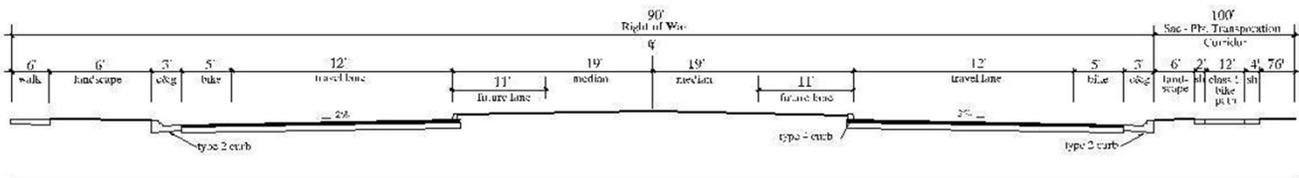
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Cost Per Linear Foot
Old Placerville Road
Collector-Street Section L1
4-Lane Ultimate (2 Lane Road & 2 Future)

Item	Description	Qty.	Unit	Unit Cost	Per Foot Cost
1	Clear and Grub	90	SF	\$0.10	\$9.00
2	Subgrade Preparation	42	SF	\$0.30	\$12.60
3	Rough Grade Excavation	10	CY	\$3.50	\$35.00
4	Roadway Excavation	2.5	CY	\$5.00	\$12.50
5	4" Asphalt Concrete Paving	36	SF	\$2.40	\$86.40
6	15" Aggregate Base	36	SF	\$2.00	\$72.00
7	Curb & Gutter, Type 2 (Vertical Curb)	2	LF	\$20.00	\$40.00
8	Median Curb, Type 3 (8" Barrier Curb)	2	LF	\$15.00	\$30.00
9	Median Landscaping & Irrigation (CNL & Street Trees)	15	SF	\$6.00	\$90.00
10	Median Landscaping & Irrigation (Future Travel Lanes)	22	SF	\$4.00	\$88.00
11	PCC Sidewalk w/6" AB	6	SF	\$6.00	\$36.00
12	Signing & Striping (2-lanes)	2	LF	\$1.50	\$3.00
13	Erosion Control	90	SF	\$0.20	\$18.00
14	Street Lights (Type A, 220' spacing, both sides)	1	LF	\$25.00	\$25.00
Subtotal					\$557.50
Use					\$560.00

L1

Street 'B' (Old Placerville Road)
2 Lane Collector (Future 4 Lane)

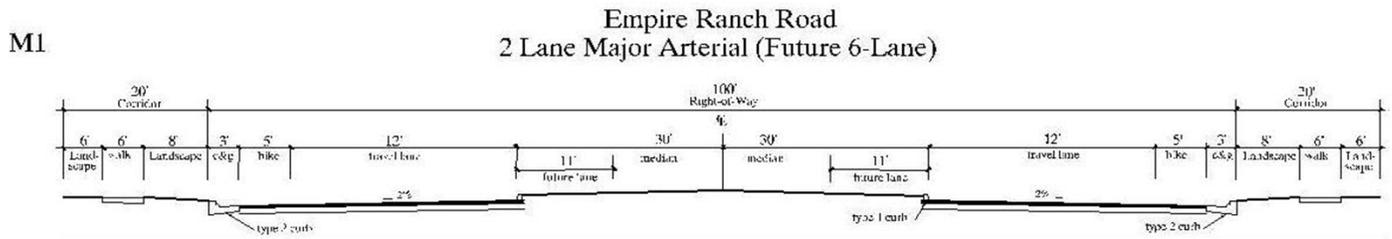


Folsom Plan Area
Backbone Infrastructure
Construction Cost Estimate

7919.000

Cost Per Linear Foot
Empire Ranch Road Corridor-Commercial
Major Arterial-Street Section M1
6-Lane Ultimate (2-Lane Road & 4 Future)

Item	Description	Qty.	Unit	Unit Cost	Per Foot Cost
1	Clear and Grub	140	SF	\$0.10	\$14.00
2	Subgrade Preparation	42	SF	\$0.30	\$12.60
3	Rough Grade Excavation	16.0	CY	\$3.50	\$56.00
4	Roadway Excavation	3.9	CY	\$5.00	\$19.50
5	6" Asphalt Concrete Paving	36	SF	\$3.60	\$129.60
6	24" Aggregate Base	36	SF	\$3.00	\$108.00
7	Curb & Gutter, Type 2 (Vertical Curb)	2	LF	\$20.00	\$40.00
8	Median Curb, Type 3 (8" Barrier Curb)	2	LF	\$15.00	\$30.00
9	Median Landscaping & Irrigation (CNL & Street Trees)	15	SF	\$6.00	\$90.00
10	Median Landscaping & Irrigation (Future Travel Lanes)	45	SF	\$4.00	\$180.00
11	PCC Sidewalk w/6" AB	12	SF	\$6.00	\$72.00
12	Signing & Striping (2-lanes)	2	LF	\$1.50	\$3.00
13	Erosion Control	140	SF	\$0.20	\$28.00
14	Street Lights (Type A, 220' spacing, both sides)	1	LF	\$25.00	\$25.00
Subtotal					\$807.70
Use					\$810.00



Folsom Plan Area
Backbone Infrastructure
Construction Cost Estimate

7919.000

Cost Per Linear Foot
Empire Ranch Road Corridor-Commercial
Major Arterial-Street Section M2
6-Lane Ultimate (4-Lane Road & 6 Future)

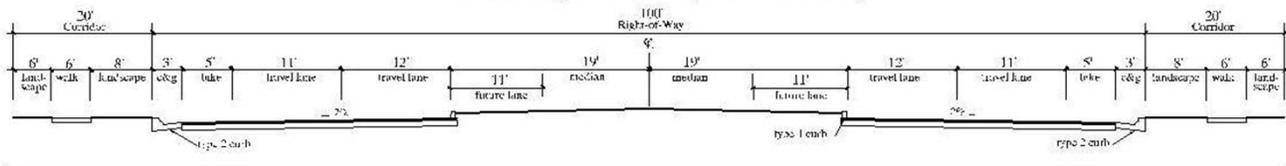
Item	Description	Qty.	Unit	Unit Cost	Per Foot Cost
1	Clear and Grub	140	SF	\$0.10	\$14.00
2	Subgrade Preparation	64	SF	\$0.30	\$19.20
3	Rough Grade Excavation	16.0	CY	\$3.50	\$56.00
4	Roadway Excavation	6.0	CY	\$5.00	\$30.00
5	6" Asphalt Concrete Paving	58	SF	\$3.60	\$208.80
6	24" Aggregate Base	58	SF	\$3.00	\$174.00
7	Curb & Gutter, Type 2 (Vertical Curb)	2	LF	\$20.00	\$40.00
8	Median Curb, Type 3 (8" Barrier Curb)	2	LF	\$15.00	\$30.00
9	Median Landscaping & Irrigation (CNL & Street Trees)	15	SF	\$6.00	\$90.00
10	Median Landscaping & Irrigation (Future Travel Lanes)	22	SF	\$4.00	\$88.00
11	PCC Sidewalk w/6" AB	12	SF	\$6.00	\$72.00
12	Signing & Striping (4-lanes)	4	LF	\$1.50	\$6.00
13	Erosion Control	140	SF	\$0.20	\$28.00
14	Street Lights (Type A, 220' spacing, both sides)	1	LF	\$25.00	\$25.00

Subtotal **\$881.00**

Use **\$890.00**

M2

Empire Ranch Road
4 Lane Major Arterial (Future 6-Lane)

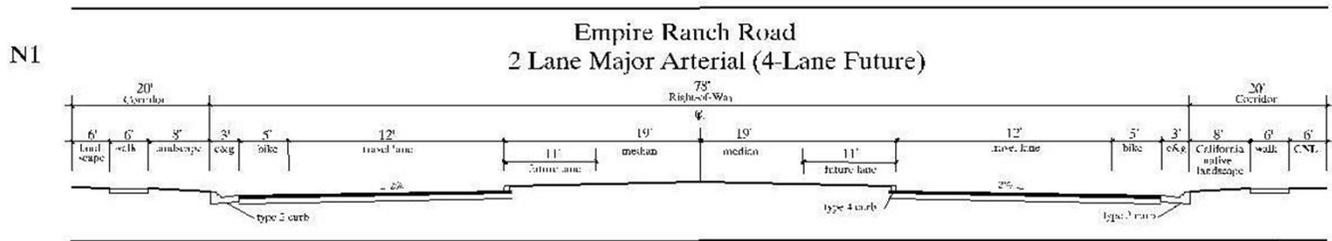


Folsom Plan Area
Backbone Infrastructure
Construction Cost Estimate

7919.000

Cost Per Linear Foot
Empire Ranch Road Corridor-Residential/School & Park/Open Space
Major Arterial-Street Section N1
4-Lane Ultimate (2-Lane Road & 2 Future)

Item	Description	Qty.	Unit	Unit Cost	Per Foot Cost
1	Clear and Grub	118	SF	\$0.10	\$11.80
2	Subgrade Preparation	42	SF	\$0.30	\$12.60
3	Rough Grade Excavation	13	CY	\$3.50	\$45.50
4	Roadway Excavation	3.9	CY	\$5.00	\$19.50
5	6" Asphalt Concrete Paving	36	SF	\$3.60	\$129.60
6	24" Aggregate Base	36	SF	\$3.00	\$108.00
7	Curb & Gutter, Type 2 (Vertical Curb)	2	LF	\$20.00	\$40.00
8	Median Curb, Type 3 (8" Barrier Curb)	2	LF	\$15.00	\$30.00
9	Median Landscaping & Irrigation (CNL & Street Trees)	15	SF	\$6.00	\$90.00
10	Median Landscaping & Irrigation (Future Travel Lanes)	22	SF	\$4.00	\$88.00
11	PCC Sidewalk w/6" AB	12	SF	\$6.00	\$72.00
12	Signing & Striping (2-lanes)	2	LF	\$1.50	\$3.00
13	Erosion Control	118	SF	\$0.20	\$23.60
14	Street Lights (Type A, 220' spacing, both sides)	1	LF	\$25.00	\$25.00
Subtotal					\$698.60
Use					\$700.00

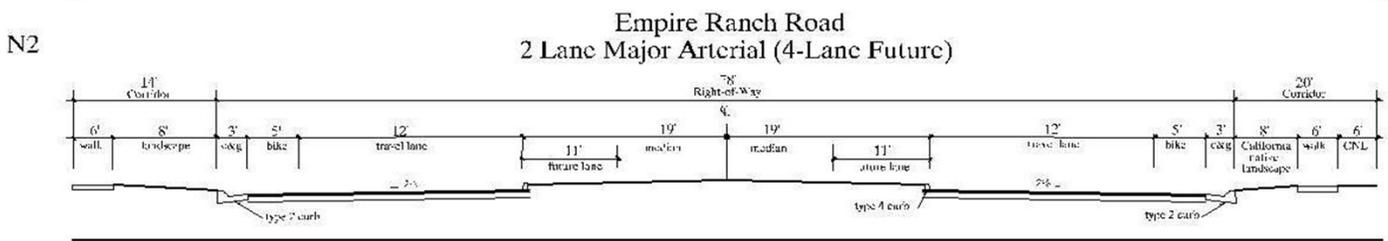


Folsom Plan Area
Backbone Infrastructure
Construction Cost Estimate

7919.000

Cost Per Linear Foot
Empire Ranch Road Corridor-Residential/School & Park/Open Space
Major Arterial-Street Section N2
4-Lane Ultimate (2-Lane Road & 2 Future)

Item	Description	Qty.	Unit	Unit Cost	Per Foot Cost
1	Clear and Grub	118	SF	\$0.10	\$11.80
2	Subgrade Preparation	42	SF	\$0.30	\$12.60
3	Rough Grade Excavation	13	CY	\$3.50	\$45.50
4	Roadway Excavation	3.9	CY	\$5.00	\$19.50
5	6" Asphalt Concrete Paving	36	SF	\$3.60	\$129.60
6	24" Aggregate Base	36	SF	\$3.00	\$108.00
7	Curb & Gutter, Type 2 (Vertical Curb)	2	LF	\$20.00	\$40.00
8	Median Curb, Type 3 (8" Barrier Curb)	2	LF	\$15.00	\$30.00
9	Median Landscaping & Irrigation (CNL & Street Trees)	15	SF	\$6.00	\$90.00
10	Median Landscaping & Irrigation (Future Travel Lanes)	22	SF	\$4.00	\$88.00
11	PCC Sidewalk w/6" AB	12	SF	\$6.00	\$72.00
12	Signing & Striping (2-lanes)	2	LF	\$1.50	\$3.00
13	Erosion Control	118	SF	\$0.20	\$23.60
14	Street Lights (Type A, 220' spacing, both sides)	1	LF	\$25.00	\$25.00
Subtotal					\$698.60
Use					\$700.00

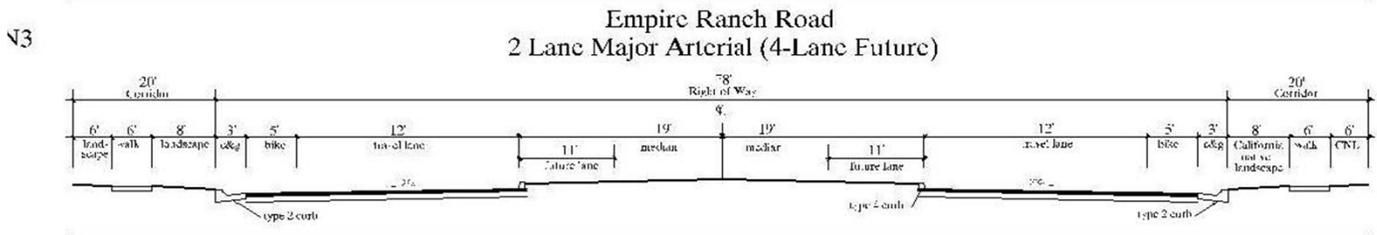


Folsom Plan Area
Backbone Infrastructure
Construction Cost Estimate

7919.000

Cost Per Linear Foot
Empire Ranch Road Corridor-Residential/School & Park/Open Space
Major Arterial-Street Section N3
4-Lane Ultimate (2-Lane Road & 2 Future)

Item	Description	Qty.	Unit	Unit Cost	Per Foot Cost
1	Clear and Grub	118	SF	\$0.10	\$11.80
2	Subgrade Preparation	42	SF	\$0.30	\$12.60
3	Rough Grade Excavation	13	CY	\$3.50	\$45.50
4	Roadway Excavation	3.9	CY	\$5.00	\$19.50
5	6" Asphalt Concrete Paving	36	SF	\$3.60	\$129.60
6	24" Aggregate Base	36	SF	\$3.00	\$108.00
7	Curb & Gutter, Type 2 (Vertical Curb)	2	LF	\$20.00	\$40.00
8	Median Curb, Type 3 (8" Barrier Curb)	2	LF	\$15.00	\$30.00
9	Median Landscaping & Irrigation (CNL & Street Trees)	15	SF	\$6.00	\$90.00
10	Median Landscaping & Irrigation (Future Travel Lanes)	22	SF	\$4.00	\$88.00
11	PCC Sidewalk w/6" AB	12	SF	\$6.00	\$72.00
12	Signing & Striping (2-lanes)	2	LF	\$1.50	\$3.00
13	Erosion Control	118	SF	\$0.20	\$23.60
14	Street Lights (Type A, 220' spacing, both sides)	1	LF	\$25.00	\$25.00
Subtotal					\$698.60
Use					\$700.00



Folsom Plan Area
Backbone Infrastructure
Construction Cost Estimate

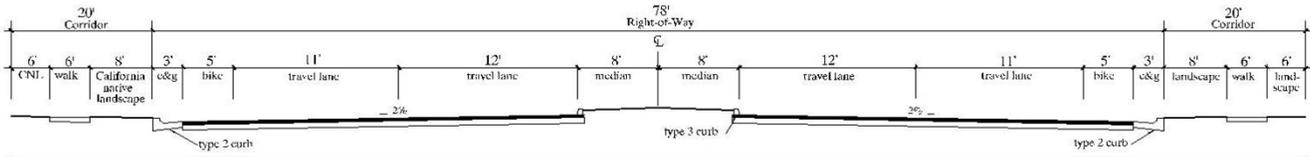
7919.000

Cost Per Linear Foot
Rowberry Drive
Major Arterial-Street Section O1
4-Lane Road

Item	Description	Qty.	Unit	Unit Cost	Per Foot Cost
1	Clear and Grub	118	SF	\$0.10	\$11.80
2	Subgrade Preparation	64	SF	\$0.30	\$19.20
3	Rough Grade Excavation	13	CY	\$3.50	\$45.50
4	Roadway Excavation	6.0	CY	\$5.00	\$30.00
5	6" Asphalt Concrete Paving	58	SF	\$3.60	\$208.80
6	24" Aggregate Base	58	SF	\$3.00	\$174.00
7	Curb & Gutter, Type 2 (Vertical Curb)	2	LF	\$20.00	\$40.00
8	Median Curb, Type 3 (8" Barrier Curb)	2	LF	\$15.00	\$30.00
9	Median Landscaping & Irrigation (CNL & Street Trees)	15	SF	\$6.00	\$90.00
10	PCC Sidewalk w/6" AB	12	SF	\$6.00	\$72.00
11	Signing & Striping (4-lanes)	4	LF	\$1.50	\$6.00
12	Erosion Control	118	SF	\$0.20	\$23.60
13	Street Lights (Type A, 220' spacing, both sides)	1	LF	\$25.00	\$25.00
Subtotal					\$775.90
Use					\$780.00

O1

Rowberry Road
4 Lane Major Arterial



Folsom Plan Area
Backbone Infrastructure
Construction Cost Estimate

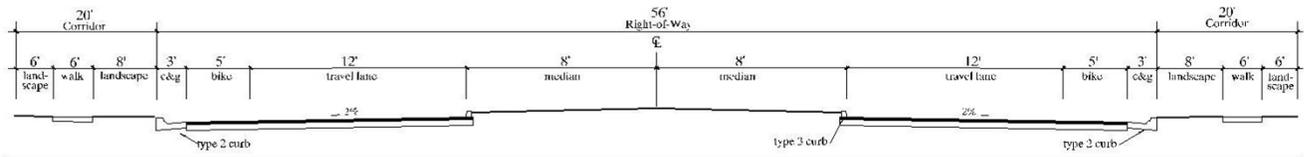
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Cost Per Linear Foot
New Placerville Road
Major Arterial-Street Section P1
4-Lane Road

Item	Description	Qty.	Unit	Unit Cost	Per Foot Cost
1	Clear and Grub	96	SF	\$0.10	\$9.60
2	Subgrade Preparation	42	SF	\$0.30	\$12.60
3	Rough Grade Excavation	4	CY	\$3.50	\$14.00
4	Roadway Excavation	10.0	CY	\$5.00	\$50.00
5	6" Asphalt Concrete Paving	36	SF	\$3.60	\$129.60
6	24" Aggregate Base	36	SF	\$3.00	\$108.00
7	Curb & Gutter, Type 2 (Vertical Curb)	2	LF	\$20.00	\$40.00
8	Median Curb, Type 3 (8" Barrier Curb)	2	LF	\$15.00	\$30.00
9	Median Landscaping & Irrigation (CNL & Street Trees)	15	SF	\$6.00	\$90.00
10	PCC Sidewalk w/6" AB	12	SF	\$6.00	\$72.00
11	Signing & Striping (4-lanes)	4	LF	\$1.50	\$6.00
12	Erosion Control	96	SF	\$0.20	\$19.20
13	Street Lights (Type A, 220' spacing, both sides)	1	LF	\$25.00	\$25.00
Subtotal					\$606.00
Use					\$610.00

P1

Placerville Road
2-lane Collector



Folsom Plan Area
Backbone Infrastructure
Construction Cost Estimate

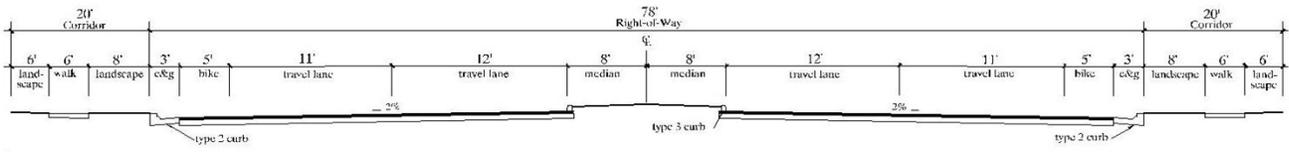
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Cost Per Linear Foot
New Placerville Road
Major Arterial-Street Section P2
4-Lane Road

Item	Description	Qty.	Unit	Unit Cost	Per Foot Cost
1	Clear and Grub	118	SF	\$0.10	\$11.80
2	Subgrade Preparation	64	SF	\$0.30	\$19.20
3	Rough Grade Excavation	13	CY	\$3.50	\$45.50
4	Roadway Excavation	6.0	CY	\$5.00	\$30.00
5	6" Asphalt Concrete Paving	58	SF	\$3.60	\$208.80
6	24" Aggregate Base	58	SF	\$3.00	\$174.00
7	Curb & Gutter, Type 2 (Vertical Curb)	2	LF	\$20.00	\$40.00
8	Median Curb, Type 3 (8" Barrier Curb)	2	LF	\$15.00	\$30.00
9	Median Landscaping & Irrigation (CNL & Street Trees)	15	SF	\$6.00	\$90.00
10	PCC Sidewalk w/6" AB	12	SF	\$6.00	\$72.00
11	Signing & Striping (4-lanes)	4	LF	\$1.50	\$6.00
12	Erosion Control	118	SF	\$0.20	\$23.60
13	Street Lights (Type A, 220' spacing, both sides)	1	LF	\$25.00	\$25.00
Subtotal					\$775.90
Use					\$780.00

P2

Placerville Road
4 Lane Major Arterial



Folsom Plan Area
Backbone Infrastructure
Construction Cost Estimate

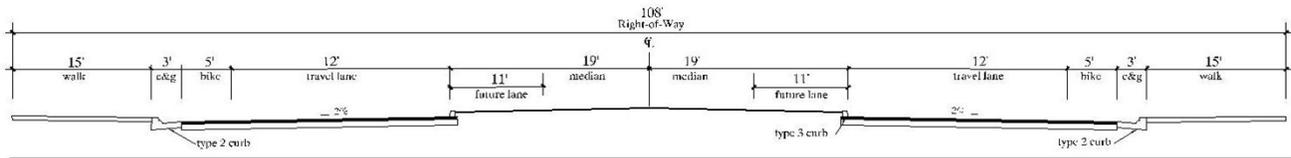
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Cost Per Linear Foot
New Placerville Road
Collector-Street Section Q1
4-Lane Ultimate (2 Lane Road & 2 Future)

Item	Description	Qty.	Unit	Unit Cost	Per Foot Cost
1	Clear and Grub	108	SF	\$0.10	\$10.80
2	Subgrade Preparation	42	SF	\$0.30	\$12.60
3	Rough Grade Excavation	12	CY	\$3.50	\$42.00
4	Roadway Excavation	2.5	CY	\$5.00	\$12.50
5	4" Asphalt Concrete Paving	36	SF	\$2.40	\$86.40
6	15" Aggregate Base	36	SF	\$2.00	\$72.00
7	Curb & Gutter, Type 2 (Vertical Curb)	2	LF	\$20.00	\$40.00
8	Median Curb, Type 3 (8" Barrier Curb)	2	LF	\$15.00	\$30.00
9	Median Landscaping & Irrigation (CNL & Street Trees)	15	SF	\$6.00	\$90.00
10	Median Landscaping & Irrigation (Future Travel Lanes)	22	SF	\$4.00	\$88.00
11	PCC Sidewalk w/6" AB	30	SF	\$6.00	\$180.00
12	Signing & Striping (2-lanes)	2	LF	\$1.50	\$3.00
13	Erosion Control	108	SF	\$0.20	\$21.60
14	Street Lights (Type A, 220' spacing, both sides)	1	LF	\$25.00	\$25.00
Subtotal					\$713.90
Use					\$720.00

Q1

Placerville Road
 2 Lane Collector (Future 4 Lane)



FOLSOM PLAN AREA
Backbone Infrastructure
Construction Cost Estimate

7919.000

Roadway Segment	Section Designation	Cost per Foot
Easton Valley Parkway (Sta 379+00 to Sta 387+50) & (Sta 441+00 to Sta 467+00)	A1	\$900
Easton Valley Parkway (Sta 387+50 to Sta 441+00)	A2	\$860
Easton Valley Parkway (Sta 467+00 to Sta 494+80)	B1	\$910
Easton Valley Parkway (Sta 494+80 to Sta 508+40)	B2	\$920
Easton Valley Parkway (Sta 508+40 to Sta 525+00) & (Sta 559+00 to Sta 569+30)	C1	\$530
Easton Valley Parkway (Sta 525+00 to Sta 532+50)	C2	\$490
Easton Valley Parkway (Sta 532+50 to Sta 544+00)	C3	\$490
Easton Valley Parkway (Sta 544+00 to Sta 559+00)	C4	\$490
Street 'A' (Sta 100+00 to Sta 271+00)	D1	\$530
Oak Avenue Parkway (Sta 98+90 to 192+20)	H1	\$790
Oak Avenue Parkway (Sta 98+90 to 192+20)	H2	\$720
Scott Road (Sta 144+10 to 172+40)	I1	\$960
Scott Road (Sta 98+90 to 144+10)	J1	\$890
Street 'B' (Sta 100+00 to Sta 144+00)	K1	\$720
Street 'B' (Sta 144+00 to Sta 174+00)	L1	\$560
Empire Ranch Road (Sta 165+00 to Sta 171+00)	M1	\$810
Empire Ranch Road (Sta 153+90 to Sta 165+00)	M2	\$890
Empire Ranch Road (Sta 105+00 to Sta 129+00) & (Sta 138+00 to Sta 149+50)	N1	\$700
Empire Ranch Road (Sta 129+00 to Sta 138+00)	N2	\$700
Empire Ranch Road (Sta 149+50 to Sta 153+90)	N3	\$700
Rowberry Road (Sta 100+00 to Sta 113+90)	O1	\$780
New Placerville Road (Sta 120+00 to Sta 137+00)	P1	\$610
New Placerville Road (Sta 112+20 to Sta 120+00)	P2	\$780
New Placerville Road (Sta 100+00 to Sta 112+20)	Q1	\$720

SCOTT RD
←

← HWY 50

Fair Share Cost Allocation

Sacramento County & City of Folsom



Prepared for:

**Sacramento County
Department of Transportation**

Prepared by:

DKS

January 2, 2013





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Executive Summary

This report evaluates the future roadway system in Eastern Sacramento County needed to accommodate future development, including the recent annexation by the City of Folsom of the property from Sacramento County south of US 50. The objective of the “Fair Share Cost Allocation” analysis is to ensure that the funding of required improvements in Eastern Sacramento County is equitable. The Sacramento County Department of Transportation (DOT) has worked with the City of Folsom’s Public Works Department to determine a fair allocation of costs for a selected set of roadway improvements that are needed to accommodate new development in the two jurisdictions over the next 25 years. This report documents the methodology, assumptions and results of that cost allocation analysis.

A “Working Group” was established to review and guide the cost allocation methodology, comprising staff from Sacramento County DOT and the City of Folsom Public Works Department, DKS Associates, MacKay & Soms Civil Engineers and representatives of landowners in Eastern Sacramento County and the City of Folsom south of US 50. During 2011 and 2012, that group had a number of meetings to review each element of the methodology and draft results.

The fair share allocation methodology involves a number of steps and assumptions, which were agreed upon by the “Working Group”, including the following:

- A set of roadway segments were identified in Eastern Sacramento County that will be impacted by development in both jurisdictions through 2035 and thus their improvement costs should be shared
- The cost allocation is based on the estimated use of roadways by traffic from new development stemming from long-range development assumptions approved by the Working Group
- The allocated cost is equal to the total improvement cost minus anticipated funding from other known sources (i.e. Measure A and mitigation from the Teichert and Stoneridge quarries)

The nexus-based fair share calculation allocates the cost of the selected improvements in Eastern Sacramento County to anticipated new development in all of the County’s unincorporated areas, which is consistent with the Sacramento County Transportation Development Fee (SCTDF) Program. The nexus-based analysis also allocated costs to anticipated development throughout the City of Folsom. However, the City has told Sacramento County that it already has development agreements for most of the vacant land north of US 50 where development is expected to occur. Those development agreements do not allow the City to charge for improvements not in those agreements and the agreements do not include funding for roadway improvements outside the City of Folsom.

The City asked for a Modified Method, which does not allocate costs to development in the portion of Folsom north of US 50. Recognizing that this alternative calculation results in a higher percentage of costs to all other areas, the City and its land owners south of US 50 agreed to pay for the majority of the costs that were to be allocated to development in Folsom north of US 50.

The Folsom Plan Area Specific Plan (FPASP) would fund about \$107 million of the selected improvements, including about \$50 million for roadways within the FPASP. About \$60.2 million of the cost improvements on the Sacramento County roadway system was allocated to the City of Folsom, including roadway segments that are part of the Connector Project that is also shared with other jurisdictions. The City of Folsom will also fund one half of the additional amount (about \$3.1 million)



that was allocated to Sacramento County or “other sources” by the Modified Method for improvements to Sacramento County roadways. In the nexus-based analysis, Sacramento County was allocated about \$8.9 million for improvements in the FPASP. The net effect of the Fair Share Cost Allocation is that the City of Folsom will effectively owe about \$51.4 million to the SCTDF Program. The City of Folsom will be developing a finance plan for the FPASP that will include a process to reimburse the County, which will be reviewed by Sacramento County DOT.

1. Introduction

There are several major approved and proposed development areas in the cities of Folsom and Rancho Cordova and in the eastern portions of unincorporated Sacramento County. Cumulatively, these developments will require widening many of existing two-lane roadways in Eastern Sacramento County and construction of several major new roadways.

The EIR for the FPASP (also referred to as the Folsom Sphere of Influence or SOI), a major development area that the City of Folsom recently annexed from Sacramento County south of US 50, identifies traffic impacts caused by development of the FPASP on Sacramento County roadways. It also identifies a set of roadway improvements needed to mitigate those impacts. The EIR calls for the FPASP to pay a “fair share” of those roadway improvements but does not identify its funding percentages.

Sacramento County has a policy to pay a fair share of roadway improvements in another jurisdiction to mitigate “off-site” traffic impacts related to development within the unincorporated areas of Sacramento County but only to collect such mitigation fees if there is an agreement with that jurisdiction for it to pay its fair share of Sacramento County roadway improvements.

To ensure that the funding of required improvements in Eastern Sacramento County is equitable, Sacramento County DOT has worked with the City of Folsom’s Public Works Department to determine a “Fair Share Cost Allocation” for a set of key roadway improvements that will be needed to accommodate new development in the two jurisdictions. This report documents the methodology, assumptions and results of that cost allocation analysis.

A “Working Group” was established to review and guide the cost allocation methodology, comprising staff from Sacramento County DOT and the City of Folsom Public Works Department, DKS Associates, MacKay & Soms Civil Engineers and representatives of landowners in Eastern Sacramento County and the City of Folsom south of US 50. During 2011 and 2012, that group had a number of meetings to review each element of the methodology and draft results.

2. Methodology

The fair share allocation methodology involves a number of steps and assumptions, which were agreed upon by the “Working Group”, including the following:

- A set of roadway segments in Eastern Sacramento County were identified by the Working Group that 1) will need improvements due to traffic from future development and 2) will be impacted by development in both the County and City and thus their improvement costs should be shared.
- Costs estimates for the improvements were prepared by MacKay & Soms Civil Engineers (see documentation attached to this report)



- The improvements in this fair share analysis are needed to accommodate growth. The cost allocation is thus based on the percent use of roadways by traffic from new development, not traffic from existing development.
- The cost allocation is based on traffic forecasts from development that will occur over the next 25 years using a set of long-range development assumptions approved by the Working Group.
- Costs were allocated to a set of “districts” defined by the Working Group.
- The cost allocated to new development for a roadway segment in the fair share allocation is equal to the total improvement cost minus funding from other known sources (including Measure A and East County quarry mitigations)

Each of these steps is described below.

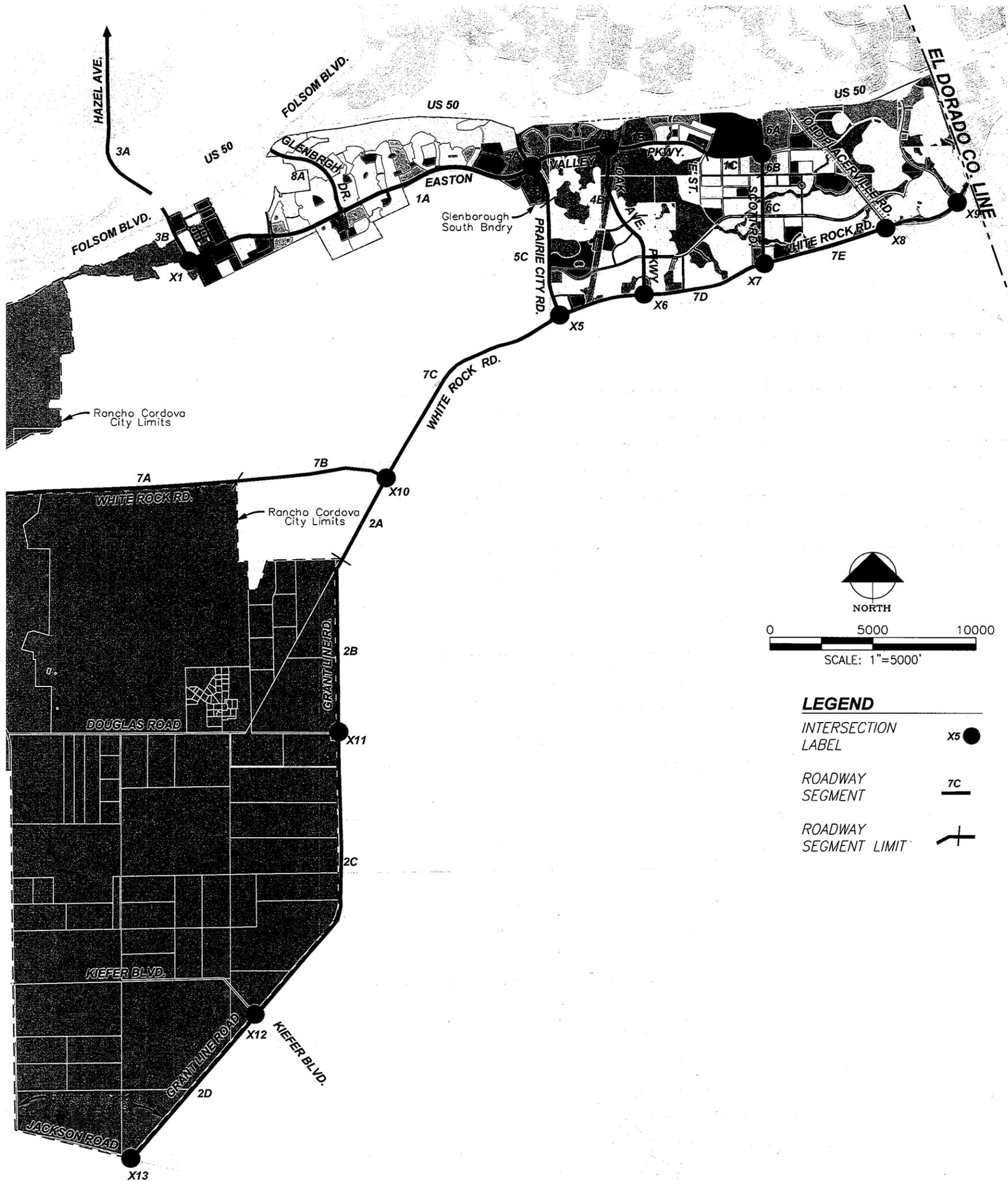
2A) Selection of Roadway Improvement Projects

The set of roadway segments in Eastern Sacramento County identified by the Working Group are shown in **Figure 1**. They include all of the Sacramento County roadway segments that would have significant traffic impacts due to the FPASP. The future number of travel lanes on each of the selected roadway segments, summarized in **Table 1**, is identified in the EIRs for the FPASP, Sacramento County’s General Plan Update and the Connector Project.

Roadway	Segment ¹			Improvement
	#	From	To	
Easton Valley Pkwy	1A	Hazel Ave	Prairie City Rd	New 6 lane thoroughfare
	1B	Prairie City Rd	E St	New 4 lane arterial
	1C	E St	Scott Rd	New 4 lane arterial
Grant Line Rd	2A	White Rock Rd	Rancho Cordova Limit	Widen to a 4 lane expressway with 6 lanes at intersections
	2B	Rancho Cordova Limit	Douglas Rd	
	2C	Douglas Rd	Kiefer Blvd	
	2D	Kiefer Blvd	Jackson Rd	
Hazel Avenue	3A	Madison Ave	Curragh Downs	Widen to 6 lanes
	3B	US 50	Easton Valley Pkwy	
Oak Ave Pkwy	4A	US 50	Easton Valley Pkwy	New 4 lane arterial
	4B	Easton Valley Pkwy	White Rock Rd	New 4 lane arterial
Prairie City Rd	5A	US 50	Easton Valley Pkwy	New 6 lane thoroughfare
	5B	Easton Valley Pkwy	Glenborough So. Boundary	New 6 lane thoroughfare
	5C	Glenborough So. Boundary	White Rock Rd	New 4 lane thoroughfare
Scott Rd	6A	US 50	Easton Valley Pkwy	Widen to 6 lanes
	6B	Easton Valley Pkwy	B St	Widen to 6 lanes
	6C	B St	White Rock Rd	Widen to 4 lanes
White Rock Rd	7A	Westborough E Boundary	Americanos Blvd	Widen to 6 lanes
	7B	Americanos Blvd	Grant Line Rd	Widen to 6 lanes
	7C	Grant Line Rd	Prairie City Rd	Widen to a 4 lane expressway with 6 lanes at intersections
	7D	Prairie City Rd	Scott Rd	
	7E	Scott Rd	El Dorado Co Line	
Glenborough	8A	Easton Valley Pkwy	Folsom Blvd	New 4 lane arterial

¹ See locations by segments number in Figure 1

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LEGEND

INTERSECTION LABEL	X5 ●
ROADWAY SEGMENT	7C —
ROADWAY SEGMENT LIMIT	┌

Figure 1
 Selected Roadway Segments
 Fair Share Cost Allocation
 Sacramento County and City of Folsom

Prepared by:



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7-05-2012 10:26:19 dcnz P:\7919\7919-SC\00\Estimates\SCTDF Cost Share\7919-00 SCTDF Segments.dwg
 There are no references in this drawing.



For those segments of Grant Line Road and White Rock Road, which are part of the Connector Project, the EIRs for the Folsom Plan Area Specific Plan (FPASP) and Sacramento County's General Plan Update assumed construction of a six-lane thoroughfare. However, the Connector JPA proposes a four-lane expressway with grade-separated interchanges at major intersections. For cost estimating, the four-lane expressway cross section was assumed except at the major intersections where six through travel lanes were assumed to reflect the roadway capacity in the County's General Plan.

The cost estimation assumed the following cross section standards:

- County Standard Segments 1A, 3A-B, 5C, 7A-B and 8A
- FPASP (Folsom) Segments 1B-C, 4A-B, 5A-B and 6A-C
- JPA Connector Segments 2A-D and 7C-E (except at intersections)

2B) Cost Estimates for Roadway Improvements

Costs estimates for the selected improvements were prepared by MacKay & Soms Civil Engineers, which were reviewed by the Working Group and documented in a July 6, 2012 report (see attached report). That report has a number of qualifying notes, including the following:

- Costs are preliminary and subject to change upon more detailed design and analysis
- The estimated costs do not consider the following:
 - a. Cost associated with unsuitable material removal, disposal & replacement.
 - b. Phased construction or out-of-regular-sequence construction
 - c. Costs associated with ground water or inclement weather conditions
 - d. Financial Charges
 - e. Bonds
 - f. Cost associated with the rock excavation.
 - g. Assessments from assessment, lighting & landscaping, Mello-Roos districts or the like
- No provision has been made for inflation
- Interim improvements may be required depending on development timing of individual units

Separate cost estimates were made for improvements at each major intersection. For the cost allocation, the intersection improvement costs were combined with the roadway segment costs (split equally between adjacent roadway segments). The cost estimates, which were reviewed by Sacramento County DOT, the City of Folsom and the Working Group, are summarized in **Table 2**.

2C) Funding from Other Sources

The cost allocated to new development for a roadway segment is equal to the total improvement cost minus anticipated funding from other known sources, which include the following:

- Measure A, which covers portions of White Rock Road, Grant Line Road and Hazel Avenue.
- Funding for CEQA capacity mitigations required by the Teichert and Stoneridge quarries (see details below).

To be consistent with the SCTDF Program, for those roadway segments covered by Measure A, one third of the estimated improvement cost was assumed to be funded by Measure A, except for specific funding amounts that were already identified for segments of Hazel Avenue.



**Table 2
Estimated Cost and Funding of Selected Improvements**

Roadway	Segment			Improvement	Estimated Total Project Cost ¹	Estimated Funding			
	#	From	To			Measure A	Federal	East Co Quarry Mitigation	Fair Share Cost Allocation
Easton Valley Pkwy	1A	Hazel Ave	Prairie City Rd	New 6 lane road	\$32,304,525				\$32,304,525
	1B	Prairie City Rd	E St	New 4 lane road	\$22,133,155				\$22,133,155
	1C	E St	Scott Rd	New 4 lane road	\$5,210,590				\$5,210,590
Grant Line Rd	2A	White Rock Rd	Rancho Cordova Limit	4 lane expressway with 6 lanes at intersections	\$8,085,367	\$2,668,171		\$1,400,360	\$4,016,836
	2B	Rancho Cordova Limit	Douglas Rd		\$13,566,300	\$4,476,879		\$2,865,640	\$6,223,781
	2C	Douglas Rd	Kiefer Blvd		\$24,817,100	\$8,189,643		\$1,219,251	\$15,408,206
	2D	Kiefer Blvd	Jackson Rd		\$16,172,475	\$5,336,917		\$1,262,067	\$9,573,491
Hazel Avenue	3A	Madison Ave	US 50	Widen to 6 lanes	\$56,000,000	\$7,483,000	\$13,842,000		\$34,675,000
	3B	US 50	Easton Valley Pkwy	New 6 lane road & interchange	\$84,000,000	\$19,657,000			\$64,343,000
Oak Ave Pkwy	4A	US 50	Easton Valley Pkwy	New 4 lane road	\$6,554,460				\$6,554,460
	4B	Easton Valley Pkwy	White Rock Rd	New 4 lane road	\$11,853,160				\$11,853,160
Prairie City Rd	5A	US 50	Easton Valley Pkwy	Widen to 6 lanes	\$10,555,215				\$10,555,215
	5B	Easton Valley Pkwy	Glenborough So. Bndry	Widen to 6 lanes	\$3,446,905				\$3,446,905
	5C	Glenborough So. Bndry	White Rock Rd	Widen to 4 lanes	\$9,524,827			\$1,000,000	\$8,524,827
Scott Rd	6A	US 50	Easton Valley Pkwy	Widen to 6 lanes	\$2,710,895				\$2,710,895
	6B	Easton Valley Pkwy	B St	Widen to 6 lanes	\$2,322,375				\$2,322,375
	6C	B St	White Rock Rd	Widen to 4 lanes	\$8,432,490				\$8,432,490
White Rock Rd	7A	Westborough E Bndry	Americanos Blvd	Widen to 6 lanes	\$14,569,500				\$14,569,500
	7B	Americanos Blvd	Grant Line Rd	Widen to 6 lanes	\$9,783,583				\$9,783,583
	7C	Grant Line Rd	Prairie City Rd	4 lane expressway with 6 lanes at intersections	\$12,441,367			\$95,331	\$12,346,036
	7D	Prairie City Rd	Scott Rd		\$23,166,367	\$7,644,901		\$15,658,865	-\$137,399
	7E	Scott Rd	El Dorado Co Line		\$28,503,200	\$9,406,056		\$1,315,134	\$17,782,010
Glenborough	8A	Easton Valley Pkwy	Folsom Blvd	New 4 lane road	\$7,205,000				\$7,205,000
				Total	\$413,358,856	\$64,862,567	\$13,842,000	\$24,816,648	\$309,837,641

¹ See "SCTDF Cost Share Roadway Cost Estimates" (MacKay & Soms Civil Engineers, July 2012) for details of cost estimation



The total costs were reduced to reflect funding from the East County quarries as follows:

- Costs were reduced by the amount of funding for CEQA capacity mitigations (not safety or operational mitigations) in the conditions of approval for the Teichert and Stoneridge quarries.
- The improvements funded by the quarries would be phased and would not cover the ultimate cross sections. Thus some elements of the improvements would be “thrown away”, primarily at intersections where some traffic signal, medians and edge improvements will need to be reconstructed by second or third improvement phases before the ultimate cross section is achieved. The funding for intersection capacity improvements were thus reduced by 40 percent, which reduced total funding from the quarries by about 18 percent.
- Funding for intersection improvements were split equally between adjacent roadway segments.

Table 2 summarizes the total improvement costs for each roadway segment as well as assumed funding from other sources. Total costs for all improvements in this fair share allocation is about \$413.4 million. After reductions for other funding sources, the costs allocated to new development in unincorporated Sacramento County and the City of Folsom is about \$309.8 million.

2D) Area for Cost Allocation

Costs were allocated to a set of “districts,” which were defined by the Working Group and included the six fee districts in the Sacramento County Transportation Development Fee (SCTDF) Program plus the following districts in other jurisdictions:

- Folsom Plan Area Specific Plan (FPASP) south of US 50
- Remainder of City of Folsom north of US 50
- City of Rancho Cordova
- Remainder of region

To show a complete picture of the usage of roadways from trips generated in the various districts, some of the districts were subdivided. For example, SCTDF District 3 was subdivided to show separated cost allocations for the Cordova Hills and Easton/Glenborough developments. The City of Rancho Cordova was also subdivided to show separate cost allocations for its infill and major growth areas.

2E) Development Assumptions

The selected improvements in the Fair Share Cost Allocation are needed to accommodate traffic demand from development over the next 25 years or about 2035. The cost allocation is based on the percentage of trips from new development (the growth between existing and 2035) in a “district.” SACOG’s regional travel demand model (SACMET) was used to estimate the origin and destination of trips using each roadway. The critical input to this model is the amount and location of new development. DKS first presented to the Working Group the development assumptions that were used in the following:

- Sacramento County Transportation Development Fee (SCTDF) Program
- EIR for the Folsom Plan Area Specific Plan (FPASP)
- SACOG’s 2008 Metropolitan Transportation Plan (MTP).

The development assumptions from those efforts are summarized in **Table 3** by SubRADs, which are subareas of the region used by SACOG (shown in **Figure 2**).

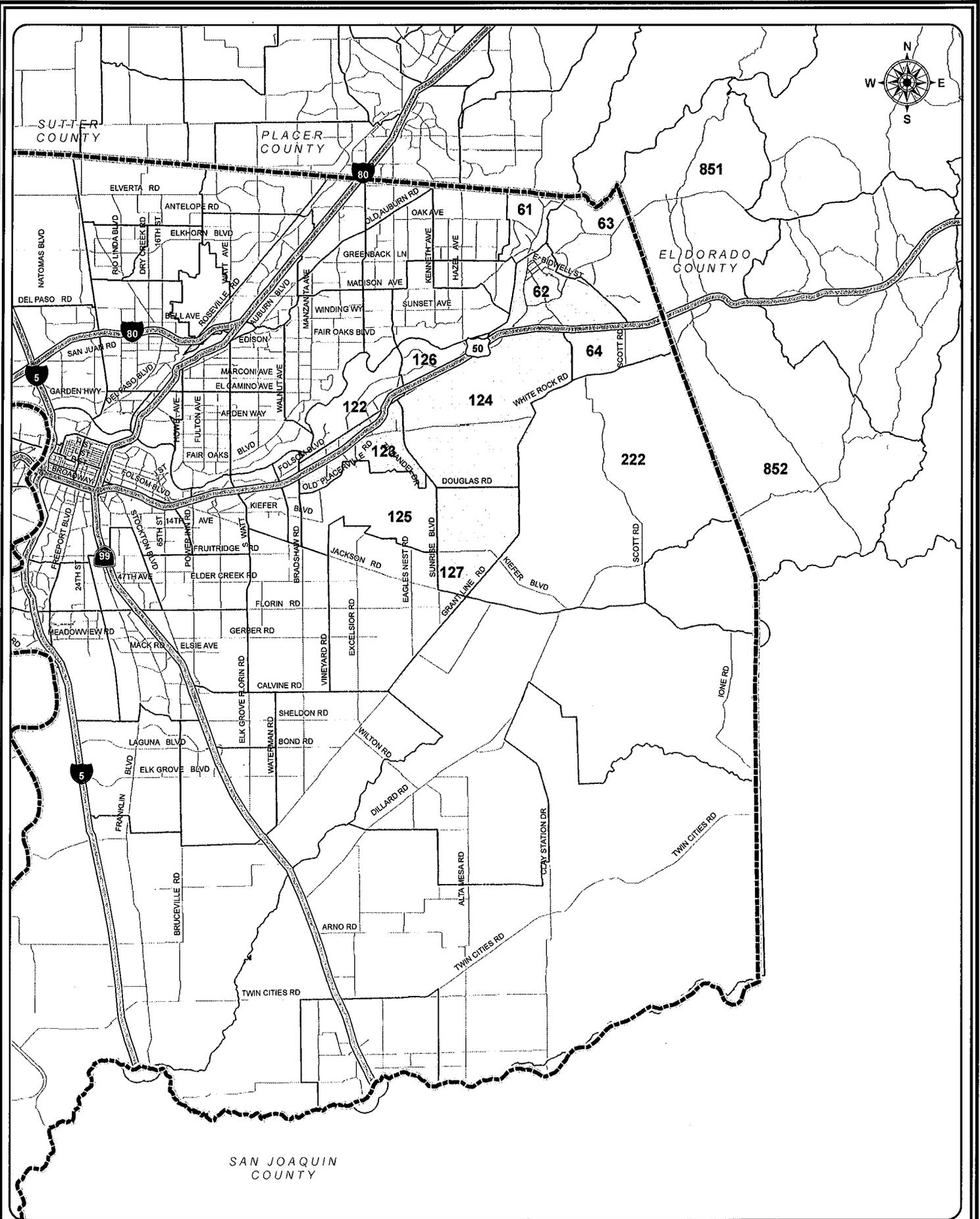


Figure 2
SACOG SubRADs
Near Study Area



Growth Area	SACOG SubRAD ¹	Housing Units					Jobs				
		2007	SACOG ¹ 2035	SCTDF 2032	FPASP (Folsom SOI) EIR	Used for Fair Share Allocation	2007	SACOG ² 2035	SCTDF 2032	FPASP (Folsom SOI) EIR	Used for Fair Share Allocation
Rancho Cordova Infill	122-123	22,268	22,808	23,155	31,328	22,808	42,641	50,965	50,824	63,562	50,965
Easton/Rio del Oro/Westborough	124	366	23,257	24,135	21,764	23,257	20,867	42,328	45,043	54,764	42,328
Mather	125	1,700	1,756	1,787	1,758	1,787	5,962	18,604	19,161	16,507	18,604
Gold River	126	3,819	3,819	3,891	3,819	3,819	7,379	7,541	7,475	7,520	7,541
Sunridge/Suncreek	127	1,800	21,557	21,762	25,055	21,557	0	6,879	6,260	5,862	6,879
Folsom north of US 50	61-63	25,569	31,549	31,983	29,988	29,988	40,055	46,027	46,702	53,920	53,920
FPASP (Folsom SOI)	64	0	7,323	12,865	10,212	10,212	0	4,267	10,323	13,211	13,211
East of Grant Line	222	464	899	9,231	4,328	8,899	146	135	5,891	1,041	6,600
EDH North of US 50	851	13,500	15,096	16,939	14,500	15,096	2,980	7,055	7,378	4,206	4,206
EDH South of US 50	852	1,347	8,111	8,114	7,624	8,111	8,414	22,866	29,833	27,973	26,299
Total		70,833	136,175	153,862	150,376	145,534	128,444	206,667	228,890	248,566	230,553
Growth from 2007			65,342	83,029	79,543	74,701		78,223	100,446	120,122	102,109

¹ See Figure 2 for SubRAD boundaries
² From 2008 Metropolitan Transportation Plan (MTP) Different from SACOG 2035 = (See reasons below)

SubRAD	Reason for differences with SACOG estimates
61-63	New estimates of housing and employment at buildout for City north of US 50
64	New housing and employment estimates in EIR of Folsom Plan Area Specific Plan south of US 50
222	Assumed buildout of Cordova Hills housing and employment
851	Limited to El Dorado County estimates of employment buildout so excess moved to south of US 50 (852)
852	Employment moved from north of US 50 (851).



The SCTDF was adopted in 2008 and was based on SACOG's preliminary forecasts for the 2008 MTP. The two areas of the region where the SCTDF development assumptions differed from SACOG's development forecasts were the FPASP south of US 50 and the Cordova Hills developments, where initial estimates for buildout of those developments was assumed.

The development assumptions for the Fair Share Cost Allocation were prepared in 2010. Based on discussions with the Working Group, it was decided to use estimates from SACOG's 2008 MTP, except for the following areas:

- The City of Folsom north of US 50, where recent "buildout" estimates of housing and employment prepared for the City were used.
- The Folsom Plan Area Specific Plan (FPASP) south of US 50, where the housing and employment estimates in the EIR for that Plan were used
- The proposed Cordova Hills Specific Plan, where estimates of housing and employment buildout were used.
- El Dorado Hills, where SACOG's estimates of employment buildout exceed those prepared by the County for the area north of US 50. The excess employment was moved to south of US 50

The total amount of future development in the growth areas of Eastern Sacramento County and Western El Dorado County that was used in the Fair Share Cost Allocation (see **Table 3**) is higher than SACOG's estimate for the 2008 MTP but lower than the estimates used in both SCTDF Program and for the EIR on the FPASP.

3. Cost Allocation

3A) Nexus Based Allocation

Following the nexus-based allocation process used in the SCTDF Program, new development's "fair share" of roadway improvements is based on the estimated percent use of each roadway improvement by trips generated by new development. The percent use allocation is based on the estimated number of weekday vehicle trips from growth in each district. For trips that have one end within a district and the other end of the trip in another district, that trip is split equally between the districts. **Table A** in the Appendix shows the estimated percent of trips on each of the selected roadway segments from existing development and from new development by district. Highlighted in yellow on that table are districts where their growth would contribute 10 percent or more of the total future traffic volume on each of the selected roadway segments, which primarily involve the FPASP, District 3 in Sacramento County's SCTDF Program and the City of Rancho Cordova's growth areas.

Aside from "other funding sources" (see Section 2C), the funding in the fair share analysis will come from growth. So the percentage of trips from existing development is removed and trips from new development represent 100 percent for the allocation process.

Aside from Sacramento County and the cities of Folsom and Rancho Cordova, the use of the selected roadway segments from trips generated in other jurisdictions would be low and Sacramento County and the City of Folsom do not have agreements with other jurisdictions for the funding "off-site"



improvements. Therefore, a realistic assessment was needed to determine which jurisdictions would likely participate in the funding of the selected improvements.

The Working Group concluded that the jurisdictions that would participate in funding improvements to the selected roadway segments would differ depending on its location and usage, as summarized in **Table 4**. The group decided that:

- The Connector is a regional facility and thus its funding should be spread to all jurisdictions in the region based on the origins and destination of trips from new development that use it.
- White Rock Road west of Grant Line Road has a high use by three jurisdictions and thus should be funded by development in unincorporated Sacramento County and cities of Folsom and Rancho Cordova based on usage.
- Improvements on the other selected roadways would be funded by development in two jurisdictions: unincorporated Sacramento County and the City of Folsom, based on usage. As shown in Table 2, improvements on Hazel Avenue, which is used by traffic from other jurisdictions, would also have funding from Measure A.

Table 4 Jurisdictions included in Cost Allocation¹		
Cost Allocated to	Roadways	Segment²
Unincorporated Sacramento County and City of Folsom	Easton Valley Pkwy, Hazel Ave, Oak Avenue Pkwy, Prairie City Rd, Scott Rd and Glenborough Dr	1A-1C, 3A-3B, 4A-4B, 5A-5C, 6A-6C, 8A
Unincorporated Sacramento County and cities of Folsom and Rancho Cordova	White Rock Road west of Grant Line Rd	7A and 7B
Region	Connector (portions of White Rock Rd and Grant Line Rd)	2A-2D, 7C-7E
¹ Costs allocation based on percent use of roadways by trips with origin or destination within jurisdiction ² See Figure 1 for segment locations Source: DKS Associates, 2012		

Table B-1 in the Appendix shows the percent allocation to districts that results from excluding trips from existing development and applying the percentages in **Table A** for those jurisdictions included in the cost allocation in **Table 4** for each roadway segment. **Table B-2** show the resulting cost allocation.

3B) Modified Cost Allocation

The nexus-based fair share calculation (described above) allocates the cost of the selected improvements in Eastern Sacramento County to anticipated new development in all of the County’s unincorporated areas, which is consistent with the County’s SCTDF Program. The fair share analysis also allocated costs to anticipated development throughout the City of Folsom. However, the City has told Sacramento County that it already has development agreements for most of the vacant land north of US 50 where development is expected to occur. Those development agreements do not allow the City to charge for improvements not in those agreements and they do not include improvements to roadways outside the City of Folsom.



The City asked for an alternative calculation (the Modified Method), which does not allocate costs to development to the portion of Folsom north of US 50. Recognizing that the Modified Method results in a higher percentage of costs to all other areas, the City and its land owners south of US 50 offered to pay for a portion of the costs that were allocated to development in Folsom north of US 50 in the nexus-based method.

Table C-1 in the Appendix shows the percent allocation to districts that result from taking **Table B-1** and excluding trips from new development in Folsom north of US 50. **Table C-2** show the resulting cost allocation.

4. Fair Share Funding Agreement

The results of both the nexus-based allocation (**Table B-2**) and the Modified Method (**Table C-2**) were used by the Working Group to negotiate a fair share cost allocation agreement. **Table 5** compares the two cost allocations methods with the amount of funding by jurisdiction grouped into the following categories:

- Roadway segments that are part of the Connector project
- Prairie City Road, which is shared by Sacramento County and the City of Folsom
- Roadways within the FPASP south of US 50
- White Rock Road west of Grant Line Road, which is shared with Rancho Cordova
- The remaining roadway segments that are part of Sacramento County’s roadway system

Table 5 highlights the differences between the methods and identifies the “unfunded” amounts that will not be funded from development north of US 50. The Working Group has agreed that these “unfunded” amounts will be re-allocated as follows:

- The FPASP will be re-allocated all of the unfunded amounts for improvements to roadways within the FPASP (\$4,225,837), which includes the following additional amounts that were allocated by the Modified Method:
 - \$702,386 allocated to Sacramento County
 - \$3,523,451 allocated to the FSASP
- The FPASP will be re-allocated all of the unfunded amounts for improvements to Prairie City Road (\$3,581,969), which includes the following additional amounts that were allocated by the Modified Method:
 - \$1,643,160 allocated to Sacramento County
 - \$1,938,809 allocated to the FSASP
- The FPASP will be re-allocated the additional amount allocated to it by the Modified Method for improvements to other Sacramento County roadways (\$1,566,586)
- Sacramento County and the City of Folsom will split the remaining unfunded amounts 50/50, which includes the following additional amounts that were allocated by the Modified Method:



- o An additional \$6,119,025 allocated to Sacramento County for improvements to its roadway system
- o An additional \$420,498 allocated to “other” sources for improvements White Rock Road west of Grant Line Road

Cost Allocated to	Improvement Location	Cost Allocation			Improvements Included (Segment Numbers) ²
		Nexus-Based	Modified (Without Folsom n/o US 50)	Difference ¹	
Sacramento Co	FPASP	\$8,865,456	\$9,567,842	\$702,386	1B-C, 4A-B, 6A-C
	Prairie City Rd	\$8,718,787	\$10,361,948	\$1,643,160	5A-C
	Connector	\$21,727,762	\$21,727,762	\$0	2A-D, 7C-E
	Sacramento Co	\$110,184,997	\$116,304,022	\$6,119,025	1A, 3A-B, 7A-B, 8A
Subtotal Sacramento County		\$149,497,001	\$157,961,573	\$8,464,572	
City of Folsom north of US 50	FPASP	\$4,225,837	\$0	-\$4,225,837	1B-C, 4A-B, 6A-C
	Prairie City Rd	\$3,581,969	\$0	-\$3,581,969	5A-C
	Connector	\$2,030,738	\$2,030,738	\$0	2A-D, 7C-E
	Sacramento Co	\$8,106,208	\$0	-\$8,106,208	1A, 3A-B, 7A-B, 8A
Subtotal Folsom north of US 50		\$17,944,754	\$2,030,738	-\$15,914,015	
FPASP (Folsom south of US 50)	FPASP	\$46,125,832	\$49,649,283	\$3,523,451	1B-C, 4A-B, 6A-C
	Prairie City Rd	\$10,226,191	\$12,164,999	\$1,938,809	5A-C
	Connector	\$11,264,506	\$11,264,506	\$0	2A-D, 7C-E
	Sacramento Co	\$30,537,353	\$32,104,038	\$1,566,686	1A, 3A-B, 7A-B, 8A
Subtotal FPASP		\$98,153,881	\$105,182,827	\$7,028,946	
Other ³	Connector	\$30,189,955	\$30,189,955	\$0	2A-D, 7C-E
	White Rock Rd west of Grant Line Rd	\$14,052,050	\$14,472,548	\$420,498	7A-B
Subtotal Other		\$44,242,005	\$44,662,503	\$420,498	
Total		\$309,837,641	\$309,837,641	\$0	

¹ The “unfunded” amount (due to removing the City of Folsom north of US 50 from cost allocation) is shaded in grey

² See Figure 1 for location of segments

³ “Other” is sources other than Sacramento County and the City of Folsom

Source: DKS Associates, 2012



The agreement by the Working Group has thus re-allocated all of the “unfunded” amounts highlighted in **Table 5**. Based on those decisions, **Table 6** shows that the Folsom Plan Area Specific Plan (FPASP) would fund about \$107 million of the selected improvements, including about \$50 million for roadways within the FPASP.

Table 6 Amount of Selected Improvements to be Funded by FPASP (Folsom south of US 50)			
Improvement Location	Nexus-Based Allocation	Unfunded	Total
Sacramento County	\$30,537,353	\$1,566,686	\$32,104,039
Prairie City Road	\$10,226,191	\$3,581,969	\$13,808,160
Connector	\$11,264,506		\$11,264,506
FPASP	\$46,125,832	\$4,225,837	\$50,351,669
Total			\$107,528,374
Source: DKS Associates, 2012			

Table 7 shows the net effect of the Fair Share Cost Allocation. About \$60.2 million of the cost improvements on Sacramento County roadway system was allocated to the City of Folsom, including roadway segments that are part of the Connector Project and segments shared with other jurisdictions. The City of Folsom will also fund one half of the additional amount that was allocated to Sacramento County or “other sources” by the Modified Method for improvements to Sacramento County roadways.

Sacramento County was allocated about \$8.9 million for improvements in the Folsom Plan Area Specific Plan (FPASP) with the nexus-based analysis. The net effect of Fair Share Cost Allocation is that the City of Folsom will effectively owe about \$51.4 million to the Sacramento County Transportation Development Fee (SCTDF) Program.

Table 7 Net Funding (City of Folsom to Sacramento County) for Selected Roadway Improvements		
Funded by	Improvement Location	Amount
City of Folsom	Sacramento Co	\$32,104,038
	Prairie City Road	\$13,808,159
	Connector	\$11,264,506
	Sacramento Co – Shared funding ¹	\$3,059,512
	Subtotal	\$60,236,216
Sacramento Co	FPASP	-\$8,865,456
Net Amount		\$51,370,761
¹ Shared funding amount is one half of the additional amount that was allocated to Sacramento County or “other sources” by the Modified Method for improvements to Sacramento County roadways. Source: DKS Associates, 2012		



Appendix

Details of Cost Allocation For Nexus-Based Method and Modified Method

Contents

Table A: Percent Use of Roadways from Existing Development and Growth in All Areas

Table B-1: Percent Use of Roadways from Growth Only - Nexus-Based Method

Table B-2: Nexus-Based Allocation of Total Project Costs

Table C-1: Percent Use of Roadways from Growth Only - Modified Method

Table C-2: Modified Method Allocation of Total Project Costs

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Table A																						
Percent Use of Roadways from Existing Development and Growth in All Areas																						
Roadway	Segment			Existing Development	Growth ¹															Latrobe (EDC)	Rest of Region	Total
	#	From	To		Folsom		Ranch Cordova			SCTDF District 3			SCTDF Other Districts									
					North of US 50	FPASP	Sunridge	Rio del Oro	Infill	Cordova Hills	Easton	Other	1	2	4	5	6					
Easton Valley Pkwy	1A	Hazel Ave	Prairie City Rd	29.3%	2.0%	15.6%	0.6%	8.7%	0.1%	1.2%	34.5%	2.5%	0.2%	0.2%	1.0%	0.0%	0.0%	1.2%	2.8%	100.0%		
	1B	Prairie City Rd	E St	26.3%	4.0%	49.1%	2.3%	3.7%	0.1%	1.9%	8.1%	0.6%	0.2%	0.2%	0.8%	0.1%	0.0%	0.5%	2.2%	100.0%		
	1C	E St	Scott Rd	21.4%	3.3%	64.4%	0.0%	0.5%	0.0%	0.0%	2.2%	0.2%	0.0%	0.0%	0.1%	0.0%	0.0%	3.4%	4.4%	100.0%		
Grant Line Rd	2A	White Rock Rd	Rancho Cordova Limits	32.1%	4.3%	13.6%	15.8%	1.7%	0.0%	18.0%	1.2%	0.1%	0.0%	0.0%	1.7%	0.8%	0.0%	5.6%	5.0%	100.0%		
	2B	Rancho Cordova Limits	Douglas Rd	32.1%	4.3%	13.6%	15.8%	1.7%	0.0%	18.0%	1.2%	0.1%	0.0%	0.0%	1.7%	0.8%	0.0%	5.6%	5.0%	100.0%		
	2C	Douglas Rd	Kiefer Bl	31.7%	2.1%	6.9%	12.0%	2.3%	0.1%	29.4%	0.5%	0.1%	0.1%	0.1%	4.5%	1.1%	0.0%	3.2%	5.9%	100.0%		
	2D	Kiefer Bl	Jackson Rd	36.2%	1.1%	4.3%	13.6%	1.0%	0.0%	22.4%	0.1%	0.0%	0.0%	0.0%	8.6%	1.0%	0.0%	2.5%	9.2%	100.0%		
Hazel Avenue	3A	Madison Ave	US 50	61.5%	1.4%	4.7%	0.9%	7.4%	0.3%	0.5%	6.6%	1.0%	1.3%	1.6%	1.3%	0.0%	0.0%	1.7%	9.7%	100.0%		
	3B	US 50	Easton Valley Pkwy	51.6%	1.2%	2.2%	0.7%	11.8%	0.3%	0.2%	18.8%	2.6%	0.7%	1.2%	1.3%	0.0%	0.0%	0.7%	6.5%	100.0%		
Oak Ave Pkwy	4A	US 50	Easton Valley Pkwy	39.2%	6.5%	36.7%	1.9%	1.9%	0.2%	1.8%	4.6%	0.3%	0.2%	0.2%	1.3%	0.1%	0.0%	0.7%	4.3%	100.0%		
	4B	Easton Valley Pkwy	White Rock Rd	24.6%	3.6%	54.3%	1.0%	1.9%	0.1%	0.8%	3.4%	0.3%	0.1%	0.1%	1.9%	0.1%	0.0%	5.6%	2.0%	100.0%		
Prairie City Rd	5A	US 50	Easton Valley Pkwy	42.1%	7.7%	26.6%	3.5%	2.2%	0.1%	5.1%	5.9%	0.1%	0.2%	0.2%	1.7%	0.2%	0.0%	0.6%	3.6%	100.0%		
	5B	Easton Valley Pkwy	Glenborough So. Bndry	37.1%	7.0%	20.1%	8.6%	5.8%	0.1%	11.3%	3.8%	0.3%	0.1%	0.1%	2.8%	0.5%	0.0%	0.1%	2.3%	100.0%		
	5C	Glenborough So. Bndry	White Rock Rd	35.6%	6.9%	14.5%	11.5%	7.6%	0.0%	14.4%	3.0%	0.2%	0.0%	0.0%	3.6%	0.6%	0.0%	0.1%	1.9%	100.0%		
Scott Rd	6A	US 50	Easton Valley Pkwy	37.7%	6.0%	40.9%	2.2%	1.8%	0.1%	2.1%	0.1%	0.0%	0.1%	0.1%	1.0%	0.2%	0.0%	0.9%	6.8%	100.0%		
	6B	Easton Valley Pkwy	B St	29.9%	4.3%	46.3%	3.7%	2.8%	0.1%	3.5%	0.7%	0.1%	0.1%	0.1%	1.4%	0.3%	0.0%	1.5%	5.4%	100.0%		
	6C	B St	White Rock Rd	30.5%	3.5%	32.5%	7.6%	5.3%	0.0%	7.0%	0.1%	0.1%	0.0%	0.0%	2.6%	0.5%	0.0%	4.6%	5.4%	100.0%		
White Rock Rd	7A	Westborough E Bndry	Americanos Blvd	39.0%	0.9%	14.3%	0.5%	27.1%	1.0%	0.2%	0.4%	1.1%	0.1%	0.1%	2.9%	0.0%	0.0%	9.3%	3.1%	100.0%		
	7B	Americanos Blvd	Grant Line Rd	32.6%	2.4%	18.0%	2.3%	28.4%	0.5%	0.3%	0.2%	0.3%	0.0%	0.0%	3.1%	0.0%	0.0%	9.4%	2.5%	100.0%		
	7C	Grant Line Rd	Prairie City Rd	32.3%	3.8%	14.8%	12.1%	9.2%	0.1%	13.0%	0.9%	0.1%	0.0%	0.0%	2.1%	0.6%	0.0%	6.7%	4.3%	100.0%		
	7D	Prairie City Rd	Scott Rd	33.6%	2.0%	13.6%	9.9%	8.5%	0.2%	9.4%	0.5%	0.1%	0.0%	0.0%	3.8%	0.6%	0.0%	11.9%	5.9%	100.0%		
	7E	Scott Rd	El Dorado Co Line	29.4%	0.1%	17.3%	5.9%	6.3%	0.2%	6.0%	0.9%	0.2%	0.0%	0.0%	2.7%	0.4%	0.0%	26.5%	4.4%	100.0%		
Glenborough	8A	Easton Valley Pkwy	Folsom Blvd	39.2%	6.9%	3.2%	0.3%	2.0%	0.1%	0.7%	44.1%	0.6%	0.1%	0.1%	0.6%	0.0%	0.0%	0.4%	1.7%	100.0%		

¹ See Table 2 for growth assumptions used in Fair Share Cost Allocation

Source: DKS Associates, 2012

Growth is > 10% of total future traffic =

**Table B-1
Percent Use of Roadways from Growth Only - Nexus-Based Method (See Table 4 for jurisdictions included in cost allocation)**

Roadway	Segment			Existing	Share Based only on Growth													Latrobe (EDC)	Rest of Region	
	#	From	To		Folsom		Ranch Cordova			SCTDF District 3			SCTDF Other Districts							
					North of US 50	FPASP	Sunridge	Rio del Oro	Infill	Cordova Hills	Easton	Other	1	2	4	5	6			
Easton Valley Pkwy	1A	Hazel Ave	Prairie City Rd		3.5%	27.3%					2.2%	60.3%	4.3%	0.3%	0.4%	1.7%	0.0%	0.0%		
	1B	Prairie City Rd	E St		6.1%	75.7%					2.9%	12.5%	1.0%	0.2%	0.3%	1.2%	0.2%	0.0%		
	1C	E St	Scott Rd		4.7%	91.7%					0.0%	3.1%	0.3%	0.0%	0.0%	0.1%	0.0%	0.0%		
Grant Line Rd	2A	White Rock Rd	Rancho Cordova Limits		6.4%	20.0%	23.3%	2.5%	0.0%	26.5%	1.8%	0.2%	0.0%	0.0%	2.5%	1.2%	0.0%	8.2%	7.4%	
	2B	Rancho Cordova Limits	Douglas Rd		6.4%	20.0%	23.3%	2.5%	0.0%	26.5%	1.8%	0.2%	0.0%	0.0%	2.5%	1.2%	0.0%	8.2%	7.4%	
	2C	Douglas Rd	Kiefer Bl		3.1%	10.0%	17.6%	3.4%	0.2%	43.1%	0.7%	0.1%	0.1%	0.1%	6.6%	1.6%	0.0%	4.7%	8.6%	
	2D	Kiefer Bl	Jackson Rd		1.8%	6.8%	21.3%	1.5%	0.0%	35.1%	0.1%	0.0%	0.0%	0.0%	13.5%	1.5%	0.0%	4.0%	14.4%	
Hazel Avenue	3A	Madison Ave	US 50		7.7%	25.4%					2.7%	35.9%	5.5%	7.1%	8.6%	6.9%	0.2%	0.0%		
	3B	US 50	Easton Valley Pkwy		4.2%	7.9%					0.7%	66.4%	9.4%	2.6%	4.2%	4.5%	0.1%	0.1%		
Oak Ave Pkwy	4A	US 50	Easton Valley Pkwy		12.6%	70.9%					3.5%	8.9%	0.6%	0.4%	0.4%	2.5%	0.2%	0.0%		
	4B	Easton Valley Pkwy	White Rock Rd		5.6%	84.0%					1.3%	5.3%	0.5%	0.1%	0.2%	2.9%	0.2%	0.0%		
Prairie City Rd	5A	US 50	Easton Valley Pkwy		16.2%	55.5%					10.6%	12.4%	0.3%	0.3%	0.5%	3.6%	0.5%	0.0%		
	5B	Easton Valley Pkwy	Glenborough So. Bndry		15.2%	43.7%					24.4%	8.3%	0.7%	0.2%	0.3%	6.1%	1.1%	0.0%		
	5C	Glenborough So. Bndry	White Rock Rd		15.9%	33.5%					33.3%	7.0%	0.6%	0.0%	0.1%	8.2%	1.4%	0.0%		
Scott Rd	6A	US 50	Easton Valley Pkwy		11.8%	81.0%					4.2%	0.2%	0.1%	0.2%	0.2%	2.0%	0.3%	0.0%		
	6B	Easton Valley Pkwy	B St		7.7%	81.7%					6.1%	1.2%	0.2%	0.1%	0.1%	2.4%	0.5%	0.0%		
	6C	B St	White Rock Rd		7.6%	70.1%					15.1%	0.3%	0.1%	0.0%	0.0%	5.7%	1.1%	0.0%		
White Rock Rd	7A	Westborough E Bndry	Americanos Blvd		1.9%	29.3%	1.1%	55.7%	2.0%		0.4%	0.8%	2.3%	0.2%	0.3%	5.9%	0.0%	0.0%		
	7B	Americanos Blvd	Grant Line Rd		4.4%	32.4%	4.1%	51.2%	0.9%		0.6%	0.4%	0.5%	0.0%	0.0%	5.5%	0.0%	0.0%		
	7C	Grant Line Rd	Prairie City Rd		5.6%	21.9%	17.8%	13.6%	0.2%		19.1%	1.4%	0.2%	0.0%	0.0%	3.1%	0.8%	0.0%	9.8%	6.4%
	7D	Prairie City Rd	Scott Rd		2.9%	20.5%	14.9%	12.9%	0.2%		14.2%	0.7%	0.2%	0.0%	0.0%	5.7%	0.9%	0.0%	18.0%	8.9%
	7E	Scott Rd	El Dorado Co Line		0.2%	24.4%	8.3%	8.9%	0.2%		8.4%	1.2%	0.2%	0.0%	0.0%	3.8%	0.6%	0.0%	37.5%	6.2%
Glenborough	8A	Easton Valley Pkwy	Folsom Blvd		12.3%	5.7%					1.2%	78.3%	1.1%	0.1%	0.3%	1.1%	0.0%	0.0%		

Notes: Segments that are not shaded were allocated to only Sacramento Co and City of Folsom

Connector Segments (allocated to growth in all areas) =

White Rock Rd west of Grant Line Rd (allocated to Sacramento Co and cities of Folsom & Rancho Cordova) =

**Table B-2
Nexus-Based Allocation of Total Project Costs (based on percentages in Table B-1)**

Roadway	Segment			Funded by SCTDF and SOI Fee Programs	Cost Allocation													Latrobe (EDC)	Rest of Region
	#	From	To		Folsom		Ranch Cordova			SCTDF District 3			SCTDF Other Districts						
					North of US 50	FPASP	Sunridge	Rio del Oro	Infill	Cordova Hills	Easton	Other	1	2	4	5	6		
Easton Valley Pkwy	1A	Hazel Ave	Prairie City Rd	\$32,304,525	\$1,142,378	\$8,805,926	\$0	\$0	\$0	\$696,455	\$19,470,130	\$1,385,257	\$96,544	\$125,527	\$565,036	\$12,424	\$4,849	\$0	\$0
	1B	Prairie City Rd	E St	\$22,133,155	\$1,350,147	\$16,744,228	\$0	\$0	\$0	\$638,305	\$2,773,818	\$212,740	\$51,623	\$65,433	\$259,114	\$33,995	\$3,753	\$0	\$0
	1C	E St	Scott Rd	\$5,210,590	\$247,382	\$4,780,017	\$0	\$0	\$0	\$0	\$162,123	\$15,227	\$163	\$222	\$5,448	\$0	\$7	\$0	\$0
Grant Line Rd	2A	White Rock Rd	Rancho Cordova Limits	\$4,016,836	\$256,575	\$802,371	\$937,514	\$101,233	\$0	\$1,065,506	\$71,054	\$8,652	\$0	\$694	\$100,277	\$47,035	\$0	\$329,370	\$296,555
	2B	Rancho Cordova Limits	Douglas Rd	\$6,223,781	\$397,544	\$1,243,213	\$1,452,607	\$156,853	\$0	\$1,650,920	\$110,092	\$13,405	\$0	\$1,075	\$155,372	\$72,878	\$0	\$510,334	\$459,489
	2C	Douglas Rd	Kiefer Bl	\$15,408,206	\$481,680	\$1,548,119	\$2,709,167	\$522,670	\$24,521	\$6,646,275	\$114,913	\$15,358	\$13,687	\$15,491	\$1,018,145	\$244,684	\$2,183	\$726,413	\$1,324,900
	2D	Kiefer Bl	Jackson Rd	\$9,573,491	\$171,843	\$648,705	\$2,040,224	\$144,139	\$0	\$3,360,500	\$13,723	\$635	\$256	\$2,832	\$1,289,687	\$146,906	\$200	\$378,945	\$1,374,895
Hazel Avenue	3A	Madison Ave	US 50	\$34,675,000	\$2,667,800	\$8,816,571	\$0	\$0	\$0	\$941,426	\$12,451,035	\$1,898,541	\$2,459,070	\$2,967,770	\$2,399,392	\$68,163	\$5,233	\$0	\$0
	3B	US 50	Easton Valley Pkwy	\$64,343,000	\$2,701,121	\$5,064,711	\$0	\$0	\$0	\$476,251	\$42,720,007	\$6,016,110	\$1,686,309	\$2,687,116	\$2,884,644	\$64,028	\$42,704	\$0	\$0
Oak Ave Pkwy	4A	US 50	Easton Valley Pkwy	\$6,554,460	\$824,447	\$4,645,611	\$0	\$0	\$0	\$229,513	\$586,563	\$37,136	\$25,345	\$27,549	\$160,643	\$15,621	\$2,032	\$0	\$0
	4B	Easton Valley Pkwy	White Rock Rd	\$11,853,160	\$663,276	\$9,953,473	\$0	\$0	\$0	\$148,583	\$622,762	\$55,142	\$14,465	\$19,720	\$347,144	\$27,174	\$1,420	\$0	\$0
Prairie City Rd	5A	US 50	Easton Valley Pkwy	\$10,555,215	\$1,705,319	\$5,863,164	\$0	\$0	\$0	\$1,118,597	\$1,308,512	\$32,748	\$34,144	\$53,602	\$383,919	\$51,782	\$3,426	\$0	\$0
	5B	Easton Valley Pkwy	Glenborough So. Bndry	\$3,446,905	\$525,408	\$1,504,576	\$0	\$0	\$0	\$842,277	\$287,377	\$23,612	\$5,634	\$9,872	\$210,990	\$36,618	\$541	\$0	\$0
	5C	Glenborough So. Bndry	White Rock Rd	\$8,524,827	\$1,351,242	\$2,858,450	\$0	\$0	\$0	\$2,836,970	\$597,561	\$47,433	\$1,798	\$9,358	\$698,925	\$123,080	\$10	\$0	\$0
Scott Rd	6A	US 50	Easton Valley Pkwy	\$2,710,895	\$321,087	\$2,195,344	\$0	\$0	\$0	\$114,236	\$4,179	\$1,423	\$5,853	\$6,470	\$53,010	\$8,760	\$534	\$0	\$0
	6B	Easton Valley Pkwy	B St	\$2,322,375	\$177,707	\$1,897,250	\$0	\$0	\$0	\$142,244	\$28,893	\$3,550	\$2,530	\$2,917	\$56,520	\$10,521	\$245	\$0	\$0
	6C	B St	White Rock Rd	\$8,432,490	\$641,791	\$5,909,909	\$0	\$0	\$0	\$1,270,503	\$25,356	\$9,346	\$2,251	\$2,648	\$479,366	\$91,071	\$248	\$0	\$0
White Rock Rd	7A	Westborough E Bndry	Americanos Blvd	\$14,569,500	\$279,171	\$4,269,066	\$153,540	\$8,107,989	\$295,796	\$65,182	\$120,018	\$338,506	\$30,864	\$41,303	\$864,059	\$630	\$3,375	\$0	\$0
	7B	Americanos Blvd	Grant Line Rd	\$9,783,583	\$431,177	\$3,170,046	\$396,538	\$5,012,441	\$85,746	\$55,534	\$39,023	\$52,578	\$67	\$512	\$539,570	\$306	\$43	\$0	\$0
	7C	Grant Line Rd	Prairie City Rd	\$12,346,036	\$696,702	\$2,705,683	\$2,201,269	\$1,674,583	\$24,740	\$2,363,134	\$169,873	\$21,682	\$15	\$1,689	\$379,012	\$104,739	\$13	\$1,213,818	\$789,084
	7D	Prairie City Rd	Scott Rd	-\$137,399	-\$4,045	-\$28,172	-\$20,511	-\$17,682	-\$340	-\$19,448	-\$1,023	-\$217	-\$4	-\$12	-\$7,774	-\$1,270	\$0	-\$24,698	-\$12,204
7E	Scott Rd	El Dorado Co Line	\$17,782,010	\$30,440	\$4,344,586	\$1,474,398	\$1,591,199	\$43,801	\$1,500,727	\$218,238	\$38,352	\$1,551	\$1,812	\$672,340	\$101,710	\$191	\$6,664,392	\$1,098,274	
Glenborough	8A	Easton Valley Pkwy	Folsom Blvd	\$7,205,000	\$884,563	\$411,032	\$0	\$0	\$0	\$84,160	\$5,642,010	\$75,782	\$8,705	\$19,023	\$76,629	\$1,648	\$1,447	\$0	\$0
Total				\$309,837,641	\$17,944,754	\$98,153,881	\$11,344,746	\$17,293,426	\$474,265	\$26,227,851	\$87,536,238	\$10,302,998	\$4,440,868	\$6,062,624	\$13,591,467	\$1,262,504	\$72,452	\$9,798,575	\$5,330,993
Percent				100.0%	5.8%	31.7%	3.7%	5.6%	0.2%	8.5%	28.3%	3.3%	1.4%	2.0%	4.4%	0.4%	0.0%	3.2%	1.7%

Source: DKS Associates, 2012

Table C-1
Percent Use of Roadways from Growth Only - Modified Method (Based on Table B-1 with no allocation to City of Folsom north of US 50)

Roadway	Segment			Existing	Share Based only on Growth													Latrobe (EDC)	Rest of Region	
	#	From	To		Folsom		Ranch Cordova			SCTDF District 3			SCTDF Other Districts							
					North of US 50	FPASP	Sunridge	Rio del Oro	Infill	Cordova Hills	Easton	Other	1	2	4	5	6			
Easton Valley Pkwy	1A	Hazel Ave	Prairie City Rd			28.3%					2.2%	62.5%	4.4%	0.3%	0.4%	1.8%	0.0%	0.0%		
	1B	Prairie City Rd	E St			80.6%					3.1%	13.3%	1.0%	0.2%	0.3%	1.2%	0.2%	0.0%		
	1C	E St	Scott Rd			96.3%					0.0%	3.3%	0.3%	0.0%	0.0%	0.1%	0.0%	0.0%		
Grant Line Rd	2A	White Rock Rd	Rancho Cordova Limits		6.4%	20.0%	23.3%	2.5%	0.0%		26.5%	1.8%	0.2%	0.0%	0.0%	2.5%	1.2%	0.0%	8.2%	7.4%
	2B	Rancho Cordova Limits	Douglas Rd		6.4%	20.0%	23.3%	2.5%	0.0%		26.5%	1.8%	0.2%	0.0%	0.0%	2.5%	1.2%	0.0%	8.2%	7.4%
	2C	Douglas Rd	Kiefer Bl		3.1%	10.0%	17.6%	3.4%	0.2%		43.1%	0.7%	0.1%	0.1%	0.1%	6.6%	1.6%	0.0%	4.7%	8.6%
	2D	Kiefer Bl	Jackson Rd		1.8%	6.8%	21.3%	1.5%	0.0%		35.1%	0.1%	0.0%	0.0%	0.0%	13.5%	1.5%	0.0%	4.0%	14.4%
Hazel Avenue	3A	Madison Ave	US 50			27.5%					2.9%	38.9%	5.9%	7.7%	9.3%	7.5%	0.2%	0.0%		
	3B	US 50	Easton Valley Pkwy			8.2%					0.8%	69.3%	9.8%	2.7%	4.4%	4.7%	0.1%	0.1%		
Oak Ave Pkwy	4A	US 50	Easton Valley Pkwy			81.1%					4.0%	10.2%	0.6%	0.4%	0.5%	2.8%	0.3%	0.0%		
	4B	Easton Valley Pkwy	White Rock Rd			89.0%					1.3%	5.6%	0.5%	0.1%	0.2%	3.1%	0.2%	0.0%		
Prairie City Rd	5A	US 50	Easton Valley Pkwy			66.3%					12.6%	14.8%	0.4%	0.4%	0.6%	4.3%	0.6%	0.0%		
	5B	Easton Valley Pkwy	Glenborough So. Bndry			51.5%					28.8%	9.8%	0.8%	0.2%	0.3%	7.2%	1.3%	0.0%		
	5C	Glenborough So. Bndry	White Rock Rd			39.8%					39.5%	8.3%	0.7%	0.0%	0.1%	9.7%	1.7%	0.0%		
Scott Rd	6A	US 50	Easton Valley Pkwy			91.9%					4.8%	0.2%	0.1%	0.2%	0.3%	2.2%	0.4%	0.0%		
	6B	Easton Valley Pkwy	B St			88.5%					6.6%	1.3%	0.2%	0.1%	0.1%	2.6%	0.5%	0.0%		
	6C	B St	White Rock Rd			75.9%					16.3%	0.3%	0.1%	0.0%	0.0%	6.2%	1.2%	0.0%		
White Rock Rd	7A	Westborough E Bndry	Americanos Blvd			29.9%	1.1%	56.7%	2.1%		0.5%	0.8%	2.4%	0.2%	0.3%	6.0%	0.0%	0.0%		
	7B	Americanos Blvd	Grant Line Rd			33.9%	4.2%	53.6%	0.9%		0.6%	0.4%	0.6%	0.0%	0.0%	5.8%	0.0%	0.0%		
	7C	Grant Line Rd	Prairie City Rd		5.6%	21.9%	17.8%	13.6%	0.2%		19.1%	1.4%	0.2%	0.0%	0.0%	3.1%	0.8%	0.0%	9.8%	6.4%
	7D	Prairie City Rd	Scott Rd		2.9%	20.5%	14.9%	12.9%	0.2%		14.2%	0.7%	0.2%	0.0%	0.0%	5.7%	0.9%	0.0%	18.0%	8.9%
	7E	Scott Rd	El Dorado Co Line		0.2%	24.4%	8.3%	8.9%	0.2%		8.4%	1.2%	0.2%	0.0%	0.0%	3.8%	0.6%	0.0%	37.5%	6.2%
Glenborough	8A	Easton Valley Pkwy	Folsom Blvd			6.5%					1.3%	89.3%	1.2%	0.1%	0.3%	1.2%	0.0%	0.0%		

Notes: Segments that are not shaded were allocated to only Sacramento Co and City of Folsom

Connector Segments (allocated to growth in all areas) =

White Rock Rd west of Grant Line Rd (allocated to Sacramento Co and cities of Folsom & Rancho Cordova) =

> 10% =

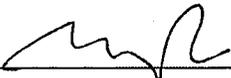
Table C-2
Modified Method Allocation of Total Project Costs (based on percentages in Table C-1)

Roadway	Segment			Funded by SCTDF and SOI Fee Programs	Cost Allocation													Latrobe (EDC)	Rest of Region
	#	From	To		Folsom		Ranch Cordova			SCTDF District 3			SCTDF Other Districts						
					North of US 50	FPASP	Sunridge	Rio del Oro	Infill	Cordova Hills	Easton	Other	1	2	4	5	6		
Easton Valley Pkwy	1A	Hazel Ave	Prairie City Rd	\$32,304,525	\$0	\$9,128,744	\$0	\$0	\$0	\$721,986	\$20,183,888	\$1,436,039	\$100,084	\$130,129	\$585,749	\$12,879	\$5,027	\$0	\$0
	1B	Prairie City Rd	E St	\$22,133,155	\$0	\$17,831,999	\$0	\$0	\$0	\$679,772	\$2,954,017	\$226,561	\$54,976	\$69,684	\$275,947	\$36,204	\$3,997	\$0	\$0
	1C	E St	Scott Rd	\$5,210,590	\$0	\$5,018,268	\$0	\$0	\$0	\$0	\$170,204	\$15,986	\$171	\$234	\$5,719	\$0	\$7	\$0	\$0
Grant Line Rd	2A	White Rock Rd	Rancho Cordova Limits	\$4,016,836	\$256,575	\$802,371	\$937,514	\$101,233	\$0	\$1,065,506	\$71,054	\$8,652	\$0	\$694	\$100,277	\$47,035	\$0	\$329,370	\$296,555
	2B	Rancho Cordova Limits	Douglas Rd	\$6,223,781	\$397,544	\$1,243,213	\$1,452,607	\$156,853	\$0	\$1,650,920	\$110,092	\$13,405	\$0	\$1,075	\$155,372	\$72,878	\$0	\$510,334	\$459,489
	2C	Douglas Rd	Kiefer Bl	\$15,408,206	\$481,680	\$1,548,119	\$2,709,167	\$522,670	\$24,521	\$6,646,275	\$114,913	\$15,358	\$13,687	\$15,491	\$1,018,145	\$244,684	\$2,183	\$726,413	\$1,324,900
	2D	Kiefer Bl	Jackson Rd	\$9,573,491	\$171,843	\$648,705	\$2,040,224	\$144,139	\$0	\$3,360,500	\$13,723	\$635	\$256	\$2,832	\$1,289,687	\$146,906	\$200	\$378,945	\$1,374,895
Hazel Avenue	3A	Madison Ave	US 50	\$34,675,000	\$0	\$9,551,432	\$0	\$0	\$0	\$1,019,894	\$13,488,829	\$2,056,785	\$2,664,033	\$3,215,134	\$2,599,382	\$73,844	\$5,669	\$0	\$0
	3B	US 50	Easton Valley Pkwy	\$64,343,000	\$0	\$5,286,645	\$0	\$0	\$0	\$497,120	\$44,591,979	\$6,279,733	\$1,760,202	\$2,804,864	\$3,011,047	\$66,833	\$44,576	\$0	\$0
Oak Ave Pkwy	4A	US 50	Easton Valley Pkwy	\$6,554,460	\$0	\$5,314,031	\$0	\$0	\$0	\$262,536	\$670,959	\$42,479	\$28,992	\$31,513	\$183,757	\$17,869	\$2,325	\$0	\$0
	4B	Easton Valley Pkwy	White Rock Rd	\$11,853,160	\$0	\$10,543,462	\$0	\$0	\$0	\$157,390	\$659,676	\$58,411	\$15,322	\$20,889	\$367,721	\$28,785	\$1,504	\$0	\$0
Prairie City Rd	5A	US 50	Easton Valley Pkwy	\$10,555,215	\$0	\$6,992,959	\$0	\$0	\$0	\$1,334,143	\$1,560,654	\$39,059	\$40,724	\$63,931	\$457,898	\$61,760	\$4,086	\$0	\$0
	5B	Easton Valley Pkwy	Glenborough So. Bndry	\$3,446,905	\$0	\$1,775,162	\$0	\$0	\$0	\$993,754	\$339,060	\$27,858	\$6,647	\$11,647	\$248,935	\$43,204	\$638	\$0	\$0
	5C	Glenborough So. Bndry	White Rock Rd	\$8,524,827	\$0	\$3,396,878	\$0	\$0	\$0	\$3,371,352	\$710,119	\$56,368	\$2,136	\$11,121	\$830,577	\$146,264	\$12	\$0	\$0
Scott Rd	6A	US 50	Easton Valley Pkwy	\$2,710,895	\$0	\$2,490,304	\$0	\$0	\$0	\$129,584	\$4,741	\$1,614	\$6,639	\$7,339	\$60,132	\$9,937	\$605	\$0	\$0
	6B	Easton Valley Pkwy	B St	\$2,322,375	\$0	\$2,054,456	\$0	\$0	\$0	\$154,030	\$31,287	\$3,844	\$2,739	\$3,159	\$61,203	\$11,392	\$265	\$0	\$0
	6C	B St	White Rock Rd	\$8,432,490	\$0	\$6,396,763	\$0	\$0	\$0	\$1,375,166	\$27,445	\$10,115	\$2,437	\$2,866	\$518,856	\$98,573	\$269	\$0	\$0
White Rock Rd	7A	Westborough E Bndry	Americanos Blvd	\$14,569,500	\$0	\$4,352,465	\$156,539	\$8,266,384	\$301,575	\$66,456	\$122,363	\$345,119	\$31,467	\$42,110	\$880,939	\$642	\$3,441	\$0	\$0
	7B	Americanos Blvd	Grant Line Rd	\$9,783,583	\$0	\$3,316,195	\$414,820	\$5,243,531	\$89,699	\$58,095	\$40,822	\$55,002	\$71	\$536	\$564,446	\$321	\$45	\$0	\$0
	7C	Grant Line Rd	Prairie City Rd	\$12,346,036	\$696,702	\$2,705,683	\$2,201,269	\$1,674,583	\$24,740	\$2,363,134	\$169,873	\$21,682	\$15	\$1,689	\$379,012	\$104,739	\$13	\$1,213,818	\$789,084
	7D	Prairie City Rd	Scott Rd	-\$137,399	-\$4,045	-\$28,172	-\$20,511	-\$17,682	-\$340	-\$19,448	-\$1,023	-\$217	-\$4	-\$12	-\$7,774	-\$1,270	\$0	-\$24,698	-\$12,204
	7E	Scott Rd	El Dorado Co Line	\$17,782,010	\$30,440	\$4,344,586	\$1,474,398	\$1,591,199	\$43,801	\$1,500,727	\$218,238	\$38,352	\$1,551	\$1,812	\$672,340	\$101,710	\$191	\$6,664,392	\$1,098,274
Glenborough	8A	Easton Valley Pkwy	Folsom Blvd	\$7,205,000	\$0	\$468,557	\$0	\$0	\$0	\$95,938	\$6,431,626	\$86,387	\$9,923	\$21,686	\$87,353	\$1,879	\$1,650	\$0	\$0
Total				\$309,837,641	\$2,030,738	\$105,182,827	\$11,366,027	\$17,682,911	\$483,996	\$27,484,832	\$92,684,538	\$10,839,227	\$4,742,067	\$6,460,421	\$14,346,720	\$1,327,069	\$76,700	\$9,798,575	\$5,330,993
Percent				100.0%	0.7%	33.9%	3.7%	5.7%	0.2%	8.9%	29.9%	3.5%	1.5%	2.1%	4.6%	0.4%	0.0%	3.2%	1.7%

Source: DKS Associates, 2012

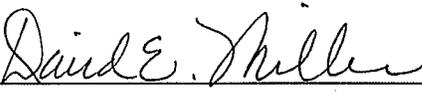


The methodology and assumptions outlined in this report has been reviewed and agreed upon by:



MICHAEL J. PENROSE, Director
Department of Transportation
County of Sacramento

1/23/13
Date



DAVID E. MILLER, Director
Public Works & Community Development Department
City of Folsom

1/30/13
Date



Attachment

**Folsom Plan Area Specific Plan
SCTDF Cost Share Roadway Cost Estimates**

Report by MacKay & Somps Civil Engineers, Inc. (July 6, 2012)

FOLSOM PLAN AREA SPECIFIC PLAN

SCTDF Cost Share Roadway Cost Estimates

Folsom, California

July 6, 2012

MACKAY & SOMPS
CIVIL ENGINEERS, INC.
SACRAMENTO, CALIFORNIA (916) 929-6092

Preliminary Cost Estimate
Folsom Plan Area Specific Plan
SCTDF Share Estimate

7919.00
Date: 8-29-2011
Revised: 7-6-2012

NOTES

1. This estimate is prepared as a guide only and is subject to possible change. It has been prepared to a standard of accuracy which, to the best of our knowledge and judgment, is sufficient to satisfy our understanding of the purpose of this estimate. MacKay & Soms makes no warranty, either expressed or implied, as to the accuracy of this estimate.
2. This estimate does not consider the following:
 - a. Cost associated with unsuitable material removal, disposal & replacement.
 - b. Phased construction or out-of-regular-sequence construction
 - c. Costs associated with ground water or inclement weather conditions
 - d. Financial Charges
 - e. Bonds
 - f. Cost associated with the rock excavation.
 - g. Assessments from assessment, lighting & landscaping, Mello-Roos districts or the like
3. Costs presented herein represent an opinion based on historical information. No provision has been made for inflation.
4. The "cash flow" situation may be different than the fees, credits, and reimbursements itemized in this estimate.
5. Interim improvements may be required depending on development timing of individual units.
6. Costs are preliminary and subject to change upon more detailed design and analysis.
7. Cost for Rough Grade Excavation is based on estimated excavation volume which is calculated by assuming an average excavation depth of 2-feet across the segments clear and grub limits.
8. Cost for Roadway Excavation is based on a calculated excavation volume. The roadway segment excavation volume is calculated to be the roadway pavement width and section depth. The frontage roadway excavation volume is calculated to be the Curb and Gutter width and excavated to a depth of 18-inches. (6-inches concrete over 12-inches AB).
9. Intersection X8 cost are not included in this estimate. Old Placerville Road will not connect to White Rock Road but will cross underneath White Rock Road together with the Sacramento-Placerville Railroad JPA tracks.

**Preliminary Cost Estimate
Folsom Plan Area Specific Plan
SCTDF Share Estimate**

Roadway	Key	Segment		# of Lanes	Section Source(1)	Full/Half	Street Length(2)	Intx-Br Net (3)	Net Length	Cost per l.f.	Street Cost	Street R/W Cost (10% of Street \$)	Frontage Length	Cost per l.f.	Frontage Cost	Frtg. R/W Cost (10% of Frtg. \$)	Total Segment Cost	SCTDF Cost (6)					
		FROM	TO																				
Easton Valley Pkwy	1A	Hazel Ave	Prairie City Rd.	new 6	SCTDF	full	17,500	x2=900	16,600	\$ 1,150	\$ 19,090,000	\$ 2,260,250	16,600	\$ 380	\$ 6,308,000	\$ 676,525	\$ 32,304,525	\$ 32,304,525					
	X1		Major Intersection			one-half					\$ 1,145,000				\$ 309,000								
	X2		Major Intersection			one-quarter					\$ 567,500				\$ 148,250								
			3 - 4-way Intersections								\$ 1,500,000												
			1 - 3-way intersection							\$ 300,000													
Easton Valley Pkwy	1B	Prairie City Rd	E Street	new 4	FPASP	full	8,810	x3=1,350	7,190	\$ 1,090	\$ 7,837,100	\$ 1,694,410	7,190	\$ 380	\$ 2,732,200	\$ 317,695	\$ 22,133,155	\$ 22,133,155					
	X2		Major Intersection			one-quarter					\$ 567,500				\$ 148,250								
	X3		Major Intersection			one-half					\$ 897,500				\$ 296,500								
			Retaining Walls (Wetland Avoidance: 7,200sf x \$70/sf)								\$ 532,000												
			Alder Creek Bridge (270'L x 120' W)			full					270				32,400				\$ 200	\$ 6,480,000			
			Alder Creek Tributary			Con-Span Culvert					full				8' H x 20' W x 230' L				230	\$ 500	\$ 115,000		
			Alder Creek Tributary			Con-Span Culvert					full				8' H x 20' W x 300' L				300	\$ 500	\$ 150,000		
			Alder Creek Tributary			Con-Span Culvert					full				8' H x 20' W x 330' L				330	\$ 500	\$ 165,000		
			1 Drainage Crossing																		\$ 200,000		
Easton Valley Pkwy	1C	E Street	Scott Road	new 4	FPASP	full	2,770	x1=450	2,320	\$ 1,090	\$ 2,528,800	\$ 355,880	2,320	\$ 380	\$ 881,600	\$ 117,810	\$ 5,210,590	\$ 5,210,590					
	X4		Major Intersection			one-half					\$ 1,030,000				\$ 296,500								
Regional Connector	2A	White Rock Rd	RC city limit	new 4	JPA	full	4,600	x1=450	4,150	\$ 1,150	\$ 4,772,500	\$ 719,667	4,150			\$ 15,367	\$ 8,085,367	\$ 8,085,367					
	X10		Major Intersection			one-third					\$ 601,667				\$ 153,667								
			1 Conveyor Crossing			full					\$ 1,000,000												
			1 Drainage Crossing			full					\$ 200,000												
			Power Pole Relocation				\$ 150	\$ 622,500															
Regional Connector	2B	RC City Limit	Douglas Blvd	new 4	JPA	full	8,600	x1=450	8,150	\$ 1,150	\$ 9,372,500	\$ 1,215,950	8,150			\$ 17,350	\$ 13,566,300	\$ 6,783,150					
	X11		Major Intersection			one-half					\$ 664,500				\$ 173,500								
			Horizontal Alignment			full					\$ 200,000												
			1 - 3-way intersections			full					\$ 300,000												
			2 Drainage Crossing			full					\$ 400,000												
			Power Pole Relocation				\$ 150	\$ 1,222,500															
Regional Connector	2C	Douglas Blvd	Kiefer Road	new 4	JPA	full	15,400	x2=900	14,450	\$ 1,150	\$ 16,617,500	\$ 2,222,200	14,450			\$ 33,900	\$ 24,817,100	\$ 12,408,550					
	X11		Major Intersection			one-half					\$ 664,500				\$ 173,500								
	X12		Major Intersection			one-half					\$ 672,500				\$ 165,500								
			1 - 3-way intersection			full					\$ 300,000												
			Laguna Creek Bridge (50'L x 55"W) & (50'L x 43"W)								50				6,000				\$ 200	\$ 1,200,000			
			3 Drainage Crossing			full					\$ 600,000												
			Power Pole Relocation				\$ 150	\$ 2,167,500															
Regional Connector	2D	Kiefer Road	Jackson Road	new 4	JPA	full	9,200	x2=900	8,300	\$ 1,150	\$ 9,545,000	\$ 1,408,000	8,300			\$ 62,225	\$ 16,172,475	\$ 8,086,238					
	X12		Major Intersection			one-half					\$ 672,500				\$ 165,500								
	X13		Major Intersection			three-quarters					\$ 1,717,500				\$ 456,750								
			1 - 3-way intersection			full					\$ 300,000												
			3 Drainage Crossing			full					\$ 600,000												
			Power Pole Relocation				\$ 150	\$ 1,245,000															

**Preliminary Cost Estimate
Folsom Plan Area Specific Plan
SCTDF Share Estimate**

Roadway	Key	Segment		# of Lanes	Section Source(1)	Full/Half	Street Length(2)	Intx-Br Net (3)	Net Length	Cost per l.f.	Street Cost	Street R/W Cost (10% of Street \$)	Frontage Length	Cost per l.f.	Frontage Cost	Frtg. R/W Cost (10% of Frtg. \$)	Cumulative Cost	SCTDF Cost (6)		
		FROM	TO																	
Hazel Ave(4)	3A	Madison Ave	Curragh Downs	4 to 6	SCTDF	full											\$ 56,000,000	\$ 56,000,000		
	3B	US 50	Easton Valley Pkwy	new 6	SCTDF	full											\$ 84,000,000	\$ 84,000,000		
Oak Ave. Parkway	4A	US 50	Easton Valley Pkwy	new 4	FPASP	full	1,540	x1=450	880	\$ 940	\$ 827,200	\$ 547,595	880	\$ 380	\$ 334,400	\$ 48,265	\$ 6,554,460	\$ 6,554,460		
	X3		Major Intersection			one-quarter							\$ 448,750			\$ 148,250				
			Alder Creek Bridge (210'L x 100' W)			full		210	21,000	\$ 200	\$ 4,200,000									
Prairie City Road	5A	US 50	Easton Valley Pkwy	2 to 6	FPASP	full	1,820	x1=450	1,070	\$ 1,190	\$ 1,273,300	\$ 904,080	1,070	\$ 380	\$ 406,600	\$ 55,485	\$ 10,555,215	\$ 10,555,215		
	X2		Major Intersection			one-quarter							\$ 567,500			\$ 148,250				
			Alder Creek Bridge (300'L x 120' W)			full		300	36,000	\$ 200	\$ 7,200,000									
	5B	Easton Valley Prky	S Bndry Glenborough	2 to 6	FPASP	full	1,990	x1=450	1,540	\$ 1,190	\$ 1,832,600	\$ 240,010	1,540	\$ 380	\$ 585,200	\$ 73,345	\$ 3,446,905	\$ 3,446,905		
	X2		Major Intersection			one-quarter							\$ 567,500			\$ 148,250				
	5C	S Bndry Glenborough	White Rock Road	2 to 4	SCTDF	full	5,680	x1=450	5,230	\$ 940	\$ 4,916,200	\$ 651,787	5,230	\$ 380	\$ 1,987,400	\$ 214,107	\$ 9,524,827	\$ 9,524,827		
	X5		Major Intersection			one-third							\$ 601,667			\$ 153,667				
			2 - 3-way intersection							\$ 600,000										
			2 Drainage Crossing							\$ 400,000										
Scott Road	6A	US 50	Easton Valley Pkwy	2 to 6	FPASP	full	1,590	x1=450	1,140	\$ 1,200	\$ 1,368,000	\$ 188,300	1,140	\$ 380	\$ 433,200	\$ 58,145	\$ 2,710,895	\$ 2,710,895		
	X4		Major Intersection			one-quarter							\$ 515,000			\$ 148,250				
	6B	Easton Valley Prky	Street B	2 to 6	FPASP	full	1,050	x1=450	600	\$ 1,200	\$ 720,000	\$ 173,500	600	\$ 380	\$ 228,000	\$ 37,625	\$ 2,322,375	\$ 2,322,375		
X4	Major Intersection		one-quarter									\$ 515,000			\$ 148,250					
			1 - 4-way Intersection							\$ 500,000										
	6C	Street B	White Rock Road	2 to 4	FPASP	full	4,420	x1=450	3,970	\$ 1,090	\$ 4,327,300	\$ 600,863	3,970	\$ 380	\$ 1,508,600	\$ 165,727	\$ 8,432,490	\$ 8,432,490		
	X7		Major Intersection			one-third							\$ 580,333			\$ 148,667				
			1 - 4-way Intersection										\$ 500,000							
			Retaining Wall (Wetland Avoidance: 6,550sf x \$70/sf)										\$ 458,500							
			Alder Creek Tributary			Con-Span Culvert	full	6' H x 15' W x 150' L	150	\$ 450	\$ 67,500									
		Alder Creek Tributary	Con-Span Culvert	full	6' H x 20' W x 150' L	150	\$ 500	\$ 75,000												

**Preliminary Cost Estimate
Folsom Plan Area Specific Plan
SCTDF Share Estimate**

Roadway	Key	Segment		# of Lanes	Section Source(1)	Full/Half	Street Length(2)	Intx-Br Net (3)	Net Length	Cost per l.f.	Street Cost	Street R/W Cost (10% of Street \$)	Frontage Length	Cost per l.f.	Frontage Cost	Frtg. R/W Cost (10% of Frtg. \$)	Cumulative Cost	SCTDF Cost (6)
		FROM	TO															
White Rock Road	7A	Old White Rock Rd.	Americanos Blvd.(CL) 1 - 4-way Intersection	2 to 6	SCTDF	full full	11,300	x0	11,300	\$ 1,150	\$ 12,995,000 \$ 250,000	\$ 1,324,500					\$ 14,569,500	\$ 7,284,750
	7B X10	Americanos Blvd.(CL)	Grant Line Road Major Intersection 1 - 3-way intersection	2 to 6	SCTDF	full one-third full	7,400	x1=450	6,950	\$ 1,150	\$ 7,992,500 \$ 601,667 \$ 300,000	\$ 889,417					\$ 9,783,583	\$ 9,783,583
Regional Connector	7C X10 X5	Grant Line Road	Prairie City Rd. Major Intersection Major Intersection 1 - 4-way Intersection Power Pole Relocation Horizontal Alignment	new 4	JPA	full one-third one-third full full full	12,100	x2=900	11,200	\$ 1,150	\$ 12,880,000 \$ 601,667 \$ 601,667 \$ 500,000 \$ 150 \$ 1,680,000 \$ 7,000,000		11,200		\$ 153,667 \$ 153,667		\$ 23,570,667 \$ (11,129,300) See Note (5)	\$ 23,570,667 \$ (11,129,300) See Note (5)
	7D X5 X6 X7	Prairie City Rd	Scott Road Major Intersection Major Intersection Major Intersection Alder Creek Bridge (270'L x 55' W) & (270' x 43'W) Buffalo Creek Tributary Coyote Creek Tributary 2 Drainage Crossing 1 - 3-way intersection Power Pole Relocation Vertical Alignment	new 4	JPA	full one-third two-thirds one-third full full full full full	10,490	x4=1,800	8,420	\$ 1,150	\$ 9,683,000 \$ 601,667 \$ 1,160,667 \$ 580,333 26,460 \$ 200 \$ 5,292,000 200 \$ 450 \$ 90,000 200 \$ 450 \$ 90,000 \$ 400,000 \$ 300,000 \$ 150 \$ 1,263,000 \$ 1,000,000	\$ 2,046,067	8,420		\$ 153,667 \$ 297,333 \$ 148,667	\$ 59,967	\$ 23,166,367	\$ 23,166,367
Glenborough	7E X7 X9	Scott Road	El Dorado County Line Major Intersection Major Intersection Alder Creek Tributary Carson Ck. Tributary 3 Drainage Crossing Horizontal Alignment Power Pole Relocation Vertical Alignment Sac-Placerville RxR Overcrossing (220'L x 55'W)&(220'L x 44'W)	new 4	JPA	full one-third full full full full full full full	10,670	x3=1,350	9,100	\$ 1,150	\$ 10,465,000 \$ 580,333 \$ 1,741,000 200 \$ 500 \$ 100,000 220 \$ 500 \$ 110,000 \$ 600,000 \$ 1,000,000 \$ 150 \$ 1,365,000 \$ 5,000,000 220 \$ 200 \$ 4,356,000	\$ 2,531,733	9,100		\$ 148,667 \$ 446,000	\$ 59,467	\$ 28,503,200	\$ 28,503,200
	8A	Easton Valley Prky	Folsom Blvd. Alder Creek	new 4	SCTDF	full full	5,000	x0	5,000	\$ 890	\$ 4,450,000 \$ 200,000	\$ 465,000	5,000	\$ 380	\$ 1,900,000	\$ 190,000	\$ 7,205,000	\$ 7,205,000
TOTALS:											\$ 235,557,700	\$ 21,229,437	TOTALS:	\$ 25,210,683	\$ 2,490,335	\$ 413,358,855	\$ 378,796,168	

Notes:

- (1) Used SCTDF cross section (County standard) if segment included in SCTDF except for segments 2A-D, 7C-E which used a JPA Connector cross section. Other cross sections from FPASP.
- (2) Street length measured using source listed in notes.
- (3) 450' intersection approach transition length is included in the cost for the major intersections and is subtracted from each roadway segment where applicable. Bridge lengths are also subtracted from the roadway segment length.
- (4) Right of way cost have been included. \$4 Million of Right-of-Way cost have been included for Hazel Avenue Improvements from US 50 to Easton Valley Parkway along with \$2.1 Million & \$9.1 Million in Right-of-Way cost associated with the Hazel Avenue Improvements from Madison Avenue to Curragh Downs.
- (5) The County of Sacramento currently has \$11,129,300 project for the design and construction of roadway segment 7C. The proposed work will contribute towards the ultimate connector buildout. Therefore, the \$11,129,300 has been deducted from the total cost to complete segment 7C. See Appendix B.
- (6) To account for the City of Rancho Cordova cost share of roadway segment 7A the SCTDF cost for this roadway segment has been reduced by one-half.

**Preliminary Cost Estimate
Folsom Plan Area Specific Plan
SCTDF Share Estimate**

Location	Key	at	Type (# lanes x # lanes)	# of legs		Intersection Cost				Frontage Cost		Cumulative Cost
Easton Valley Prky	X1	Hazel Ave	6 x 6 x 6 x 6	4		\$ 2,290,000				\$ 618,000		\$ 2,908,000
Easton Valley Prky	X2	Prairie City Road	6 x 6 x 4 x 4	4	transition from 6 to 4 (1 leg)	\$ 2,270,000				\$ 593,000		\$ 2,863,000
Easton Valley Prky	X3	Oak Ave. Parkway	4 x 4 x 4 x 4	4		\$ 1,795,000				\$ 593,000		\$ 2,388,000
Easton Valley Prky	X4	Scott Road	6 x 6 x 4 x 4	4		\$ 2,060,000				\$ 593,000		\$ 2,653,000
White Rock Road	X5	Prairie City Road	6 x 6 x 6	3		\$ 1,805,000				\$ 461,000		\$ 2,266,000
White Rock Road	X6	Oak Ave. Parkway	6 x 4 x 6	3		\$ 1,741,000				\$ 446,000		\$ 2,187,000
White Rock Road	X7	Scott Road	6 x 4 x 6	3		\$ 1,741,000				\$ 446,000		\$ 2,187,000
White Rock Road	X9	Empire Ranch Road	6 x 4 x 6	3		\$ 1,741,000				\$ 446,000		\$ 2,187,000
Grant Line Road	X10	White Rock Road	6 x 6 x 6	3		\$ 1,805,000				\$ 461,000		\$ 2,266,000
Grant Line Road	X11	Douglas Road	6 x 2 x 6	3		\$ 1,329,000				\$ 347,000		\$ 1,676,000
Grant Line Road	X12	Kiefer Road	6 x 6 x 4 x 2	4		\$ 1,345,000				\$ 331,000		\$ 1,676,000
Grant Line Road	X13	Jackson Road	6 x 6 x 6 x 6	4		\$ 2,290,000				\$ 609,000		\$ 2,899,000
TOTALS:						\$ 22,212,000				\$ 5,944,000		\$ 28,156,000

NOTES

- 1) Designs based on the sections above.
- 2) 450' transition length counted for 4-lane and 6-lane legs, others end at curb return.

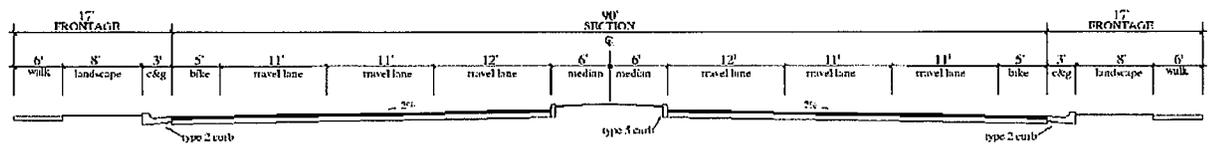
**Preliminary Cost Estimate
Folsom Plan Area Specific Plan
SCTDF Share Estimate**

**Preliminary Cost Per Linear Foot
1A - Easton Valley Parkway
SCTDF 6-Lane, full**

SECTION	ITEM	QUANTITY	UNIT	UNIT PRICE	PER FT COST
1.	Clear and Grub	90	s.f.	\$ 0.10	\$ 9.00
2.	Rough Grade Excavation	6.7	c.y.	\$ 3.50	\$ 23.33
3.	Local Drainage	1	l.f.	\$ 35.00	\$ 35.00
4.	Roadway Excavation	7.2	c.y.	\$ 5.00	\$ 36.00
5.	Roadway Subgrade Preparation	78	s.f.	\$ 0.30	\$ 23.40
6.	24" Aggregate Base	78	s.f.	\$ 3.00	\$ 234.00
7.	6" Asphalt Concrete Paving	78	s.f.	\$ 3.60	\$ 280.80
8.	Signing & Striping (6-lanes)	6	l.f.	\$ 1.50	\$ 9.00
9.	Traffic Signal Interconnect	1	l.f.	\$ 6.00	\$ 6.00
10.	Median Curb, Type 5	2	l.f.	\$ 18.00	\$ 36.00
11.	Median Top Soil Import (12" depth)	0.4	c.y.	\$ 30.00	\$ 12.00
12.	Median Landscaping & Irrigation	11	s.f.	\$ 6.00	\$ 66.00
13.	Erosion Control	90	s.f.	\$ 0.20	\$ 18.00
Subtotal \$					788.53
Contingency (15%) \$					118.28
Surveys & Engineering (10%) \$					78.85
Construction Management (15%) \$					118.28
Environmental Mitigation (5%) \$					39.43
Total \$					1,143.37
Use \$					1,150.00

FRONTAGE	ITEM	QUANTITY	UNIT	UNIT PRICE	PER FT COST
1.	Clear and Grub	34	s.f.	\$ 0.10	\$ 3.40
2.	Rough Grade Excavation	2.5	c.y.	\$ 3.50	\$ 8.75
3.	Roadway Excavation	0.3	c.y.	\$ 5.00	\$ 1.50
4.	Roadway Subgrade Preparation	6	s.f.	\$ 0.30	\$ 1.80
5.	Curb & Gutter, Type 2 (Vertical Curb)	2	l.f.	\$ 20.00	\$ 40.00
6.	Concrete Sidewalk	12	s.f.	\$ 6.00	\$ 72.00
7.	Landscape Corridor Planting & Irrigation	16	s.f.	\$ 6.00	\$ 96.00
8.	Street Lights (Type A, 220' spacing, both sides)	1	l.f.	\$ 25.00	\$ 25.00
9.	Erosion Control	34	s.f.	\$ 0.20	\$ 6.80
Subtotal \$					255.25
Contingency (15%) \$					38.29
Surveys & Engineering (10%) \$					25.53
Construction Management (15%) \$					38.29
Environmental Mitigation (5%) \$					12.76
Total \$					370.11
Use \$					380.00
COMBINED \$					1,530.00

SCTDF 6-lane Thoroughfare



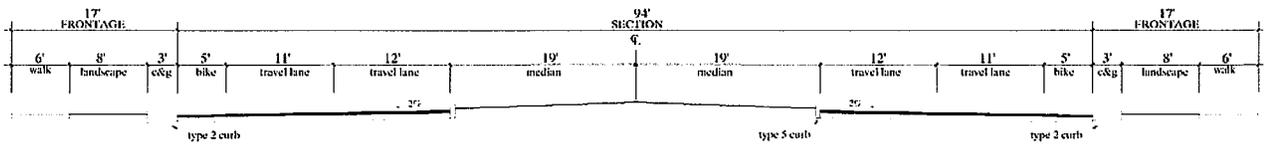
**Preliminary Cost Estimate
Folsom Plan Area Specific Plan
SCTDF Share Estimate**

**Preliminary Cost Per Linear Foot
1B & 1C - Easton Valley Parkway
FAPSP 4-Lane, (Future 6-Lane)**

SECTION	ITEM	QUANTITY	UNIT	UNIT PRICE	PER FT COST
1.	Clear and Grub	94	s.f.	\$ 0.10	\$ 9.40
2.	Rough Grade Excavation	7.0	c.y.	\$ 3.50	\$ 24.50
3.	Local Drainage	1	l.f.	\$ 35.00	\$ 35.00
4.	Roadway Excavation	5.2	c.y.	\$ 5.00	\$ 26.00
5.	Roadway Subgrade Preparation	56	s.f.	\$ 0.30	\$ 16.80
6.	24" Aggregate Base	56	s.f.	\$ 3.00	\$ 168.00
7.	6" Asphalt Concrete Paving	56	s.f.	\$ 3.60	\$ 201.60
8.	Signing & Striping (4-lanes)	4	l.f.	\$ 1.50	\$ 6.00
9.	Traffic Signal Interconnect	1	l.f.	\$ 6.00	\$ 6.00
10.	Median Curb, Type 5	2	l.f.	\$ 18.00	\$ 36.00
11.	Median Top Soil Import (12" depth, center 15' only)	0.6	c.y.	\$ 30.00	\$ 18.00
12.	Median Landscaping & Irrigation	15	s.f.	\$ 6.00	\$ 90.00
13.	Median Landscaping (Future Travel Lanes)	23	s.f.	\$ 4.00	\$ 92.00
14.	Erosion Control	94	s.f.	\$ 0.20	\$ 18.80
Subtotal					\$ 748.10
Contingency (15%)					\$ 112.22
Surveys & Engineering (10%)					\$ 74.81
Construction Management (15%)					\$ 112.22
Environmental Mitigation (5%)					\$ 37.41
Total					\$ 1,084.75
Use					\$ 1,090.00

FRONTAGE	ITEM	QUANTITY	UNIT	UNIT PRICE	PER FT COST
1.	Clear and Grub	34	s.f.	\$ 0.10	\$ 3.40
2.	Rough Grade Excavation	2.5	c.y.	\$ 3.50	\$ 8.75
3.	Roadway Excavation	0.3	c.y.	\$ 5.00	\$ 1.50
4.	Roadway Subgrade Preparation	6	s.f.	\$ 0.30	\$ 1.80
5.	Curb & Gutter, Type 2 (Vertical Curb)	2	l.f.	\$ 20.00	\$ 40.00
6.	Concrete Sidewalk	12	s.f.	\$ 6.00	\$ 72.00
7.	Landscape Corridor Planting & Irrigation	16	s.f.	\$ 6.00	\$ 96.00
8.	Street Lights (Type A, 220' spacing, both sides)	1	l.f.	\$ 25.00	\$ 25.00
9.	Erosion Control	34	s.f.	\$ 0.20	\$ 6.80
Subtotal					\$ 255.25
Contingency (15%)					\$ 38.29
Surveys & Engineering (10%)					\$ 25.53
Construction Management (15%)					\$ 38.29
Environmental Mitigation (5%)					\$ 12.76
Total					\$ 370.11
Use					\$ 380.00
COMBINED					\$ 1,470.00

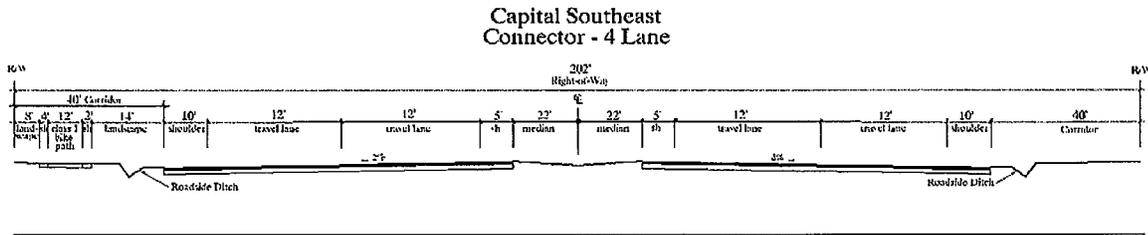
EASTON VALLEY PARKWAY - 4-lane Arterial



**Preliminary Cost Estimate
Folsom Plan Area Specific Plan
SCTDF Share Estimate**

**Preliminary Cost Per Linear Foot
2A-B-C-D - Capital Southeast Connector
4-Lane**

SECTION	ITEM	QUANTITY	UNIT	UNIT PRICE	PER FT COST
1.	Clear and Grub	202	s.f.	\$ 0.10	\$ 20.20
2.	Rough Grade Excavation	15.0	c.y.	\$ 3.50	\$ 52.50
3.	Roadside Ditch	2	l.f.	\$ 10.00	\$ 20.00
4.	Roadway Excavation	7.2	c.y.	\$ 5.00	\$ 36.00
5.	Roadway Subgrade Preparation	78	s.f.	\$ 0.30	\$ 23.40
6.	24" Aggregate Base	78	s.f.	\$ 3.00	\$ 234.00
7.	6" Asphalt Concrete Paving	78	s.f.	\$ 3.60	\$ 280.80
8.	Signing & Striping (4-lanes)	4	l.f.	\$ 1.50	\$ 6.00
9.	Traffic Signal Interconnect	1	l.f.	\$ 6.00	\$ 6.00
10.	Erosion Control	202	s.f.	\$ 0.20	\$ 40.40
11.	Street Lights (Type A, 220' spacing, both sides)	1	l.f.	\$ 25.00	\$ 25.00
12.	Class 1 Bike Trail				
	Roadway Subgrade Preparation	12	s.f.	\$ 0.30	\$ 3.60
	6" Aggregate Base	12	s.f.	\$ 1.50	\$ 18.00
	2" Asphalt Concrete Paving	12	s.f.	\$ 1.20	\$ 14.40
	4" Decomposed Granite Shoulders	6	s.f.	\$ 1.00	\$ 6.00
	Bike Trail Signing & Striping (2-lanes)	1	l.f.	\$ 0.50	\$ 0.50
Subtotal					\$ 786.80
Contingency (15%)					\$ 118.02
Surveys & Engineering (10%)					\$ 78.68
Construction Management (15%)					\$ 118.02
Environmental Mitigation (5%)					\$ 39.34
Total					\$ 1,140.86
Use					\$ 1,150.00



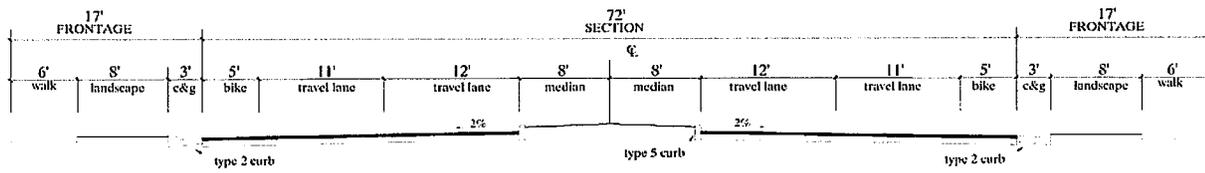
**Preliminary Cost Estimate
Folsom Plan Area Specific Plan
SCTDF Share Estimate**

**Preliminary Cost Per Linear Foot
4A-B - Oak Avenue
FPASP 4-lane, full**

SECTION	ITEM	QUANTITY	UNIT	UNIT PRICE	PER FT COST
1.	Clear and Grub	72	s.f.	\$ 0.10	\$ 7.20
2.	Rough Grade Excavation	5.3	c.y.	\$ 3.50	\$ 18.55
3.	Local Drainage	1	l.f.	\$ 35.00	\$ 35.00
4.	Roadway Excavation	5.2	c.y.	\$ 5.00	\$ 26.00
5.	Roadway Subgrade Preparation	56	s.f.	\$ 0.30	\$ 16.80
6.	24" Aggregate Base	56	s.f.	\$ 3.00	\$ 168.00
7.	6" Asphalt Concrete Paving	56	s.f.	\$ 3.60	\$ 201.60
8.	Signing & Striping (4-lanes)	4	l.f.	\$ 1.50	\$ 6.00
9.	Traffic Signal Interconnect	1	l.f.	\$ 6.00	\$ 6.00
10.	Median Curb, Type 5	2	l.f.	\$ 18.00	\$ 36.00
11.	Median Top Soil Import (12" depth)	0.6	c.y.	\$ 30.00	\$ 18.00
12.	Median Landscaping & Irrigation	15	s.f.	\$ 6.00	\$ 90.00
13.	Erosion Control	72	s.f.	\$ 0.20	\$ 14.40
Subtotal					\$ 643.55
Contingency (15%)					\$ 96.53
Surveys & Engineering (10%)					\$ 64.36
Construction Management (15%)					\$ 96.53
Environmental Mitigation (5%)					\$ 32.18
Total					\$ 933.15
Use					\$ 940.00

FRONTAGE	ITEM	QUANTITY	UNIT	UNIT PRICE	PER FT COST
1.	Clear and Grub	34	s.f.	\$ 0.10	\$ 3.40
2.	Rough Grade Excavation	2.5	c.y.	\$ 3.50	\$ 8.75
3.	Roadway Excavation	0.3	c.y.	\$ 5.00	\$ 1.50
4.	Roadway Subgrade Preparation	6	s.f.	\$ 0.30	\$ 1.80
5.	Curb & Gutter, Type 2 (Vertical Curb)	2	l.f.	\$ 20.00	\$ 40.00
6.	Concrete Sidewalk	12	s.f.	\$ 6.00	\$ 72.00
7.	Landscape Corridor Planting & Irrigation	16	s.f.	\$ 6.00	\$ 96.00
8.	Street Lights (Type A, 220' spacing, both sides)	1	l.f.	\$ 25.00	\$ 25.00
9.	Erosion Control	34	s.f.	\$ 0.20	\$ 6.80
Subtotal					\$ 255.25
Contingency (15%)					\$ 38.29
Surveys & Engineering (10%)					\$ 25.53
Construction Management (15%)					\$ 38.29
Environmental Mitigation (5%)					\$ 12.76
Total					\$ 370.11
Use					\$ 380.00
COMBINED					\$ 1,320.00

OAK AVE. PARKWAY- 4-lane Arterial

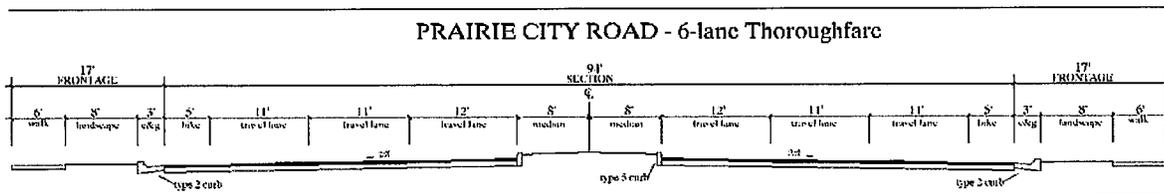


**Preliminary Cost Estimate
Folsom Plan Area Specific Plan
SCTDF Share Estimate**

**Preliminary Cost Per Linear Foot
5A-B - Prairie City Road
FPASP 6-Lane, full**

SECTION	ITEM	QUANTITY	UNIT	UNIT PRICE	PER FT COST
1.	Clear and Grub	94	s.f.	\$ 0.10	\$ 9.40
2.	Rough Grade Excavation	7.0	c.y.	\$ 3.50	\$ 24.50
3.	Local Drainage	1.0	l.f.	\$ 35.00	\$ 35.00
4.	Roadway Excavation	7.2	c.y.	\$ 5.00	\$ 36.00
5.	Roadway Subgrade Preparation	78	s.f.	\$ 0.30	\$ 23.40
6.	24" Aggregate Base	78	s.f.	\$ 3.00	\$ 234.00
7.	6" Asphalt Concrete Paving	78	s.f.	\$ 3.60	\$ 280.80
8.	Signing & Striping (3-lanes)	3	l.f.	\$ 1.50	\$ 4.50
9.	Traffic Signal Interconnect	1.0	l.f.	\$ 6.00	\$ 6.00
10.	Median Curb, Type 5	2	l.f.	\$ 18.00	\$ 36.00
11.	Median Top Soil Import (12" depth, center 15' only)	0.6	c.y.	\$ 30.00	\$ 18.00
12.	Median Landscaping & Irrigation	15	s.f.	\$ 6.00	\$ 90.00
13.	Erosion Control	94	s.f.	\$ 0.20	\$ 18.80
Subtotal					\$ 816.40
Contingency (15%)					\$ 122.46
Surveys & Engineering (10%)					\$ 81.64
Construction Management (15%)					\$ 122.46
Environmental Mitigation (5%)					\$ 40.82
Total					\$ 1,183.78
Use					\$ 1,190.00

FRONTAGE	ITEM	QUANTITY	UNIT	UNIT PRICE	PER FT COST
1.	Clear and Grub	34	s.f.	\$ 0.10	\$ 3.40
2.	Rough Grade Excavation	2.5	c.y.	\$ 3.50	\$ 8.75
3.	Roadway Excavation	0.3	c.y.	\$ 5.00	\$ 1.50
4.	Roadway Subgrade Preparation	6	s.f.	\$ 0.30	\$ 1.80
5.	Curb & Gutter, Type 2 (Vertical Curb)	2	l.f.	\$ 20.00	\$ 40.00
6.	Concrete Sidewalk	12	s.f.	\$ 6.00	\$ 72.00
7.	Landscape Corridor Planting & Irrigation	16	s.f.	\$ 6.00	\$ 96.00
8.	Street Lights (Type A, 220' spacing, both sides)	1	l.f.	\$ 25.00	\$ 25.00
9.	Erosion Control	34	s.f.	\$ 0.20	\$ 6.80
Subtotal					\$ 255.25
Contingency (15%)					\$ 38.29
Surveys & Engineering (10%)					\$ 25.53
Construction Management (15%)					\$ 38.29
Environmental Mitigation (5%)					\$ 12.76
Total					\$ 370.11
Use					\$ 380.00
COMBINED					\$ 1,570.00



**Preliminary Cost Estimate
Folsom Plan Area Specific Plan
SCTDF Share Estimate**

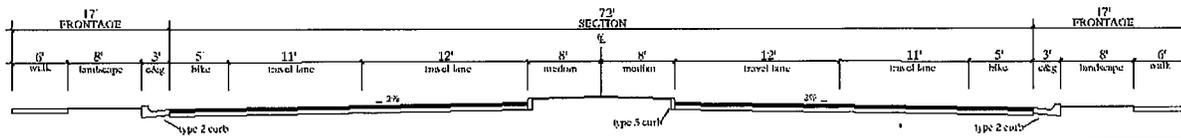
**Preliminary Cost Per Linear Foot
5C - Prairie City Road
FPASP 4-Lane, full**

SECTION	ITEM	QUANTITY	UNIT	UNIT PRICE	PER FT COST
1.	Clear and Grub	72	s.f.	\$ 0.10	\$ 7.20
2.	Rough Grade Excavation	5.3	c.y.	\$ 3.50	\$ 18.55
3.	Local Drainage	1	l.f.	\$ 35.00	\$ 35.00
4.	Roadway Excavation	5.2	c.y.	\$ 5.00	\$ 26.00
5.	Roadway Subgrade Preparation	56	s.f.	\$ 0.30	\$ 16.80
6.	24" Aggregate Base	56	s.f.	\$ 3.00	\$ 168.00
7.	6" Asphalt Concrete Paving	56	s.f.	\$ 3.60	\$ 201.60
8.	Signing & Striping (4-lanes)	4	l.f.	\$ 1.50	\$ 6.00
9.	Traffic Signal Interconnect	1	l.f.	\$ 6.00	\$ 6.00
10.	Median Curb, Type 5	2	l.f.	\$ 18.00	\$ 36.00
11.	Median Top Soil Import (12" depth)	0.6	c.y.	\$ 30.00	\$ 18.00
12.	Median Landscaping & Irrigation	15	s.f.	\$ 6.00	\$ 90.00
13.	Erosion Control	72	s.f.	\$ 0.20	\$ 14.40
Subtotal					\$ 643.55
Contingency (15%)					\$ 96.53
Surveys & Engineering (10%)					\$ 64.36
Construction Management (15%)					\$ 96.53
Environmental Mitigation (5%)					\$ 32.18
Total					\$ 933.15
Use					\$ 940.00

FRONTAGE	ITEM	QUANTITY	UNIT	UNIT PRICE	PER FT COST
1.	Clear and Grub	34	s.f.	\$ 0.10	\$ 3.40
2.	Rough Grade Excavation	2.5	c.y.	\$ 3.50	\$ 8.75
3.	Roadway Excavation	0.3	c.y.	\$ 5.00	\$ 1.50
4.	Roadway Subgrade Preparation	6	s.f.	\$ 0.30	\$ 1.80
5.	Curb & Gutter, Type 2 (Vertical Curb)	2	l.f.	\$ 20.00	\$ 40.00
6.	Concrete Sidewalk	12	s.f.	\$ 6.00	\$ 72.00
7.	Landscape Corridor Planting & Irrigation	16	s.f.	\$ 6.00	\$ 96.00
8.	Street Lights (Type A, 220' spacing, both sides)	1	l.f.	\$ 25.00	\$ 25.00
9.	Erosion Control	34	s.f.	\$ 0.20	\$ 6.80
Subtotal					\$ 255.25
Contingency (15%)					\$ 38.29
Surveys & Engineering (10%)					\$ 25.53
Construction Management (15%)					\$ 38.29
Environmental Mitigation (5%)					\$ 12.76
Total					\$ 370.11
Use					\$ 380.00

COMBINED \$ 1,320.00

PRAIRIE CITY ROAD - 4-lane Thoroughfare



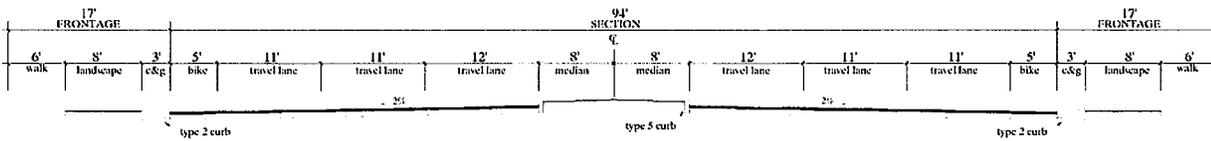
**Preliminary Cost Estimate
Folsom Plan Area Specific Plan
SCTDF Share Estimate**

**Preliminary Cost Per Linear Foot
6A & 6B - Scott Road
FPASP 6-lane, full**

SECTION	ITEM	QUANTITY	UNIT	UNIT PRICE	PER FT COST
1.	Clear and Grub	94	s.f.	\$ 0.10	\$ 9.40
2.	Rough Grade Excavation	7.0	c.y.	\$ 3.50	\$ 24.50
3.	Local Drainage	1	l.f.	\$ 35.00	\$ 35.00
4.	Roadway Excavation	7.2	c.y.	\$ 5.00	\$ 36.00
5.	Roadway Subgrade Preparation	78	s.f.	\$ 0.30	\$ 23.40
6.	24" Aggregate Base	78	s.f.	\$ 3.00	\$ 234.00
7.	6" Asphalt Concrete Paving	78	s.f.	\$ 3.60	\$ 280.80
8.	Signing & Striping (6-lanes)	6	l.f.	\$ 1.50	\$ 9.00
9.	Traffic Signal Interconnect	1	l.f.	\$ 6.00	\$ 6.00
10.	Median Curb, Type 5	2	l.f.	\$ 18.00	\$ 36.00
11.	Median Top Soil Import (12" depth)	0.6	c.y.	\$ 30.00	\$ 18.00
12.	Median Landscaping & Irrigation	15	s.f.	\$ 6.00	\$ 90.00
13.	Erosion Control	94	s.f.	\$ 0.20	\$ 18.80
Subtotal \$					820.90
Contingency (15%) \$					123.14
Surveys & Engineering (10%) \$					82.09
Construction Management (15%) \$					123.14
Environmental Mitigation (5%) \$					41.05
Total \$					1,190.31
Use \$					1,200.00

FRONTAGE	ITEM	QUANTITY	UNIT	UNIT PRICE	PER FT COST
1.	Clear and Grub	34	s.f.	\$ 0.10	\$ 3.40
2.	Rough Grade Excavation	2.5	c.y.	\$ 3.50	\$ 8.75
3.	Roadway Excavation	0.3	c.y.	\$ 5.00	\$ 1.50
4.	Roadway Subgrade Preparation	6	s.f.	\$ 0.30	\$ 1.80
5.	Curb & Gutter, Type 2 (Vertical Curb)	2	l.f.	\$ 20.00	\$ 40.00
6.	Concrete Sidewalk	12	s.f.	\$ 6.00	\$ 72.00
7.	Landscape Corridor Planting & Irrigation	16	s.f.	\$ 6.00	\$ 96.00
8.	Street Lights (Type A, 220' spacing, both sides)	1	l.f.	\$ 25.00	\$ 25.00
9.	Erosion Control	34	s.f.	\$ 0.20	\$ 6.80
Subtotal \$					255.25
Contingency (15%) \$					38.29
Surveys & Engineering (10%) \$					25.53
Construction Management (15%) \$					38.29
Environmental Mitigation (5%) \$					12.76
Total \$					370.11
Use \$					380.00
COMBINED \$					1,580.00

SCOTT ROAD - 6-lane Thoroughfare



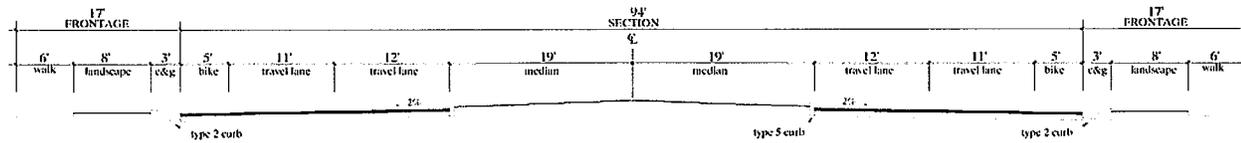
**Preliminary Cost Estimate
Folsom Plan Area Specific Plan
SCTDF Share Estimate**

**Preliminary Cost Per Linear Foot
6C - Scott Road
FPASP 4-lane, (Future 6-Lane)**

SECTION	ITEM	QUANTITY	UNIT	UNIT PRICE	PER FT COST
1.	Clear and Grub	94	s.f.	\$ 0.10	\$ 9.40
2.	Rough Grade Excavation	7.0	c.y.	\$ 3.50	\$ 24.50
3.	Local Drainage	1	l.f.	\$ 35.00	\$ 35.00
4.	Roadway Excavation	5.2	c.y.	\$ 5.00	\$ 26.00
5.	Roadway Subgrade Preparation	56	s.f.	\$ 0.30	\$ 16.80
6.	24" Aggregate Base	56	s.f.	\$ 3.00	\$ 168.00
7.	6" Asphalt Concrete Paving	56	s.f.	\$ 3.60	\$ 201.60
8.	Signing & Striping (4-lanes)	4	l.f.	\$ 1.50	\$ 6.00
9.	Traffic Signal Interconnect	1	l.f.	\$ 6.00	\$ 6.00
10.	Median Curb, Type 5	2	l.f.	\$ 18.00	\$ 36.00
11.	Median Top Soil Import (12" depth, center 15' only)	0.6	c.y.	\$ 30.00	\$ 18.00
12.	Median Landscaping & Irrigation	15	s.f.	\$ 6.00	\$ 90.00
13.	Median Landscaping (Future Travel Lanes)	23	s.f.	\$ 4.00	\$ 92.00
14.	Erosion Control	94	s.f.	\$ 0.20	\$ 18.80
Subtotal					\$ 748.10
Contingency (15%)					\$ 112.22
Surveys & Engineering (10%)					\$ 74.81
Construction Management (15%)					\$ 112.22
Environmental Mitigation (5%)					\$ 37.41
Total					\$ 1,084.75
Use					\$ 1,090.00

FRONTAGE	ITEM	QUANTITY	UNIT	UNIT PRICE	PER FT COST
1.	Clear and Grub	34	s.f.	\$ 0.10	\$ 3.40
2.	Rough Grade Excavation	2.5	c.y.	\$ 3.50	\$ 8.75
3.	Roadway Excavation	0.3	c.y.	\$ 5.00	\$ 1.50
4.	Roadway Subgrade Preparation	6	s.f.	\$ 0.30	\$ 1.80
5.	Curb & Gutter, Type 2 (Vertical Curb)	2	l.f.	\$ 20.00	\$ 40.00
6.	Concrete Sidewalk	12	s.f.	\$ 6.00	\$ 72.00
7.	Landscape Corridor Planting & Irrigation	16	s.f.	\$ 6.00	\$ 96.00
8.	Street Lights (Type A, 220' spacing, both sides)	1	l.f.	\$ 25.00	\$ 25.00
9.	Erosion Control	34	s.f.	\$ 0.20	\$ 6.80
Subtotal					\$ 255.25
Contingency (15%)					\$ 38.29
Surveys & Engineering (10%)					\$ 25.53
Construction Management (15%)					\$ 38.29
Environmental Mitigation (5%)					\$ 12.76
Total					\$ 370.11
Use					\$ 380.00
COMBINED					\$ 1,470.00

SCOTT ROAD - 4-lane Arterial



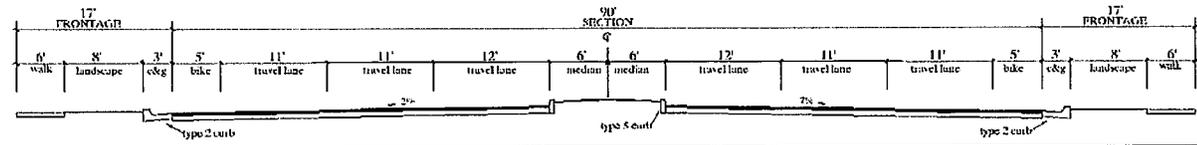
**Preliminary Cost Estimate
Folsom Plan Area Specific Plan
SCTDF Share Estimate**

**Preliminary Cost Per Linear Foot
7A-B - White Rock Road
SCTDF 6-Lane, full**

SECTION	ITEM	QUANTITY	UNIT	UNIT PRICE	PER FT COST
1.	Clear and Grub	90	s.f.	\$ 0.10	\$ 9.00
2.	Rough Grade Excavation	6.7	c.y.	\$ 3.50	\$ 23.45
3.	Local Drainage	1	l.f.	\$ 35.00	\$ 35.00
4.	Roadway Excavation	7.2	c.y.	\$ 5.00	\$ 36.00
5.	Roadway Subgrade Preparation	78	s.f.	\$ 0.30	\$ 23.40
6.	24" Aggregate Base	78	s.f.	\$ 3.00	\$ 234.00
7.	6" Asphalt Concrete Paving	78	s.f.	\$ 3.60	\$ 280.80
8.	Signing & Striping (6-lanes)	6	l.f.	\$ 1.50	\$ 9.00
9.	Traffic Signal Interconnect	1	l.f.	\$ 6.00	\$ 6.00
10.	Median Curb, Type 5	2	l.f.	\$ 18.00	\$ 36.00
11.	Median Top Soil Import (12")	0.4	c.y.	\$ 30.00	\$ 12.00
12.	Median Landscaping & Irrigation	11	s.f.	\$ 6.00	\$ 66.00
13.	Erosion Control	90	s.f.	\$ 0.20	\$ 18.00
Subtotal					\$ 788.65
Contingency (15%)					\$ 118.30
Surveys & Engineering (10%)					\$ 78.87
Construction Management (15%)					\$ 118.30
Environmental Mitigation (5%)					\$ 39.43
Total					\$ 1,143.54
Use					\$ 1,150.00

FRONTAGE	ITEM	QUANTITY	UNIT	UNIT PRICE	PER FT COST
1.	Clear and Grub	34	s.f.	\$ 0.10	\$ 3.40
2.	Rough Grade Excavation	2.5	c.y.	\$ 3.50	\$ 8.75
3.	Roadway Excavation	0.3	c.y.	\$ 5.00	\$ 1.50
4.	Roadway Subgrade Preparation	6	s.f.	\$ 0.30	\$ 1.80
5.	Curb & Gutter, Type 2 (Vertical Curb)	2	l.f.	\$ 20.00	\$ 40.00
6.	Concrete Sidewalk	12	s.f.	\$ 6.00	\$ 72.00
7.	Landscape Corridor Planting & Irrigation	16	s.f.	\$ 6.00	\$ 96.00
8.	Street Lights (Type A, 220' spacing, both sides)	1	l.f.	\$ 25.00	\$ 25.00
9.	Erosion Control	34	s.f.	\$ 0.20	\$ 6.80
Subtotal					\$ 255.25
Contingency (15%)					\$ 38.29
Surveys & Engineering (10%)					\$ 25.53
Construction Management (15%)					\$ 38.29
Environmental Mitigation (5%)					\$ 12.76
Total					\$ 370.11
Use					\$ 380.00
COMBINED					\$ 1,530.00

SCTDF 6-lane Thoroughfare

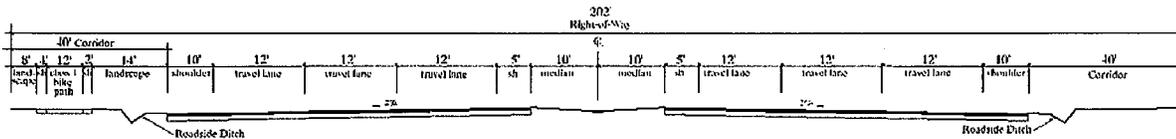


**Preliminary Cost Estimate
Folsom Plan Area Specific Plan
SCTDF Share Estimate**

**Preliminary Cost Per Linear Foot
7C - Capitol Southeast Connector
6-Lane**

SECTION	ITEM	QUANTITY	UNIT	UNIT PRICE	PER FT COST
1.	Clear and Grub	202	s.f.	\$ 0.10	\$ 20.20
2.	Rough Grade Excavation	15.0	c.y.	\$ 3.50	\$ 52.50
3.	Roadside Ditch	2	l.f.	\$ 10.00	\$ 20.00
4.	Roadway Excavation	9.4	c.y.	\$ 5.00	\$ 47.00
5.	Roadway Subgrade Preparation	102	s.f.	\$ 0.30	\$ 30.60
6.	24" Aggregate Base	102	s.f.	\$ 3.00	\$ 306.00
7.	6" Asphalt Concrete Paving	102	s.f.	\$ 3.60	\$ 367.20
8.	Signing & Striping (6-lanes)	6	l.f.	\$ 1.50	\$ 9.00
9.	Traffic Signal Interconnect	1	l.f.	\$ 6.00	\$ 6.00
10.	Erosion Control	202	s.f.	\$ 0.20	\$ 40.40
11.	Street Lights (Type A, 220' spacing, both sides)	1	l.f.	\$ 25.00	\$ 25.00
12.	Class 1 Bike Trail				
	Roadway Subgrade Preparation	12	s.f.	\$ 0.30	\$ 3.60
	6" Aggregate Base	12	s.f.	\$ 1.50	\$ 18.00
	2" Asphalt Concrete Paving	12	s.f.	\$ 1.20	\$ 14.40
	4" Decomposed Granite Shoulders	6	s.f.	\$ 1.00	\$ 6.00
	Bike Trail Signing & Striping (2-lanes)	1	l.f.	\$ 0.50	\$ 0.50
Subtotal \$					966.40
Contingency (15%) \$					144.96
Surveys & Engineering (10%) \$					96.64
Construction Management (15%) \$					144.96
Environmental Mitigation (5%) \$					48.32
Total \$					1,401.28
Use \$					1,410.00

**Capital Southeast
Connector - 6 Lane**

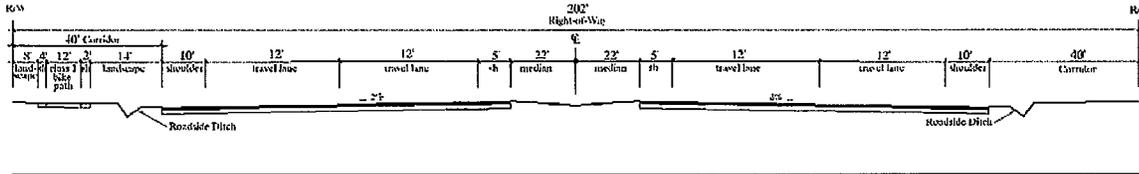


**Preliminary Cost Estimate
Folsom Plan Area Specific Plan
SCTDF Share Estimate**

**Preliminary Cost Per Linear Foot
7C - Capital Southeast Connector
4-Lane**

SECTION	ITEM	QUANTITY	UNIT	UNIT PRICE	PER FT COST
1.	Clear and Grub	202	s.f.	\$ 0.10	\$ 20.20
2.	Rough Grade Excavation	15.0	c.y.	\$ 3.50	\$ 52.50
3.	Roadside Ditch	2	l.f.	\$ 10.00	\$ 20.00
4.	Roadway Excavation	7.2	c.y.	\$ 5.00	\$ 36.00
5.	Roadway Subgrade Preparation	78	s.f.	\$ 0.30	\$ 23.40
6.	24" Aggregate Base	78	s.f.	\$ 3.00	\$ 234.00
7.	6" Asphalt Concrete Paving	78	s.f.	\$ 3.60	\$ 280.80
8.	Signing & Striping (4-lanes)	4	l.f.	\$ 1.50	\$ 6.00
9.	Traffic Signal Interconnect	1	l.f.	\$ 6.00	\$ 6.00
10.	Erosion Control	202	s.f.	\$ 0.20	\$ 40.40
11.	Street Lights (Type A, 220' spacing, both sides)	1	l.f.	\$ 25.00	\$ 25.00
12.	Class 1 Bike Trail				
	Roadway Subgrade Preparation	12	s.f.	\$ 0.30	\$ 3.60
	6" Aggregate Base	12	s.f.	\$ 1.50	\$ 18.00
	2" Asphalt Concrete Paving	12	s.f.	\$ 1.20	\$ 14.40
	4" Decomposed Granite Shoulders	6	s.f.	\$ 1.00	\$ 6.00
	Bike Trail Signing & Striping (2-lanes)	1	l.f.	\$ 0.50	\$ 0.50
				Subtotal \$	786.80
				Contingency (15%) \$	118.02
				Surveys & Engineering (10%) \$	78.68
				Construction Management (15%) \$	118.02
				Environmental Mitigation (5%) \$	39.34
				Total \$	1,140.86
				Use \$	1,150.00

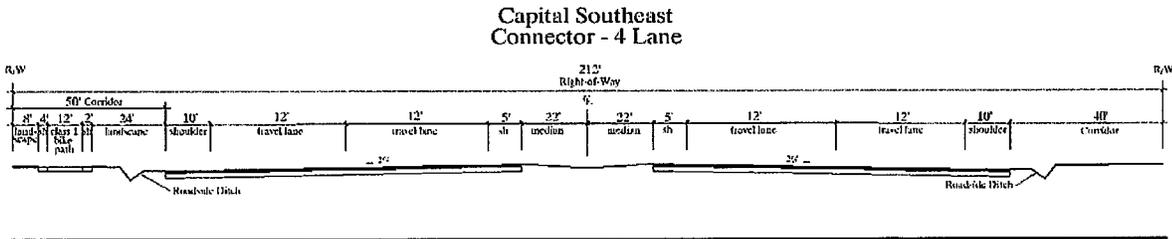
**Capital Southeast
Connector - 4 Lane**



**Preliminary Cost Estimate
Folsom Plan Area Specific Plan
SCTDF Share Estimate**

**Preliminary Cost Per Linear Foot
7D - E - Capital Southeast Connector
4-Lane**

SECTION	ITEM	QUANTITY	UNIT	UNIT PRICE	PER FT COST
1.	Clear and Grub	212	s.f.	\$ 0.10	\$ 21.20
2.	Rough Grade Excavation	15.7	c.y.	\$ 3.50	\$ 54.95
3.	Roadside Ditch	2	l.f.	\$ 10.00	\$ 20.00
4.	Roadway Excavation	7.2	c.y.	\$ 5.00	\$ 36.00
5.	Roadway Subgrade Preparation	78	s.f.	\$ 0.30	\$ 23.40
6.	24" Aggregate Base	78	s.f.	\$ 3.00	\$ 234.00
7.	6" Asphalt Concrete Paving	78	s.f.	\$ 3.60	\$ 280.80
8.	Signing & Striping (4-lanes)	4	l.f.	\$ 1.50	\$ 6.00
9.	Traffic Signal Interconnect	1	l.f.	\$ 6.00	\$ 6.00
10.	Erosion Control	212	s.f.	\$ 0.20	\$ 42.40
11.	Street Lights (Type A, 220' spacing, both sides)	1	l.f.	\$ 25.00	\$ 25.00
12.	Class 1 Bike Trail				
	Roadway Subgrade Preparation	12	s.f.	\$ 0.30	\$ 3.60
	6" Aggregate Base	12	s.f.	\$ 1.50	\$ 18.00
	2" Asphalt Concrete Paving	12	s.f.	\$ 1.20	\$ 14.40
	4" Decomposed Granite Shoulders	6	s.f.	\$ 1.00	\$ 6.00
	Bike Trail Signing & Striping (2-lanes)	1	l.f.	\$ 0.50	\$ 0.50
				Subtotal	\$ 792.25
				Contingency (15%)	\$ 118.84
				Surveys & Engineering (10%)	\$ 79.23
				Construction Management (15%)	\$ 118.84
				Environmental Mitigation (5%)	\$ 39.61
				Total	\$ 1,148.76
				Use	\$ 1,150.00



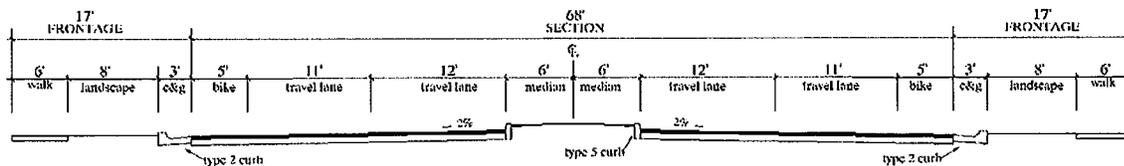
**Preliminary Cost Estimate
Folsom Plan Area Specific Plan
SCTDF Share Estimate**

**Preliminary Cost Per Linear Foot
8A- Glenborough Blvd
SCTDF 4-Lane, full**

SECTION	ITEM	QUANTITY	UNIT	UNIT PRICE	PER FT COST
1.	Clear and Grub	68	s.f.	\$ 0.10	\$ 6.80
2.	Rough Grade Excavation	5.0	c.y.	\$ 3.50	\$ 17.50
3.	Local Drainage	1	l.f.	\$ 35.00	\$ 35.00
4.	Roadway Excavation	5.2	c.y.	\$ 5.00	\$ 26.00
5.	Roadway Subgrade Preparation	56	s.f.	\$ 0.30	\$ 16.80
6.	24" Aggregate Base	56	s.f.	\$ 3.00	\$ 168.00
7.	6" Asphalt Concrete Paving	56	s.f.	\$ 3.60	\$ 201.60
8.	Signing & Striping (4-lanes)	4	l.f.	\$ 1.50	\$ 6.00
9.	Traffic Signal Interconnect	1	l.f.	\$ 6.00	\$ 6.00
10.	Median Curb, Type 5	2	l.f.	\$ 18.00	\$ 36.00
11.	Median Top Soil Import (12")	0.4	c.y.	\$ 30.00	\$ 12.00
12.	Median Landscaping & Irrigation	11	s.f.	\$ 6.00	\$ 66.00
13.	Erosion Control	68	s.f.	\$ 0.20	\$ 13.60
Subtotal					\$ 611.30
Contingency (15%)					\$ 91.70
Surveys & Engineering (10%)					\$ 61.13
Construction Management (15%)					\$ 91.70
Environmental Mitigation (5%)					\$ 30.57
Total					\$ 886.39
Use					\$ 890.00

FRONTAGE	ITEM	QUANTITY	UNIT	UNIT PRICE	PER FT COST
1.	Clear and Grub	34	s.f.	\$ 0.10	\$ 3.40
2.	Rough Grade Excavation	2.5	c.y.	\$ 3.50	\$ 8.75
3.	Roadway Excavation	0.3	c.y.	\$ 5.00	\$ 1.50
4.	Roadway Subgrade Preparation	6	s.f.	\$ 0.30	\$ 1.80
5.	Curb & Gutter, Type 2 (Vertical Curb)	2	l.f.	\$ 20.00	\$ 40.00
6.	Concrete Sidewalk	12	s.f.	\$ 6.00	\$ 72.00
7.	Landscape Corridor Planting & Irrigation	16	s.f.	\$ 6.00	\$ 96.00
8.	Street Lights (Type A, 220' spacing, both sides)	1	l.f.	\$ 25.00	\$ 25.00
9.	Erosion Control	34	s.f.	\$ 0.20	\$ 6.80
Subtotal					\$ 255.25
Contingency (15%)					\$ 38.29
Surveys & Engineering (10%)					\$ 25.53
Construction Management (15%)					\$ 38.29
Environmental Mitigation (5%)					\$ 12.76
Total					\$ 370.11
Use					\$ 380.00
COMBINED					\$ 1,270.00

SCTDF 4-lane Arterial



**Preliminary Cost Estimate
Folsom Plan Area Specific Plan
SCTDF Share Estimate**

**Preliminary Intersection Cost
Thoroughfare / Thoroughfare
Intersection X1 - Hazel Ave./ Easton Valley Parkway
(6-Lane x 6-Lane)**

	<u>ITEM</u>	<u>QUANTITY</u>	<u>UNIT</u>	<u>UNIT PRICE</u>	<u>PER FT COST</u>
1.	Clear and Grub	154,000	s.f.	\$ 0.10	\$ 15,400.00
2.	Rough Grade Excavation	11,410	c.y.	\$ 3.50	\$ 39,935.00
3.	Roadway Excavation	13,810	c.y.	\$ 5.00	\$ 69,050.00
4.	Roadway Subgrade Preparation	149,200	s.f.	\$ 0.30	\$ 44,760.00
5.	24" Aggregate Base	149,200	s.f.	\$ 3.00	\$ 447,600.00
6.	6" Asphalt Concrete Paving	149,200	s.f.	\$ 3.60	\$ 537,120.00
7.	Signing & Striping (Intersections - incl four 450' transitions)	1	l.f.	\$ 10,000.00	\$ 10,000.00
8.	Traffic Signal Interconnect	1,800	l.f.	\$ 6.00	\$ 10,800.00
9.	Traffic Signal	1	ea.	\$ 300,000.00	\$ 300,000.00
10.	Median Curb, Type 5	3,200	l.f.	\$ 18.00	\$ 57,600.00
11.	Median Landscaping (Concrete Median Island)	3,200	s.f.	\$ 5.00	\$ 16,000.00
12.	Erosion Control	154,000	s.f.	\$ 0.20	\$ 30,800.00
				Subtotal	\$ 1,579,065.00
				Contingency (15%)	\$ 236,859.75
				Surveys & Engineering (10%)	\$ 157,906.50
				Construction Management (15%)	\$ 236,859.75
				Environmental Mitigation (5%)	\$ 78,953.25
				Total	\$ 2,289,644.25
				Use	\$ 2,290,000.00

<u>FRONTAGE</u>	<u>ITEM</u>	<u>QUANTITY</u>	<u>UNIT</u>	<u>UNIT PRICE</u>	<u>PER FT COST</u>
1.	Clear and Grub	51,200	s.f.	\$ 0.10	\$ 5,120.00
2.	Rough Grade Excavation	3,790	c.y.	\$ 3.50	\$ 13,265.00
3.	Roadway Excavation	530	c.y.	\$ 5.00	\$ 2,650.00
4.	Roadway Subgrade Preparation	9,600	s.f.	\$ 0.30	\$ 2,880.00
5.	Curb & Gutter, Type 2 (Vertical Curb)	3,200	l.f.	\$ 20.00	\$ 64,000.00
6.	Concrete Sidewalk	19,200	s.f.	\$ 6.00	\$ 115,200.00
7.	Sidewalk Ramps	4	ea.	\$ 3,500.00	\$ 14,000.00
8.	Landscape Corridor Planting & Irrigation	25,600	s.f.	\$ 6.00	\$ 153,600.00
9.	Street Lights (Type A, 220' spacing, both sides)	1,800	l.f.	\$ 25.00	\$ 45,000.00
10.	Erosion Control	51,200	s.f.	\$ 0.20	\$ 10,240.00
				Subtotal	\$ 425,955.00
				Contingency (15%)	\$ 63,893.25
				Surveys & Engineering (10%)	\$ 42,595.50
				Construction Management (15%)	\$ 63,893.25
				Environmental Mitigation (5%)	\$ 21,297.75
				Total	\$ 617,634.75
				Use	\$ 618,000.00
				COMBINED	\$ 2,908,000.00

**Preliminary Cost Estimate
Folsom Plan Area Specific Plan
SCTDF Share Estimate**

**Preliminary Intersection Cost
Thoroughfare / Thoroughfare
Intersection X2 - Prairie City Road / Easton Valley Parkway
(6-Lane x 6-Lane with one leg transition from 6 to 4 lanes)**

	<u>ITEM</u>	<u>QUANTITY</u>	<u>UNIT</u>	<u>UNIT PRICE</u>	<u>PER FT COST</u>
1.	Clear and Grub	152,240	s.f.	\$ 0.10	\$ 15,224.00
2.	Rough Grade Excavation	11,280	c.y.	\$ 3.50	\$ 39,480.00
3.	Roadway Excavation	13,650	c.y.	\$ 5.00	\$ 68,250.00
4.	Roadway Subgrade Preparation	147,460	s.f.	\$ 0.30	\$ 44,238.00
5.	18" Aggregate Base	147,460	s.f.	\$ 3.00	\$ 442,380.00
6.	6" Asphalt Concrete Paving	147,460	s.f.	\$ 3.60	\$ 530,856.00
7.	Signing & Striping (Intersections - incl four 450' transitions)	1	l.s.	\$ 10,000.00	\$ 10,000.00
8.	Traffic Signal Interconnect	1,800	l.f.	\$ 6.00	\$ 10,800.00
9.	Traffic Signal	1	l.s.	\$ 300,000.00	\$ 300,000.00
10.	Median Curb, Type 5	3,200	l.f.	\$ 18.00	\$ 57,600.00
11.	Median Landscaping (Concrete Median Island)	3,200	s.f.	\$ 5.00	\$ 16,000.00
12.	Erosion Control	152,240	s.f.	\$ 0.20	\$ 30,448.00
	Subtotal				\$ 1,565,276.00
				Contingency (15%)	\$ 234,791.40
				Surveys & Engineering (10%)	\$ 156,527.60
				Construction Management (15%)	\$ 234,791.40
				Environmental Mitigation (5%)	\$ 78,263.80
	Total				\$ 2,269,650.20
	Use				\$ 2,270,000.00

<u>FRONTAGE</u>	<u>ITEM</u>	<u>QUANTITY</u>	<u>UNIT</u>	<u>UNIT PRICE</u>	<u>PER FT COST</u>
1.	Clear and Grub	51,200	s.f.	\$ 0.10	\$ 5,120.00
2.	Rough Grade Excavation (18")	3,790	c.y.	\$ 3.50	\$ 13,265.00
3.	Roadway Excavation	890	c.y.	\$ 5.00	\$ 4,450.00
4.	Roadway Subgrade Preparation	9,600	s.f.	\$ 0.30	\$ 2,880.00
5.	Curb & Gutter, Type 2 (Vertical Curb)	3,200	l.f.	\$ 20.00	\$ 64,000.00
6.	Concrete Sidewalk	16,000	s.f.	\$ 6.00	\$ 96,000.00
7.	Sidewalk Ramps	4	ea.	\$ 3,500.00	\$ 14,000.00
8.	Landscape Corridor Planting & Irrigation	25,600	s.f.	\$ 6.00	\$ 153,600.00
9.	Street Lights (Type A, 220' spacing, both sides)	1,800	l.f.	\$ 25.00	\$ 45,000.00
10.	Erosion Control	51,200	s.f.	\$ 0.20	\$ 10,240.00
	Subtotal				\$ 408,555.00
				Contingency (15%)	\$ 61,283.25
				Surveys & Engineering (10%)	\$ 40,855.50
				Construction Management (15%)	\$ 61,283.25
				Environmental Mitigation (5%)	\$ 20,427.75
	Total				\$ 592,404.75
	Use				\$ 593,000.00
	COMBINED				\$ 2,863,000.00

**Preliminary Cost Estimate
Folsom Plan Area Specific Plan
SCTDF Share Estimate**

**Preliminary Intersection Cost
Arterial / Arterial
Intersection X3 - Oak Avenue Parkway / Easton Valley Parkway
(4-Lane x 4-Lane)**

	<u>ITEM</u>	<u>QUANTITY</u>	<u>UNIT</u>	<u>UNIT PRICE</u>	<u>PER FT COST</u>
1.	Clear and Grub	117,210	s.f.	\$ 0.10	\$ 11,721.00
2.	Rough Grade Excavation	8,680	c.y.	\$ 3.50	\$ 30,380.00
3.	Roadway Excavation	10,410	c.y.	\$ 5.00	\$ 52,050.00
4.	Roadway Subgrade Preparation	112,430	s.f.	\$ 0.30	\$ 33,729.00
5.	24" Aggregate Base	112,430	s.f.	\$ 3.00	\$ 337,290.00
6.	6" Asphalt Concrete Paving	112,430	s.f.	\$ 3.60	\$ 404,748.00
7.	Signing & Striping (Intersections - incl four 450' transitions)	1	l.s.	\$ 10,000.00	\$ 10,000.00
8.	Traffic Signal Interconnect	1,800	l.f.	\$ 6.00	\$ 10,800.00
9.	Traffic Signal	1	l.s.	\$ 250,000.00	\$ 250,000.00
10.	Median Curb, Type 5	3,200	l.f.	\$ 18.00	\$ 57,600.00
11.	Median Landscaping (Concrete Median Island)	3,200	s.f.	\$ 5.00	\$ 16,000.00
12.	Erosion Control	117,210	s.f.	\$ 0.20	\$ 23,442.00
	Subtotal			\$	1,237,760.00
	Contingency (15%)			\$	185,664.00
	Surveys & Engineering (10%)			\$	123,776.00
	Construction Management (15%)			\$	185,664.00
	Environmental Mitigation (5%)			\$	61,888.00
	Total			\$	1,794,752.00
	Use			\$	1,795,000.00

<u>FRONTAGE</u>	<u>ITEM</u>	<u>QUANTITY</u>	<u>UNIT</u>	<u>UNIT PRICE</u>	<u>PER FT COST</u>
1.	Clear and Grub	51,200	s.f.	\$ 0.10	\$ 5,120.00
2.	Rough Grade Excavation (18")	3,790	c.y.	\$ 3.50	\$ 13,265.00
3.	Roadway Excavation	890	c.y.	\$ 5.00	\$ 4,450.00
4.	Roadway Subgrade Preparation	9,600	s.f.	\$ 0.30	\$ 2,880.00
5.	Curb & Gutter, Type 2 (Vertical Curb)	3,200	l.f.	\$ 20.00	\$ 64,000.00
6.	Concrete Sidewalk	16,000	s.f.	\$ 6.00	\$ 96,000.00
7.	Sidewalk Ramps	4	ea.	\$ 3,500.00	\$ 14,000.00
8.	Landscape Corridor Planting & Irrigation	25,600	s.f.	\$ 6.00	\$ 153,600.00
9.	Street Lights (Type A, 220' spacing, both sides)	1,800	l.f.	\$ 25.00	\$ 45,000.00
10.	Erosion Control	51,200	s.f.	\$ 0.20	\$ 10,240.00
	Subtotal			\$	408,555.00
	Contingency (15%)			\$	61,283.25
	Surveys & Engineering (10%)			\$	40,855.50
	Construction Management (15%)			\$	61,283.25
	Environmental Mitigation (5%)			\$	20,427.75
	Total			\$	592,404.75
	Use			\$	593,000.00
	COMBINED			\$	2,388,000.00

Preliminary Cost Estimate
Folsom Plan Area Specific Plan
SCTDF Share Estimate

7919.000
Date: 8-29-2011
Revised: 7-6-2012

Preliminary Intersection Cost
Thoroughfare / Arterial
Intersection X4 - Scott Road / Easton Valley Parkway
(6-Lane x 4-Lane with one leg transition from 6 to 4 Lanes)

	<u>ITEM</u>	<u>QUANTITY</u>	<u>UNIT</u>	<u>UNIT PRICE</u>	<u>PER FT COST</u>
1.	Clear and Grub	134,000	s.f.	\$ 0.10	\$ 13,400.00
2.	Rough Grade Excavation	9,930	c.y.	\$ 3.50	\$ 34,755.00
3.	Roadway Excavation	11,960	c.y.	\$ 5.00	\$ 59,800.00
4.	Roadway Subgrade Preparation	129,190	s.f.	\$ 0.30	\$ 38,757.00
5.	24" Aggregate Base	129,190	s.f.	\$ 3.00	\$ 387,570.00
6.	6" Asphalt Concrete Paving	129,190	s.f.	\$ 3.60	\$ 465,084.00
7.	Signing & Striping (Intersections - incl four 450' transitions)	1	l.s.	\$ 10,000.00	\$ 10,000.00
8.	Traffic Signal Interconnect	1,800	l.f.	\$ 6.00	\$ 10,800.00
9.	Traffic Signal	1	l.s.	\$ 300,000.00	\$ 300,000.00
10.	Median Curb, Type 5	3,200	l.f.	\$ 18.00	\$ 57,600.00
11.	Median Landscaping (Concrete Median Island)	3,200	s.f.	\$ 5.00	\$ 16,000.00
12.	Erosion Control	134,000	s.f.	\$ 0.20	\$ 26,800.00
	Subtotal			\$	1,420,566.00
	Contingency (15%)			\$	213,084.90
	Surveys & Engineering (10%)			\$	142,056.60
	Construction Management (15%)			\$	213,084.90
	Environmental Mitigation (5%)			\$	71,028.30
	Total			\$	2,059,820.70
	Use			\$	2,060,000.00

<u>FRONTAGE</u>	<u>ITEM</u>	<u>QUANTITY</u>	<u>UNIT</u>	<u>UNIT PRICE</u>	<u>PER FT COST</u>
1.	Clear and Grub	51,200	s.f.	\$ 0.10	\$ 5,120.00
2.	Rough Grade Excavation	3,790	c.y.	\$ 3.50	\$ 13,265.00
3.	Roadway Excavation	890	c.y.	\$ 5.00	\$ 4,450.00
4.	Roadway Subgrade Preparation	9,600	s.f.	\$ 0.30	\$ 2,880.00
5.	Curb & Gutter, Type 2 (Vertical Curb)	3,200	l.f.	\$ 20.00	\$ 64,000.00
6.	Concrete Sidewalk	16,000	s.f.	\$ 6.00	\$ 96,000.00
7.	Sidewalk Ramps	4	ea.	\$ 3,500.00	\$ 14,000.00
8.	Landscape Corridor Planting & Irrigation	25,600	s.f.	\$ 6.00	\$ 153,600.00
9.	Street Lights (Type A, 220' spacing, both sides)	1,800	l.f.	\$ 25.00	\$ 45,000.00
10.	Erosion Control	51,200	s.f.	\$ 0.20	\$ 10,240.00
	Subtotal			\$	408,555.00
	Contingency (15%)			\$	61,283.25
	Surveys & Engineering (10%)			\$	40,855.50
	Construction Management (15%)			\$	61,283.25
	Environmental Mitigation (5%)			\$	20,427.75
	Total			\$	592,404.75
	Use			\$	593,000.00
	COMBINED			\$	2,653,000.00

**Preliminary Cost Estimate
Folsom Plan Area Specific Plan
SCTDF Share Estimate**

**Preliminary Intersection Cost
Thoroughfare / Thoroughfare - 3 Way
Intersection X5 - Prairie City Road / White Rock Road
(6-Lane x 6-Lane x 6-Lane)**

	<u>ITEM</u>	<u>QUANTITY</u>	<u>UNIT</u>	<u>UNIT PRICE</u>	<u>PER FT COST</u>
1.	Clear and Grub	114,800	s.f.	\$ 0.10	\$ 11,480.00
2.	Rough Grade Excavation	8,500	c.y.	\$ 3.50	\$ 29,750.00
3.	Roadway Excavation	10,180	c.y.	\$ 5.00	\$ 50,900.00
4.	Roadway Subgrade Preparation	109,930	s.f.	\$ 0.30	\$ 32,979.00
5.	18" Aggregate Base	109,930	s.f.	\$ 3.00	\$ 329,790.00
6.	6" Asphalt Concrete Paving	109,930	s.f.	\$ 3.60	\$ 395,748.00
7.	Signing & Striping (Intersections - incl four 450' transitions)	0.75	l.s.	\$ 10,000.00	\$ 7,500.00
8.	Traffic Signal Interconnect	1,350	l.f.	\$ 6.00	\$ 8,100.00
9.	Traffic Signal	1	l.s.	\$ 300,000.00	\$ 300,000.00
10.	Median Curb, Type 5	2,400	l.f.	\$ 18.00	\$ 43,200.00
11.	Median Landscaping (Concrete Median Island)	2,400	s.f.	\$ 5.00	\$ 12,000.00
12.	Erosion Control	114,800	s.f.	\$ 0.20	\$ 22,960.00
				Subtotal	\$ 1,244,407.00
				Contingency (15%)	\$ 186,661.05
				Surveys & Engineering (10%)	\$ 124,440.70
				Construction Management (15%)	\$ 186,661.05
				Environmental Mitigation (5%)	\$ 62,220.35
				Total	\$ 1,804,390.15
				Use	\$ 1,805,000.00

<u>FRONTAGE</u>	<u>ITEM</u>	<u>QUANTITY</u>	<u>UNIT</u>	<u>UNIT PRICE</u>	<u>PER FT COST</u>
1.	Clear and Grub	40,000	s.f.	\$ 0.10	\$ 4,000.00
2.	Rough Grade Excavation	2,960	c.y.	\$ 3.50	\$ 10,360.00
3.	Roadway Excavation	690	c.y.	\$ 5.00	\$ 3,450.00
4.	Roadway Subgrade Preparation	7,500	s.f.	\$ 0.30	\$ 2,250.00
5.	Curb & Gutter, Type 2 (Vertical Curb)	2,500	l.f.	\$ 20.00	\$ 50,000.00
6.	Concrete Sidewalk	12,500	s.f.	\$ 6.00	\$ 75,000.00
7.	Sidewalk Ramps	3	ea.	\$ 3,500.00	\$ 10,500.00
8.	Landscape Corridor Planting & Irrigation	20,000	s.f.	\$ 6.00	\$ 120,000.00
9.	Street Lights (Type A, 220' spacing, both sides)	1,350	l.f.	\$ 25.00	\$ 33,750.00
10.	Erosion Control	40,000	s.f.	\$ 0.20	\$ 8,000.00
				Subtotal	\$ 317,310.00
				Contingency (15%)	\$ 47,596.50
				Surveys & Engineering (10%)	\$ 31,731.00
				Construction Management (15%)	\$ 47,596.50
				Environmental Mitigation (5%)	\$ 15,865.50
				Total	\$ 460,099.50
				Use	\$ 461,000.00
				COMBINED	\$ 2,266,000.00

**Preliminary Cost Estimate
Folsom Plan Area Specific Plan
SCTDF Share Estimate**

**Preliminary Intersection Cost
Thoroughfare / Arterial - 3 Way
Intersection X6 - Oak Avenue Parkway / White Rock Road
(6-Lane x 4-Lane x 6-Lane)**

	<u>ITEM</u>	<u>QUANTITY</u>	<u>UNIT</u>	<u>UNIT PRICE</u>	<u>PER FT COST</u>
1.	Clear and Grub	108,000	s.f.	\$ 0.10	\$ 10,800.00
2.	Rough Grade Excavation	8,000	c.y.	\$ 3.50	\$ 28,000.00
3.	Roadway Excavation	9,670	c.y.	\$ 5.00	\$ 48,350.00
4.	Roadway Subgrade Preparation	104,415	s.f.	\$ 0.30	\$ 31,324.50
5.	18" Aggregate Base	104,415	s.f.	\$ 3.00	\$ 313,245.00
6.	6" Asphalt Concrete Paving	104,415	s.f.	\$ 3.60	\$ 375,894.00
7.	Signing & Striping (Intersections - incl three 450' transitions)	0.75	l.s.	\$ 10,000.00	\$ 7,500.00
8.	Traffic Signal Interconnect	1,350	l.f.	\$ 6.00	\$ 8,100.00
9.	Traffic Signal	1	l.s.	\$ 300,000.00	\$ 300,000.00
10.	Median Curb, Type 5	2,400	l.f.	\$ 18.00	\$ 43,200.00
11.	Median Landscaping (Concrete Median Island)	2,400	s.f.	\$ 5.00	\$ 12,000.00
12.	Erosion Control	108,000	s.f.	\$ 0.20	\$ 21,600.00
				Subtotal	\$ 1,200,013.50
				Contingency (15%)	\$ 180,002.03
				Surveys & Engineering (10%)	\$ 120,001.35
				Construction Management (15%)	\$ 180,002.03
				Environmental Mitigation (5%)	\$ 60,000.68
				Total	\$ 1,740,019.58
				Use	\$ 1,741,000.00

<u>FRONTAGE</u>	<u>ITEM</u>	<u>QUANTITY</u>	<u>UNIT</u>	<u>UNIT PRICE</u>	<u>PER FT COST</u>
1.	Clear and Grub	40,000	s.f.	\$ 0.10	\$ 4,000.00
2.	Rough Grade Excavation	2,960	c.y.	\$ 3.50	\$ 10,360.00
3.	Roadway Excavation	690	c.y.	\$ 5.00	\$ 3,450.00
4.	Roadway Subgrade Preparation	7,500	s.f.	\$ 0.30	\$ 2,250.00
5.	Curb & Gutter, Type 2 (Vertical Curb)	2,500	l.f.	\$ 20.00	\$ 50,000.00
6.	Concrete Sidewalk	12,500	s.f.	\$ 6.00	\$ 75,000.00
7.	Sidewalk Ramps	3	ea.	\$ 3,500.00	\$ 10,500.00
8.	Landscape Corridor Planting & Irrigation	20,000	s.f.	\$ 6.00	\$ 120,000.00
9.	Street Lights (Type A, 220' spacing, both sides)	1,350	l.f.	\$ 17.50	\$ 23,625.00
10.	Erosion Control	40,000	s.f.	\$ 0.20	\$ 8,000.00
				Subtotal	\$ 307,185.00
				Contingency (15%)	\$ 46,077.75
				Surveys & Engineering (10%)	\$ 30,718.50
				Construction Management (15%)	\$ 46,077.75
				Environmental Mitigation (5%)	\$ 15,359.25
				Total	\$ 445,418.25
				Use	\$ 446,000.00
				COMBINED	\$ 2,187,000.00

**Preliminary Cost Estimate
Folsom Plan Area Specific Plan
SCTDF Share Estimate**

**Preliminary Intersection Cost
Thoroughfare / Arterial - 3 Way
Intersection X7 - Scott Road / White Rock Road
(6-Lane x 4-Lane x 6-Lane)**

	<u>ITEM</u>	<u>QUANTITY</u>	<u>UNIT</u>	<u>UNIT PRICE</u>	<u>PER FT COST</u>
1.	Clear and Grub	108,000	s.f.	\$ 0.10	\$ 10,800.00
2.	Rough Grade Excavation	8,000	c.y.	\$ 3.50	\$ 28,000.00
3.	Roadway Excavation	9,670	c.y.	\$ 5.00	\$ 48,350.00
4.	Roadway Subgrade Preparation	104,415	s.f.	\$ 0.30	\$ 31,324.50
5.	18" Aggregate Base	104,415	s.f.	\$ 3.00	\$ 313,245.00
6.	6" Asphalt Concrete Paving	104,415	s.f.	\$ 3.60	\$ 375,894.00
7.	Signing & Striping (Intersections - incl three 450' transitions)	0.75	l.s.	\$ 10,000.00	\$ 7,500.00
8.	Traffic Signal Interconnect	1,350	l.f.	\$ 6.00	\$ 8,100.00
9.	Traffic Signal	1	l.s.	\$ 300,000.00	\$ 300,000.00
10.	Median Curb, Type 5	2,400	l.f.	\$ 18.00	\$ 43,200.00
11.	Median Landscaping (Concrete Median Island)	2,400	s.f.	\$ 5.00	\$ 12,000.00
12.	Erosion Control	108,000	s.f.	\$ 0.20	\$ 21,600.00
	Subtotal			\$	1,200,013.50
	Contingency (15%)			\$	180,002.03
	Surveys & Engineering (10%)			\$	120,001.35
	Construction Management (15%)			\$	180,002.03
	Environmental Mitigation (5%)			\$	60,000.68
	Total			\$	1,740,019.58
	Use			\$	1,741,000.00

<u>FRONTAGE</u>	<u>ITEM</u>	<u>QUANTITY</u>	<u>UNIT</u>	<u>UNIT PRICE</u>	<u>PER FT COST</u>
1.	Clear and Grub	40,000	s.f.	\$ 0.10	\$ 4,000.00
2.	Rough Grade Excavation	2,960	c.y.	\$ 3.50	\$ 10,360.00
3.	Roadway Excavation	690	c.y.	\$ 5.00	\$ 3,450.00
4.	Roadway Subgrade Preparation	7,500	s.f.	\$ 0.30	\$ 2,250.00
5.	Curb & Gutter, Type 2 (Vertical Curb)	2,500	l.f.	\$ 20.00	\$ 50,000.00
6.	Concrete Sidewalk	12,500	s.f.	\$ 6.00	\$ 75,000.00
7.	Sidewalk Ramps	3	ea.	\$ 3,500.00	\$ 10,500.00
8.	Landscape Corridor Planting & Irrigation	20,000	s.f.	\$ 6.00	\$ 120,000.00
9.	Street Lights (Type A, 220' spacing, both sides)	1,350	l.f.	\$ 17.50	\$ 23,625.00
10.	Erosion Control	40,000	s.f.	\$ 0.20	\$ 8,000.00
	Subtotal			\$	307,185.00
	Contingency (15%)			\$	46,077.75
	Surveys & Engineering (10%)			\$	30,718.50
	Construction Management (15%)			\$	46,077.75
	Environmental Mitigation (5%)			\$	15,359.25
	Total			\$	445,418.25
	Use			\$	446,000.00
	COMBINED			\$	2,187,000.00

**Preliminary Cost Estimate
Folsom Plan Area Specific Plan
SCTDF Share Estimate**

**Preliminary Intersection Cost
Thoroughfare / Arterial - 3 Way
Intersection X9 - Empire Ranch Road / White Rock Road
(6-Lane x 4-Lane x 6-Lane)**

	<u>ITEM</u>	<u>QUANTITY</u>	<u>UNIT</u>	<u>UNIT PRICE</u>	<u>PER FT COST</u>
1.	Clear and Grub	108,000	s.f.	\$ 0.10	\$ 10,800.00
2.	Rough Grade Excavation	8,000	c.y.	\$ 3.50	\$ 28,000.00
3.	Roadway Excavation	9,670	c.y.	\$ 5.00	\$ 48,350.00
4.	Roadway Subgrade Preparation	104,415	s.f.	\$ 0.30	\$ 31,324.50
5.	18" Aggregate Base	104,415	s.f.	\$ 3.00	\$ 313,245.00
6.	6" Asphalt Concrete Paving	104,415	s.f.	\$ 3.60	\$ 375,894.00
7.	Signing & Striping (Intersections - incl three 450' transitions)	0.75	l.s.	\$ 10,000.00	\$ 7,500.00
8.	Traffic Signal Interconnect	1,350	l.f.	\$ 6.00	\$ 8,100.00
9.	Traffic Signal	1	l.s.	\$ 300,000.00	\$ 300,000.00
10.	Median Curb, Type 5	2,400	l.f.	\$ 18.00	\$ 43,200.00
11.	Median Landscaping (Concrete Median Island)	2,400	s.f.	\$ 5.00	\$ 12,000.00
12.	Erosion Control	108,000	s.f.	\$ 0.20	\$ 21,600.00
				Subtotal	\$ 1,200,013.50
				Contingency (15%)	\$ 180,002.03
				Surveys & Engineering (10%)	\$ 120,001.35
				Construction Management (15%)	\$ 180,002.03
				Environmental Mitigation (5%)	\$ 60,000.68
				Total	\$ 1,740,019.58
				Use	\$ 1,741,000.00

<u>FRONTAGE</u>	<u>ITEM</u>	<u>QUANTITY</u>	<u>UNIT</u>	<u>UNIT PRICE</u>	<u>PER FT COST</u>
1.	Clear and Grub	40,000	s.f.	\$ 0.10	\$ 4,000.00
2.	Rough Grade Excavation	2,960	c.y.	\$ 3.50	\$ 10,360.00
3.	Roadway Excavation	690	c.y.	\$ 5.00	\$ 3,450.00
4.	Roadway Subgrade Preparation	7,500	s.f.	\$ 0.30	\$ 2,250.00
5.	Curb & Gutter, Type 2 (Vertical Curb)	2,500	l.f.	\$ 20.00	\$ 50,000.00
6.	Concrete Sidewalk	12,500	s.f.	\$ 6.00	\$ 75,000.00
7.	Sidewalk Ramps	3	ea.	\$ 3,500.00	\$ 10,500.00
8.	Landscape Corridor Planting & Irrigation	20,000	s.f.	\$ 6.00	\$ 120,000.00
9.	Street Lights (Type A, 220' spacing, both sides)	1,350	l.f.	\$ 17.50	\$ 23,625.00
10.	Erosion Control	40,000	s.f.	\$ 0.20	\$ 8,000.00
				Subtotal	\$ 307,185.00
				Contingency (15%)	\$ 46,077.75
				Surveys & Engineering (10%)	\$ 30,718.50
				Construction Management (15%)	\$ 46,077.75
				Environmental Mitigation (5%)	\$ 15,359.25
				Total	\$ 445,418.25
				Use	\$ 446,000.00
				COMBINED	\$ 2,187,000.00

**Preliminary Cost Estimate
Folsom Plan Area Specific Plan
SCTDF Share Estimate**

**Preliminary Intersection Cost
Thoroughfare / Thoroughfare - 3 Way
Intersection X10 - Grant Line Road / White Rock Road
(6-Lane x 6-Lane x 6-Lane)**

	<u>ITEM</u>	<u>QUANTITY</u>	<u>UNIT</u>	<u>UNIT PRICE</u>	<u>PER FT COST</u>
1.	Clear and Grub	114,800	s.f.	\$ 0.10	\$ 11,480.00
2.	Rough Grade Excavation	8,500	c.y.	\$ 3.50	\$ 29,750.00
3.	Roadway Excavation	10,180	c.y.	\$ 5.00	\$ 50,900.00
4.	Roadway Subgrade Preparation	109,930	s.f.	\$ 0.30	\$ 32,979.00
5.	18" Aggregate Base	109,930	s.f.	\$ 3.00	\$ 329,790.00
6.	6" Asphalt Concrete Paving	109,930	s.f.	\$ 3.60	\$ 395,748.00
7.	Signing & Striping (Intersections - incl four 450' transitions)	0.75	l.s.	\$ 10,000.00	\$ 7,500.00
8.	Traffic Signal Interconnect	1,350	l.f.	\$ 6.00	\$ 8,100.00
9.	Traffic Signal	1	l.s.	\$ 300,000.00	\$ 300,000.00
10.	Median Curb, Type 5	2,400	l.f.	\$ 18.00	\$ 43,200.00
11.	Median Landscaping (Concrete Median Island)	2,400	s.f.	\$ 5.00	\$ 12,000.00
12.	Erosion Control	114,800	s.f.	\$ 0.20	\$ 22,960.00
	Subtotal			\$	1,244,407.00
				Contingency (15%)	\$ 186,661.05
				Surveys & Engineering (10%)	\$ 124,440.70
				Construction Management (15%)	\$ 186,661.05
				Environmental Mitigation (5%)	\$ 62,220.35
	Total			\$	1,804,390.15
	Use			\$	1,805,000.00

<u>FRONTAGE</u>	<u>ITEM</u>	<u>QUANTITY</u>	<u>UNIT</u>	<u>UNIT PRICE</u>	<u>PER FT COST</u>
1.	Clear and Grub	40,000	s.f.	\$ 0.10	\$ 4,000.00
2.	Rough Grade Excavation	2,960	c.y.	\$ 3.50	\$ 10,360.00
3.	Roadway Excavation	690	c.y.	\$ 5.00	\$ 3,450.00
4.	Roadway Subgrade Preparation	7,500	s.f.	\$ 0.30	\$ 2,250.00
5.	Curb & Gutter, Type 2 (Vertical Curb)	2,500	l.f.	\$ 20.00	\$ 50,000.00
6.	Concrete Sidewalk	12,500	s.f.	\$ 6.00	\$ 75,000.00
7.	Sidewalk Ramps	3	ea.	\$ 3,500.00	\$ 10,500.00
8.	Landscape Corridor Planting & Irrigation	20,000	s.f.	\$ 6.00	\$ 120,000.00
9.	Street Lights (Type A, 220' spacing, both sides)	1,350	l.f.	\$ 25.00	\$ 33,750.00
10.	Erosion Control	40,000	s.f.	\$ 0.20	\$ 8,000.00
	Subtotal			\$	317,310.00
				Contingency (15%)	\$ 47,596.50
				Surveys & Engineering (10%)	\$ 31,731.00
				Construction Management (15%)	\$ 47,596.50
				Environmental Mitigation (5%)	\$ 15,865.50
	Total			\$	460,099.50
	Use			\$	461,000.00
	COMBINED			\$	2,266,000.00

**Preliminary Cost Estimate
Folsom Plan Area Specific Plan
SCTDF Share Estimate**

**Preliminary Intersection Cost
Thoroughfare / Collector - 3 Way
Intersection X11 - Douglas Road / Grant Line Road
6-lane x 2-lane x 6-lane**

	<u>ITEM</u>	<u>QUANTITY</u>	<u>UNIT</u>	<u>UNIT PRICE</u>	<u>PER FT COST</u>
1.	Clear and Grub	74,000	s.f.	\$ 0.10	\$ 7,400.00
2.	Rough Grade Excavation	5,480	c.y.	\$ 3.50	\$ 19,180.00
3.	Roadway Excavation	6,640	c.y.	\$ 5.00	\$ 33,200.00
4.	Roadway Subgrade Preparation	71,660	s.f.	\$ 0.30	\$ 21,498.00
5.	18" Aggregate Base	71,660	s.f.	\$ 3.00	\$ 214,980.00
6.	6" Asphalt Concrete Paving	71,660	s.f.	\$ 3.60	\$ 257,976.00
7.	Signing & Striping (Intersections - incl two 450' transitions)	0.5	l.s.	\$ 10,000.00	\$ 5,000.00
8.	Traffic Signal Interconnect	900	l.f.	\$ 6.00	\$ 5,400.00
9.	Traffic Signal	1	l.s.	\$ 300,000.00	\$ 300,000.00
10.	Median Curb, Type 5	1,600	l.f.	\$ 18.00	\$ 28,800.00
11.	Median Landscaping (Concrete Median Island)	1,600	s.f.	\$ 5.00	\$ 8,000.00
12.	Erosion Control	74,000	s.f.	\$ 0.20	\$ 14,800.00
	Subtotal			\$	\$ 916,234.00
				Contingency (15%)	\$ 137,435.10
				Surveys & Engineering (10%)	\$ 91,623.40
				Construction Management (15%)	\$ 137,435.10
				Environmental Mitigation (5%)	\$ 45,811.70
	Total			\$	\$ 1,328,539.30
	Use			\$	\$ 1,329,000.00

<u>FRONTAGE</u>	<u>ITEM</u>	<u>QUANTITY</u>	<u>UNIT</u>	<u>UNIT PRICE</u>	<u>PER FT COST</u>
1.	Clear and Grub	27,200	s.f.	\$ 0.10	\$ 2,720.00
2.	Rough Grade Excavation	2,010	c.y.	\$ 3.50	\$ 7,035.00
3.	Roadway Excavation	470	c.y.	\$ 5.00	\$ 2,350.00
4.	Roadway Subgrade Preparation	5,100	s.f.	\$ 0.30	\$ 1,530.00
5.	Curb & Gutter, Type 2 (Vertical Curb)	1,700	l.f.	\$ 20.00	\$ 34,000.00
6.	Concrete Sidewalk	8,500	s.f.	\$ 6.00	\$ 51,000.00
7.	Sidewalk Ramps	3	ea.	\$ 3,500.00	\$ 10,500.00
8.	Landscape Corridor Planting & Irrigation	13,600	s.f.	\$ 6.00	\$ 81,600.00
9.	Street Lights (Type A, 220' spacing, both sides)	1,700	l.f.	\$ 25.00	\$ 42,500.00
10.	Erosion Control	27,200	s.f.	\$ 0.20	\$ 5,440.00
	Subtotal			\$	\$ 238,675.00
				Contingency (15%)	\$ 35,801.25
				Surveys & Engineering (10%)	\$ 23,867.50
				Construction Management (15%)	\$ 35,801.25
				Environmental Mitigation (5%)	\$ 11,933.75
	Total			\$	\$ 346,078.75
	Use			\$	\$ 347,000.00
	COMBINED			\$	\$ 1,676,000.00

**Preliminary Cost Estimate
Folsom Plan Area Specific Plan
SCTDF Share Estimate**

**Preliminary Intersection Cost
Thoroughfare / Collector - 3 Way
Intersection X12 - Kiefer Blvd. / Grant Line Road
(6-Lane x 2-Lane)**

	<u>ITEM</u>	<u>QUANTITY</u>	<u>UNIT</u>	<u>UNIT PRICE</u>	<u>PER FT COST</u>
1.	Clear and Grub	76,120	s.f.	\$ 0.10	\$ 7,612.00
2.	Rough Grade Excavation	5,640	c.y.	\$ 3.50	\$ 19,740.00
3.	Roadway Excavation	6,550	c.y.	\$ 5.00	\$ 32,750.00
4.	Roadway Subgrade Preparation	70,720	s.f.	\$ 0.30	\$ 21,216.00
5.	24" Aggregate Base	70,720	s.f.	\$ 3.00	\$ 212,160.00
6.	6" Asphalt Concrete Paving	70,720	s.f.	\$ 3.60	\$ 254,592.00
7.	Signing & Striping (Intersections - incl two 450' transitions)	0.5	l.s.	\$ 10,000.00	\$ 5,000.00
8.	Traffic Signal Interconnect	900	l.f.	\$ 6.00	\$ 5,400.00
9.	Traffic Signal	1	l.s.	\$ 300,000.00	\$ 300,000.00
10.	Median Curb, Type 5	1,700	l.f.	\$ 18.00	\$ 30,600.00
11.	Median Landscaping (Concrete Median Island)	4,550	s.f.	\$ 5.00	\$ 22,750.00
12.	Erosion Control	76,120	s.f.	\$ 0.20	\$ 15,224.00
	Subtotal			\$	927,044.00
	Contingency (15%)			\$	139,056.60
	Surveys & Engineering (10%)			\$	92,704.40
	Construction Management (15%)			\$	139,056.60
	Environmental Mitigation (5%)			\$	46,352.20
	Total			\$	1,344,213.80
	Use			\$	1,345,000.00

<u>FRONTAGE</u>	<u>ITEM</u>	<u>QUANTITY</u>	<u>UNIT</u>	<u>UNIT PRICE</u>	<u>PER FT COST</u>
1.	Clear and Grub	27,200	s.f.	\$ 0.10	\$ 2,720.00
2.	Rough Grade Excavation	2,010	c.y.	\$ 5.00	\$ 10,050.00
3.	Roadway Excavation	470	c.y.	\$ 3.00	\$ 1,410.00
4.	Roadway Subgrade Preparation	5,100	s.f.	\$ 0.30	\$ 1,530.00
5.	Curb & Gutter, Type 2 (Vertical Curb)	1,700	l.f.	\$ 20.00	\$ 34,000.00
6.	Concrete Sidewalk	8,500	s.f.	\$ 6.00	\$ 51,000.00
7.	Sidewalk Ramps	3	ea.	\$ 3,500.00	\$ 10,500.00
8.	Landscape Corridor Planting & Irrigation	13,600	s.f.	\$ 6.00	\$ 81,600.00
9.	Street Lights (Type A, 220' spacing, both sides)	1,700	l.f.	\$ 17.50	\$ 29,750.00
10.	Erosion Control	27,200	s.f.	\$ 0.20	\$ 5,440.00
	Subtotal			\$	228,000.00
	Contingency (15%)			\$	34,200.00
	Surveys & Engineering (10%)			\$	22,800.00
	Construction Management (15%)			\$	34,200.00
	Environmental Mitigation (5%)			\$	11,400.00
	Total			\$	330,600.00
	Use			\$	331,000.00
	COMBINED			\$	1,676,000.00

**Preliminary Cost Estimate
Folsom Plan Area Specific Plan
SCTDF Share Estimate**

**Preliminary Intersection Cost
Thoroughfare / Thoroughfare
Intersection X13 - Jackson Road (SR 16) / Grant Line Road
(6-Lane x 6-Lane)**

	<u>ITEM</u>	<u>QUANTITY</u>	<u>UNIT</u>	<u>UNIT PRICE</u>	<u>PER FT COST</u>
1.	Clear and Grub	154,000	s.f.	\$ 0.10	\$ 15,400.00
2.	Rough Grade Excavation	11,410	c.y.	\$ 3.50	\$ 39,935.00
3.	Roadway Excavation	13,810	c.y.	\$ 5.00	\$ 69,050.00
4.	Roadway Subgrade Preparation	149,200	s.f.	\$ 0.30	\$ 44,760.00
5.	24" Aggregate Base	149,200	s.f.	\$ 3.00	\$ 447,600.00
6.	6" Asphalt Concrete Paving	149,200	s.f.	\$ 3.60	\$ 537,120.00
7.	Signing & Striping (Intersections - incl four 450' transitions)	1	l.f.	\$ 10,000.00	\$ 10,000.00
8.	Traffic Signal Interconnect	1,800	l.f.	\$ 6.00	\$ 10,800.00
9.	Traffic Signal	1	ea.	\$ 300,000.00	\$ 300,000.00
10.	Median Curb, Type 5	3,200	l.f.	\$ 18.00	\$ 57,600.00
11.	Median Landscaping (Concrete Median Island)	3,200	s.f.	\$ 5.00	\$ 16,000.00
12.	Erosion Control	154,000	s.f.	\$ 0.20	\$ 30,800.00
	Subtotal			\$	1,579,065.00
				Contingency (15%)	\$ 236,859.75
				Surveys & Engineering (10%)	\$ 157,906.50
				Construction Management (15%)	\$ 236,859.75
				Environmental Mitigation (5%)	\$ 78,953.25
	Total			\$	2,289,644.25
	Use			\$	2,290,000.00

<u>FRONTAGE</u>	<u>ITEM</u>	<u>QUANTITY</u>	<u>UNIT</u>	<u>UNIT PRICE</u>	<u>PER FT COST</u>
1.	Clear and Grub	51,200	s.f.	\$ 0.10	\$ 5,120.00
2.	Rough Grade Excavation	1,900	c.y.	\$ 3.50	\$ 6,650.00
3.	Roadway Excavation	530	c.y.	\$ 5.00	\$ 2,650.00
4.	Roadway Subgrade Preparation	9,600	s.f.	\$ 0.30	\$ 2,880.00
5.	Curb & Gutter, Type 2 (Vertical Curb)	3,200	l.f.	\$ 20.00	\$ 64,000.00
6.	Concrete Sidewalk	19,200	s.f.	\$ 6.00	\$ 115,200.00
7.	Sidewalk Ramps	4	ea.	\$ 3,500.00	\$ 14,000.00
8.	Landscape Corridor Planting & Irrigation	25,600	s.f.	\$ 6.00	\$ 153,600.00
9.	Street Lights (Type A, 220' spacing, both sides)	1,800	l.f.	\$ 25.00	\$ 45,000.00
10.	Erosion Control	51,200	s.f.	\$ 0.20	\$ 10,240.00
	Subtotal			\$	419,340.00
				Contingency (15%)	\$ 62,901.00
				Surveys & Engineering (10%)	\$ 41,934.00
				Construction Management (15%)	\$ 62,901.00
				Environmental Mitigation (5%)	\$ 20,967.00
	Total			\$	608,043.00
	Use			\$	609,000.00
	COMBINED			\$	2,899,000.00

Preliminary Cost Estimate
Folsom Plan Area Specific Plan
SCTDF Share Estimate

Preliminary Master Unit Price

<u>ITEM</u>	<u>UNIT</u>	<u>UNIT PRICE</u>
1. Clear and Grub	s.f.	\$ 0.10
2. Sawcut Asphalt Concrete	l.f.	\$ 1.00
3. Demo Existing Concrete	s.f.	\$ 2.00
4. Demo Existing Roadway	s.f.	\$ 1.00
5. Rough Grade Excavation	c.y.	\$ 3.50
6. Roadside Ditch	l.f.	\$ 10.00
7. Local Drainage - Street Storm Drain System	l.f.	\$ 35.00
8. Roadway Excavation	c.y.	\$ 5.00
9. Roadway Subgrade Preparation	s.f.	\$ 0.30
10. 24" Aggregate Base	s.f.	\$ 3.00
11. 6" Asphalt Concrete Paving	s.f.	\$ 3.60
12. 6" Aggregate Base	s.f.	\$ 1.50
13. 2" Asphalt Concrete Paving	s.f.	\$ 1.20
14. Signing & Striping (\$ per lane)	l.f.	\$ 1.50
15. Bike Lane Signing & Striping (2-lanes)	l.f.	\$ 0.50
16. Signing & Striping (Intersections - incl four 450' transitions)	l.s.	\$ 10,000.00
17. Traffic Signal Interconnect	l.f.	\$ 6.00
18. Traffic Signal 6 x	ea	\$ 300,000.00
19. Traffic Signal 4 x	ea	\$ 250,000.00
19. Traffic Signal Modification (Reset 1 Signal)	ea	\$ 50,000.00
20. Traffic Signal Modification (Reset 2 Signals)	ea	\$ 100,000.00
21. Curb & Gutter, Type 2 (Vertical Curb)	l.f.	\$ 20.00
22. Concrete Sidewalk	s.f.	\$ 6.00
23. 4" Decomposed Granite Trail	s.f.	\$ 1.00
24. Landscape Corridor Planting & Irrigation	s.f.	\$ 6.00
25. Sidewalk Ramps	ea	\$ 3,500.00
26. Street Lights - Type A	ea	\$ 3,850.00
27. Street Lights (Type A, 220' spacing, one side)	l.f.	\$ 17.50
28. Street Lights (Type A, 220' spacing, both sides)	l.f.	\$ 25.00
29. Median Curb, Type 5	l.f.	\$ 18.00
30. Median Top Soil Import (12" Depth)	c.y.	\$ 30.00
31. Median Landscape Planting & Irrigation	s.f.	\$ 6.00
32. Median Landscaping (Future Travel Lanes)	s.f.	\$ 4.00
33. Erosion Control	s.f.	\$ 0.20
34. Median Landscape (Concrete Island)	s.f.	\$ 5.00

Appendix A Summary

The 2010 Sacramento County Transportation Development Fee Program (SCTDF) estimated the total cost (Table C-1) of Hazel Avenue between Madison Avenue and Gold Country Blvd to be \$82,376,000.

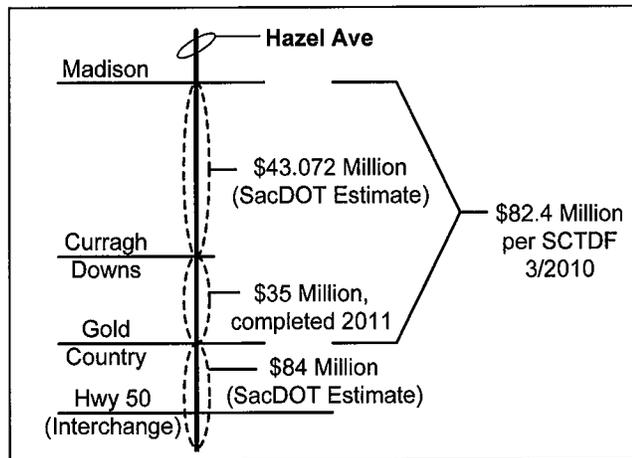
However, SacDOT has completed the first phase of this segment from Gold Country to Curragh Downs in 2011 for \$35 million, as such this segment will not be included in the Folsom SOI roadway network.

Current SacDOT project estimates for the remaining segment from Curragh Downs to Madison Ave are about \$43.072 million, this segment and current cost projection is contained in the Folsom SOI roadway network.

The 2010 SCTDF estimates the cost of the Hazel Ave and Hwy 50 interchange to be \$84 million. Current SacDOT estimates show this to still be a good forecast for the Folsom SOI roadway network.

Hazel Ave at Hwy 50 Interchange

Grade Crossing over RxR	\$20M
Interchange Improvements	\$30M
Potential Structure Replacement	\$15M
Right of Way/Utilities	\$4M
Design	\$7M
Construction Management	\$8M
Total (includes structure replacement)	\$84M



There is a possibility that the existing structure over Hwy 50 will need to be replaced with this project, and the cost of this replacement is included with the above estimate.



Fair Share Cost Allocation

Sacramento County & City of Folsom



Prepared for:

Sacramento County Department of Transportation

Prepared by:



November 9, 2012



The agreement by the Working Group has thus re-allocated all of the “unfunded” amounts highlighted in **Table 5**. Based on those decisions, **Table 6** shows that the Folsom Plan Area Specific Plan (FPASP) would fund about \$107 million of the selected improvements, including about \$50 million for roadways within the FPASP.

Improvement Location	Nexus-Based Allocation	Unfunded	Total
Sacramento County	\$30,537,353	\$1,566,686	\$32,104,039
Prairie City Road	\$10,226,191	\$3,581,969	\$13,808,160
Connector	\$11,264,506		\$11,264,506
FPASP	\$46,125,832	\$4,225,837	\$50,351,669
Total			\$107,528,374
Source: DKS Associates, 2012			

Table 7 shows the net effect of the Fair Share Cost Allocation. About \$60.2 million of the cost improvements on Sacramento County roadway system was allocated to the City of Folsom, including roadway segments that are part of the Connector Project and segments shared with other jurisdictions. The City of Folsom will also fund one half of the additional amount that was allocated to Sacramento County or “other sources” by the Modified Method for improvements to Sacramento County roadways.

Sacramento County was allocated about \$8.9 million for improvements in the Folsom Plan Area Specific Plan (FPASP) with the nexus-based analysis. The net effect of Fair Share Cost Allocation is that the City of Folsom will effectively owe about \$51.4 million to the Sacramento County Transportation Development Fee (SCTDF) Program.

Funded by	Improvement Location	Amount
City of Folsom	Sacramento Co	\$32,104,038
	Prairie City Road	\$13,808,159
	Connector	\$11,264,506
	Sacramento Co – Shared funding ¹	\$3,059,512
	Subtotal	\$60,236,216
Sacramento Co	FPASP	-\$8,865,456
Net Amount		\$51,370,761
¹ Shared funding amount is one half of the additional amount that was allocated to Sacramento County or “other sources” by the Modified Method for improvements to Sacramento County roadways. Source: DKS Associates, 2012		

FAIR SHARE COST ALLOCATION SACRAMENTO COUNTY & CITY OF FOLSOM



**Table 2
Estimated Cost and Funding of Selected Improvements**

Roadway	Segment			Improvement	Estimated Total Project Cost ¹	Estimated Funding				
	#	From	To			Measure A	Federal	East Co Quarry Mitigation	Fair Share Cost Allocation	
Easton Valley Pkwy	1A	Hazel Ave	Prairie City Rd	New 6 lane road	\$32,304,525				\$32,304,525	
	1B	Prairie City Rd	E St	New 4 lane road	\$22,133,155				\$22,133,155	
	1C	E St	Scott Rd	New 4 lane road	\$5,210,590				\$5,210,590	
Grant Line Rd	2A	White Rock Rd	Rancho Cordova Limit	4 lane expressway with 6 lanes at intersections	\$8,085,367	\$2,668,171		\$1,400,360	\$4,016,836	
	2B	Rancho Cordova Limit	Douglas Rd		\$13,566,300	\$4,476,879		\$2,865,640	\$6,223,781	
	2C	Douglas Rd	Kiefer Blvd		\$24,817,100	\$8,189,643		\$1,219,251	\$15,408,206	
	2D	Kiefer Blvd	Jackson Rd		\$16,172,475	\$5,336,917		\$1,262,067	\$9,573,491	
Hazel Avenue	3A	Madison Ave	US 50	Widen to 6 lanes	\$56,000,000	\$7,483,000	\$13,842,000		\$34,675,000	
	3B	US 50	Easton Valley Pkwy	New 6 lane road & interchange	\$84,000,000	\$19,657,000			\$64,343,000	
Oak Ave Pkwy	4A	US 50	Easton Valley Pkwy	New 4 lane road	\$6,554,460				\$6,554,460	
	4B	Easton Valley Pkwy	White Rock Rd	New 4 lane road	\$11,853,160				\$11,853,160	
Prairie City Rd	5A	US 50	Easton Valley Pkwy	Widen to 6 lanes	\$10,555,215				\$10,555,215	
	5B	Easton Valley Pkwy	Glenborough So. Bndry	Widen to 6 lanes	\$3,446,905				\$3,446,905	
	5C	Glenborough So. Bndry	White Rock Rd	Widen to 4 lanes	\$9,524,827			\$1,000,000	\$8,524,827	
Scott Rd	6A	US 50	Easton Valley Pkwy	Widen to 6 lanes	\$2,710,895				\$2,710,895	
	6B	Easton Valley Pkwy	B St	Widen to 6 lanes	\$2,322,375				\$2,322,375	
	6C	B St	White Rock Rd	Widen to 4 lanes	\$8,432,490				\$8,432,490	
White Rock Rd	7A	Westborough E Bndry	Americanos Blvd	Widen to 6 lanes	\$14,569,500				\$14,569,500	
	7B	Americanos Blvd	Grant Line Rd	Widen to 6 lanes	\$9,783,583				\$9,783,583	
	7C	Grant Line Rd	Prairie City Rd	4 lane expressway with 6 lanes at intersections	\$12,441,367			\$95,331	\$12,346,036	
	7D	Prairie City Rd	Scott Rd		\$23,166,367	\$7,644,901		\$15,658,865	-\$137,399	
	7E	Scott Rd	El Dorado Co Line		\$28,503,200	\$9,406,056		\$1,315,134	\$17,782,010	
Glenborough	8A	Easton Valley Pkwy	Folsom Blvd	New 4 lane road	\$7,205,000				\$7,205,000	
					Total	\$413,358,856	\$64,862,567	\$13,842,000	\$24,816,648	\$309,837,641

¹ See "SCTDF Cost Share Roadway Cost Estimates" (MacKay & Somps Civil Engineers, July 2012) for details of cost estimation

FAIR SHARE COST ALLOCATION SACRAMENTO COUNTY & CITY OF FOLSOM

DKS Associates
Transportation Solutions

Table C-1
Percent Use of Roadways from Growth Only - Modified Method (Based on Table B-1 with no allocation to City of Folsom north of US 50)

Roadway	Segment		Existing	Share Based only on Growth													Latrobe (EDC)	Rest of Region		
	#	From		To	Folsom		Ranch Cordova		SCTDF District 3			SCTDF Other Districts								
					North of US 50	FPASP	Sunridge	Rio del Oro	Infill	Cordova Hills	Easton	Other	1	2	4	5			6	
Easton Valley Pkwy	1A	Hazel Ave	Prairie City Rd			28.3%					2.2%	62.5%	4.4%	0.3%	0.4%	1.8%	0.0%	0.0%		
	1B	Prairie City Rd	E St			80.6%					3.1%	13.3%	1.0%	0.2%	0.3%	1.2%	0.2%	0.0%		
	1C	E St	Scott Rd			96.3%					0.0%	3.3%	0.3%	0.0%	0.0%	0.1%	0.0%	0.0%		
Grant Line Rd	2A	White Rock Rd	Rancho Cordova Limits		6.4%	20.0%	23.3%	2.5%	0.0%		26.5%	1.8%	0.2%	0.0%	0.0%	2.5%	1.2%	0.0%	8.2%	7.4%
	2B	Rancho Cordova Limits	Douglas Rd		6.4%	20.0%	23.3%	2.5%	0.0%		26.5%	1.8%	0.2%	0.0%	0.0%	2.5%	1.2%	0.0%	8.2%	7.4%
	2C	Douglas Rd	Kiefer Bl		3.1%	10.0%	17.6%	3.4%	0.2%		43.1%	0.7%	0.1%	0.1%	0.1%	6.6%	1.6%	0.0%	4.7%	8.6%
	2D	Kiefer Bl	Jackson Rd		1.8%	6.8%	21.3%	1.5%	0.0%		35.1%	0.1%	0.0%	0.0%	0.0%	13.5%	1.5%	0.0%	4.0%	14.4%
Hazel Avenue	3A	Madison Ave	US 50			27.5%					2.9%	38.9%	5.9%	7.7%	9.3%	7.5%	0.2%	0.0%		
	3B	US 50	Easton Valley Pkwy			8.2%					0.8%	69.3%	9.8%	2.7%	4.4%	4.7%	0.1%	0.1%		
Oak Ave Pkwy	4A	US 50	Easton Valley Pkwy			81.1%					4.0%	10.2%	0.6%	0.4%	0.5%	2.8%	0.3%	0.0%		
	4B	Easton Valley Pkwy	White Rock Rd			89.0%					1.3%	5.6%	0.5%	0.1%	0.2%	3.1%	0.2%	0.0%		
Prairie City Rd	5A	US 50	Easton Valley Pkwy			66.3%					12.6%	14.8%	0.4%	0.4%	0.6%	4.3%	0.6%	0.0%		
	5B	Easton Valley Pkwy	Glenborough So. Bndry			51.5%					28.8%	9.8%	0.8%	0.2%	0.3%	7.2%	1.3%	0.0%		
	5C	Glenborough So. Bndry	White Rock Rd			39.8%					39.5%	8.3%	0.7%	0.0%	0.1%	9.7%	1.7%	0.0%		
Scott Rd	6A	US 50	Easton Valley Pkwy			91.9%					4.8%	0.2%	0.1%	0.2%	0.3%	2.2%	0.4%	0.0%		
	6B	Easton Valley Pkwy	B St			88.5%					6.6%	1.3%	0.2%	0.1%	0.1%	2.6%	0.5%	0.0%		
	6C	B St	White Rock Rd			75.9%					16.3%	0.3%	0.1%	0.0%	0.0%	6.2%	1.2%	0.0%		
White Rock Rd	7A	Westborough E Bndry	Americanos Blvd			29.9%	1.1%	56.7%	2.1%		0.5%	0.8%	2.4%	0.2%	0.3%	6.0%	0.0%	0.0%		
	7B	Americanos Blvd	Grant Line Rd			33.9%	4.2%	53.6%	0.9%		0.6%	0.4%	0.6%	0.0%	0.0%	5.8%	0.0%	0.0%		
	7C	Grant Line Rd	Prairie City Rd			5.6%	21.9%	17.8%	13.6%	0.2%		19.1%	1.4%	0.2%	0.0%	3.1%	0.8%	0.0%	9.8%	6.4%
	7D	Prairie City Rd	Scott Rd			2.9%	20.5%	14.9%	12.9%	0.2%		14.2%	0.7%	0.2%	0.0%	5.7%	0.9%	0.0%	18.0%	8.9%
	7E	Scott Rd	El Dorado Co Line			0.2%	24.4%	8.3%	8.9%	0.2%		8.4%	1.2%	0.2%	0.0%	3.8%	0.6%	0.0%	37.5%	6.2%
Glenborough	8A	Easton Valley Pkwy	Folsom Blvd			6.5%					1.3%	89.3%	1.2%	0.1%	0.3%	1.2%	0.0%	0.0%		

Notes: Segments that are not shaded were allocated to only Sacramento Co and City of Folsom

Connector Segments (allocated to growth in all areas) =

White Rock Rd west of Grant Line Rd (allocated to Sacramento Co and cities of Folsom & Rancho Cordova) =

Table C-2
Modified Method Allocation of Total Project Costs (based on percentages in Table C-1)

Roadway	Segment		Funded by SCTDF and SOI Fee Programs	Cost Allocation													Latrobe (EDC)	Rest of Region			
	#	From		To	Folsom		Ranch Cordova		SCTDF District 3			SCTDF Other Districts									
					North of US 50	FPASP	Sunridge	Rio del Oro	Infill	Cordova Hills	Easton	Other	1	2	4	5			6		
Easton Valley Pkwy	1A	Hazel Ave	Prairie City Rd	\$32,304,523	\$0	\$9,128,744	\$0	\$0	\$0	\$0	\$721,986	\$20,183,888	\$1,436,039	\$100,084	\$130,129	\$585,749	\$12,879	\$5,027	\$0	\$0	
	1B	Prairie City Rd	E St	\$22,133,155	\$0	\$17,831,999	\$0	\$0	\$0	\$0	\$679,772	\$2,954,017	\$226,561	\$54,976	\$69,684	\$275,947	\$36,204	\$3,997	\$0	\$0	
	1C	E St	Scott Rd	\$5,210,590	\$0	\$5,018,268	\$0	\$0	\$0	\$0	\$0	\$170,204	\$15,986	\$171	\$234	\$5,719	\$0	\$7	\$0	\$0	
Grant Line Rd	2A	White Rock Rd	Rancho Cordova Limits	\$4,016,836	\$256,575	\$802,371	\$937,514	\$101,233	\$0	\$0	\$1,065,506	\$71,054	\$8,652	\$0	\$694	\$100,277	\$47,035	\$0	\$329,370	\$296,555	
	2B	Rancho Cordova Limits	Douglas Rd	\$6,223,781	\$397,544	\$1,243,213	\$1,452,607	\$156,853	\$0	\$0	\$1,650,920	\$110,092	\$13,405	\$0	\$1,075	\$155,372	\$72,878	\$0	\$510,334	\$459,489	
	2C	Douglas Rd	Kiefer Bl	\$15,408,206	\$481,680	\$1,548,119	\$2,709,167	\$522,670	\$24,521	\$0	\$6,646,275	\$114,913	\$15,358	\$13,687	\$15,491	\$1,018,145	\$244,684	\$2,183	\$726,413	\$1,324,900	
	2D	Kiefer Bl	Jackson Rd	\$9,573,491	\$171,843	\$648,705	\$2,040,224	\$144,139	\$0	\$0	\$3,360,500	\$13,723	\$635	\$256	\$2,832	\$1,289,687	\$146,906	\$200	\$378,945	\$1,374,895	
Hazel Avenue	3A	Madison Ave	US 50	\$34,675,000	\$0	\$9,551,432	\$0	\$0	\$0	\$0	\$1,019,894	\$13,488,829	\$2,056,785	\$2,664,033	\$3,215,134	\$2,599,382	\$73,844	\$5,669	\$0	\$0	
	3B	US 50	Easton Valley Pkwy	\$64,343,000	\$0	\$5,286,645	\$0	\$0	\$0	\$0	\$497,120	\$44,591,979	\$6,279,733	\$1,760,202	\$2,804,864	\$3,011,047	\$66,833	\$44,576	\$0	\$0	
Oak Ave Pkwy	4A	US 50	Easton Valley Pkwy	\$6,554,460	\$0	\$5,314,031	\$0	\$0	\$0	\$0	\$262,536	\$670,959	\$42,479	\$28,992	\$31,513	\$183,757	\$17,869	\$2,325	\$0	\$0	
	4B	Easton Valley Pkwy	White Rock Rd	\$11,853,160	\$0	\$10,543,462	\$0	\$0	\$0	\$0	\$157,390	\$659,676	\$58,411	\$15,322	\$20,889	\$367,721	\$28,785	\$1,504	\$0	\$0	
Prairie City Rd	5A	US 50	Easton Valley Pkwy	\$10,555,215	\$0	\$6,992,959	\$0	\$0	\$0	\$0	\$1,334,143	\$1,560,654	\$39,059	\$40,724	\$63,931	\$457,898	\$61,760	\$4,086	\$0	\$0	
	5B	Easton Valley Pkwy	Glenborough So. Bndry	\$3,446,905	\$0	\$1,775,162	\$0	\$0	\$0	\$0	\$993,754	\$339,060	\$27,858	\$6,647	\$11,647	\$248,935	\$43,204	\$638	\$0	\$0	
	5C	Glenborough So. Bndry	White Rock Rd	\$8,524,827	\$0	\$3,396,878	\$0	\$0	\$0	\$0	\$3,371,352	\$710,119	\$56,368	\$2,136	\$11,121	\$830,577	\$146,264	\$12	\$0	\$0	
Scott Rd	6A	US 50	Easton Valley Pkwy	\$2,710,895	\$0	\$2,490,304	\$0	\$0	\$0	\$0	\$129,584	\$4,741	\$1,614	\$6,639	\$7,339	\$60,132	\$9,937	\$605	\$0	\$0	
	6B	Easton Valley Pkwy	B St	\$2,322,375	\$0	\$2,054,456	\$0	\$0	\$0	\$0	\$154,030	\$31,287	\$3,844	\$2,739	\$3,159	\$61,203	\$11,392	\$265	\$0	\$0	
	6C	B St	White Rock Rd	\$8,432,490	\$0	\$6,396,763	\$0	\$0	\$0	\$0	\$1,375,166	\$27,445	\$10,115	\$2,437	\$2,866	\$518,856	\$98,573	\$269	\$0	\$0	
White Rock Rd	7A	Westborough E Bndry	Americanos Blvd	\$14,569,500	\$0	\$4,352,465	\$156,539	\$8,266,384	\$301,575	\$0	\$66,456	\$122,363	\$345,119	\$31,467	\$42,110	\$880,939	\$642	\$3,441	\$0	\$0	
	7B	Americanos Blvd	Grant Line Rd	\$9,783,583	\$0	\$3,316,195	\$414,820	\$5,243,531	\$89,699	\$0	\$58,095	\$40,822	\$55,002	\$71	\$536	\$564,446	\$321	\$45	\$0	\$0	
	7C	Grant Line Rd	Prairie City Rd	\$12,346,036	\$696,702	\$2,705,683	\$2,201,269	\$1,674,583	\$24,740	\$0	\$2,363,134	\$169,873	\$21,682	\$15	\$1,689	\$379,012	\$104,739	\$13	\$1,213,818	\$789,084	
	7D	Prairie City Rd	Scott Rd	-\$137,399	-\$4,045	-\$28,172	-\$20,511	-\$17,682	-\$340	\$0	-\$19,448	-\$1,023	\$0	-\$4	-\$12	-\$77,774	-\$1,270	\$0	-\$24,698	-\$12,204	
	7E	Scott Rd	El Dorado Co Line	\$17,782,010	\$30,440	\$4,344,586	\$1,474,398	\$1,591,199	\$43,801	\$0	\$1,500,727	\$218,238	\$38,352	\$1,551	\$1,812	\$672,340	\$101,710	\$191	\$6,664,392	\$1,098,274	
Glenborough	8A	Easton Valley Pkwy	Folsom Blvd	\$7,205,000	\$0	\$468,557	\$0	\$0	\$0	\$0	\$95,938	\$6,431,626	\$86,387	\$9,923	\$21,686	\$87,353	\$1,879	\$1,650	\$0	\$0	
Total				\$309,837,641	\$2,030,738	\$105,182,827	\$11,366,027	\$17,682,911	\$483,996	\$27,484,832	\$92,684,538	\$10,839,227	\$4,742,067	\$6,460,421	\$14,346,720	\$1,327,069	\$76,700	\$9,798,575	\$5,330,993		
Percent				100.0%	0.7%	33.9%	3.7%	5.7%	0.2%	8.9%	29.9%	3.5%	1.5%	2.1%	4.6%	0.4%	0.0%	3.2%	1.7%		

Source: DKS Associates, 2012

<\$19,977,402> → AMOUNT OF FPA SCTDF FEE REDUCTION IF THE HWY 50 COALITION FEE IS ADOPED.

Table 6
Funding for Improvements in 50 Corridor Mobility Fee Program

Roadway	Segment	Priority Improvement	Cost Estimate	50 Corridor Fee Program	Frontage Improvements	Funds from Other Fees	Funds from Other Sources
White Rock Rd	Sunrise Blvd to Rancho Cordova City Limits	Widen to 4 lanes	\$33,500,000	\$14,516,667	\$0	\$0	\$18,983,333
	Rancho Cordova City Limits to Prairie City Rd	Widen to 4 lanes	\$45,000,000	\$19,500,000	\$0	\$0	\$25,500,000
	Prairie City Rd to El Dorado Co Line	Widen to 4 lanes	\$75,500,000	\$32,716,667	\$0	\$0	\$42,783,333
	El Dorado Co Line to Silva Valley Rd	Widen to 4 lanes	\$26,000,000	\$11,266,667	\$0	\$0	\$14,733,333
Rancho Cordova Pkwy	White Rock Rd to US 50	New 6 lane road	\$15,981,000	\$3,944,500	\$8,092,000	\$3,944,500	\$0
Hazel Ave	US 50 to Easton Valley Pkwy	New 4 lane road	\$24,000,000	\$7,920,000	\$12,000,000	\$4,080,000	\$0
Easton Valley Pkwy	Rancho Cordova Pkwy to Rancho Cordova City Limits	New 6 lane road	\$5,355,500	\$997,000	\$3,361,500	\$997,000	\$0
	City Limits to Hazel Ave	New 6 lane road	\$4,100,000	\$1,353,000	\$1,353,000	\$1,394,000	\$0
US 50 Interchanges	Hazel Ave	Modify Interchange	\$60,000,000	\$19,800,000	\$0	\$40,200,000	\$0
US 50 Mainline	Sunrise Blvd to Hazel Ave	Aux lanes	\$34,500,000	\$5,600,000	\$0	\$0	\$28,900,000
	Hazel Ave to Folsom Blvd	Aux lanes	\$6,100,000	\$0	\$0	\$0	\$6,100,000
	Folsom Blvd to Scott Rd	Aux lanes	\$37,100,000	\$37,100,000	\$0	\$0	\$0
Subtotal Roadway Projects			\$367,136,500	\$154,714,500	\$24,806,500	\$50,615,500	\$137,000,000
			100%	42%	7%	14%	37%
Transit Project	Location		Cost Estimate	50 Corridor Fee Program			Funding from Other Sources
Folsom LRT (Gold Line)	Sunrise Blvd to Folsom Blvd	Passing Track	\$57,000,000	\$14,250,000	\$0	\$0	\$42,750,000
Subtotal Transit Projects			\$57,000,000	\$14,250,000	\$0	\$0	\$42,750,000
			100%	25%	0%	0%	75%
Total All Projects			\$424,136,500	\$168,964,500	\$24,806,500	\$50,615,500	\$179,750,000
			100%	40%	6%	12%	42%

Source: DKS Associates 2009

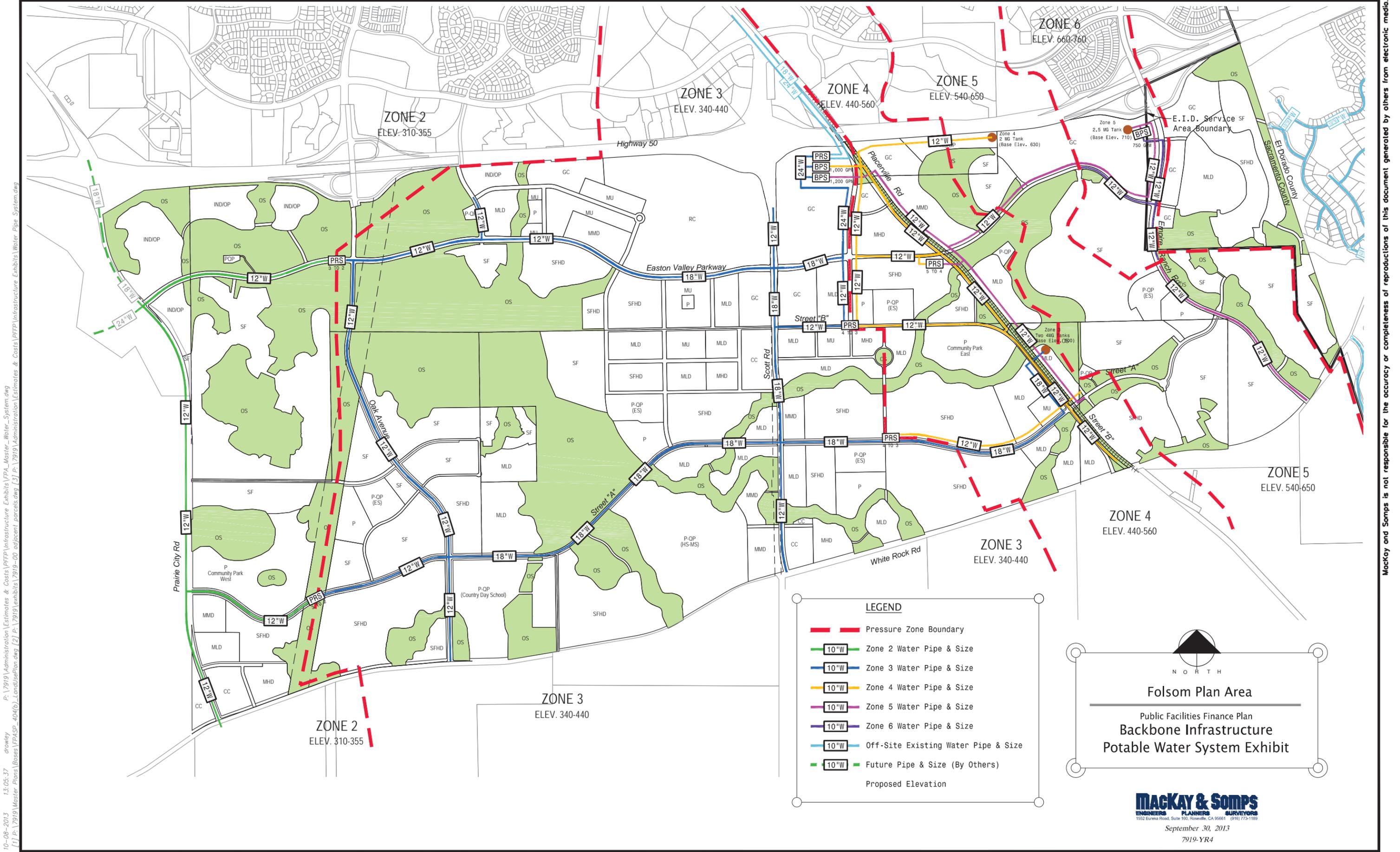
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APPENDIX C:
On-Site Potable Water

Figure C-1 Potable Water SystemC-1
Table C-1 Estimated On-Site Potable Water System Costs C-2
Table C-2 Infrastructure Cost Allocation: On-Site Potable WaterC-3
Mackay & Soms Detailed Cost Estimates.....C-4



Figure C-1



10-08-2013 13:05:37 drowley P:\7919 Administration\Estimates & Costs\PFPP\Infrastructure Exhibits\FPA_Master_Water_System.dwg
 [1] P:\7919 Master Plans\Bases\FPASP_404(b)_LandUsePlan.dwg [2] P:\7919 Exhibits\7919-00_adjacent_parcels.dwg [3] P:\7919 Administration\Estimates & Costs\PFPP\Infrastructure Exhibits\Water_Pipe_System.dwg

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Table C-1
Folsom Plan Area Specific Plan Financing Plan
Estimated On-Site Potable Water System Costs (2013\$)

On-Site Potable Water

Item	Construction	Engineering/ Plan Check/ Inspection	Contingency	Total
<i>Percent</i>		<i>20%</i>	<i>10%</i>	
Zone 2 Water System				
Pipelines	\$2,538,000	\$507,600	\$253,800	\$3,299,400
Subtotal Zone 2 Facilities	\$2,538,000	\$507,600	\$253,800	\$3,299,400
Zone 3 Water System				
Pipelines	\$8,914,800	\$1,782,960	\$891,480	\$11,589,240
Booster Pump Stations	\$770,000	\$154,000	\$77,000	\$1,001,000
Storage	\$6,000,000	\$1,200,000	\$600,000	\$7,800,000
Pressure Regulating Stations	\$125,000	\$25,000	\$12,500	\$162,500
Subtotal Zone 3 Facilities	\$15,809,800	\$3,161,960	\$1,580,980	\$20,552,740
Zone 4 Water System				
Pipelines	\$3,852,000	\$770,400	\$385,200	\$5,007,600
Storage	\$1,700,000	\$340,000	\$170,000	\$2,210,000
Pressure Regulating Stations	\$75,000	\$15,000	\$7,500	\$97,500
Subtotal Zone 4 Facilities	\$5,627,000	\$1,125,400	\$562,700	\$7,315,100
Zone 5 Water System				
Pipelines	\$2,970,000	\$594,000	\$297,000	\$3,861,000
Booster Pump Stations	\$262,500	\$52,500	\$26,250	\$341,250
Storage	\$2,125,000	\$425,000	\$212,500	\$2,762,500
Pressure Regulating Stations	\$25,000	\$5,000	\$2,500	\$32,500
Subtotal Zone 5 Facilities	\$5,382,500	\$1,076,500	\$538,250	\$6,997,250
Zone 6 Water System				
Pipelines	\$864,000	\$172,800	\$86,400	\$1,123,200
Pressure Regulating Stations	\$50,000	\$10,000	\$5,000	\$65,000
Subtotal Zone 5 Facilities	\$914,000	\$182,800	\$91,400	\$1,188,200
Land for Water Facilities	\$1,050,000	NA	NA	\$1,050,000
<i>6 acres @ \$175,000 per acre</i>				
Total Potable Water Costs	\$31,321,300	\$6,054,260	\$3,027,130	\$40,402,690
Total Potable Water Costs (Rounded)				\$40,400,000

p-water_costs

Source: MacKay & Soms

Table C-2
Folsom Plan Area Specific Plan Financing Plan
Infrastructure Cost Allocation: On-Site Potable Water (2013\$)

**On-Site
Potable Water**

Land Use	Land Uses		Less Folsom Heights		Land Uses		Cost Allocation Basis			Water Cost Allocation		
	Dev. Acres	Units/ Sq. Ft.	Dev. Acres	Units/ Sq. Ft.	Dev. Acres	Units/ Sq. Ft.	Water Demand [1]	Total Demand	Distribution of Demand	Assigned Cost	per Acre	per Unit/ Sq. Ft.
<i>Formula</i>					A	B	C	D=C*A or B	E=D/Total Demand	F=Total Cost*E	G=F/A	H=F/B
Residential	<i>units</i>		<i>units</i>		<i>units</i>		<i>per unit</i>			<i>per unit</i>		
Single-Family (SF)	580.6	1,820	(35.0)	(106.0)	545.6	1,714	0.59	1,011	27.1%	\$10,954,327	\$20,078	\$6,391
Single-Family High Density (SFHD)	492.0	2,828	(31.0)	(171.0)	461.0	2,657	0.37	983	26.4%	\$10,649,180	\$23,100	\$4,008
Multifamily Low Density (MLD)	263.5	2,406	(27.9)	(253.0)	235.6	2,153	0.23	495	13.3%	\$5,364,074	\$22,768	\$2,491
Multifamily Medium Density (MMD)	68.5	1,224	0.0	0	68.5	1,224	0.19	233	6.2%	\$2,519,172	\$36,776	\$2,058
Multifamily High Density (MHD)	51.0	1,251	0.0	0	51.0	1,251	0.18	225	6.0%	\$2,439,230	\$47,828	\$1,950
Mixed Use (MU) - Residential	35.5	681	0.0	0	35.5	681	0.16	109	2.9%	\$1,180,293	\$33,285	\$1,733
Subtotal	1,491.1	10,210	(93.9)	(530)	1,397.2	9,680		3,056	81.9%	\$33,106,276		
Nonresidential	<i>sq. ft.</i>		<i>sq. ft.</i>		<i>sq. ft.</i>		<i>per acre</i>			<i>per sq. ft.</i>		
Mixed Use (MU) - Commercial	23.6	205,952	0.0	0	23.6	205,952	1.64	39	1.0%	\$419,966	\$17,765	\$2.04
Office Park (OP)	89.2	1,165,666	0.0	0	89.2	1,165,666	1.97	176	4.7%	\$1,903,505	\$21,340	\$1.63
General Commercial (GC)	188.5	2,052,765	(34.5)	(376,794)	154.0	1,675,971	1.54	237	6.4%	\$2,569,001	\$16,682	\$1.53
Community Commercial (CC)	38.9	423,621	0.0	0	38.9	423,621	1.54	60	1.6%	\$648,923	\$16,682	\$1.53
Regional Commercial (RC)	110.8	1,351,405	0.0	0	110.8	1,351,405	1.46	162	4.3%	\$1,752,328	\$15,815	\$1.30
Subtotal	451.0	5,199,409	(34.5)	(376,794)	416.5	4,822,615		673	18.1%	\$7,293,724		
Total Project	1,942.1		(128.4)		1,813.7			3,730	100.0%	\$40,400,000		

p-water_alloc

Source: Folsom Specific Plan Area Water Supply Assessment (June 2010), MacKay & Soms, EPS

[1] Residential: acre feet/dwelling unit/year; nonresidential: acre feet/acre/year

FOLSOM PLAN AREA
Backbone Infrastructure
Construction Cost Estimate

7919.000

Potable Water System Summary

A. Pressure Zone 2 Water System	\$3,300,000
B. Pressure Zone 3 Water System	\$20,553,000
C. Pressure Zone 4 Water System	\$7,316,000
D. Pressure Zone 5 Water System	\$6,998,000
E. Pressure Zone 6 Water System	\$1,189,000
	<hr/>
Total Potable Water System	\$39,356,000

FOLSOM PLAN AREA
Backbone Infrastructure
Construction Cost Estimate

7919,000

Item	Description	Qty.	Unit	Unit Cost	Total
A. Pressure Zone 2 Water System					
Pipelines					
1	12" PVC C-900 Water Pipe	14,100	LF	\$180.00	<u>\$2,538,000</u>
<i>Pressure Zone 2 Water System Subtotal (Raw Construction Cost)</i>					\$2,538,000
<i>Contingency (10%)</i>					\$253,800
<i>Engineering/Plan Check/Inspection (20%)</i>					<u>\$507,600</u>
Total Pressure Zone 2 Water System					\$3,299,400
USE					\$3,300,000
B. Pressure Zone 3 Water System					
Pipelines					
1	12" PVC C-900 Water Pipe	22,100	LF	\$180.00	\$3,978,000
2	18" PVC C-905 Water Pipe	20,300	LF	\$216.00	\$4,384,800
3	24" PVC C-905 Water Pipe	2,300	LF	\$240.00	\$552,000
Booster Pump Stations					
1	Pressure Zone 3 to Pressure Zone 4	1,000	GPM	\$350.00	\$350,000
2	Pressure Zone 3 to Pressure Zone 5	1,200	GPM	\$350.00	\$420,000
Storage Reservoir					
1	Ground Tank (Two 4 MG Tanks)	8	MG	\$750,000	\$6,000,000

FOLSOM PLAN AREA
Backbone Infrastructure
Construction Cost Estimate

7919,000

Item	Description	Qty.	Unit	Unit Cost	Total
Pressure Regulating Station					
1	Pressure Zone 3 to FPA Pressure Zone 3 (12-inch to 16-inch Valve)	1	EA	\$50,000	\$50,000
2	Pressure Zone 3 to Pressure Zone 2 (8-inch to 10-inch Valve)	3	EA	\$25,000	\$75,000
<i>Pressure Zone 3 Water System Subtotal (Raw Construction Cost)</i>					\$15,809,800
<i>Contingency (10%)</i>					\$1,580,980
<i>Engineering/Plan Check/Inspection (20%)</i>					\$3,161,960
Total Pressure Zone 3 Water System					\$20,552,740
USE					\$20,553,000
C. Pressure Zone 4 Water System					
Pipelines					
1	12" PVC C-900 Water Pipe	20,800	LF	\$180.00	\$3,744,000
2	18" PVC C-905 Water Pipe	500	LF	\$216.00	\$108,000
Storage Reservoir					
1	Ground Tank (One 2 MG Tanks)	2	MG	\$850,000	\$1,700,000
Pressure Regulating Station					
1	Pressure Zone 4 to Pressure Zone 3 (8-inch to 10-inch Valve)	1	EA	\$25,000	\$25,000
2	Pressure Zone 4 to Pressure Zone 3 (12-inch to 16-inch Valve)	1	EA	\$50,000	\$50,000
<i>Pressure Zone 3 Water System Subtotal (Raw Construction Cost)</i>					\$5,627,000
<i>Contingency (10%)</i>					\$562,700
<i>Engineering/Plan Check/Inspection (20%)</i>					\$1,125,400
Total Pressure Zone 4 Water System					\$7,315,100
USE					\$7,316,000

FOLSOM PLAN AREA
Backbone Infrastructure
Construction Cost Estimate

7919,000

Item	Description	Qty.	Unit	Unit Cost	Total
D. Pressure Zone 5 Water System					
Pipelines					
1	12" PVC C-900 Water Pipe	16,500	LF	\$180.00	\$2,970,000
Booster Pump Stations					
1	Pressure Zone 5 to Pressure Zone 6	750	GPM	\$350.00	\$262,500
Storage Reservoir					
1	Ground Tank (One 2.5 MG Tank)	2.5	MG	\$850,000	\$2,125,000
Pressure Regulating Station					
1	Pressure Zone 5 to Pressure Zone 4 (8-inch to 10-inch Valve)	1	EA	\$25,000	\$25,000
<i>Pressure Zone 5 Water System Subtotal (Raw Construction Cost)</i>					\$5,382,500
<i>Contingency (10%)</i>					\$538,250
<i>Engineering/Plan Check/Inspection (20%)</i>					\$1,076,500
Total Pressure Zone 5 Water System					\$6,997,250
USE					\$6,998,000
E. Pressure Zone 6 Water System					
Pipelines					
1	12" PVC C-900 Water Pipe	4,800	LF	\$180.00	\$864,000
Pressure Regulating Station					
1	Pressure Zone 6 to Pressure Zone 5A (8-inch to 10-inch Valve)	2	EA	\$25,000	\$50,000
<i>Pressure Zone 6 Water System Subtotal (Raw Construction Cost)</i>					\$914,000
<i>Contingency (10%)</i>					\$91,400
<i>Engineering/Plan Check/Inspection (20%)</i>					\$182,800
Total Pressure Zone 6 Water System					\$1,188,200
USE					\$1,189,000

APPENDIX D:

Off-Site Potable Water

Table D-1	Off-Site Potable Water System Costs	D-1
Table D-2	Off-Site Potable Water System Sources and Uses	D-2
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**Table D-1
Folsom Plan Area Specific Plan Financing Plan
Off-Site Potable Water System Costs (2013\$)**

Off-Site Potable Water

Item	Percentage	FPASP Cost			Total
		Existing	Phase1	Phase 2	
Existing Facilities Shared Capacity					
WTP Phase III		\$2,460,000			\$2,460,000
WTP Phase IVA		\$1,120,000			\$1,120,000
WTP Phase IVB		\$6,890,000			\$6,890,000
Zone 3 East BPS		\$250,000			\$250,000
Natoma Raw Water Pipeline		\$1,548,000			\$1,548,000
Foothills Reservoirs		\$360,000			\$360,000
Zone 3 East Distribution System		\$500,000			\$500,000
Engineering, Admin, Construction Man., and Contingency		\$264,933			\$264,933
Subtotal Existing Facilities (Rounded)		\$13,393,000	\$0	\$0	\$13,393,000
New Facilities					
Transmission Pipelines - 18"			\$1,080,000	\$0	\$1,080,000
Transmission Pipelines - 24"			\$2,688,000	\$11,520,000	\$14,208,000
Zone 3 East BPS (additional capacity)			\$320,000	\$2,065,000	\$2,385,000
Subtotal New Construction		\$0	\$4,088,000	\$13,585,000	\$17,673,000
Planning, Design, and Construction Management	24%	\$0	\$981,000	\$3,260,000	\$4,241,000
Contingency	30%	\$0	\$1,226,000	\$4,076,000	\$5,302,000
Subtotal New Facilities		\$0	\$6,295,000	\$20,921,000	\$27,216,000
Systems Optimization Review (SOR)					
SOR Incurred		\$2,300,000			\$2,300,000
Future Willow Hill SOR				\$5,700,000	\$5,700,000
Subtotal SOR		\$2,300,000	\$0	\$5,700,000	\$8,000,000
Total		\$15,693,000	\$6,295,000	\$26,621,000	\$48,609,000

off water

Source: MacKay & Soms

Table D-2
Folsom Plan Area Specific Plan Financing Plan
Off-Site Potable Water System Sources and Uses (2013\$)

Off-Site Potable Water

Item	FPASP Cost	Funding Sources				Total
		SPIF	Water Supply CFD	Sewer and Water CFD	Infrastructure CFD PAYGO Revenue	
Off-Site Water						
Existing Facilities	\$13,393,000	\$7,693,000	\$0	\$0	\$5,700,000	\$13,393,000
Off-Site Water Pipeline - Phase 1	\$6,295,000	\$0	\$0	\$1,395,000	\$4,900,000	\$6,295,000
Off-Site Water Pipeline - Phase 2	\$20,921,000	\$16,021,000	\$0	\$4,900,000	\$0	\$20,921,000
Systems Optimization Review (SOR)	\$8,000,000	\$5,700,000	\$2,300,000	\$0	\$0	\$8,000,000
Total Off-Site Potable Water System	\$48,609,000	\$29,414,000	\$2,300,000	\$6,295,000	\$10,600,000	\$48,609,000

OW SU

**Table D-3
Folsom Plan Area Specific Plan Financing Plan
Infrastructure Cost Allocation: Off-Site Potable Water (2013\$)**

**Off-Site
Potable Water**

Land Use	Land Uses		Less Folsom Heights		Land Uses		Cost Allocation Basis			Water Cost Allocation		
	Dev. Acres	Units/ Sq. Ft.	Dev. Acres	Units/ Sq. Ft.	Dev. Acres	Units/ Sq. Ft.	Water Demand [1]	Total Demand	Distribution of Demand	Assigned Cost	per Acre	per Unit/ Sq. Ft.
<i>Formula</i>					<i>A</i>	<i>B</i>	<i>C</i>	<i>D=C*A or B</i>	<i>E=D/Total Demand</i>	<i>F=Total Cost*E</i>	<i>G=F/A</i>	<i>H=F/B</i>
Residential	<i>units</i>		<i>units</i>									<i>per unit</i>
Single-Family (SF)	580.6	1,820	(35.0)	(106)	545.6	1,714	0.59	1,011	27.1%	\$7,975,509	\$14,618	\$4,653
Single-Family High Density (SFHD)	492.0	2,828	(31.0)	(171)	461.0	2,657	0.37	983	26.4%	\$7,753,341	\$16,819	\$2,918
Multifamily Low Density (MLD)	263.5	2,406	(27.9)	(253)	235.6	2,153	0.23	495	13.3%	\$3,905,418	\$16,576	\$1,814
Multifamily Medium Density (MMD)	68.5	1,224	0.0	0	68.5	1,224	0.19	233	6.2%	\$1,834,132	\$26,776	\$1,498
Multifamily High Density (MHD)	51.0	1,251	0.0	0	51.0	1,251	0.18	225	6.0%	\$1,775,928	\$34,822	\$1,420
Mixed Use (MU) - Residential	35.5	681	0.0	0	35.5	681	0.16	109	2.9%	\$859,335	\$24,234	\$1,262
Subtotal	1,491.1	10,210	(93.9)	(530)	1,397.2	9,680		3,056	81.9%	\$24,103,664		
Nonresidential		<i>sq. ft.</i>		<i>sq. ft.</i>		<i>sq. ft.</i>						<i>per sq. ft.</i>
Mixed Use (MU) - Commercial	23.6	205,952	0.0	0	23.6	205,952	1.64	39	1.0%	\$305,764	\$12,934	\$1.48
Office Park (OP)	89.2	1,165,666	0.0	0	89.2	1,165,666	1.97	176	4.7%	\$1,385,883	\$15,537	\$1.19
General Commercial (GC)	188.5	2,052,765	(34.5)	(376,794)	154.0	1,675,971	1.54	237	6.4%	\$1,870,411	\$12,146	\$1.12
Community Commercial (CC)	38.9	423,621	0.0	0	38.9	423,621	1.54	60	1.6%	\$472,461	\$12,146	\$1.12
Regional Commercial (RC)	110.8	1,351,405	0.0	0	110.8	1,351,405	1.46	162	4.3%	\$1,275,817	\$11,515	\$0.94
Subtotal	451.0	5,199,409	(34.5)	(376,794)	416.5	4,822,615		673	18.1%	\$5,310,336		
Total Project	1,942.1		(128.4)		1,813.7			3,730	100.0%	\$29,414,000		

off water alloc

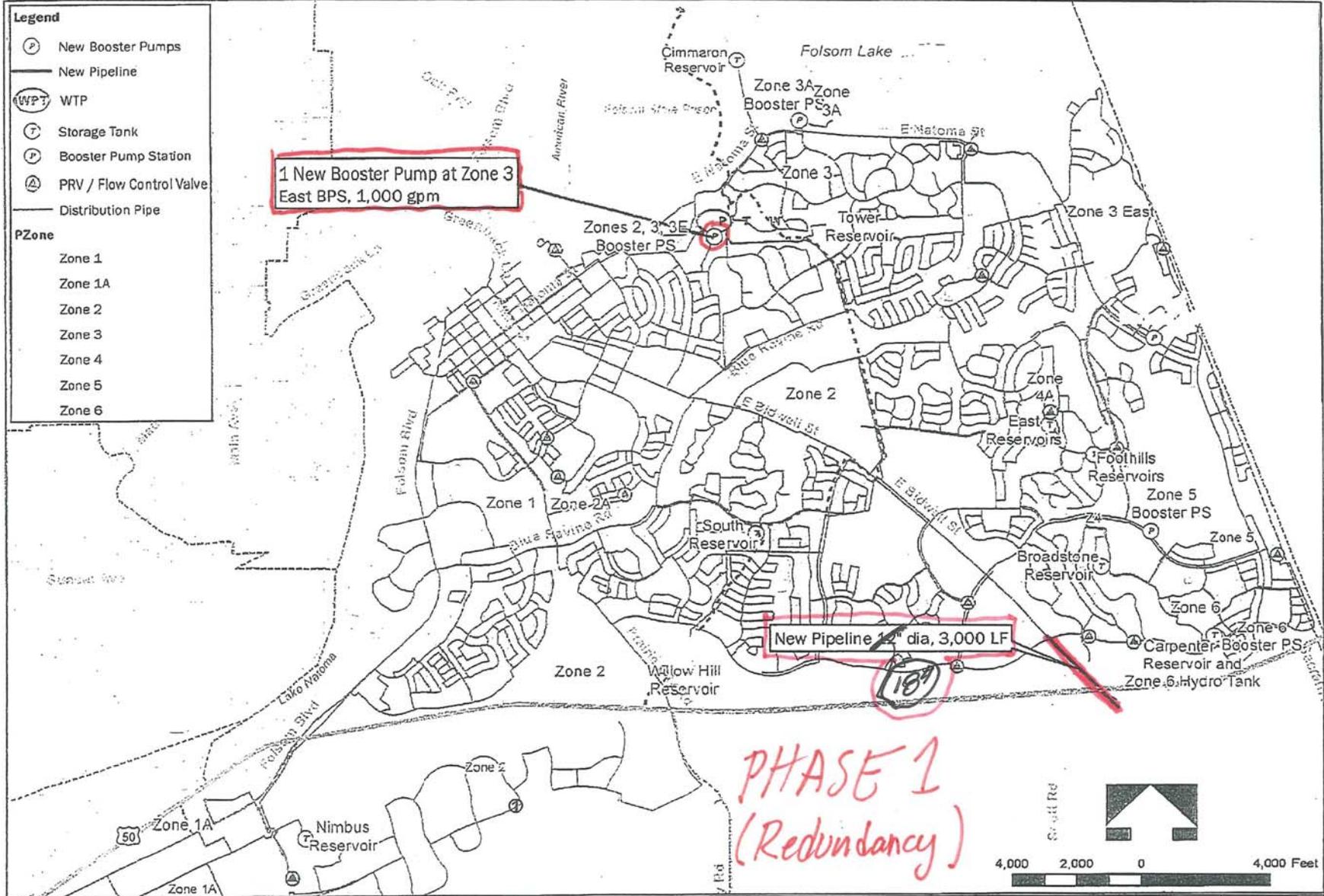
Source: Folsom Specific Plan Area Water Supply Assessment (June 2010), MacKay & Soms, EPS

[1] Residential: acre feet/dwelling unit/year; nonresidential: acre feet/acre/year

FOLSOM PLAN AREA
SEWER & WATER INFRASTRUCTURE CFD

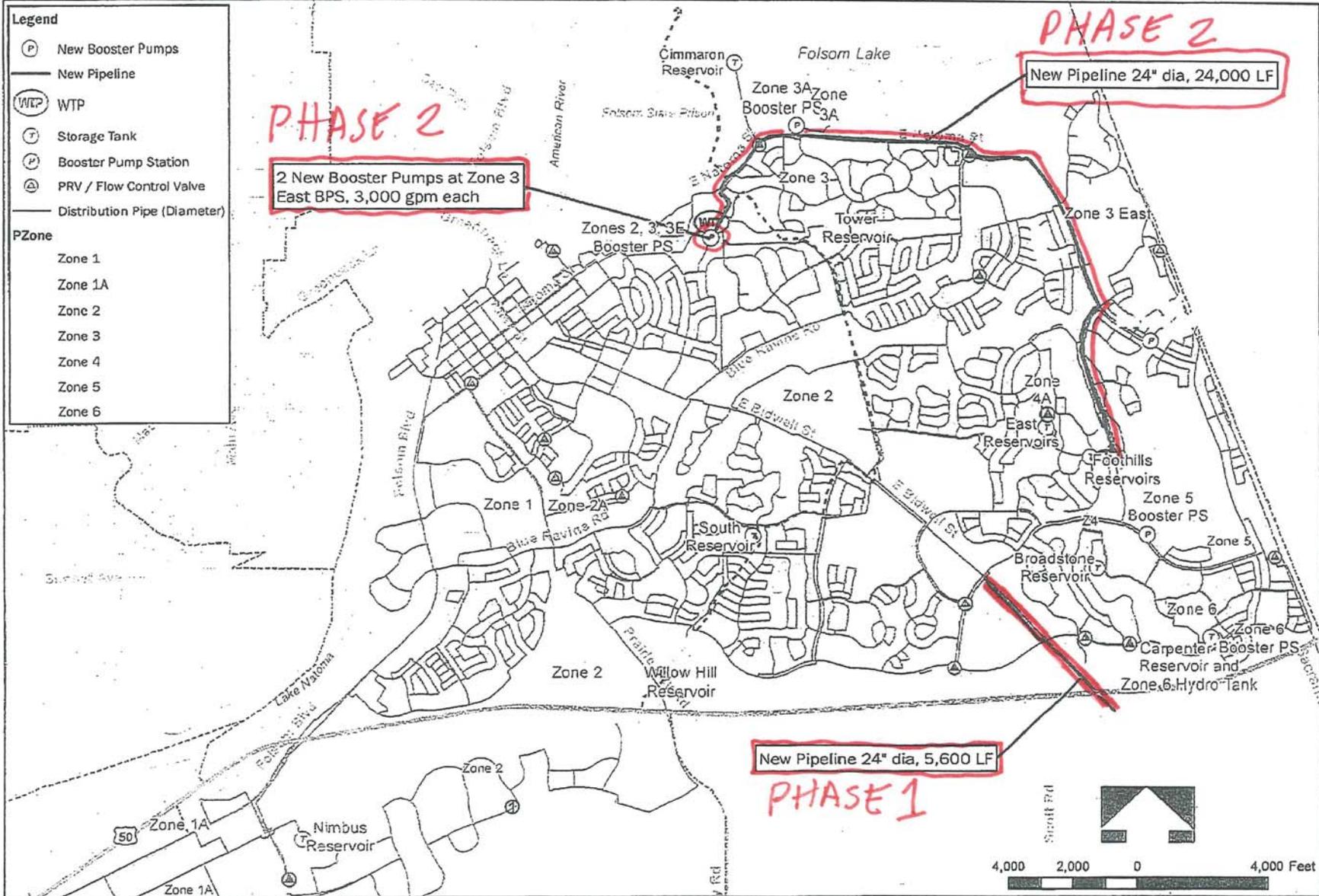
FPA Ultimate Folsom WTP Supply Scenarios

Improvement	Unit cost (for new facilities)	Units	Phase 1			Phase 2				Total Cost Share
			FPA needs in new capacity	Units	Cost	FPA needs from existing capacity	% FPA share of existing capacity	FPA needs in new capacity	Units	
New Facilities										
Transmission pipelines - 18 in diameter	20	\$/in-dia/LF	3000	LF	\$ 1,080,000					
Transmission pipelines - 24 in diameter	20	\$/in-dia/LF	5600	LF	\$ 2,688,000			24000	LF	\$ 11,520,000
Zone 3 East BPS (additional capacity)	350	\$/gpm	900	gpm	\$ 320,000			5900	gpm	\$ 2,065,000
Total new facilities construction					\$ 4,088,000					\$ 13,585,000
Planning (new Facilities)	6%				\$ 245,280					\$ 815,100
Design (new facilities)	10%				\$ 408,800					\$ 1,358,500
Construction Management (new facilities)	8%				\$ 327,040					\$ 1,086,800
Contingency (new facilities)	30%				\$ 1,226,400					\$ 4,075,500
Subtotal new facilities cost					\$ 2,207,520					\$ 7,335,900
Project total					\$ 6,295,520					\$ 20,920,900



3-151

Brown AND Caldwell	PROJECT	143386	SITE	Folsom, California	Figure 1
	DATE	10/25/12	TITLE	Scenario 1: Interim Folsom Plan Area (2 mgd) through Zone 3 East – New Facilities	



3-152

Brown AND Caldwell	PROJECT	143386	SITE	Folsom, California	Figure 2
	DATE	10/25/12	TITLE	Scenario 2: Folsom Plan Area Ultimate (9.2 mgd) through Zone 3 East - New Facilities	

DATE: December 7, 2012

TO: Mayor and City Council Members

FROM: City Manager's Office

SUBJECT: **FOLSOM PLAN AREA SPECIFIC PLAN PROJECT – AN ADDENDUM TO THE ENVIRONMENTAL IMPACT REPORT FOR THE FOLSOM PLAN AREA SPECIFIC PLAN PROJECT FOR PURPOSES OF ANALYZING AN ALTERNATIVE WATER SUPPLY FOR THE PROJECT; AN AGREEMENT BETWEEN THE CITY OF FOLSOM AND FOLSOM PLAN AREA LANDOWNERS FOR A WATER SUPPLY AND ITS FINANCING AND AUTHORIZING THE FILING OF AN ACTION TO VALIDATE THE AGREEMENT**

- a) Resolution No. 9096 - A Resolution Approving and Certifying an Addendum to the Environmental Impact Report for the Folsom Plan Area Specific Plan Project for Purposes of Analyzing an Alternative Water Supply for the Project; and
- b) Resolution No. 9097 - A Resolution Approving a Water Supply and Facilities Financing Plan and Agreement Between the City of Folsom and Folsom Plan Area Landowners for a Water Supply for the Folsom Plan Area, Authorizing the City Manager to Execute the Agreement, and Authorizing the Filing of an Action to Validate the Agreement.

BACKGROUND / ISSUE

The Water Conservation Act of 2009, or Senate Billx7-7 (SBx7-7, Steinberg), amended the Water Code, under Sections 10608.20 and 10608.24, to require the City to increase water use efficiency, and to identify a method for the State to achieve a 20% statewide reduction in urban per capita water use by December 31, 2020. The local water agencies and agricultural suppliers are required to make incremental progress towards this goal by reducing per capita water use by at least 10% on or before December 31, 2015. A major objective by the State, through SBx7-7, is for local water suppliers to increase water supply reliability and reduce dependence on the Delta. Other provisions of California law impose unfunded mandates that require the City to reduce water usage and undertake various water conservation measures. For example, Water Code Section 526 requires the City to implement metered rates for all retail water deliveries.

PROJECT COSTS - Itemization of Hard and Soft Costs to Implement SOWP

		DESCRIPTION	AMOUNT	Comments	
SOR - Incurred	System Optimization Review Program (Incurred for "New Water Supply Development")				
		Engr., Admin., Constr. Mngmnt., etc.**	1,036,582	Consultant and City staff costs to develop new water supply and address federal/state requirements, analysis, etc.	
		Leak Repairs	742,926	Includes \$150K for City soft cost (field crews & engineering)	
		Water Supply Development *	207,792	Includes the costs for City/EWR Director.	
		Willow Hill Lining (Soft Costs)	310,825	This includes work by KJ/HS and City to analyze the pipeline.	
		Willow Hill Lining (Hard Costs)	-	No improvements conducted to-date. See Below	
			\$ 2,298,125		
SOR - New	System Optimization Review Program (Future)				
		Engr., Admin., Constr. Mngmnt., etc. & Conting. (New)**	92,092		
		Leak Repairs			
		Water Supply Development *	467,532	Costs for the EWR Director and BKS	
		Willow Hill Lining (Soft Costs)	590,000		
		Willow Hill Lining (Hard Costs)	4,550,000	Includes engr. Estimate less Grant (Portion for Willow Hill Pipeline)	
			5,699,624		
TOTAL			7,997,748		

** Cost gathered to date - Costs for Director of EWR and BKS need to be added. Therefore, included a 20% markup as a placeholder

* Costs does not yet include the costs for the EWR Director and BKS.

FPA Ultimate Folsom WTP Supply Scenarios

Improvement	Unit cost (for new facilities)	Units	Existing facility total costs d	Current firm capacity e	2018 existing system capacity needs c	FPA Ultimate (9.2 mgd) through Zone 3 East				
						FPA needs from existing capacity	% FPA share of existing capacity g	FPA needs in new capacity	Units	Total Cost Share
Existing Facilities Shared Capacity										
WTP-Phase III (Improvements to Entire WTP)			\$13,286,280	50	34	9.20	19%		mgd	\$2,460,000
WTP-Phase IV A (Improvements to Entire WTP)			\$6,012,724	50	34	9.20	19%		mgd	\$1,120,000
WTP-Phase IV B (30 mgd (6-train) expansion)			\$20,659,548	6		2.00	33%		trains	\$6,890,000
Zone 3 East BPS			\$3,852,171	8,000	7,500	500	6%		gpm	\$250,000
Natoma raw water pipeline			\$8,386,682	50		9.20	18%		mgd	\$1,548,000
Foothills Reservoirs (existing 5 MG capacity)			\$1,792,120	5	3.9	1.00	20%		MG	\$360,000
Zone 3 East distribution system (24-in dia pipeline from Zone 3 East BPS to Blue Ravine) j			\$2,808,000	12.7	10.7	-	18%		mgd	\$500,000
Subtotal existing facilities share cost										\$13,128,000
Engineering; Admin.; Constrction Mngmnt; etc., and Contingency										\$264,993
Project total										\$13,392,993



Technical Memorandum

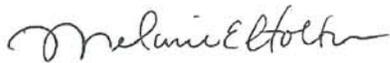
10540 White Rock Road, Suite 180
Rancho Cordova, CA 95670
Tel: 916-444-0123
Fax: 916-635-8805

Prepared for: Todd Eising
Project Title: FPA Interim Water Supply Planning Level Costs
Project No: 143386

Technical Memorandum [No. 1]

Subject: FPA Interim Water Supply Planning Level Costs
Date: November 2, 2012
To: Todd Eising
From: Melanie Holton



Prepared by: 
Melanie Holton, Project Manager

Reviewed by: 
Jeff Lawrence, QA/QC

1. Introduction

This white paper discusses the improvements required within the City of Folsom's (City) existing water system to wheel water through the existing system to the future Folsom Plan Area (FPA). The FPA is bordered by Highway 50 to the north, White Rock Road to the south, Prairie City Road to the west, and the Sacramento and El Dorado County boundary to the east. This white paper presents the planning level cost estimates for the existing system improvements to supply this area with potable water service through the City's existing water system.

The costs estimates in this white paper have been developed based on assumptions for future demands in both the City and FPA. The costs were developed using estimated unit costs for new facilities and estimated costs for construction/upgrades to the City's existing infrastructure. Therefore, these estimates are for planning purposes only and do not contain the level of detail recommended to establish firm agreements or cost share commitments for future water supply.

1.1 Description of Scenarios

Two FPA supply scenarios were evaluated to determine the improvements and planning levels costs to provide supply to meet interim and ultimate FPA water demands. Each scenario was evaluated independently and no phasing from the interim to ultimate scenarios was considered. Both supply scenarios are based on providing supply from the City's existing water treatment plan (WTP) to the FPA, at a location just south of HWY 50 near Placerville Rd. The water supply in both scenarios is based on wheeling the supply from the City's WTP through the City's existing Zone 3 East system. Table 1 summarizes the demand conditions for each scenario. Zone 3 East 2018 maximum day demand is 5.7 mgd.

Table 1. Summary of Scenarios Demand Conditions

Scenario	Existing system demand				FPA demand			Total			
	Average day demand, mgd		Maximum day demand		Peak hour demand, gpm	Maximum day demand		Peak hour demand, gpm	Maximum day demand		Peak hour demand, gpm
	ac-ft/yr	mgd	mgd	gpm		mgd	gpm		mgd	gpm	
1. Interim FPA	20,610	18.1	34.4	23,889	43,334	2	1,389	2,514	36.4	25,278	45,848
2. Ultimate FPA	20,610	18.1	34.4	23,889	43,334	9.2	6,389	-- ^a	43.6	30,278	-- ^a

^a Ultimate FPA peak hour demands are not included in this analysis because storage facilities to meet peaking demands are assumed to be located within the FPA.

1.2 Recommended Improvements

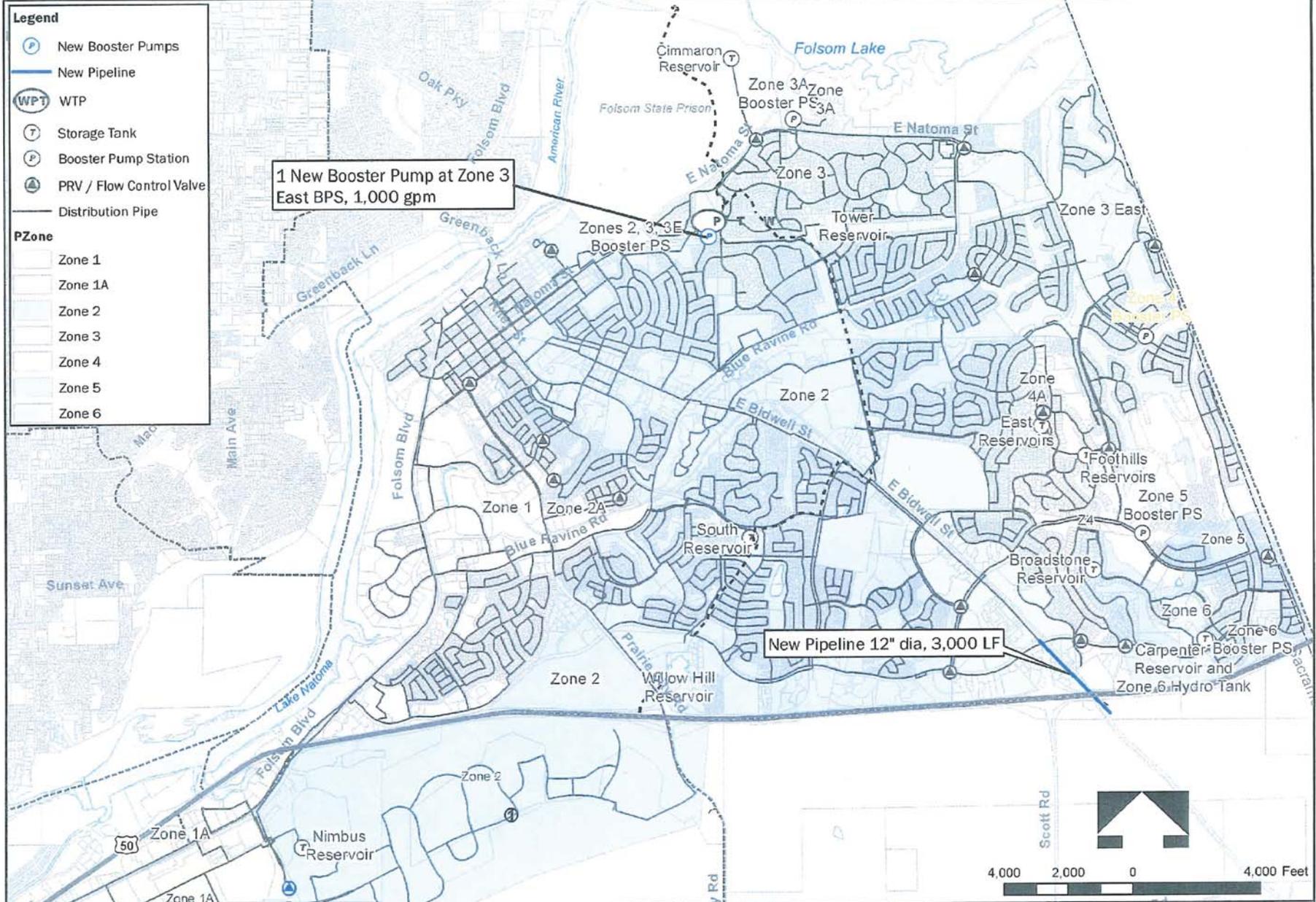
The City's Innovyze Infowater hydraulic model was used to analyze the improvements necessary to wheel FPA interim and ultimate demands through Zone 3. The recommended improvements for each scenario are summarized below. For each scenario a mix of sharing capacity in existing facilities and constructing new facilities is required. Figures 1 and 2 illustrate the new infrastructure improvements required to meet interim FPA and FPA ultimate water demands, respectively.

Scenario 1. Interim FPA (2 mgd) - For the Interim FPA scenario, demand in excess of 1 mgd will require one new booster pump added to the Zone 3 East BPS. The other improvement required is new pipeline from Iron Point Road to under HWY 50 at the FPA. The shared capacity in the City's existing system includes the existing WTP, Zone 3 East BPS, Natoma raw water pipeline, Foothills Reservoirs, and Zone 3 East distribution system. The new and shared capacity is quantified as follows:

- 2 mgd shared in existing WTP capacity
- 1,400 gpm booster pump capacity – 500 gpm shared in existing capacity at the Zone 3 East BPS and 900 gpm from a new booster pump at the Zone 3 East BPS
- 2 mgd shared in existing Natoma raw water pipeline
- 1,000,000 gallons Foothills Reservoirs capacity (it is assumed that no new fire flow capacity is required)
- Zone 3 East distribution system
- 3,000 LF of 12-in diameter transmission pipeline (new pipeline) from Iron Point Road to Placerville Road, under HWY 50

Scenario 2. Ultimate FPA (9.2 mgd) - For the Ultimate FPA scenario new booster pumps at the Zone 3 East BPS and new transmission main pipelines within Zone 3 are required. The shared capacity for this scenario includes the existing WTP, Zone 3 East BPS, Foothills Storage Reservoirs, and the distribution system. The additional storage required to meet peak hour demands within the FPA Ultimate were not included in this evaluation because they will be located within the FPA and not within the City's existing water system; therefore, it has been assumed that the City will only supply maximum day demand to the FPA. Existing capacity for the foothills reservoir has been included in this scenario because with the increased Zone 3 East demand this additional storage will be needed to balance the water system. The new and shared capacity is quantified as follows:

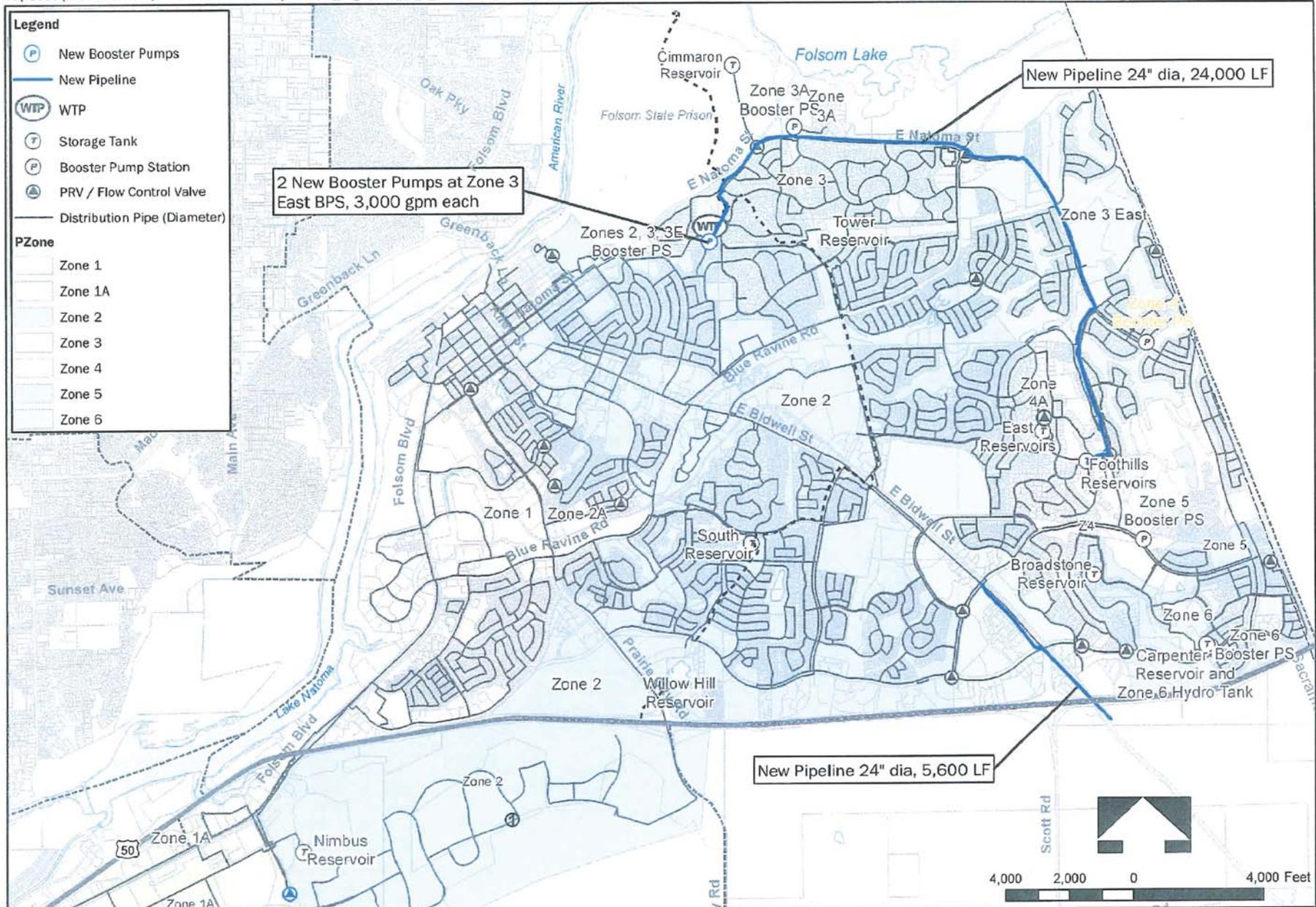
- 9 mgd shared in existing WTP capacity
- 6,400 gpm booster pump capacity – 500 gpm shared in existing capacity at the Zone 3 East BPS, and 5,900 gpm from two new booster pumps at the Zone 3 East BPS
- 29,600 LF of 24-in diameter transmission pipeline (new pipeline)
- 1,000,000 gallons Foothills Reservoirs capacity
- Zone 3 East distribution system



Brown AND Caldwell

PROJECT 143386	SITE Folsom, California
DATE 10/25/12	TITLE Scenario 1: Interim Folsom Plan Area (2 mgd) through Zone 3 East - New Facilities

Figure 1



Brown AND Caldwell

PROJECT
143386
DATE
10/25/12

SITE
Folsom, California
TITLE
Scenario 2: Folsom Plan Area Ultimate (9.2 mgd) through Zone 3 East - New Facilities

Figure 2

2. Planning Level Costs

Table 2 provides a summary of the total costs for each scenario. Attachment A provides the City's existing system costs for the existing WTP, Zone 3 East booster pump station, Natoma pipeline, and Foothills Reservoir. These costs are used as the basis for the FPA cost share of the shared capacity project components.

The existing system cost share is based on the actual cost of existing City facilities at the time they were designed and constructed. The existing system cost share costs have not been increased to present worth values. The cost share percentage was calculated based on the percent utilization of each facility as a ratio of the demand for the City and FPA.

The new facility costs are based on planning level unit costs for construction and include line items for planning, design, construction management, and contingency. The new facility costs in this white paper are based on estimated unit costs from similar historical projects.

Table 2. Interim FPA and FPA Ultimate Folsom WTP Supply Scenarios

Improvement	Unit cost (for new facilities)	Units	Existing facility total costs ^d	Current firm capacity ^a	2018 existing system capacity needs ^c	Units	Scenario 1. ^a Interim FPA (2 mgd) through Zone 3 East				Scenario 2. ^b FPA Ultimate (9.2 mgd) through Zone 3 East			
							FPA needs from existing capacity ^f	% FPA share of existing capacity ^e	FPA needs in new capacity ^f	Units	Cost	FPA needs from existing capacity	% FPA share of existing capacity ^e	FPA needs in new capacity
Existing Facilities Shared Capacity														
WTP-Phase III (Improvements to entire WTP) ^h			\$13,286,280	50	34 mgd		2.0	4%	mgd	\$ 540,000	9.2	18%	mgd	\$ 2,450,000
WTP-Phase IV A (improvements to entire WTP) ^h			\$ 6,012,724	50	34 mgd		2.0	4%	mgd	\$ 250,000	9.2	18%	mgd	\$ 1,110,000
WTP-Phase IV B (30 mgd (6-train) expansion) ⁱ			\$ 20,659,548	6	trains		0.4	7%	trains	\$ 1,380,000	2	33%	trains	\$ 6,886,516
Zone 3 East BPS ^j			\$ 3,852,171	8,000	7,500 gpm		500	6%	gpm	\$ 250,000	500	6%	gpm	\$ 250,000
Natoma raw water pipeline			\$ 8,386,682	50	mgd		2.0	4%	mgd	\$ 340,000	9.2	18%	mgd	\$ 1,543,150
Foothills Reservoirs (existing 5 MG capacity)			\$ 1,792,120	5	3.9 MG		1.0	20%	MG	\$ 360,000	1.0	20%	MG	\$ 360,000
Zone 3 East distribution system (24-in dia pipeline from Zone 3 East BPS to Blue Ravine) ^j			\$ 2,808,000	12.7	10.7 mgd		2.0	16%	mgd	\$ 500,000	-	0%	mgd	\$ -
Subtotal existing facilities share cost										\$ 3,620,000				\$ 12,599,666
New Facilities														
Transmission pipelines - 12-in diameter	20	\$/in-dia/LF							3,000 LF	\$ 720,000				
Transmission pipelines - 24-in diameter	20	\$/in-dia/LF											29,600 LF	\$ 14,208,000
Zone 3 East BPS (additional capacity)	350	\$/gpm							900 gpm	\$ 320,000			5,900 gpm	\$ 2,065,000
Total new facilities construction										\$ 1,040,000				\$ 16,273,000
Planning (new facilities)	6%									\$ 62,400				\$ 980,000
Design (new facilities)	10%									\$ 104,000				\$ 1,630,000
Construction management (new facilities)	8%									\$ 83,200				\$ 1,310,000
Contingency (new facilities)	30%									\$ 390,000				\$ 6,060,000
Subtotal new facilities cost										\$ 1,679,600				\$ 26,260,000
Project total										\$ 5,300,000				\$ 38,900,000

Notes:

^a Interim FPA through Zone 3 is based on serving 2 mgd through Zone 3 East to Interim FPA development near Placerville Rd, south of HWY 50. This scenario is exclusive of Ultimate FPA, and no phasing is included.

^b Ultimate FPA through Zone 3 East is based on serving 9.2 mgd through Zone 3 to the FPA. This scenario is exclusive of Interim FPA, and no phasing is included.

^c All scenarios are based on 80% of the 2018 demand for the existing service area and Ultimate Easton demands.

^d Existing facility total costs are based on historical actual costs, provided in Attachment A.

^e Zone 3 East BPS total capacity is 11,000 gpm. With the largest pump out of service the firm capacity is 8,000 gpm.

^f Total FPA booster pumping needs for Interim FPA is 2 mgd (1,400 gpm) and for FPA Ultimate is 9.2 mgd (6,400 gpm).

^g Percent share calculated assuming FPA will utilize available capacity in the City's system before building new facilities.

^h WTP-Phase IV A includes cost for improvements to the entire WTP, 50 mgd capacity.

ⁱ WTP-Phase IV B includes cost for the expansion improvements for the new and existing WTP from 20 mgd to 50 mgd. These costs are based on the addition of 6 treatment trains, each train is 5 mgd.

^j Zone 3 East BPS and distribution 2018 capacity needs are based on the Zone 3 East 2018 maximum day demand of 5.7 mgd (4,000 gpm) plus maximum day demand for Zones 4, 5, and 6 which are served through Zone 3 East. Zones 4, 5, and 6 2018 maximum day demand is 5 mgd (3,500 gpm).



Technical Memorandum

Attachment A: Existing System Costs

Project	Company	Cost	Supporting Documentation
WTP Phase 3 Expansion			
Design (Original Contract and Amendment No. 1)	CDM (1997)	\$1,531,000.00	Original File: 174-21 96-052 barcode 12822 Box - CCL-133. Amendment No. 1 file 174-21 97-040 barcode 13034 - CCL-137
Design Amendment No. 2	CDM	\$95,000.00	Res. No. 5631
Design Amendment No. 3	CDM	\$126,000.00	Res. No. 5887
Construction Management & Inspection	CDM	\$1,131,780.00	\$920,000 (Original Contract) \$211,780 (Amendment No. 1) Res. No. 5733 (1998) & Res No. 6223 (2000)
Construction (Original Contract)	C.W. Roen	\$10,224,500.00	Res. No. 5752
Construction (Change Order)	C.W. Roen	\$178,000.00	Res. No. 5884
WTP Phase 3 Expansion Total Project Cost		\$13,286,280	

WTP Phase IV A			
Design & Construction Administration (Phase IV A, IV B and 335 day delay) Original Contact, Amendment No. 1 and Amendment No. 2 I split it 50%-50% between IV A and IV B	Malcolm Pirnie	\$1,829,948	(\$1,543,000) Original (\$1,801,896) Amendment No. 1 (\$315,000) Amendment No. 2 Resolution No. 6941 (2002), 7126 (2003) & 7625 (2005)
Construction Management	ECO:LOGIC	\$433,276	Res. No. 7104
Construction	Frontier	\$3,487,000	\$4,437,000 less \$950,000 work removed from Phase 4A and added to Phase 4B Res. No. 7102 (2003) & Res. No. 7817 (2006)
WTP SCADA Improvements Phase IV A split 50% - %50% between IV A and IV B	Tesco	\$262,500	Res No. 7514 (2005)
WTP Phase IV A Total Project Cost		\$6,012,724	

WTP Phase IV B			
Design & Construction Administration = Malcolm Pirnie (Phase IV A, IV B and 335 day delay) Original Contact, Amendment No. 1 and Amendment No. 2. I split it 50%-50% between IV A and IV B	Malcolm Pirnie	\$1,829,948	(\$1,543,000) Original (\$1,801,896) Amendment No. 1 (\$315,000) Amendment No. 2 Resolution No. 6941 (2002), 7126 (2003) & 7625 (2005)
CM (additional 335 days WTP IV A and transfer to phase IV B)	BCB	\$670,000	Res No. 7603 (2005)
Construction Management for Phase IV B	BCB	\$2,200,000	Res No. 7314 (2003)
Construction (Original Amount)	PMC	\$14,747,100	Res No. 7341 (2004)
Construction Additional Work (\$950,000)	PMC	\$950,000	Res No. 7817 (2006)
WTP SCADA Improvements Phase IV A split 50% - %50% between IV A and IV B	Tesco	\$262,500	Res No. 7514 (2005)
WTP Phase IV B Total Project Cost		\$20,659,548	

Zone 3 Foothills Pump Station Improvement Project (Phase I)			
Design/CM/CA (35% Constr)	Psomas	\$525,000	Developer
Construction	?	\$1,500,000	Developer
Zone 3 Foothills Phase 1 Total Project Cost		\$2,025,000	

Zone 3 Foothills P.S. Upgrades - Phase II			
Design (Foothills %=35%)	Carollo Engineers	\$136,500	Res No. 7181
Construction Administration	Carollo Engineers	\$61,250.00	Res No. 7553 (2005)
Construction Management (Original Contract)	BCB	\$169,750.00	Res. No. 7554 (2005)
Construction Management (Amendment No. 1)	BCB	\$129,500	Res. No. 7976 (2007)
Construction (Actual Amount with Additional Work)	PMC	\$1,330,171	(1,298,968 + 31,202 CCO) Resolution No. 7532 (2005) Approve Administratively (< 10%)
Zone 3 Foothills Phase II Total Project Cost		\$1,827,171	

Zone 3 Foothills Tank (1 tank)			
Opinion of Probable Construction Cost	Psomas	\$896,060	Year: 2002
Zone 3 Foothills Tank (1 Tank)		\$896,060	

Natoma Phase A Pipeline			
Design & Construction Administration	Robert W. Miles	\$600,000.00	Res. No. 5084
Construction (Original Amount)	Mountain Cascade	\$4,280,682.00	\$4,280,682 Archives - Natoma Pipeline Phase A - Bid Sheet
Construction (With Change Orders)	Mountain Cascade	\$179,646.37	Archives - Natoma Pipeline Phase A Change Order No. 7
Construction Management (Natoma Pipeline Phase A - including Operational Engineering and Control System Modifications) - Task 2 (Operation Manual, Start-up assistance, SCADA Engineering Services) - includes O & M manuals for Phase A Raw Water pipeline, Phase 3 WTP Expansion project, east Area Pump Stations and East Area Reservoir, also includes start up assistance for Phase A of the Natoma Raw Waterline and SCADA Engineering Services for the Natoma Raw Water Pipeline Improvements	CDM	\$198,270.00	Agreement from Archives file - Natoma Pipeline Phase B - Task No. 2 (1999) or Task 1 of Res. No. 6001

Natoma Phase B Pipeline			
Design	CDM	\$206,705	Resolution No. 6001 (1999) - Task 2, In the Contract it is listed as Task 3
Construction Management & Inspection Services	CDM	\$81,175	Resolution No. 6001 (1999) - Task 3, listed as Task 4 in the Contract
Operations Procedures & Support - CDM - assess Existing Natoma Raw Water Pipeline, Coordinate, repairs, rehabilitation and modifications to the existign Raw Water Systems, Coordination of Raw Water Control System Modification Criteria, and Interim Operations fact Sheets until Phase 3 Water Treatme Plant, Natoma Raw Water pipeline, East Area/Zone 3 Pump Station and East Area Reservoir Projects are complete	CDM	\$91,604	Resolution No. 6001 (1999) - Task 1, listed as Task 1 in the Scope of Work
Construction	Vadnais Construction	\$2,748,600	Resolution No. 6298

Natoma Raw Water Line Phase A & Phase B

Natoma Raw Water Pipeline Phase A, Phase B	\$8,386,682
---------------------------------------------------	--------------------

Zone 3,4, and 5 - 24" Pipeline			
Pipeline from WTP Zone 3 BPS to Foothill Res. (23,400 lf)	Discounted New Pipeline Cost @ \$10/in-dia/ft	\$2,808,000	New cost discounted by 50%
Zone 3,4, and 5 - 24" Pipeline		\$2,808,000	

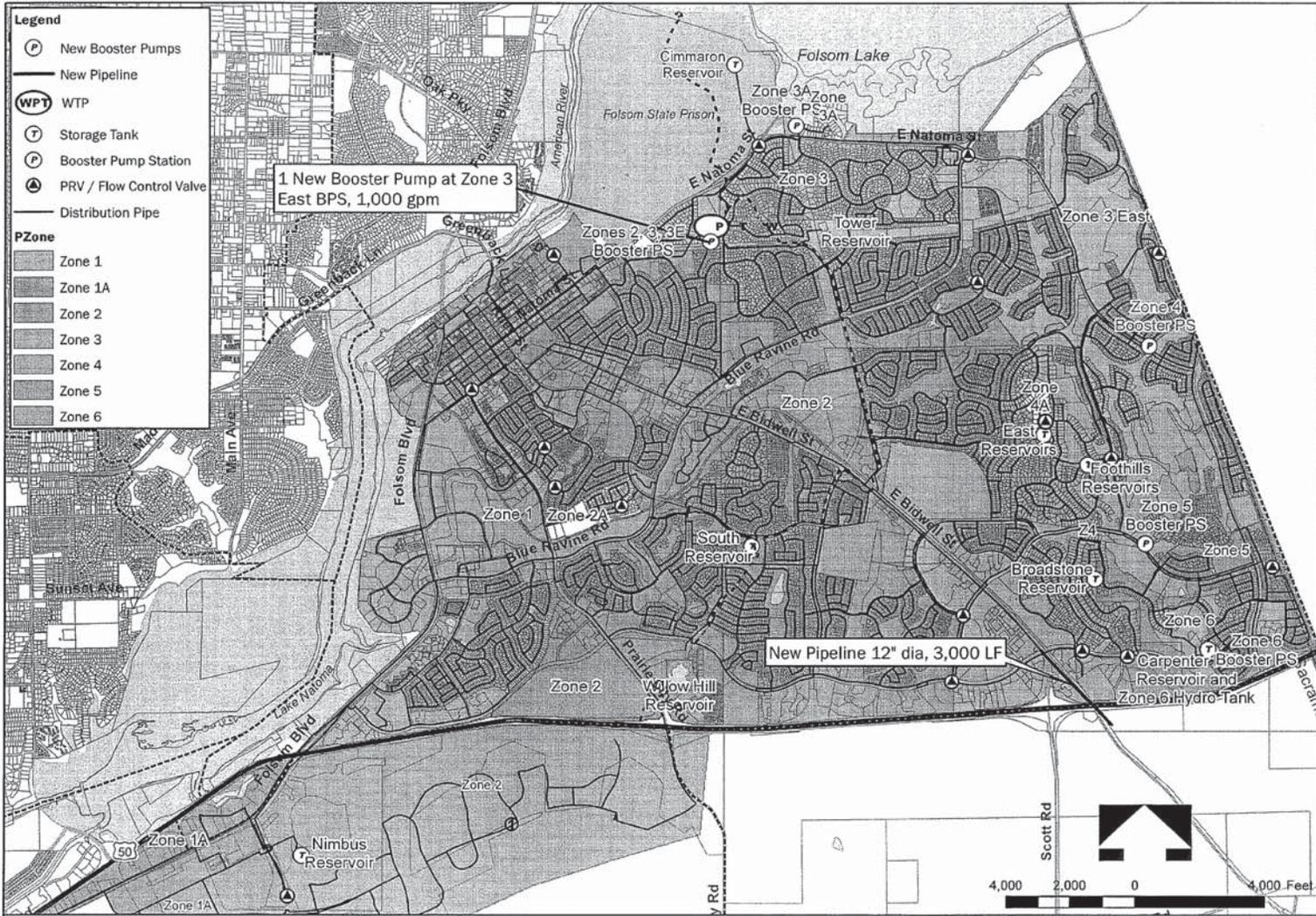
Total All Facilities	\$55,901,465
-----------------------------	---------------------

Table 2. Interim FPA and FPA Ultimate Folsom WTP Supply Scenarios

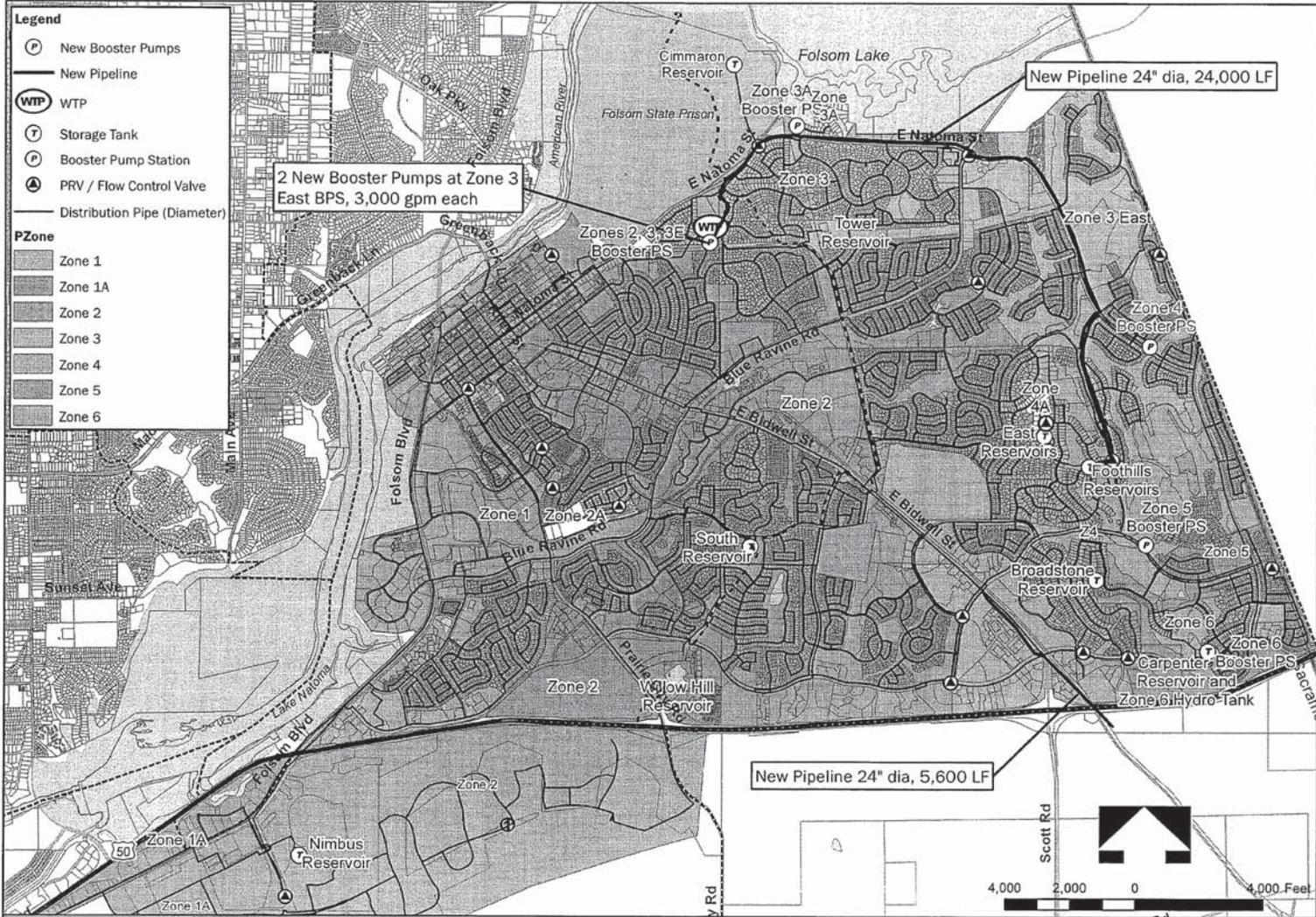
Improvement	Unit cost (for new facilities)	Units	Existing facility total costs ^d	Current firm capacity ^e	2018 existing system capacity needs ^c	Units	Scenario 1. ^a Interim FPA (2 mgd) through Zone 3 East					Scenario 2. ^b FPA Ultimate (9.2 mgd) through Zone 3 East				
							FPA needs from existing capacity ^f	% FPA share of existing capacity ^g	FPA needs in new capacity ^f	Units	Cost	FPA needs from existing capacity	% FPA share of existing capacity ^g	FPA needs in new capacity	Units	Total Cost Share
Existing Facilities Shared Capacity																
WTP-Phase III (Improvements to entire WTP) ^h			\$13,286,280	50	34 mgd	2.0	4%		mgd	\$ 540,000	9.2	18%		mgd	\$ 2,450,000	
WTP-Phase IV A (improvements to entire WTP) ^h			\$ 6,012,724	50	34 mgd	2.0	4%		mgd	\$ 250,000	9.2	18%		mgd	\$ 1,110,000	
WTP-Phase IV B (30 mgd (6-train) expansion) ⁱ			\$ 20,659,548	6	trains	0.4	7%		trains	\$ 1,380,000	2	33%		trains	\$ 6,886,516	
Zone 3 East BPS ^j			\$ 3,852,171	8,000	7,500 gpm	500	6%		gpm	\$ 250,000	500	6%		gpm	\$ 250,000	
Natomawater pipeline			\$ 8,386,682	50	mgd	2.0	4%		mgd	\$ 340,000	9.2	18%		mgd	\$ 1,543,150	
Foothills Reservoirs (existing 5 MG capacity)			\$ 1,792,120	5	3.9 MG	1.0	20%		MG	\$ 360,000	1.0	20%		MG	\$ 360,000	
Zone 3 East distribution system (24-in dia pipeline from Zone 3 East BPS to Blue Ravine) ^j			\$ 2,808,000	12.7	10.7 mgd	2.0	16%		mgd	\$ 500,000	-	0%		mgd	\$ -	
Subtotal existing facilities share cost										\$ 3,620,000					\$ 12,599,666	
New Facilities																
Transmission pipelines - 12-in diameter	20 \$/in-dia/LF								3,000 LF	\$ 720,000						
Transmission pipelines - 24-in diameter	20 \$/in-dia/LF												29,600 LF	\$ 14,208,000		
Zone 3 East BPS (additional capacity)	350 \$/gpm								900 gpm	\$ 320,000			5,900 gpm	\$ 2,065,000		
Total new facilities construction										\$ 1,040,000					\$ 16,273,000	
Planning (new facilities)	6%									\$ 62,400					\$ 980,000	
Design (new facilities)	10%									\$ 104,000					\$ 1,630,000	
Construction management (new facilities)	8%									\$ 83,200					\$ 1,310,000	
Contingency (new facilities)	30%									\$ 390,000					\$ 5,060,000	
Subtotal new facilities cost										\$ 1,679,600					\$ 26,260,000	
Project total										\$ 5,300,000					\$ 38,900,000	

Notes:

- ^a Interim FPA through Zone 3 is based on serving 2 mgd through Zone 3 East to interim FPA development near Placerville Rd, south of HWY 50. This scenario is exclusive of Ultimate FPA, and no phasing is included.
- ^b Ultimate FPA through Zone 3 East is based on serving 9.2 mgd through Zone 3 to the FPA. This scenario is exclusive of Interim FPA, and no phasing is included.
- ^c All scenarios are based on 80% of the 2018 demand for the existing service area and Ultimate Easton demands.
- ^d Existing facility total costs are based on historical actual costs, provided in Attachment A.
- ^e Zone 3 East BPS total capacity is 11,000 gpm. With the largest pump out of service the firm capacity is 8,000 gpm.
- ^f Total FPA booster pumping needs for Interim FPA is 2 mgd (1,400 gpm) and for FPA Ultimate is 9.2 mgd (6,400 gpm).
- ^g Percent share calculated assuming FPA will utilize available capacity in the City's system before building new facilities.
- ^h WTP-Phase IV A includes cost for improvements to the entire WTP, 50 mgd capacity.
- ⁱ WTP-Phase IV B includes cost for the expansion improvements for the new and existing WTP from 20 mgd to 50 mgd. These costs are based on the addition of 6 treatment trains, each train is 5 mgd.
- ^j Zone 3 East BPS and distribution 2018 capacity needs are based on the Zone 3 East 2018 maximum day demand of 5.7 mgd (4,000 gpm) plus maximum day demand for Zones 4, 5, and 6 which are served through Zone 3 East. Zones 4, 5, and 6 2018 maximum day demand is 5 mgd (3,500 gpm).



Brown AND Caldwell	PROJECT	143386	SITE	Folsom, California	Figure 1
	DATE	10/25/12	TITLE	Scenario 1: Interim Folsom Plan Area (2 mgd) through Zone 3 East - New Facilities	



Brown AND Caldwell	PROJECT	143386	SITE	Folsom, California		Figure 2
	DATE	10/25/12	TITLE	Scenario 2: Folsom Plan Area Ultimate (9.2 mgd) through Zone 3 East - New Facilities		

APPENDIX E: Recycled Water

Figure E-1	Non Potable Water System	E-1
Table E-1	Estimated Recycled Water System Costs—Pipes Only	E-2
Table E-2	Infrastructure Cost Allocation: Recycled Water	E-3
Mackay & Soms Detailed Cost Estimates.....		E-4



**Table E-1
Folsom Plan Area Specific Plan Financing Plan
Estimated Recycled Water System Costs -- Pipes Only (2013\$)**

Recycled Water

Item	Construction	Engineering/ Plan Check/ Inspection	Contingency	Total
<i>Percent</i>		<i>20%</i>	<i>10%</i>	
Zone 2 Recycled Water System				
12" Pipelines	\$2,340,000	\$468,000	\$234,000	\$3,042,000
Zone 3 Recycled Water System				
8" Pipelines	\$1,123,200	\$224,640	\$112,320	\$1,460,160
12" Pipelines	\$4,122,000	\$824,400	\$412,200	\$5,358,600
Subtotal Zone 3 Facilities	\$5,245,000	\$1,049,000	\$525,000	\$6,819,000
Zone 4 Recycled Water System				
12" Pipelines	\$1,206,000	\$241,200	\$120,600	\$1,567,800
Land for Recycled Water Facilities <i>(3 acres at \$175,000)</i>	\$525,000	NA	NA	\$525,000
Total Recycled Water Costs	\$9,316,000	\$1,758,200	\$879,600	\$11,953,800
Total Recycled Water Costs (Rounded)				\$11,954,000

rwater cost

Source: MacKay & Soms

**Table E-2
Folsom Plan Area Specific Plan Financing Plan
Infrastructure Cost Allocation: Recycled Water (2013\$)**

Recycled Water

Land Use	Land Uses		Less Folsom Heights		Land Uses		Cost Allocation Basis			Water Cost Allocation		
	Dev. Acres	Units/Sq. Ft.	Dev. Acres	Units/Sq. Ft.	Dev. Acres	Units/Sq. Ft.	Water Demand [1]	Total Demand	Distribution of Demand	Assigned Cost	per Acre	per Unit/Sq. Ft.
<i>Formula</i>					A	B	C	D=C*A or B	E=D/Total Demand	F=Total Cost*E	G=F/A	H=F/B
Residential	<i>units</i>		<i>units</i>				<i>per unit</i>					<i>per unit</i>
Single-Family (SF)	580.6	1,820	(35.0)	(106)	545.6	1,714	0.59	1,011	27.1%	\$3,241,288	\$5,941	\$1,891
Single-Family High Density (SFHD)	492.0	2,828	(31.0)	(171)	461.0	2,657	0.37	983	26.4%	\$3,150,997	\$6,835	\$1,186
Multifamily Low Density (MLD)	263.5	2,406	(27.9)	(253)	235.6	2,153	0.23	495	13.3%	\$1,587,182	\$6,737	\$737
Multifamily Medium Density (MMD)	68.5	1,224	0.0	0	68.5	1,224	0.19	233	6.2%	\$745,401	\$10,882	\$609
Multifamily High Density (MHD)	51.0	1,251	0.0	0	51.0	1,251	0.18	225	6.0%	\$721,746	\$14,152	\$577
Mixed Use (MU) - Residential	35.5	681	0.0	0	35.5	681	0.16	109	2.9%	\$349,238	\$9,849	\$513
Subtotal	1,491.1	10,210	(93.9)	(530)	1,397.2	9,680		3,056	81.9%	\$9,795,852		
Nonresidential	<i>sq. ft.</i>		<i>sq. ft.</i>				<i>per acre</i>					<i>per sq. ft.</i>
Mixed Use (MU) - Commercial	23.6	205,952	0.0	0	23.6	205,952	1.64	39	1.0%	\$124,264	\$5,257	\$0.60
Office Park (OP)	89.2	1,165,666	0.0	0	89.2	1,165,666	1.97	176	4.7%	\$563,230	\$6,314	\$0.48
General Commercial (GC)	188.5	2,052,765	(34.5)	(376,794)	154.0	1,675,971	1.54	237	6.4%	\$760,145	\$4,936	\$0.45
Community Commercial (CC)	38.9	423,621	0.0	0	38.9	423,621	1.54	60	1.6%	\$192,011	\$4,936	\$0.45
Regional Commercial (RC)	110.8	1,351,405	0.0	0	110.8	1,351,405	1.46	162	4.3%	\$518,498	\$4,680	\$0.38
Subtotal	451.0	5,199,409	(34.5)	(376,794)	416.5	4,822,615		673	18.1%	\$2,158,148		
Total Project	1,942.1		(128.4)		1,813.7			3,730	100.0%	\$11,954,000		

Source: Folsom Specific Plan Area Water Supply Assessment (June 2010), MacKay & Soms, EPS

rwater_alloc

[1] Residential: acre feet/dwelling unit/year; nonresidential: acre feet/acre/year

FOLSOM PLAN AREA
Backbone Non-Potable Water Infrastructure
Construction Cost Estimate

Folsom, California

Revised 8/21/13



FOLSOM PLAN AREA
Backbone Infrastructure
Construction Cost Estimate

7919.000

Non-Potable Water System Summary

A. Pressure Zone 2 Water System	\$3,042,000
B. Pressure Zone 3 Water System	\$6,819,000
C. Pressure Zone 4 Water System	\$1,568,000
	<hr/>
Total Non-Potable Water System	\$11,429,000

FOLSOM PLAN AREA
Backbone Non-Potable Water Infrastructure
Construction Cost Estimate

7919.YR4

Item	Description	Qty.	Unit	Unit Cost	Total
A. Pressure Zone 2 Water System					
Pipelines					
1	12" PVC C-900 Water Pipe	13,000	LF	\$180.00	\$2,340,000
					\$2,340,000
<i>Pressure Zone 2 Water System Subtotal (Raw Construction Cost)</i>					\$2,340,000
<i>Contingency (10%)</i>					\$234,000
<i>Engineering/Plan Check/Inspection (20%)</i>					\$468,000
Total Pressure Zone 2 Water System					\$3,042,000
					USE \$3,042,000
B. Pressure Zone 3 Water System					
Pipelines					
1	8" PVC C-900 Water Pipe	7,800	LF	\$144.00	\$1,123,200
2	12" PVC C-900 Water Pipe	22,900	LF	\$180.00	\$4,122,000
					\$5,245,200
<i>Pressure Zone 3 Water System Subtotal (Raw Construction Cost)</i>					\$5,245,200
<i>Contingency (10%)</i>					\$524,520
<i>Engineering/Plan Check/Inspection (20%)</i>					\$1,049,040
Total Pressure Zone 3 Water System					\$6,818,760
					USE \$6,819,000
C. Pressure Zone 4 Water System					
Pipelines					
1	12" PVC C-900 Water Pipe	6,700	LF	\$180.00	\$1,206,000

FOLSOM PLAN AREA
Backbone Non-Potable Water Infrastructure
Construction Cost Estimate

7919.YR4

<i>Pressure Zone 4 Water System Subtotal (Raw Construction Cost)</i>	\$1,206,000
3	
<i>Contingency (10%)</i>	\$120,600
<i>Engineering/Plan Check/Inspection (20%)</i>	<u>\$241,200</u>
Total Pressure Zone 4 Water System	\$1,567,800
USE	\$1,568,000

FOLSOM PLAN AREA
Backbone Non-Potable Water Infrastructure
Construction Cost Estimate

7919.YR4

General Notes:

1. This estimate is prepared as a guide only and is subject to possible change. It has been prepared to a standard of accuracy which, to the best of our knowledge and judgment, is sufficient to satisfy our understanding of the purpose of this estimate. MacKay & Soms makes no warranty, either expressed or implied, as to the accuracy of this estimate.
2. This estimate does not consider the following:
 - a. Cost associated with environmental (wetland) mitigations or biological surveys
 - b. Phased construction or out-of-regular-sequence construction
 - c. Costs associated with ground water or inclement weather conditions
3. Costs presented herein represent an opinion based on historical information. No provision has been made for inflation.
4. Interim improvements may be required depending on development timing of individual units.
5. Cost for unsuitable material removal is not included in this estimate.
6. Costs are preliminary and subject to change upon more detailed design and analysis.
7. Cost for rock excavation and removal is not included in this estimate.
10. Cost for Rough Grade Excavation are based on an estimated average cut depth of 3 feet across the clearing and grubbing limits. (Roadway right-of-way and adjacent planting strips).

FOLSOM PLAN AREA
Backbone Non-Potable Water Infrastructure
Construction Cost Estimate

7919.YR4

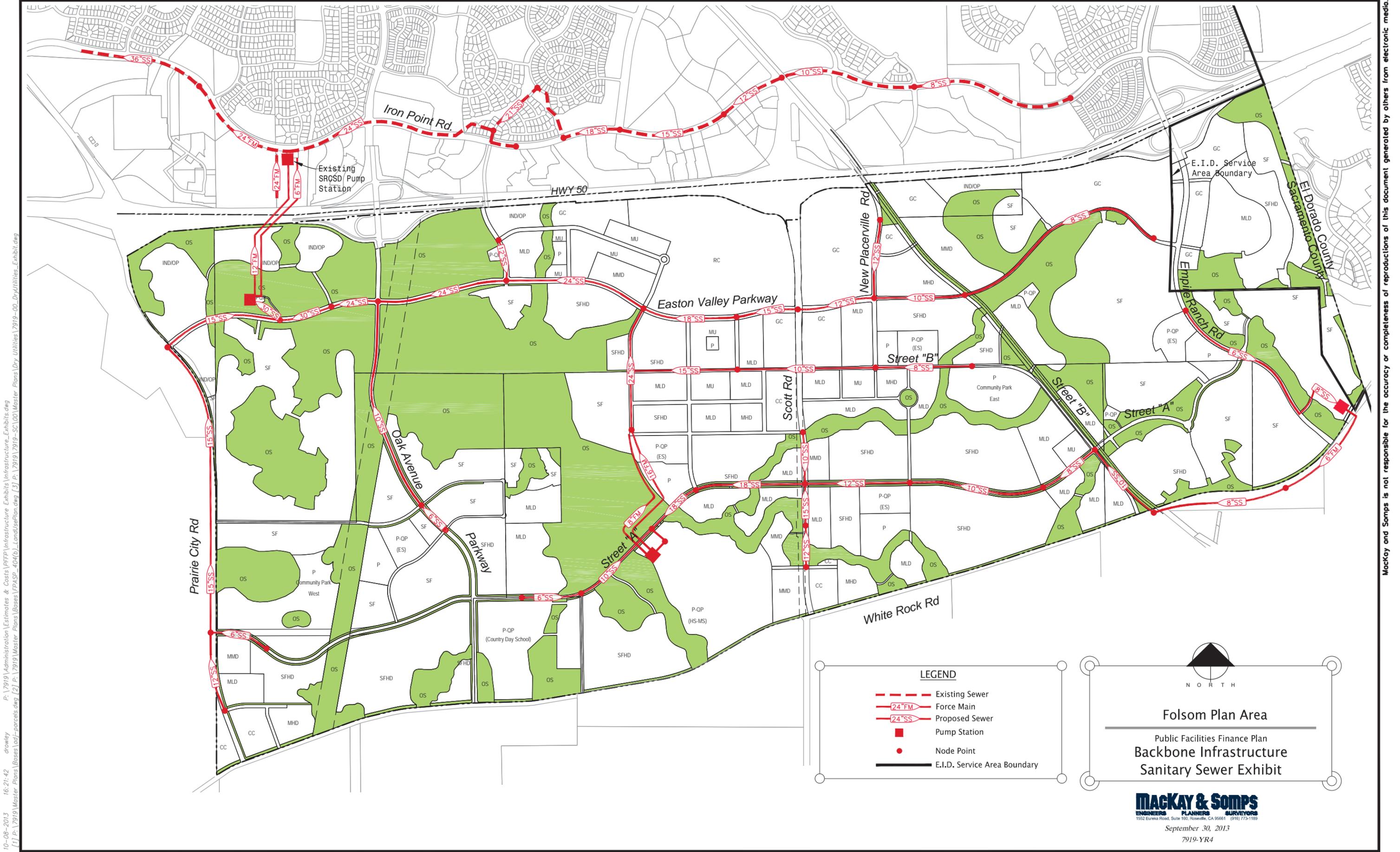
Item	Description	Unit	Unit Cost	Cell 'E' Desig.
Non-Potable Water System Items				
1	8" Water Pipe	LF	\$144.00	4
2	12" Water Pipe	LF	\$180.00	5
3	16" Water Pipe	LF	\$192.00	6
4	Booster Pump Station	GPM	\$350.00	7
5	Pressure Reducing Station (8-Inch to 10-inch Valve)	EA	\$25,000.00	8
6	Pressure Reducing Station (12-inch to 16-inch Valve)	EA	\$50,000.00	9
7	Storage Reservoir (2.5 MG and Above)	MG	\$750,000.00	10
8	Storage Reservoir (Below 2.5 MG Tank)	MG	\$850,000.00	11

APPENDIX F:
Sanitary Sewer

Figure F-1 Sanitary Sewer..... F-1
Table F-1 Estimated Sewer System Costs F-2
Table F-2 Infrastructure Cost Allocation: Sewer F-3
Table F-3 SRCSD Fees and Estimated Fee Revenue..... F-4
Mackay & Soms Detailed Cost Estimates..... F-5
Initial Pump Station Map and Cost Estimates..... F-8
SASD Sewer Ordinance Unit Cost Estimates F-12



Figure F-1



P:\7919 Administration\Estimates & Costs\PFPP\Infrastructure Exhibits\Infrastructure_Exhibits.dwg
 [1] P:\7919\Master Plans\Bases\Bases\FPASP_404(b)_LandUsePlan.dwg [3] P:\7919\7919-SC\00\Master Plans\Dry Utilities\7919-00_DryUtilities_Exhibit.dwg
 10-08-2013 16:21:42 drowley

Mackay and Somp's is not responsible for the accuracy or completeness of reproductions of this document generated by others from electronic media.

- LEGEND**
- Existing Sewer
 - 24" FM Force Main
 - 24" SS Proposed Sewer
 - Pump Station
 - Node Point
 - E.I.D. Service Area Boundary

NORTH
Folsom Plan Area
 Public Facilities Finance Plan
 Backbone Infrastructure
 Sanitary Sewer Exhibit

MACKAY & SOMPS
 ENGINEERS PLANNERS SURVEYORS
 1532 Eureka Road, Suite 110, Roseville, CA 95661 (916) 772-1189
 September 30, 2013
 7919-YR4

**Table F-1
Folsom Plan Area Specific Plan Financing Plan
Estimated Sewer System Costs (2013\$)**

Sanitary Sewer

Item	Construction	Engineering/ Plan Check/ Inspection	Contingency	Total	Funding Sources	
					SPIF	Sewer and Water CFD
<i>Percentage</i>		20%	10%			
Sanitary Sewer Pipelines	\$9,376,700	\$1,875,340	\$937,670	\$12,189,710	\$12,189,710	\$0
Sanitary Sewer Pump Stations & Force Mains						
Hillsborough/Carpenter Ranch Pump Station	\$3,007,000	\$601,400	\$300,700	\$3,909,100	\$0	\$3,909,100
Mangini Ranch Pump Station	\$2,745,000	\$549,000	\$274,500	\$3,568,500	\$3,568,500	\$0
Russell - Promontory Pump Station	\$560,000	\$112,000	\$56,000	\$728,000	\$728,000	\$0
Subtotal Pump Stations & Force Mains	\$6,312,000	\$1,262,400	\$631,200	\$8,205,600	\$4,296,500	\$3,909,100
Land for Sewer Facilities 3 acres @ \$175,000 per acre	\$525,000	NA	NA	\$525,000	\$525,000	\$0
Total	\$16,213,700	\$3,137,740	\$1,568,870	\$20,920,310	\$17,011,210	\$3,909,100
Total (Rounded)				\$20,900,000	\$17,010,000	\$3,910,000

sewer_costs

Source: MacKay & Soms

Table F-2
Folsom Plan Area Specific Plan Financing Plan
Infrastructure Cost Allocation: Sewer (2013\$)

Sewer

Land Use	Land Uses		Less Folsom Heights		Land Uses		Cost Allocation Basis				Sewer Cost Allocation		
	Dev. Acres	Units/ Sq. Ft.	Dev. Acres	Units/ Sq. Ft.	Dev. Acres	Units/ Sq. Ft.	ESDs per Acre [1]	ESDs per Unit/Sq. Ft.	Total EDUs	Distribution of EDUs	Assigned Cost	per Acre	per Unit/ Sq. Ft.
<i>Formula</i>					<i>A</i>	<i>B</i>	<i>C</i>	<i>D=C*A/B</i>	<i>E=B*D</i>	<i>F=E/Total EDUs</i>	<i>G=Total Cost*F</i>	<i>H=G/A</i>	<i>H=G/B</i>
Residential		<i>units</i>		<i>units</i>		<i>units</i>	<i>per acre</i>	<i>per unit</i>					<i>per unit</i>
Single-Family (SF)	580.6	1,820	(35.0)	(106)	545.6	1,714	10	3.18	5,456	22.6%	\$3,842,247	\$7,042	\$2,242
Single-Family High Density (SFHD)	492.0	2,828	(31.0)	(171)	461.0	2,657	15	2.60	6,915	28.6%	\$4,869,710	\$10,563	\$1,833
Multifamily Low Density (MLD)	263.5	2,406	(27.9)	(253)	235.6	2,153	22	2.41	5,183	21.5%	\$3,650,135	\$15,493	\$1,695
Multifamily Medium Density (MMD)	68.5	1,224	0.0	0	68.5	1,224	22	1.23	1,507	6.2%	\$1,061,266	\$15,493	\$867
Multifamily High Density (MHD)	51.0	1,251	0.0	0	51.0	1,251	30	1.22	1,530	6.3%	\$1,077,463	\$21,127	\$861
Mixed Use (MU) - Residential	35.5	681	0.0	0	35.5	681	30	1.56	1,064	4.4%	\$749,154	\$21,127	\$1,100
Subtotal	1,491.1	10,210	(93.9)	(530)	1,397.2	9,680			21,655	89.7%	\$15,249,975		
Nonresidential		<i>sq. ft.</i>		<i>sq. ft.</i>		<i>sq. ft.</i>	<i>per acre</i>	<i>per sq. ft.</i>					<i>per sq. ft.</i>
Mixed Use (MU) - Commercial	23.6	205,952	0.0	0	23.6	205,952	6	0.00069	142	0.6%	\$99,887	\$4,225	\$0.49
Office Park (OP)	89.2	1,165,666	0.0	0	89.2	1,165,666	6	0.00046	535	2.2%	\$376,901	\$4,225	\$0.32
General Commercial (GC)	188.5	2,052,765	(34.5)	(376,794)	154.0	1,675,971	6	0.00055	924	3.8%	\$650,703	\$4,225	\$0.39
Community Commercial (CC)	38.9	423,621	0.0	0	38.9	423,621	6	0.00055	233	1.0%	\$164,366	\$4,225	\$0.39
Regional Commercial (RC)	110.8	1,351,405	0.0	0	110.8	1,351,405	6	0.00049	665	2.8%	\$468,168	\$4,225	\$0.35
Subtotal	451.0	5,199,409	(34.5)	(376,794)	416.5	4,822,615			2,499	10.3%	\$1,760,025		
Total Project	1,942.1		(128.4)		1,813.7				24,154	100.0%	\$17,010,000		

sewer_alloc

Source: MacKay & Soms, SASD EPS.

[1] SASD ESD factors.

**Table F-3
Folsom Plan Area Specific Plan Public Facilities Financing Plan
SRCSD Fees and Estimated Fee Revenue (2013\$)**

SRCSD Fee

Land Use	Units/ Sq. Ft.	Prelim. Fee per Unit/Sq. Ft.	Total Fee Revenue
Residential			
Single-Family (SF)	1,714	\$4,032	\$6,910,848
Single-Family High Density (SFHD)	2,657	\$4,032	\$10,713,024
Multifamily Low Density (MLD)	2,153	\$3,024	\$6,510,672
Multifamily Medium Density (MMD)	1,224	\$3,024	\$3,701,376
Multifamily High Density (MHD)	1,251	\$3,024	\$3,783,024
Mixed Use (MU) - Residential	681	\$3,024	\$2,059,344
Subtotal	9,680		\$33,678,288
Nonresidential			
Mixed Use (MU) - Commercial	205,952	\$0.40	\$83,040
Office Park (OP)	1,165,666	\$0.81	\$939,993
General Commercial (GC)	2,052,765	\$0.40	\$827,675
Community Commercial (CC)	423,621	\$0.40	\$170,804
Regional Commercial (RC)	1,351,405	\$0.40	\$544,887
Subtotal	5,199,409		\$2,566,398
Total Fee Revenue			\$36,244,686
Total Fee Revenue (Rounded)			\$36,245,000

srcsd

Source: SRCSD

[1] Units and sq.ft. exclude Folsom Heights

FOLSOM PLAN AREA
Backbone Infrastructure
Construction Cost Estimate

7919.000

Sanitary Sewer System Summary

A. Sanitary Sewer Pipelines	\$12,190,000
B. Sanitary Sewer Pump Stations & Force Mains	\$8,206,000
	<hr/>
Total Sanitary Sewer System	\$20,396,000

FOLSOM PLAN AREA
Backbone Infrastructure
Construction Cost Estimate

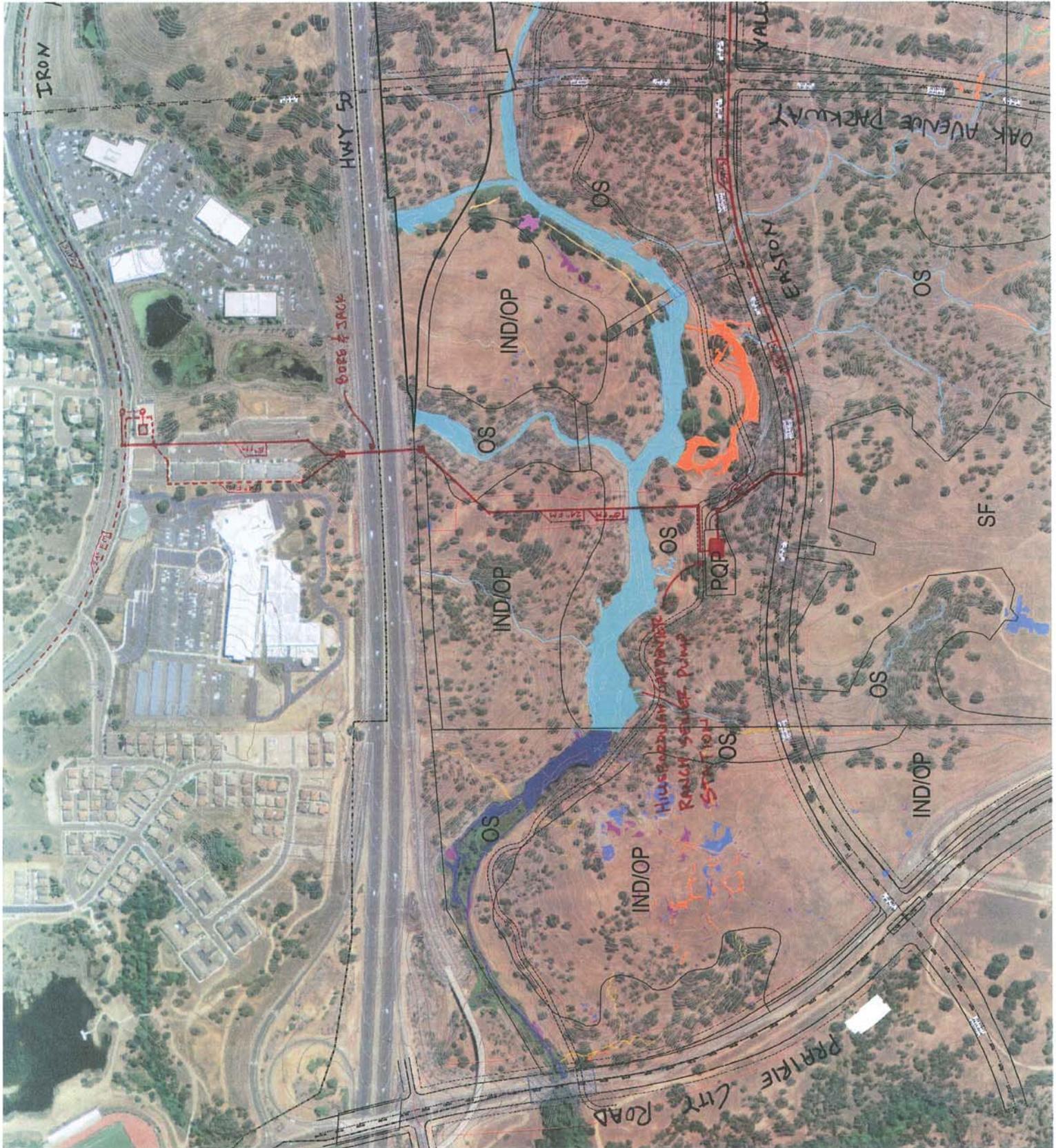
7919,000

Item	Description	Qty.	Unit	Unit Cost	Total
A. Sanitary Sewer Pipelines					
1	6" Sanitary Sewer Pipe	6,500	LF	\$70.00	\$455,000
2	8" Sanitary Sewer Pipe	7,800	LF	\$80.00	\$624,000
3	10" Sanitary Sewer Pipe	12,540	LF	\$100.00	\$1,254,000
4	12" Sanitary Sewer Pipe	15,510	LF	\$120.00	\$1,861,200
5	15" Sanitary Sewer Pipe	12,710	LF	\$150.00	\$1,906,500
6	18" Sanitary Sewer Pipe	5,050	LF	\$180.00	\$909,000
7	24" Sanitary Sewer Pipe	8,300	LF	\$240.00	\$1,992,000
8	30" Sanitary Sewer Pipe	1,500	LF	\$250.00	\$375,000
<i>Sanitary Sewer Pipelines (Raw Construction Cost) Subtotal</i>					\$9,376,700
<i>Contingency (10%)</i>					\$937,670
<i>Engineering/Plan Check/Inspection (20%)</i>					\$1,875,340
Total Sanitary Sewer Pipelines					\$12,189,710
USE					\$12,190,000
B. Sanitary Sewer Pump Stations & Force Mains					
Hillsborough/Carpenter Ranch Sanitary Sewer Pump Station					
1	Hillsborough/Carpenter Ranch Pump Station	3.00	MGD	\$500,000	\$1,500,000
2	Hillsborough/Carpenter Ranch PS Phasing (Additional Cost due to Pump Station Phasing)	1	JOB	\$240,000	\$240,000
3	Hillsborough/Carpenter Ranch Sewer Force Main (6-inch)	3,300	LF	\$90.00	\$297,000
4	Hillsborough/Carpenter Ranch Sewer Force Main (12-inch)	3,300	LF	\$150.00	\$495,000
5	Hillsborough/Carpenter FM Hwy 50 Crossing (Bore and Jack 30-inch Steel Casing)	350	LF	\$1,100.00	\$385,000
6	Hillsborough/Carpenter FM Hwy 50 Crossing (Bore and Jack, Receiving Pit)	1	EA	\$20,000.00	\$20,000
7	Hillsborough/Carpenter FM Hwy 50 Crossing (Bore and Jack, Jacking Pit)	1	EA	\$50,000.00	\$50,000
8	Hillsborough/Carpenter Sewer FM Alder Creek Crossing	1	EA	\$20,000.00	\$20,000
Mangini Ranch Sanitary Sewer Pump Station					
9	Mangini Ranch Sanitary Sewer Pump Station	3.90	MGD	\$500,000	\$1,950,000
10	Mangini Ranch Sanitary Sewer PS Phasing (Additional Cost due to Pump Station Phasing)	1	JOB	\$195,000	\$195,000
11	Mangini Ranch Sanitary Sewer FM (8-inch)	2,500	LF	\$80.00	\$200,000
12	Mangini Ranch Sanitary Sewer FM (16-inch)	2,500	LF	\$160.00	\$400,000

FOLSOM PLAN AREA
Backbone Infrastructure
Construction Cost Estimate

7919.000

Item	Description	Qty.	Unit	Unit Cost	Total
B. Sanitary Sewer Pump Stations & Force Mains (Cont.)					
Russell - Promontory Sanitary Sewer Pump Station					
13	Russell-Promontory Sanitary Sewer Pump Station	0.50	MGD	\$800,000	\$400,000
14	Russell-Promontory Sanitary Sewer PS Phasing (Additional Cost due to Pump Station Phasing)	1	JOB	\$40,000	\$40,000
15	Russell-Promontory Sanitary Sewer FM (6-inch)	2,000	LF	\$60.00	\$120,000
<i>Sanitary Sewer Pump Stations & Force Mains (Raw Construction Cost) Subtotal</i>					\$6,312,000
<i>Contingency (10%)</i>					\$631,200
<i>Engineering/Plan Check/Inspection (20%)</i>					\$1,262,400
Total Sanitary Sewer Pump Stations & Force Mains					\$8,205,600
USE					\$8,206,000



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FOLSOM PLAN AREA
Initial Sanitary Sewer Pump Station
Construction Cost Estimate

Folsom, California

September 30, 2013



FOLSOM PLAN AREA
Initial Sanitary Sewer Pump Station
Construction Cost Estimate

7919.000

General Notes:

1. This estimate is prepared as a guide only and is subject to possible change. It has been prepared to a standard of accuracy which, to the best of our knowledge and judgment, is sufficient to satisfy our understanding of the purpose of this estimate. MacKay & Soms makes no warranty, either expressed or implied, as to the accuracy of this estimate.
2. This estimate does not consider the following:
 - a. Cost associated with environmental (wetland) mitigations or biological surveys
 - b. Phased construction or out-of-regular-sequence construction
 - c. Costs associated with ground water or inclement weather conditions
3. Costs presented herein represent an opinion based on historical information. No provision has been made for inflation.
4. Interim improvements may be required depending on development timing of individual units.
5. Cost for unsuitable material removal is not included in this estimate.
6. Costs are preliminary and subject to change upon more detailed design and analysis.
7. Cost for rock excavation and removal is not included in this estimate.
10. Cost for Rough Grade Excavation are based on an estimated average cut depth of 3 feet across the clearing and grubbing limits. (Roadway right-of-way and adjacent planting strips).
11. The cost for constructing the multi-use trail and trail appurtenances is not included in this estimate.
12. The cost for constructing masonry sound walls is not included in this estimate and will be paid for by the Developer.
13. The cost for Landscape Corridor planting is not included in this estimate and will be paid for by the Developer.
14. The gravity sanitary sewer pipeline are sized using the City of Folsom design criteria. The sanitary sewer pump stations are sized using the Sacramento Area Sewer District design criteria.
15. The cost for constructing White Rock Road (Capital Southeast Connector) is not included in this estimate. White Rock Road (Capital Southeast Connector) will be financed and built by the Capital Southeast Connector JPA or the County of Sacramento. The Folsom Plan Area is paying it's fairshare contribution for White Rock Road (Capital Southeast Connector) through the County of Sacramento's Sacramento County Transportation Development Fee Program.
16. The cost for constructing Prairie City Road is not included in this estimate. Prairie City Road is financed by County of Sacramento's Sacramento County Transportation Development Fee Program. The Folsom Plan Area is paying it's fairshare contribution for Prairie City Road through the County of Sacramento's Sacramento County Transportation Development Fee Program.

FOLSOM PLAN AREA
Initial Sanitary Sewer Pump Station
Construction Cost Estimate

7919,000

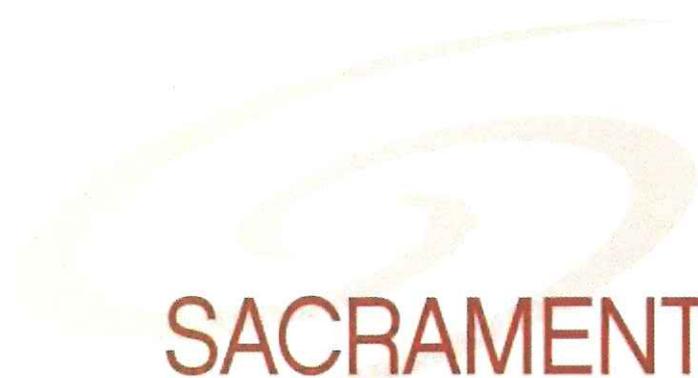
Item	Description	Qty.	Unit	Unit Cost	Total
A. Phase 1 - Sanitary Sewer Pump Station & Force Main					
1	Sanitary Sewer Pump Station: (3.0 mgd Ultimate Pump Station Capacity. Phase 1 cost is estimated at 80% of the ultimate \$1,500,000 cost)	1	EA	\$1,200,000	\$1,200,000
2	Sanitary Sewer Force Main (6-inch)	3,300	LF	\$90.00	\$297,000
	Sanitary Sewer Force Main Hwy 50 Crossing (Bore and Jack 30-inch Steel Casing)	350	LF	\$1,100.00	\$385,000
3	Sanitary Sewer Force Main Hwy 50 Crossing (Bore and Jack, Receiving Pit)	1	EA	\$20,000.00	\$20,000
4	Sanitary Sewer Force Main Hwy 50 Crossing (Bore and Jack, Jacking Pit)	1	EA	\$50,000.00	\$50,000
5	Sanitary Sewer FM Alder Creek Crossing	1	EA	\$20,000.00	\$20,000
6					<u>\$20,000</u>
	<i>Phase 1 Sanitary Sewer Pump Station & Force Main (Raw Construction Cost) Subtotal</i>				\$1,972,000
				<i>Contingency (10%)</i>	\$197,200
				<i>Engineering/Plan Check/Inspection (20%)</i>	\$394,400
	Total Phase 1 Sanitary Sewer Pump Station & Force Main				<u>\$2,563,600</u>
				USE	\$2,564,000

B. Phase 2 - Sanitary Sewer Pump Station & Force Main

1	Sanitary Sewer Pump Station: (Phase 2 cost is estimated at 20% of the ultimate \$1,500,000 cost plus \$240,000 due to phasing)	1	EA	\$540,000	\$540,000
2	Sanitary Sewer Force Main (12-inch)	3,300	LF	\$150.00	<u>\$495,000</u>
	<i>Phase 2 Sanitary Sewer Pump Station & Force Main (Raw Construction Cost) Subtotal</i>				\$1,035,000
				<i>Contingency (10%)</i>	\$103,500
				<i>Engineering/Plan Check/Inspection (20%)</i>	\$207,000
	Total Phase 2 Sanitary Sewer Pump Station & Force Main				<u>\$1,345,500</u>
				USE	\$1,346,000

Sanitary Sewer System Summary

A.	Phase 1- Sanitary Sewer Pump Station	\$2,564,000
B.	Phase 2- Sanitary Sewer Pump Station	<u>\$1,346,000</u>
	Total Sanitary Sewer System	\$3,910,000

The logo features a stylized, swirling shape in shades of yellow and orange, resembling a water drop or a wave, positioned above the text.

**SACRAMENTO AREA
SEWER DISTRICT**

SEWER ORDINANCE

Adopted to be effective on February 23, 2013 (SDI-0068)

Sacramento Area Sewer District
10060 Goethe Road
Sacramento CA 95827

14. APPENDIX

14.1 2011 Cost Schedule for Sewer Construction

The Cost Schedule for Sewer Construction was adopted in 2011, and is subject to annual adjustment based upon the changes in the Engineering News Record Construction Cost Index. For the most up-to-date Schedule please visit our website at www.sacsewer.com.

UNIT COSTS FOR CONSTRUCTION OF GRAVITY SEWERS (a) (b) (f)

Pipe Diameter (in)	Depth (ft)										
	8	10	12	14	16	18	20	22	24	26	28
6 (c)	\$29.98	\$32.45	\$34.44	\$36.89	\$39.79	\$44.08	\$49.28	\$56.04	\$65.00		
8	\$36.68	\$40.11	\$42.45	\$45.44	\$48.96	\$54.22	\$60.69	\$68.98	\$79.77		
10	\$44.28	\$49.61	\$52.48	\$56.08	\$60.41	\$66.95	\$74.96	\$85.33	\$98.74		
12		\$58.23	\$61.52	\$65.74	\$71.06	\$78.75	\$88.20	\$100.40	\$116.43	\$136.52	\$164.59
15		\$72.22	\$75.89	\$80.30	\$86.02	\$93.81	\$103.71	\$115.75	\$131.06	\$152.08	\$181.87
18		\$87.58	\$91.34	\$96.15	\$102.31	\$111.10	\$120.97	\$133.74	\$149.27	\$170.64	\$200.92
21 (e)		\$105.60	\$109.85	\$114.84	\$121.47	\$130.12	\$140.99	\$154.47	\$170.47	\$192.25	\$223.71
24 (e)		\$124.64	\$130.84	\$136.19	\$143.30	\$152.78	\$164.39	\$178.08	\$194.08	\$216.43	\$249.27
27 (d)		\$131.85	\$136.95	\$143.78	\$152.72	\$164.43	\$178.16	\$194.72	\$214.32	\$238.40	
30		\$147.86	\$153.43	\$160.73	\$170.14	\$181.87	\$195.77	\$213.36	\$233.80	\$259.06	
33		\$158.36	\$164.42	\$171.84	\$181.61	\$193.53	\$207.83	\$226.22	\$247.47	\$274.16	
36		\$162.00	\$168.14	\$176.02	\$185.92	\$197.94	\$212.97	\$231.50	\$253.21	\$281.37	
39		\$197.35	\$203.87	\$211.88	\$221.86	\$234.35	\$250.22	\$269.56	\$292.32	\$323.04	
42		\$215.12	\$223.12	\$232.93	\$245.14	\$260.12	\$280.22	\$304.44	\$332.53		
48		\$236.12	\$244.71	\$255.75	\$269.55	\$286.73	\$307.77	\$334.30	\$364.34		
54		\$273.64	\$283.16	\$294.77	\$308.79	\$326.18	\$347.78	\$375.54	\$408.17		
60		\$318.14	\$328.42	\$340.32	\$356.91	\$376.37	\$400.21	\$429.53	\$464.73		

(a) Based on Sacramento County Standard Construction Specifications, Type II Bedding and Initial Backfill.

(b) ENR 9536 - Average of 20 Cities and San Francisco, January 2011

(c) VCP (24 inch and smaller)

(d) RCP with calcareous aggregate.

(e) If for structural reasons, and with County approval, RCP with calcareous aggregate is required for 21" or 24" pipeline, the above unit costs shall be reduced \$4.58 or \$12.82 respectively.

(f) \$3.71 per cu.yd. For mechanical compaction of intermediate backfill

ADDITIONAL COST ITEMS:

APPENDIX

1. 22% for work outside of undeveloped areas.

2. Cost for pavement removal and replacement

Removal =	\$4.11	/L.F.			
Replacement=	Asphaltic Concrete:	\$164	/ton	(1 ton = 160 S.F., 1 inch thick)	
	Aggregate Base:	\$38	/ton	(1 ton = 20 S.F., 8 inch thick)	

3. Temporary pavement = \$108 /ton (1 ton = 160 S.F., 1 inch thick)

4. Flagpersons = \$441 /day/person

5. Utility Crossings (service lines):

Minor Utility, cross under =	\$183	ea.		
To replace utilities =	\$545	to	\$923	ea.

6. Cost for crossing a major utility to be added. Amount varies.

7. Manholes:

4' MH =	\$2,199	for 7' depth plus	\$183	/ft over 7 ft.
5' MH type A or B =	\$3,115	for 8' depth plus	\$321	/ft over 8 ft.
Lining additional =	\$1,831	for 8' depth plus	\$183	/ft over 8 ft.

8. Dewatering trench with wells: \$37 To \$81

9. T-Lock lining for RCP: \$6.60 /S.F.

**Folsom Plan Area
Sanitary Sewer
Pipeline Cost per Lineal Foot Analysis**

7919.YR4
Date: 6-19-2013

Sacramento Area Sewer District Sewer Pipeline Construction Cost Calculation															
Item	Description	Pipe Quantity	Pipe Unit	Pipe Unit Price	Intermediate Backfill Compaction Quantity	Intermediate Backfill Compaction Unit	Intermediate Backfill Compaction Unit Price	Trench Dam Quantity	Trench Dam Unit	Trench Dam Unit Price	Manhole Quantity	Manhole Unit	Manhole Unit Price	Total Price	Average Cost /LF
1.	6" Sewer (14' Average Depth)	10,000	LF	\$ 37.00	1.0	CY	\$ 4.00	40	EA	\$ 500.00	40	EA	\$ 6,409.00	\$ 646,364	\$ 64.64
2.	8" Sewer (14' Average Depth)	10,000	LF	\$ 46.00	1.1	CY	\$ 4.00	40	EA	\$ 500.00	40	EA	\$ 6,409.00	\$ 736,364	\$ 73.64
3.	10" Sewer (16' Average Depth)	10,000	LF	\$ 61.00	1.4	CY	\$ 4.00	40	EA	\$ 500.00	40	EA	\$ 7,141.00	\$ 915,646	\$ 91.56
4.	12" Sewer (18' Average Depth)	10,000	LF	\$ 79.00	1.6	CY	\$ 4.00	40	EA	\$ 500.00	40	EA	\$ 7,873.00	\$ 1,124,926	\$ 112.49
5.	15" Sewer (18' Average Depth)	10,000	LF	\$ 94.00	1.8	CY	\$ 4.00	40	EA	\$ 500.00	40	EA	\$ 10,673.00	\$ 1,386,927	\$ 138.69
6.	18" Sewer (18' Average Depth)	10,000	LF	\$ 112.00	1.9	CY	\$ 4.00	40	EA	\$ 500.00	40	EA	\$ 10,673.00	\$ 1,566,928	\$ 156.69
7.	21" Sewer (20' Average Depth)	10,000	LF	\$ 141.00	2.4	CY	\$ 4.00	40	EA	\$ 500.00	40	EA	\$ 11,681.00	\$ 1,897,250	\$ 189.72
8.	24" Sewer (20' Average Depth)	10,000	LF	\$ 165.00	2.6	CY	\$ 4.00	40	EA	\$ 500.00	40	EA	\$ 11,681.00	\$ 2,137,250	\$ 213.73
9.	30" Sewer (20' Average Depth)	10,000	LF	\$ 196.00	2.9	CY	\$ 4.00	40	EA	\$ 500.00	40	EA	\$ 11,681.00	\$ 2,447,252	\$ 244.73

Recommended Folsom Plan Area PFFP Sewer Construction Cost			
Item	Description	Average Cost /LF	Recommended Cost/LF
1.	6" Sewer Pipe	\$ 64.64	\$ 70.00
2.	8" Sewer Pipe	\$ 73.64	\$ 80.00
3.	10" Sewer Pipe	\$ 91.56	\$ 100.00
4.	12" Sewer Pipe	\$ 112.49	\$ 120.00
5.	15" Sewer Pipe	\$ 138.69	\$ 150.00
6.	18" Sewer Pipe	\$ 156.69	\$ 180.00
7.	21" Sewer Pipe	\$ 189.72	\$ 210.00
8.	24" Sewer Pipe	\$ 213.73	\$ 240.00
9.	30" Sewer Pipe	\$ 244.73	\$ 250.00

Recommended Folsom Plan Area PFFP Bore & Jacking Construction Cost	
Description	Recommended Cost
Bore & Jacking 36-Inch & Smaller Steel Casing	\$1,100/LF
Bore & Jack Receiving Pit	\$20,000/EA
Bore & Jack Jacking Pit	\$50,000/EA

Trench Intermediate Backfill Mechanical Compaction Volume Calculation			
Pipe Diameter	Trench Width (Feet)	Depth of Intermediate Backfill (Feet)	Volume of Intermediate Backfill (CY)
6"	2.80	10	1.0
8"	3.00	10	1.1
10"	3.20	12	1.4
12"	3.40	13	1.6
15"	3.80	13	1.8
18"	4.00	13	1.9
21"	4.30	15	2.4
24"	4.70	15	2.6
30"	5.20	15	2.9

Manhole Construction Cost			
Manhole Description	Manhole Cost	Epoxy Lining Cost	Total Manhole Cost
48" Epoxy Manhole - 14 Feet Depth	\$ 3,480.00	\$ 2,929.00	\$ 6,409.00
48" Epoxy Manhole - 16 Feet Depth	\$ 3,846.00	\$ 3,295.00	\$ 7,141.00
48" Epoxy Manhole - 18 Feet Depth	\$ 4,212.00	\$ 3,661.00	\$ 7,873.00
60" Epoxy Manhole - 18 Feet Depth	\$ 6,646.00	\$ 4,027.00	\$ 10,673.00
60" Epoxy Manhole - 20 Feet Depth	\$ 7,288.00	\$ 4,393.00	\$ 11,681.00

**Folsom Plan Area
Sanitary Sewer
Pipeline Cost per Lineal Foot Analysis**

7919.YR4
Date: 6-19-2013

Bid 1/10/2013					
Item	Description	Quantity	Unit	Unit Price	Total Price
1.	8" VCP Sewer Pipe	4,227	LF	\$50.00	\$211,350.00
2.	Flushing Branch	3	EA	\$900.00	\$2,700.00
3.	Concrete Dam	18	EA	\$500.00	\$9,000.00
4.	48-inch Sewer Manhole	18	EA	\$6,100.00	\$109,800.00
				Total	\$332,850.00
8" Sewer Pipe Cost /LF					\$78.74

Bid 5/10/2013					
Item	Description	Quantity	Unit	Unit Price	Total Price
1.	8" VCP Sewer Pipe	10,823	LF	\$42.00	\$454,566.00
2.	Flushing Branch	2	EA	\$1,300.00	\$2,600.00
3.	Concrete Dam	44	EA	\$520.00	\$22,880.00
4.	48-inch Sewer Manhole	44	EA	\$6,000.00	\$264,000.00
5.	Inside Drop Connections	7	EA	\$900.00	\$6,300.00
				Total	\$750,346.00
8" Sewer Pipe Cost /LF					\$69.33
1.	10" VCP Sewer Pipe	1,584	LF	\$66.50	\$105,336.00
2.	Concrete Dam	7	EA	\$520.00	\$3,640.00
3.	48-inch Sewer Manhole	7	EA	\$6,000.00	\$42,000.00
4.	Inside Drop Connections	2	EA	\$900.00	\$1,800.00
				Total	\$152,776.00
10" Sewer Pipe Cost /LF					\$96.45

Bid 5/7/2013				Bidder No. 1		Bidder No. 2		Bidder No. 3		Average Cost /LF
Item	Description	Quantity	Unit	Unit Price	Total Price	Unit Price	Total Price	Unit Price	Total Price	
1.	8" VCP Sewer Pipe	54	LF	\$93.00	\$5,022.00	\$87.00	\$4,698.00	\$80.00	\$4,320.00	\$86.67
2.	10" VCP Sewer Pipe	66	LF	\$115.00	\$7,590.00	\$99.00	\$6,534.00	\$90.00	\$5,940.00	\$101.33
3.	18" VCP Sewer Pipe	12	LF	\$180.00	\$2,160.00	\$134.00	\$1,608.00	\$125.00	\$1,500.00	\$146.33
<hr/>										
1.	21" VCP Sewer Pipe	698	LF	\$110.00	\$76,780.00	\$140.00	\$97,720.00	\$130.00	\$90,740.00	
2.	60-inch Epoxy Sewer Manhole	2	EA	\$15,750.00	\$31,500.00	\$9,785.00	\$19,570.00	\$8,850.00	\$17,700.00	
				Total	\$108,280.00	\$117,290.00	\$108,440.00			
21" Sewer Pipe Cost /LF					\$155.13	\$168.04	\$155.36	\$159.51		
<hr/>										
1.	24" VCP Sewer Pipe	2,749	LF	\$125.00	\$343,625.00	\$157.00	\$431,593.00	\$197.00	\$541,553.00	
2.	60-inch Epoxy Sewer Manhole	10	EA	\$15,750.00	\$157,500.00	\$9,785.00	\$97,850.00	\$8,850.00	\$88,500.00	
				Total	\$501,125.00	\$529,443.00	\$630,053.00			
24" Sewer Pipe Cost /LF					\$182.29	\$192.59	\$229.19	\$201.36		

Large local General Contractor Detailed Budget Estimate, 6/10/2012									
Item	Description	Pipe Quantity	Pipe Unit	Pipe Unit Price	Manhole Quantity	Manhole Unit	Manhole Unit Price	Total Price	Average Cost /LF
1.	8" Sewer (13' to 17' Ave. Depth)	10,000	LF	\$ 57.00	40	EA	\$ 7,500.00	\$ 870,000	\$ 87.00
2.	10" Sewer (13' to 17' Ave. Depth)	10,000	LF	\$ 60.00	40	EA	\$ 7,500.00	\$ 900,000	\$ 90.00
3.	12" Sewer (17' to 20' Ave. Depth)	10,000	LF	\$ 82.00	40	EA	\$ 7,500.00	\$ 1,120,000	\$ 112.00
4.	15" Sewer (17' to 20' Ave. Depth)	10,000	LF	\$ 90.00	40	EA	\$ 7,500.00	\$ 1,200,000	\$ 120.00
5.	18" Sewer (17' to 20' Ave. Depth)	10,000	LF	\$ 120.00	40	EA	\$ 8,500.00	\$ 1,540,000	\$ 154.00
6.	21" Sewer (17' to 20' Ave. Depth)	10,000	LF	\$ 130.00	40	EA	\$ 8,500.00	\$ 1,640,000	\$ 164.00
7.	24" Sewer (17' to 20' Ave. Depth)	10,000	LF	\$ 140.00	40	EA	\$ 8,500.00	\$ 1,740,000	\$ 174.00
8.	30" Sewer (17' to 20' Ave. Depth)	10,000	LF	\$ 190.00	40	EA	\$ 8,500.00	\$ 2,240,000	\$ 224.00

Item	Description	Average Cost /LF	Recommended Cost/LF
1.	6" Sewer Pipe	\$ -	\$ 70.00
2.	8" Sewer Pipe	\$ 80.43	\$ 80.00
3.	10" Sewer Pipe	\$ 95.93	\$ 100.00
4.	12" Sewer Pipe	\$ 112.00	\$ 120.00
5.	15" Sewer Pipe	\$ 120.00	\$ 150.00
6.	18" Sewer Pipe	\$ 150.17	\$ 180.00
7.	21" Sewer Pipe	\$ 161.75	\$ 210.00
8.	24" Sewer Pipe	\$ 187.68	\$ 240.00
9.	30" Sewer Pipe	\$ 224.00	\$ 250.00

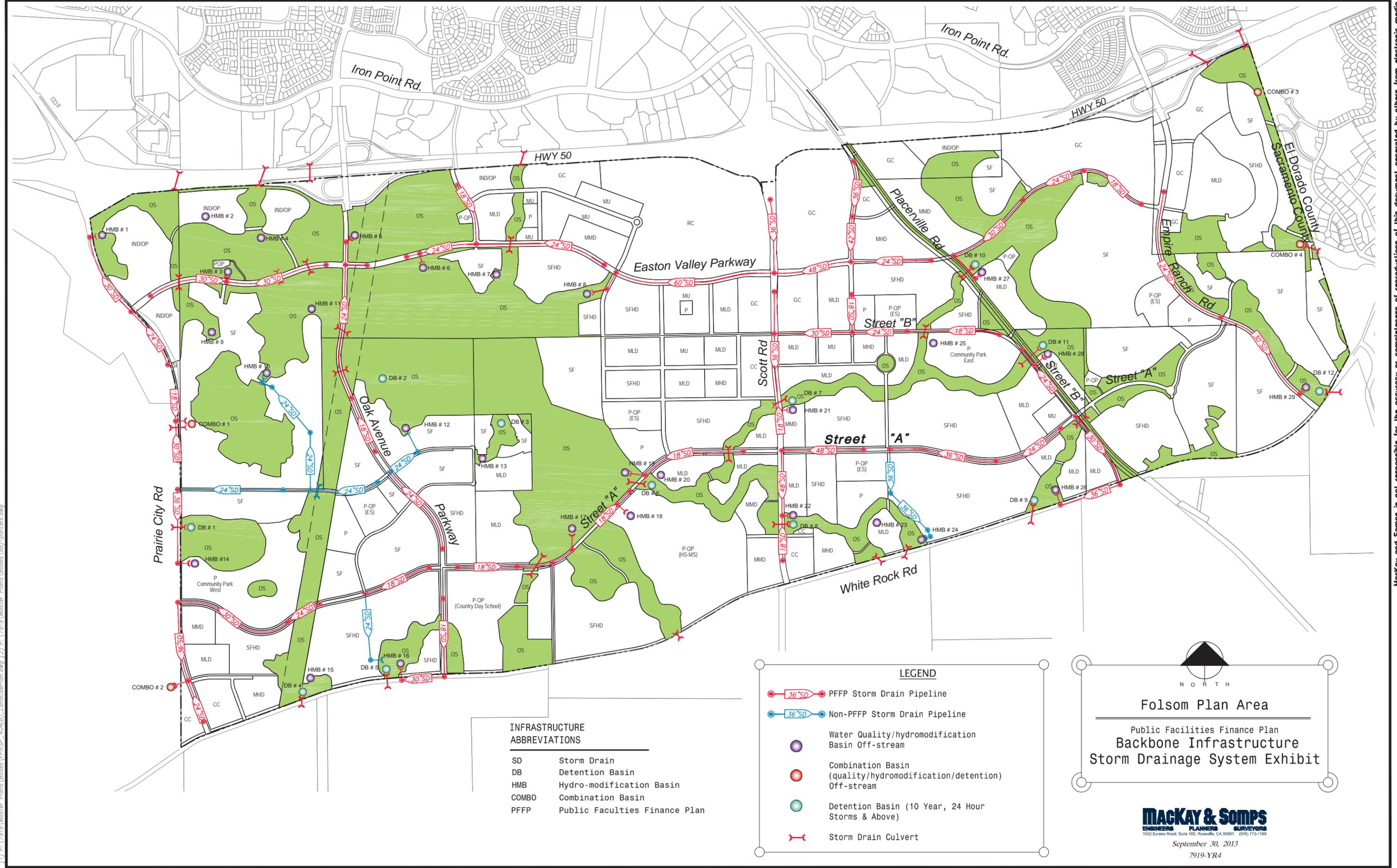
APPENDIX G:
Storm Drainage

Figure G-1 Storm Drainage System G-1
Table G-1 Estimated Storm Drainage System Costs G-2
Table G-2 Infrastructure Cost Allocation: Storm Drainage G-3
MacKay & Soms Detailed Cost Estimates G-4



Figure G-1

10-08-2013 14:04:47 drowley P:\7919 Administration\Estimates & Costs\PFPP\Infrastructure Exhibits\Storm_Drainage_Exhibit.dwg
 [1] P:\7919\Master Plans\Bases\LPAS_404(b)_LandUsePlan.dwg [2] P:\7919\Master Plans\Bases\LPAS_404(b)_LandUsePlan.dwg



INFRASTRUCTURE ABBREVIATIONS

SD	Storm Drain
DB	Detention Basin
HMB	Hydro-modification Basin
COMBO	Combination Basin
PFPP	Public Facilities Finance Plan

LEGEND

- SD— PFFP Storm Drain Pipeline
- SD— Non-PFFP Storm Drain Pipeline
- Water Quality/hydromodification Basin Off-stream
- Combination Basin (quality/hydromodification/detention) Off-stream
- Detention Basin (10 Year, 24 Hour Storms & Above)
- T Storm Drain Culvert

NORTH
Folsom Plan Area
 Public Facilities Finance Plan
Backbone Infrastructure
Storm Drainage System Exhibit

MACKAY & SOMPS
 ENGINEERS PLANNERS SURVEYORS
 1532 Eureka Road, Suite 110, Roseville, CA 95661 (916) 772-1199
 September 30, 2013
 7919-YR4

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**Table G-1
Folsom Plan Area Specific Plan Financing Plan
Estimated Storm Drainage System Costs (2013\$)**

Storm Drainage

Item	Construction	Engineering/ Plan Check/ Inspection	Contingency	Total
<i>Percent</i>		<i>20%</i>	<i>10%</i>	
Storm Drain Pipelines	\$9,771,500	\$1,954,300	\$977,150	\$12,702,950
Water Quality / Hydro-Modification Basins	\$8,654,880	\$1,730,976	\$865,488	\$11,251,344
Water Quality / Hydro-Modification / Detention Basins	\$1,238,080	\$247,616	\$123,808	\$1,609,504
Detention Basins	\$619,250	\$123,850	\$61,925	\$805,025
Total Drainage Costs	\$20,283,710	\$4,056,742	\$2,028,371	\$26,368,823
Total Drainage Costs (Rounded)				\$26,370,000

drainage_costs

Table G-2
Folsom Plan Area Specific Plan Financing Plan
Infrastructure Cost Allocation: Storm Drainage (2013\$)

Storm Drainage

Land Use	Land Uses		Cost Allocation Basis			Drainage Cost Allocation		
	Developable Acres	Units/Sq. Ft.	Impervious Area per Acre	Total EDUs	Distribution of EDUs	Assigned Cost	per Acre	per Unit/Sq. Ft.
<i>Formula</i>	A	B	C	D=C*A	E=D/Total EDUs	F=Total Cost*E	G=F/A	H=F/B
Residential		<i>units</i>						<i>per unit</i>
Single-Family (SF)	580.6	1,820	0.25	145	15.5%	\$4,076,657	\$7,021	\$2,240
Single-Family High Density (SFHD)	492.0	2,828	0.30	148	15.7%	\$4,145,467	\$8,426	\$1,466
Multifamily Low Density (MLD)	263.5	2,406	0.50	132	14.0%	\$3,700,307	\$14,043	\$1,538
Multifamily Medium Density (MMD)	68.5	1,224	0.70	48	5.1%	\$1,346,715	\$19,660	\$1,100
Multifamily High Density (MHD)	51.0	1,251	0.70	36	3.8%	\$1,002,664	\$19,660	\$801
Mixed Use (MU) - Residential	35.5	681	0.70	25	2.6%	\$697,146	\$19,660	\$1,024
Subtotal	1,491.1	10,210		533	56.8%	\$14,968,955		
Nonresidential		<i>sq. ft.</i>						<i>per sq. ft.</i>
Mixed Use (MU) - Commercial	23.6	205,952	0.90	21	2.3%	\$597,554	\$25,277	\$2.90
Office Park (OP)	89.2	1,165,666	0.90	80	8.6%	\$2,254,730	\$25,277	\$1.93
General Commercial (GC)	188.5	2,052,765	0.90	170	18.1%	\$4,764,759	\$25,277	\$2.32
Community Commercial (CC)	38.9	423,621	0.90	35	3.7%	\$983,285	\$25,277	\$2.32
Regional Commercial (RC)	110.8	1,351,405	0.90	100	10.6%	\$2,800,718	\$25,277	\$2.07
Subtotal	451.0	5,199,409		406	43.2%	\$11,401,045		
Total Project	1,942.1			939	100.0%	\$26,370,000		

drain_alloc

Source: MacKay & Soms, EPS

FOLSOM PLAN AREA
Backbone Infrastructure
Construction Cost Estimate

7919.000

Storm Drainage System Summary

A. Storm Drain Pipelines & Drainage Culverts w/Headwalls	\$12,703,000
B. Water Quality / Hydro-Modification Basins	\$11,252,000
C. Water Quality / Hydro-Modification / Detention Basins	\$1,610,000
D. Detention Basins	<u>\$806,000</u>
Total Storm Drainage System	\$26,371,000

FOLSOM PLAN AREA
Backbone Infrastructure
Construction Cost Estimate

7919,000

Item	Description	Qty.	Unit	Unit Cost	Total
A. Storm Drain Pipelines					
1	18" Storm Drain Pipe	30,150	LF	\$85.00	\$2,562,750
2	24" Storm Drain Pipe	23,000	LF	\$95.00	\$2,185,000
3	30" Storm Drain Pipe	13,000	LF	\$115.00	\$1,495,000
4	36" Storm Drain Pipe	12,150	LF	\$130.00	\$1,579,500
5	48" Storm Drain Pipe	6,900	LF	\$165.00	\$1,138,500
6	60" Storm Drain Pipe	3,450	LF	\$235.00	<u>\$810,750</u>
<i>Storm Drain Pipelines (Raw Construction Cost) Subtotal</i>					\$9,771,500
<i>Contingency (10%)</i>					\$977,150
<i>Engineering/Plan Check/Inspection (20%)</i>					<u>\$1,954,300</u>
Total Storm Drain Pipelines					\$12,702,950
USE					\$12,703,000
B. Water Quality / Hydro-modification Basins					
1	Water Quality / Hydro-Mod. Basin No. 1	4.2	AF	\$29,200.00	\$122,640
2	Water Quality / Hydro-Mod. Basin No. 2	3.4	AF	\$29,200.00	\$99,280
3	Water Quality / Hydro-Mod. Basin No. 3	3.4	AF	\$29,200.00	\$99,280
4	Water Quality / Hydro-Mod. Basin No. 4	3.4	AF	\$29,200.00	\$99,280
5	Water Quality / Hydro-Mod. Basin No. 5	3.4	AF	\$29,200.00	\$99,280
6	Water Quality / Hydro-Mod. Basin No. 6	8.1	AF	\$29,200.00	\$236,520
7	Water Quality / Hydro-Mod. Basin No. 7	2.4	AF	\$29,200.00	\$70,080
8	Water Quality / Hydro-Mod. Basin No. 8	48.5	AF	\$29,200.00	\$1,416,200
9	Water Quality / Hydro-Mod. Basin No. 9	2.8	AF	\$29,200.00	\$81,760
10	Water Quality / Hydro-Mod. Basin No. 10	8.9	AF	\$29,200.00	\$259,880
11	Water Quality / Hydro-Mod. Basin No. 11	2.5	AF	\$29,200.00	\$73,000
12	Water Quality / Hydro-Mod. Basin No. 12	6.7	AF	\$29,200.00	\$195,640
13	Water Quality / Hydro-Mod. Basin No. 13	3.6	AF	\$29,200.00	\$105,120
14	Water Quality / Hydro-Mod. Basin No. 14	8.6	AF	\$29,200.00	\$251,120
15	Water Quality / Hydro-Mod. Basin No. 15	14.0	AF	\$29,200.00	\$408,800
16	Water Quality / Hydro-Mod. Basin No. 16	7.8	AF	\$29,200.00	\$227,760
17	Water Quality / Hydro-Mod. Basin No. 17	26.6	AF	\$29,200.00	\$776,720
18	Water Quality / Hydro-Mod. Basin No. 18	11.5	AF	\$29,200.00	\$335,800
19	Water Quality / Hydro-Mod. Basin No. 19	7.3	AF	\$29,200.00	\$213,160
20	Water Quality / Hydro-Mod. Basin No. 20	4.0	AF	\$29,200.00	\$116,800
21	Water Quality / Hydro-Mod. Basin No. 21	21.5	AF	\$29,200.00	\$627,800
22	Water Quality / Hydro-Mod. Basin No. 22	16.8	AF	\$29,200.00	\$490,560
23	Water Quality / Hydro-Mod. Basin No. 23	2.5	AF	\$29,200.00	\$73,000
24	Water Quality / Hydro-Mod. Basin No. 24	12.3	AF	\$29,200.00	\$359,160

FOLSOM PLAN AREA
Backbone Infrastructure
Construction Cost Estimate

7919.000

Item	Description	Qty.	Unit	Unit Cost	Total
B. Water Quality / Hydro-modification Basins (Continued)					
25	Water Quality / Hydro-Mod. Basin No. 25	14.6	AF	\$29,200.00	\$426,320
26	Water Quality / Hydro-Mod. Basin No. 26	11.6	AF	\$29,200.00	\$338,720
27	Water Quality / Hydro-Mod. Basin No. 27	10.5	AF	\$29,200.00	\$306,600
28	Water Quality / Hydro-Mod. Basin No. 28	18.7	AF	\$29,200.00	\$546,040
29	Water Quality / Hydro-Mod. Basin No. 29	6.8	AF	\$29,200.00	\$198,560
<i>Water Quality / Hydro-Modification Basins (Raw Construction Cost) Subtotal</i>					\$8,654,880
<i>Contingency (10%)</i>					\$865,488
<i>Engineering/Plan Check/Inspection (20%)</i>					\$1,730,976
Total Water Quality / Hydro-Modification Basins					\$11,251,344
USE					\$11,252,000
C. Water Quality / Hydro-modification / Detention Basins					
1	Water Quality / Hydro-Mod. / Detention Basin No. 1	6.7	AF	\$29,200.00	\$195,640
2	Water Quality / Hydro-Mod. / Detention Basin No. 2	15.8	AF	\$29,200.00	\$461,360
3	Water Quality / Hydro-Mod. / Detention Basin No. 3	17.3	AF	\$29,200.00	\$505,160
4	Water Quality / Hydro-Mod. / Detention Basin No. 4	2.6	AF	\$29,200.00	\$75,920
<i>Water Quality / Hydro-Modification Basins (Raw Construction Cost) Subtotal</i>					\$1,238,080
<i>Contingency (10%)</i>					\$123,808
<i>Engineering/Plan Check/Inspection (20%)</i>					\$247,616
Total Water Quality / Hydro-Modification Basins					\$1,609,504
USE					\$1,610,000

FOLSOM PLAN AREA
Backbone Infrastructure
Construction Cost Estimate

7919,000

Item	Description	Qty.	Unit	Unit Cost	Total
D. Detention Basins					
Detention Basin No. 2					
1	Basin Dewatering	1	JOB	\$5,000.00	\$5,000
2	Construction Area Clearing and Grubbing	75,000	SF	\$0.10	\$7,500
3	Embankment Rough Grade Excavation and Stock Piling	20,600	CY	\$4.50	\$92,700
4	Embankment Construction	33,000	CY	\$3.00	\$99,000
5	Embankment Import Material	12,400	CY	\$8.00	\$99,200
6	Spillway Construction (Cubic Yards Structural Concrete)	42	CY	\$500.00	\$21,000
7	Spilling Basin Rock-Rip Energy Dissipation	100	CY	\$30.00	\$3,000
8	Spillway Bridge	200	SF	\$50.00	\$10,000
9	Side Slope Jute Mesh	30,000	SF	\$0.25	\$7,500
10	Construction Work Area Planting (Hydro-Seed)	75,000	SF	\$0.10	\$7,500
11	Erosion Control (Construction SWPPP)	75,000	SF	\$0.20	\$15,000
Detention Basin No. 3					
1	Basin Dewatering	1	JOB	\$5,000.00	\$5,000
2	Construction Area Clearing and Grubbing	40,000	SF	\$0.10	\$4,000
3	Embankment Rough Grade Excavation and Stock Piling	18,000	CY	\$4.50	\$81,000
4	Embankment Construction	23,600	CY	\$3.00	\$70,800
5	Embankment Import Material	5,600	CY	\$8.00	\$44,800
6	Spillway Construction (Cubic Yards Structural Concrete)	35	CY	\$500.00	\$17,500
7	Spilling Basin Rock-Rip Energy Dissipation	100	CY	\$30.00	\$3,000
8	Spillway Bridge	200	SF	\$50.00	\$10,000
9	Side Slope Jute Mesh	15,000	SF	\$0.25	\$3,750
10	Construction Work Area Planting (Hydro-Seed)	40,000	SF	\$0.10	\$4,000
11	Erosion Control (Construction SWPPP)	40,000	SF	\$0.20	\$8,000
<i>Detention Basins (Raw Construction Cost) Subtotal</i>					\$619,250
<i>Contingency (10%)</i>					\$61,925
<i>Engineering/Plan Check/Inspection (20%)</i>					\$123,850
Total Detention Basins					\$805,025
USE					\$806,000

FOLSOM PLAN AREA
Backbone Infrastructure
Construction Cost Estimate

7919,000

Item	Description	Qty.	Unit	Unit Cost	Total
E. Detailed Water Quality / Hydro-modification Basin No. 16 Estimate					
1	12-Ft. Wide Concrete Access Ramp, 6-inch Conc. with no. 4 bars at 12" on center, each way. SD-23	5,500	SF	\$10.00	\$55,000
2	20-ft. Wide A-6 Driveway	1	EA	\$4,000.00	\$4,000
3	Removable Pipe Bollard, LS-42	4	EA	\$300.00	\$1,200
4	Basin Pre-Treatment and Debris Removal Structure (6' wide x 16' long)	1	EA	\$16,000.00	\$16,000
5	36-inch Storm Drain Pipe	140	LF	\$130.00	\$18,200
6	36-inch Storm Drain Outfall Structure with Trash Rack	2	EA	\$6,500.00	\$13,000
7	36-inch Storm Drain Inlet Struct. with Access Control Rack	1	EA	\$4,000.00	\$4,000
8	Basin Flow Metering Outlet Control Structure	1	EA	\$10,000.00	\$10,000
9	Water Quality Basin Impermeable Membrane	3,700	SY	\$5.00	\$18,500
10	Water Quality Basin Planting (Hydro-Seed)	35,800	SF	\$0.08	\$2,864
11	Hydro-Modification Basin Planting (Hydro-Seed)	90,600	SF	\$0.08	\$7,248
12	Side Slope Jute Mesh	42,000	SF	\$0.25	\$10,500
13	Construction Work Area Reseeding (Hydro-Seed)	100,000	SF	\$0.10	\$10,000
14	Construction Area Clearing and Grubbing	250,000	SF	\$0.10	\$25,000
15	Basin Rough Grade Excavation	25,120	CY	\$3.50	\$87,920
16	Basin Finish Grading	250,000	SF	\$0.50	\$125,000
17	Erosion Control (Construction SWPPP)	250,000	SF	\$0.20	\$50,000
<i>Water Quality / Hydro-Modification Basins No. 16 (Raw Construction Cost) Subtotal</i>					\$458,432
<i>Cost per Acre-Foot of Storage Volume (15.7 ac.-ft.)</i>					\$29,199
USE					\$29,200

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APPENDIX H:

Habitat Mitigation for Infrastructure

Table H-1	Estimated Habitat Costs	H-1
Table H-2	Infrastructure Cost Allocation: Habitat	H-2
	Detailed Cost Estimates.....	H-3



**Table H-1
Folsom Plan Area Specific Plan Financing Plan
Estimated Habitat Costs (2013\$)**

Item	Cost per Acre/Credit	Backbone Infrastructure				Total
		Infrastructure Permit Area	Prairie City Road Interchange	Oak Avenue Interchange	Empire Ranch Interchange	
Wetlands						
Creation Acres Required		13.703	0.013	0.614	0.241	14.571
Total Cost	\$200,000	\$2,740,600	\$2,600	\$122,800	\$48,200	\$2,914,200
Swainson's Hawk						
Mitigation Acres Required		239.125	0.000	0.000	0.000	239.125
Total Cost	\$9,000	\$2,152,125	\$0	\$0	\$0	\$2,152,125
Oak Woodland						
Impact Acres		89.690	0.000	0.000	0.000	89.690
Mitigation Planting	\$5,000	\$448,450	\$0	\$0	\$0	\$448,450
Irrigation	\$11,000	\$986,590	\$0	\$0	\$0	\$986,590
Maintenance (annual cost for 5 years)	\$11,000	\$4,932,950	\$0	\$0	\$0	\$4,932,950
Monitoring (annual cost for 5 years)	\$3,000	\$1,345,350	\$0	\$0	\$0	\$1,345,350
Isolated Oaks		TBD	TBD	TBD	TBD	\$0
Subtotal		\$7,713,340	\$0	\$0	\$0	\$7,713,340
Elderberries						
Elderberries		6	0	0	0	6
Mitigation Credits Needed		44	0	0	0	44
Total Cost	\$3,500	\$154,000	\$0	\$0	\$0	\$154,000
TOTAL [1]		\$12,760,065	\$2,600	\$122,800	\$48,200	\$12,933,665

hab

Source: MacKay & Somps

[1] Total also may include and account for open space fences (post and cable barrier) adjacent to the open space along backbone roadways.

**Table H-2
Folsom Plan Area Specific Plan Financing Plan
Infrastructure Cost Allocation: Habitat (2013\$)**

Habitat

Land Use	Land Uses		Cost Allocation Basis			Corp. Yard Cost Allocation		
	Developable Acres	Units/Sq. Ft.	EDU Factor	Total EDUs	Distribution of EDUs	Assigned Cost	per Acre	per Unit/Sq. Ft.
<i>Formula</i>	<i>A</i>	<i>B</i>	<i>C</i>	<i>D=C*A</i>	<i>E=D/Total Acres</i>	<i>F=Total Cost*E</i>	<i>G=F/A</i>	<i>H=F/B</i>
Residential		<i>units</i>	<i>per acre</i>					<i>per unit</i>
Single-Family (SF)	580.6	1,820	1.00	581	29.9%	\$3,866,580	\$6,660	\$2,124
Single-Family High Density (SFHD)	492.0	2,828	1.00	492	25.3%	\$3,276,537	\$6,660	\$1,159
Multifamily Low Density (MLD)	263.5	2,406	1.00	264	13.6%	\$1,754,812	\$6,660	\$729
Multifamily Medium Density (MMD)	68.5	1,224	1.00	69	3.5%	\$456,185	\$6,660	\$373
Multifamily High Density (MHD)	51.0	1,251	1.00	51	2.6%	\$339,641	\$6,660	\$271
Mixed Use (MU) - Residential	35.5	681	1.00	35	1.8%	\$236,150	\$6,660	\$347
Subtotal	1,491.1	10,210		1,491	76.8%	\$9,929,906		
Nonresidential		<i>sq. ft.</i>	<i>per acre</i>					<i>per sq. ft.</i>
Mixed Use (MU) - Commercial	23.6	205,952	1.00	24	1.2%	\$157,434	\$6,660	\$0.76
Office Park (OP)	89.2	1,165,666	1.00	89	4.6%	\$594,039	\$6,660	\$0.51
General Commercial (GC)	188.5	2,052,765	1.00	189	9.7%	\$1,255,340	\$6,660	\$0.61
Community Commercial (CC)	38.9	423,621	1.00	39	2.0%	\$259,060	\$6,660	\$0.61
Regional Commercial (RC)	110.8	1,351,405	1.00	111	5.7%	\$737,887	\$6,660	\$0.55
Subtotal	451.0	5,199,409		451	23.2%	\$3,003,759		
Total Project	1,942.1			1,942	100.0%	\$12,933,665		

hab alloc

Source: MacKay & Somps, EPS

Backbone Infrastructure

Individual Properties

Backbone Infrastructure

Species/Habitat Impacted	Water Transfer Alignment	Infrastructure Permit Area	Prairie City Road Business	Carpenter Ranch	Folsom 560	Javanifard and Zhargami	Sacramento Country Day	Folsom South	Folsom 138	Folsom Heights	Prairie City Road Interchange	Oak Ave Interchange	Rowberry Crossing	Scott Road Interchange	Empire Ranch Interchange	Alternative Water Lines	Folsom Plan Area
Acreage of Wetlands																	
Vernal Pool		0.939	0.624	0.788	0.577	0.000	0.153	0.140	0.018	0.000	0.000	0.014	0.000	0.000	0.000	0.139	3.391
Seasonal Wetland		1.293	0.345	0.008	0.944	0.000	0.005	0.200	0.712	0.473	0.000	0.000	0.000	0.000	0.000	0.000	3.979
Seasonal Wetland Swale		4.985	0.208	4.313	1.203	0.102	0.027	3.994	0.455	1.010	0.000	0.001	0.000	0.000	0.213	0.000	16.512
Seep		0.617	0.000	1.235	0.000	0.000	0.000	0.330	0.357	1.827	0.000	0.000	0.000	0.000	0.000	0.000	4.366
Marsh		1.457	0.000	0.014	0.000	0.000	0.000	0.000	0.040	0.000	0.000	0.000	0.000	0.000	0.000	0.000	1.511
Acreage of Other Waters																	0.000
Creek/Channel		1.607	0.348	1.186	0.000	0.000	0.000	0.000	0.000	0.000	0.013	0.597	0.000	0.000	0.000	0.021	3.771
Intermittent Drainage		1.537	0.018	0.000	0.304	0.051	0.000	1.421	0.012	0.699	0.000	0.000	0.000	0.000	0.028	0.000	4.070
Ditch		0.364	0.000	0.836	0.131	0.000	0.000	0.116	0.000	0.000	0.000	0.002	0.000	0.000	0.000	0.000	1.448
Pond		0.852	0.000	0.000	0.029	0.005	0.000	0.973	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	1.860
Total Acreage		13.651	1.542	8.379	3.187	0.158	0.185	7.176	1.593	4.008	0.013	0.614	0.000	0.000	0.241	0.160	40.907
Acreage of Waters of the State																	
Non-Jurisdictional Vernal Pool		0.000	0.000	0.009	0.000	0.004	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.013
Non-Jurisdictional Seasonal Wetland		0.001	0.000	0.000	0.000	0.001	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.002
Non-Jurisdictional Ditch		0.051	0.000	0.000	0.000	0.000	0.000	0.343	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.394
Non-Jurisdictional Pond		0.000	0.000	0.000	0.000	0.000	0.000	0.846	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.846
Total Acreage		0.052	0.000	0.009	0.000	0.004	0.000	1.189	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	1.254
Grand Total:		13.703	1.542	8.388	3.187	0.163	0.185	8.365	1.593	4.008	0.013	0.614	0.000	0.000	0.241		42.161
Preservation (2:1 @ \$300,000)			\$ 705,631			\$ 61,292	\$ 110,851		\$ 710,642								
Creation (1:1 @ \$200,000)		\$ 2,740,603	\$ 308,393	\$ 1,677,559	\$ 637,395	\$ 32,520	\$ 36,950	\$ 1,672,978	\$ 318,551	\$ 801,685	\$ 2,600	\$ 122,800	\$ -	\$ -	\$ 48,200	\$ -	\$ 8,432,235
Swainson's Hawk Foraging Habitat																	
1-5 miles (0.75 : 1)		213.900	16.560	320.550	237.870	6.910	45.110	501.608	46.950	0.000							1389.458
5-10 miles (0.50 : 1)		25.225	0.000	6.625	0.000	0.000	0.000	120.435	22.900	64.045							239.230
Mitigation Acreage @ ratios above:		239.1	16.6	327.2	237.9	6.9	45.1	622.0	69.9	64.0	0.0	0.0	0.0	0.0	0.0	0.0	1628.7
Mitigation Cost (@ \$9000/ac.)		\$ 2,152,125	\$ 149,040	\$ 2,944,575	\$ 2,140,830	\$ 62,190	\$ 405,990	\$ 5,598,383	\$ 628,650	\$ 576,405	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 14,658,188
Oak Woodland Impacts		89.69	13.73	98.72	15.82	11.63	3.51	7.75	0	0							240.85
Mitigation Planting (1:1 @ \$5000/ac.)		\$ 448,450	\$ 68,650	\$ 493,600	\$ 79,100	\$ 58,150	\$ 17,550	\$ 38,750	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,204,250
Irrigation (\$11,000/ac.)		\$ 986,590	\$ 151,030	\$ 1,085,920	\$ 174,020	\$ 127,930	\$ 38,610	\$ 85,250	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 2,649,350
Maintenance (\$11,000/ac. x 5 years)		\$ 4,932,950	\$ 755,150	\$ 5,429,600	\$ 870,100	\$ 639,650	\$ 193,050	\$ 426,250	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 13,246,750
Monitoring (\$3,000/ac. x 5 years)		\$ 1,345,350	\$ 205,950	\$ 1,480,800	\$ 237,300	\$ 174,450	\$ 52,650	\$ 116,250	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 3,612,750
Isolated Oaks (\$150 and inch)		TBD	TBD	TBD	TBD	TBD	TBD	TBD			TBD	TBD	TBD			TBD	TBD
Total for Oaks:		\$ 7,713,340	\$ 1,180,780	\$ 8,489,920	\$ 1,360,520	\$ 1,000,180	\$ 301,860	\$ 666,500	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 20,713,100
VELB																	
Elderberries		6		1	1												8
Mitigation Needed (credits)		44		2	9												55
Cost per credit		\$ 3,500	\$ 3,500	\$ 3,500	\$ 3,500	\$ 3,500	\$ 3,500	\$ 3,500	\$ 3,500	\$ 3,500	\$ 3,500	\$ 3,500	\$ 3,500	\$ 3,500	\$ 3,500	\$ 3,500	\$ 3,500
VELB Mitigation Cost		\$ 154,000.00	\$ -	\$ 7,000.00	\$ 31,500.00	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 192,500.00

1852.61
478.46
2331.07 total

Total Backbone Infrastructure \$12.759M

\$174,000

GRAND TOTAL \$12.93M

Assumes USFWS assumes no presence for Fairy Shrimp on projects that have had 2 years surveys and no hits. (Prairie City will be negotiated for amount of habitat)
Assumes 1:1 compensatory mitigation and 2:1 preservation
Assumes \$300,000/ac for vernal pool. Used \$200,000/ac. For other wetlands as some types may cost more and potential that compensatory vernal pool habitat may be required ("like habitat" but without presence of fairy shrimp being necessary)
Assumes all mitigation is accomplished at Mitigation banks and bank credits are available
Assume hawk mitigation is required per current FSAG proposal (1-5, 5-10 mi. ratios) and land can be secured and endowed for \$9000/ac
Assumes VELB credit cost of \$3,500 at bank. Assumes survey data has not changed (stem count, evidence, etc.)
Oak Mitigation includes installation cost and 5 years maintenance and monitoring
Do not include any endowment costs for onsite open space
Table uses changes to Backbone alignment expected to be made through 404(b)(1) process.

APPENDIX I:

Library, Police, Fire, and Municipal Services Center

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**Table I-1
Folsom Plan Area Specific Plan Financing Plan
Estimated Community Facilities Costs (2013\$)**

Community Facilities

Item	Construction Cost			Land Cost			TOTAL COST
	Units	Cost per unit	Total	Acres	Cost per Acre	Total	
Library	7,000 sq. ft.	\$368.56	\$2,579,920	<i>land combined with municipal services</i>			\$2,579,920
Municipal Services Center	15,000 sq. ft.	\$368.56	\$5,528,400	2.00	\$175,000	\$350,000	\$5,878,400
Police	15,000 sq. ft.	\$351.14	\$5,267,100	1.50	\$175,000	\$262,500	\$5,529,600
Fire							
Station 1	1.0 station	\$6,051,041	\$6,051,041	1.50	\$175,000	\$262,500	\$6,313,541
Station 2	1.0 station	\$6,051,041	\$6,051,041	1.50	\$175,000	\$262,500	\$6,313,541
Subtotal	2.0 stations		\$12,102,081	3.00		\$525,000	\$12,627,081
Total Community Facilities (rounded)			\$25,477,501	6.50		\$1,137,500	\$26,615,001

muni cost

Source: City of Folsom, MacKay & Soms.

Folsom Plan Area: Proposed Library

Objective/Vision

Modern, high tech library designed to facilitate discovery, encourage innovation, inspire community engagement, and foster lifelong learning with flexible spaces and a sustainable operational structure.

Projected Population Served	24,362
Building Size	7,000 square feet
Anticipated Project Cost	\$2,580,000
Collection Size	12,000 print items, supplemented by eBooks and other digital resources
Reader Seats	40
Public Computers	24 (to include laptops & tablets)
Community Room	75 seats

Recommended Features

- Designated areas for children, teens and adults
- Outdoor spaces for reading and playing
- Mobile shelves to create flexible and adaptable spaces
- Children’s area designed to encourage and develop early literacy skills, with educational “play” area and early learning computers and tablets
- Comfortable and collaborative seating areas
- Digital signage

Recommended Services

- Print collection of classics and popular titles, supplemented with eBooks and pre-loaded tablets available for checkout
- Diverse programming for all ages
- Efficient service model that maximizes access (single point of service and high percentage non-mediated service)
- Computer/learning lab with maker’s space and equipment to encourage content creation
- Device station for trial and discovery of new technology
- Community room with capacity for 75 seats
- Three group study rooms with white boards

Folsom Plan Area: Municipal Service Center

Objective/Vision

Modern, high tech center designed to provide convenient access to city staff and customer services, provide community meeting space, and with flexible spaces and a sustainable operational structure.

Projected Population Served	24,362
Building Size	15,000 square feet
Anticipated Project Cost	\$5,878,400
Services	Utility billing, building permits and inspection, Parks & Rec registration, HR recruitment
Public Computers	10
Community Rooms	Up to 75 seats

Recommended Features

- 2 20x20 conference rooms
- 12-15 partitioned work spaces 10x15 and equipment.
- Service desks at entrance for utility billing, planning and building permits, park & rec registrations
- Public restrooms
- Flexible community space with counter/cabinet area, refrigerator, microwave
- Public computer area
- IT room (20x30) with proper AC and temperature control

Recommended Services

- Payment and inquiry on utility billing
- Registration and payment for P&R programs
- Listing of personnel recruitment and acceptance of applications
- Filing and payment of building permit applications
- Application for business licenses and other City permits

Folsom Plan Area: Police Sub-Station

Objective/Vision

Modern, high tech center designed to provide convenient access to city staff and customer services, provide community meeting space, and with flexible spaces and a sustainable operational structure.

Projected Population Served	24,362
Building Size	15,000 square feet
Anticipated Project Cost	\$5,529,600
Services	Police Staging area and public room
Public Counter	
Locker Rooms	Up to 30 Officers (men&women)

Recommended Features

- 2 20x20 meeting rooms
- 10 partitioned work spaces 10x15
- Service desk at entrance
- Private staff restrooms and showers
- Flexible space with counter/cabinet area, refrigerator, microwave
- Public counter area
- Employee parking as required

Recommended Services

- Officer reporting area
- Supervisors offices
- Training room for personnel
- Equipment storage
- Interview rooms
-

Folsom Plan Area: Fire Station #1

Objective/Vision

Modern, high tech, energy-efficient, neighborhood fire station designed to provide highly responsive fire and rescue services through easy access to city structures and population centers, and open space.

Projected Population Served	24,362
Building Size	8,000 square feet on 1.02 acres
Anticipated Project Cost	\$5,500,000
Services	24 hr/ 7 day response to structural firefighting, rescue, and emergency response, off-road incidents including wildfires
Operational Space	Four sleeping rooms, Three offices, physical fitness room, decontamination room
Public Space	Living room, kitchen, restrooms
Training Rooms	No community/training room

Recommended Features

- Single-story neighborhood style fire station with two full drive-through apparatus bays.
- Four sleeping rooms, three offices, physical fitness room
- Public and staff restrooms
- Living room and a laundry room
- Flexible kitchen space with counter/cabinet area, stove, refrigerator, microwave
- Outfitted with an emergency generator fueled by pipe supplied natural-gas

Recommended Services/Service Levels

- Seven- day/twenty-four hour fire station operation
- Houses one Type I two-wheel drive fire engine, and one Type III four-wheel drive fire engine with high clearance or one Type I paramedic ambulance
- Staffing of twelve fire personnel including 3 captains, three fire engineers and six firefighters over various shifts.

Folsom Plan Area: Fire Station #2

Objective/Vision

Modern, high tech, energy-efficient, neighborhood fire station designed to provide highly responsive fire and rescue services through easy access to city structures and population centers, and open space.

Projected Population Served	24,362
Building Size	10,500 square feet on 1.50 acres
Anticipated Project Cost	\$7,127,000
Services	24 hr/ 7 day response to structural firefighting, rescue, and emergency response, off-road incidents including wildfires
Operational Space	Six sleeping rooms, Three offices, physical fitness room, protective clothing room, and decontamination room
Public Space	Living room, kitchen, restrooms
Training Rooms	750 sq ft community/training room

Recommended Features

- Single-story neighborhood style fire station with three full drive-through apparatus bays.
- Six sleeping rooms, three offices, physical fitness room
- Public and staff restrooms
- Living room, a laundry room, decontamination room, protective clothing room
- Flexible kitchen space with counter/cabinet area, stove, refrigerator, microwave
- Outfitted with an emergency generator fueled by pipe supplied natural-gas
- 1,000 gal aboveground fuel storage tank

Recommended Services/Service Levels

- Seven- day/twenty-four hour fire station operation
- Houses one Type I two-wheel drive fire engine, one Type III four-wheel drive fire engine with high clearance, and one Type I paramedic ambulance
- Staffing of twelve fire personnel including 3 captains, three fire engineers and twelve firefighters over various shifts.

**Table I-2
Folsom Plan Area Specific Plan Financing Plan
Infrastructure Cost Allocation: Library (2013\$)**

Library

Land Use	Acres/Sq. Ft.		Cost Allocation Basis			Library Cost Allocation		
	Developable Acres	Units/Sq. Ft.	Persons Served	Total Persons Served	Distribution of Persons Served	Assigned Cost	per Acre	per Unit/Sq. Ft.
<i>Formula</i>	<i>A</i>	<i>B</i>	<i>C</i>	<i>D=C*B</i>	<i>E=D/Total Persons</i>	<i>F=Total Cost*E</i>	<i>G=F/A</i>	<i>H=F/B</i>
Residential		<i>units</i>	<i>per unit</i>					<i>per unit</i>
Single-Family (SF)	580.6	1,820	2.92	5,314	21.8%	\$562,781	\$969	\$309
Single-Family High Density (SFHD)	492.0	2,828	2.92	8,258	33.9%	\$874,476	\$1,777	\$309
Multifamily Low Density (MLD)	263.5	2,406	1.94	4,668	19.2%	\$494,291	\$1,876	\$205
Multifamily Medium Density (MMD)	68.5	1,224	1.94	2,375	9.7%	\$251,460	\$3,671	\$205
Multifamily High Density (MHD)	51.0	1,251	1.94	2,427	10.0%	\$257,007	\$5,039	\$205
Mixed Use (MU) - Residential	35.5	681	1.94	1,321	5.4%	\$139,905	\$3,945	\$205
Subtotal	1,491.1	10,210		24,362	100.0%	\$2,579,920		
Nonresidential		<i>sq. ft.</i>	<i>per sq. ft.</i>					<i>per sq. ft.</i>
Mixed Use (MU) - Commercial	23.6	205,952	0.00	0	0.0%	\$0	\$0	\$0.00
Office Park (OP)	89.2	1,165,666	0.00	0	0.0%	\$0	\$0	\$0.00
General Commercial (GC)	188.5	2,052,765	0.00	0	0.0%	\$0	\$0	\$0.00
Community Commercial (CC)	38.9	423,621	0.00	0	0.0%	\$0	\$0	\$0.00
Regional Commercial (RC)	110.8	1,351,405	0.00	0	0.0%	\$0	\$0	\$0.00
Subtotal	451.0	5,199,409		0	0.0%	\$0		
Total Project	1,942.1			24,362	100.0%	\$2,579,920		

library_alloc

Source: MacKay & Somps, EPS

**Table I-3
Folsom Plan Area Specific Plan Financing Plan
Infrastructure Cost Allocation: Municipal Services (2013\$)**

Municipal Services Center

Land Use	Land Uses		Cost Allocation Basis [1]			Municipal Center Cost Allocation		
	Developable Acres	Units/ Sq. Ft.	Population/ Employee Factor	Total Persons Served	Distribution of Persons Served	Assigned Cost	per Acre	per Unit/ Sq. Ft.
<i>Formula</i>	A	B	C	D=B*C	E=D/Total Persons	F=Total Cost*E	G=F/A	H=F/B
Residential		<i>units</i>	<i>people per unit</i>					<i>per unit</i>
Single-Family (SF)	580.6	1,820	2.92	5,314	19.5%	\$1,143,688	\$1,970	\$628
Single-Family High Density (SFHD)	492.0	2,828	2.92	8,258	30.2%	\$1,777,115	\$3,612	\$628
Multifamily Low Density (MLD)	263.5	2,406	1.94	4,668	17.1%	\$1,004,501	\$3,812	\$417
Multifamily Medium Density (MMD)	68.5	1,224	1.94	2,375	8.7%	\$511,018	\$7,460	\$417
Multifamily High Density (MHD)	51.0	1,251	1.94	2,427	8.9%	\$522,291	\$10,241	\$417
Mixed Use (MU) - Residential	35.5	681	1.94	1,321	4.8%	\$284,316	\$8,018	\$417
Subtotal	1,491.1	10,210		24,362	89.2%	\$5,242,929		
Nonresidential		<i>sq. ft.</i>	<i>sq. ft. per emp.</i>	<i>D=B/C*0.25</i>				<i>per sq. ft.</i>
Mixed Use (MU) - Commercial	23.6	205,952	400	129	0.5%	\$27,701	\$1,172	\$0.13
Office Park (OP)	89.2	1,165,666	300	971	3.6%	\$209,048	\$2,344	\$0.18
General Commercial (GC)	188.5	2,052,765	450	1,140	4.2%	\$245,426	\$1,302	\$0.12
Community Commercial (CC)	38.9	423,621	550	193	0.7%	\$41,439	\$1,065	\$0.10
Regional Commercial (RC)	110.8	1,351,405	650	520	1.9%	\$111,858	\$1,010	\$0.08
Subtotal	451.0	5,199,409		2,953	10.8%	\$635,471		
Total Project	1,942.1			27,315	100.0%	\$5,878,400		

muni_alloc

Source: MacKay & Soms, EPS

[1] Employees weighted by 0.25 to estimate persons served.

**Table I-4
Folsom Plan Area Specific Plan Financing Plan
Infrastructure Cost Allocation: Police (2013\$)**

Police

Land Use	Land Uses		Cost Allocation Basis [1]			Police Cost Allocation		
	Developable Acres	Units/ Sq. Ft.	Call Generation Rate	Projected Calls For Service	Distribution of Service Calls	Assigned Cost	per Acre	per Unit/ Sq. Ft.
<i>Formula</i>	<i>A</i>	<i>B</i>	<i>C</i>	<i>D=C*A or B</i>	<i>E=D/Total Calls</i>	<i>F=Total Cost*E</i>	<i>G=F/A</i>	<i>H=F/B</i>
Residential		<i>units</i>	<i>per unit</i>					<i>per unit</i>
Single-Family (SF)	580.6	1,820	1.003	1,825	9.5%	\$524,791	\$904	\$288
Single-Family High Density (SFHD)	492.0	2,828	1.003	2,836	14.7%	\$815,445	\$1,657	\$288
Multifamily Low Density (MLD)	263.5	2,406	1.138	2,738	14.2%	\$787,140	\$2,987	\$327
Multifamily Medium Density (MMD)	68.5	1,224	1.138	1,393	7.2%	\$400,440	\$5,846	\$327
Multifamily High Density (MHD)	51.0	1,251	1.138	1,424	7.4%	\$409,274	\$8,025	\$327
Mixed Use (MU) - Residential	35.5	681	1.138	775	4.0%	\$222,794	\$6,283	\$327
Subtotal	1,491.1	10,210		10,992	57.1%	\$3,159,884		
Nonresidential		<i>sq. ft.</i>	<i>per acre</i>					<i>per sq. ft.</i>
Mixed Use (MU) - Commercial [2]	23.6	205,952	14.775	349	1.8%	\$100,414	\$4,248	\$0.49
Office Park (OP)	89.2	1,165,666	18.469	1,647	8.6%	\$473,612	\$5,310	\$0.41
General Commercial (GC)	188.5	2,052,765	18.469	3,481	18.1%	\$1,000,850	\$5,310	\$0.49
Community Commercial (CC)	38.9	423,621	18.469	718	3.7%	\$206,541	\$5,310	\$0.49
Regional Commercial (RC)	110.8	1,351,405	18.469	2,046	10.6%	\$588,298	\$5,310	\$0.44
Subtotal	451.0	5,199,409		8,243	42.9%	\$2,369,716		
Total Project	1,942.1			19,234	100.0%	\$5,529,600		

police_alloc

Source: Revenue & Cost Specialists, *General Facilities Development Impact Fee Calculation and Nexus Report*, August 2005; MacKay & Somps; and EPS.

[1] Cost allocation basis based on methodology used in *General Facilities Development Impact Fee Calculation and Nexus Report*, August 2005.
Call generation rates per unit and acre are estimated annual calls received based on actual calls received by the Folsom Police Department in 2001.
[2] Call generation rate adjusted for Mixed Use so that cost per sq. ft. equals General Commercial cost per sq. ft.

**Table I-5
Folsom Plan Area Specific Plan Financing Plan
Infrastructure Cost Allocation: Fire Facilities (2013\$)**

Fire

Land Use	Land Uses		Cost Allocation Basis [1]			Fire Cost Allocation		
	Developable Acres	Units/ Sq. Ft.	Annual Call Generation Rate	Projected Calls For Service	Distribution of Service Calls	Assigned Cost	per Acre	per Unit/ Sq. Ft.
<i>Formula</i>	<i>A</i>	<i>B</i>	<i>C</i>	<i>D=C*A or B</i>	<i>E=D/Total Calls</i>	<i>F=Total Cost*E</i>	<i>G=F/A</i>	<i>H=F/B</i>
Residential		<i>units</i>	<i>per unit</i>					<i>per unit</i>
Single-Family (SF)	580.6	1,820	0.090	164	14.2%	\$1,786,875	\$3,078	\$982
Single-Family High Density (SFHD)	492.0	2,828	0.090	255	22.0%	\$2,776,529	\$5,643	\$982
Multifamily Low Density (MLD)	263.5	2,406	0.087	209	18.1%	\$2,283,469	\$8,666	\$949
Multifamily Medium Density (MMD)	68.5	1,224	0.087	106	9.2%	\$1,161,665	\$16,959	\$949
Multifamily High Density (MHD)	51.0	1,251	0.087	109	9.4%	\$1,187,290	\$23,280	\$949
Mixed Use (MU) - Residential	35.5	681	0.087	59	5.1%	\$646,319	\$18,227	\$949
Subtotal	1,491.1	10,210		902	77.9%	\$9,842,147		
Nonresidential		<i>sq. ft.</i>	<i>per acre</i>					<i>per sq. ft.</i>
Mixed Use (MU) - Commercial	23.6	205,952	0.458	11	0.9%	\$118,009	\$4,992	\$0.57
Office Park (OP)	89.2	1,165,666	0.572	51	4.4%	\$556,597	\$6,240	\$0.48
General Commercial (GC)	188.5	2,052,765	0.572	108	9.3%	\$1,176,218	\$6,240	\$0.57
Community Commercial (CC)	38.9	423,621	0.572	22	1.9%	\$242,731	\$6,240	\$0.57
Regional Commercial (RC)	110.8	1,351,405	0.572	63	5.5%	\$691,379	\$6,240	\$0.51
Subtotal	451.0	5,199,409		255	22.1%	\$2,784,934		
Total Project	1,942.1			1,158	100.0%	\$12,627,081		

fire_alloc

Source: Revenue & Cost Specialists, *General Facilities Development Impact Fee Calculation and Nexus Report*, August 2005; MacKay & Somp; and EPS.

[1] Cost allocation basis based on methodology used in *General Facilities Development Impact Fee Calculation and Nexus Report*, August 2005.

Call generation rates per unit and acre are estimated annual calls received based on actual calls received by the Folsom Fire Department in fiscal year 2004-05.

[2] Call generation rate adjusted for Mixed Use so that cost per sq. ft. equals General Commercial cost per sq. ft.

Public Facility Improvements

Library

15,000 Bldg SF - Site Improvements	43.56	Ea.	653,400	-	-
15,000 Bldg SF - Building Costs	540.00	Ea. (Jun09)	8,100,000	-	-
7,000 Bldg SF - Building Costs	368.56	Ea. (May10)	-	5,528,400	2,579,920
Total - Library			8,753,400	5,528,400	2,579,920



Municipal Service Center

15,000 Bldg SF - Site Improvements	43.56	Ea.	653,400	-	-
15,000 Bldg SF - Building Costs	540.00	Ea. (Jun09)	8,100,000	-	-
15,000 Bldg SF - Building Costs	368.56	Ea. (May10)	-	5,528,400	5,528,400
Total - Municipal Service Center			8,753,400	5,528,400	5,528,400

add Fire Training? center

*\$ 8.1 M
Done*

Police Annex

30,000 Bldg SF - Site Improvements	26.14	Ea.	784,080	-	-
30,000 Bldg SF - Building Costs	540.00	Ea. (Jun09)	16,200,000	-	-
15,000 Bldg SF - Building Costs	351.14	Ea. (May10)	-	10,368,436	5,267,040
Total - Police Annex			16,984,080	10,368,436	5,267,040

combined 11.3 M Street B

Fire Facilities

1.5 Acres - Fire Station #1 <i>St. B</i>	4,034,027	Ea.	6,051,041	6,051,041	6,051,041
1.5 Acres - Fire Station #2 <i>#2 oak Ave.</i>	4,034,027	Ea.	6,051,041	6,051,041	6,051,041
6.0 Acres - Fire Station Training Area	760,360	Ea.	4,562,160	-	-
Rounding Adjustment			(1)	319,620	319,620
Total - Fire Facilities			16,664,240	12,421,701	12,421,701

Fire only oak Ave



*Includes building permit fees, transportation management fee, housing trust fund fee, and general capital facilities fee not used for Municipal Services Center

APPENDIX J:
Corporation Yard

Table J-1	Estimated Corporation Yard Costs.....	J-1
Table J-2	Infrastructure Cost Allocation: Corporation Yard	J-2
	Detailed Cost Estimates.....	J-3



**Table J-1
Folsom Plan Area Specific Plan Financing Plan
Estimated Corporation Yard Costs (2013\$)
(Corporation Yard Square Feet Based on Population Growth)**

Corporation Yard

Item	Formula	Amount	
		2012 Actual	2050 Projected
Population			
City Population (excluding prison population)		69,527	109,000
Estimated Percent Increase in Population from 2012 - 2050	<i>a</i>		56.77%
Estimated FPASP Population			24,362
Percent of Total Population	<i>b</i>		22.4%
Corporation Yard Building Square Feet			
All Excluding Transfer Station & Traffic Maintenance Signs	$2050\ Amt=2012\ Amt*(1+a)$	52,319	82,022
Transfer Station		0	32,000
Traffic Maintenance Signs		1,180	0
Total Square Feet	<i>c</i>	53,499	114,022
Corporation Yard Acres	<i>d</i>		33.0
Unit Costs			
Building Cost per Square Foot			\$175.00
Site Improvement Cost per Square Foot			\$52.50
Total Construction Cost per Square Foot	<i>e</i>		\$227.50
Land Acquisition Cost per Acre	<i>f</i>		\$20,000
FPASP Corporation Yard Cost			
Total Construction Cost	$g=c*e$		\$25,940,095
FPASP Percent of Total Population	$h=b$		22.4%
Estimated FPASP Corporation Yard Construction Cost (Rounded)	$i=g*h$		\$5,800,000
Land Acquisition Cost	$j=d*f$		\$660,000
Total FPASP Cost	$i+j$		\$6,460,000

corp

Source: City of Folsom, MacKay & Soms

**Table J-2
Folsom Plan Area Specific Plan Financing Plan
Infrastructure Cost Allocation: Corporation Yard (2013\$)**

Corporation Yard

Land Use	Land Uses		Cost Allocation Basis			Corp. Yard Cost Allocation		
	Developable Acres	Units/Sq. Ft.	EDU Factor	Total EDUs	Distribution of EDUs	Assigned Cost	per Acre	per Unit/Sq. Ft.
<i>Formula</i>	<i>A</i>	<i>B</i>	<i>C</i>	<i>D=C*A</i>	<i>E=D/Total Acres</i>	<i>F=Total Cost*E</i>	<i>G=F/A</i>	<i>H=F/B</i>
Residential		<i>units</i>	<i>per acre</i>					<i>per unit</i>
Single-Family (SF)	580.6	1,820	1.00	581	29.9%	\$1,931,248	\$3,326	\$1,061
Single-Family High Density (SFHD)	492.0	2,828	1.00	492	25.3%	\$1,636,538	\$3,326	\$579
Multifamily Low Density (MLD)	263.5	2,406	1.00	264	13.6%	\$876,479	\$3,326	\$364
Multifamily Medium Density (MMD)	68.5	1,224	1.00	69	3.5%	\$227,851	\$3,326	\$186
Multifamily High Density (MHD)	51.0	1,251	1.00	51	2.6%	\$169,641	\$3,326	\$136
Mixed Use (MU) - Residential	35.5	681	1.00	35	1.8%	\$117,950	\$3,326	\$173
Subtotal	1,491.1	10,210		1,491	76.8%	\$4,959,707		
Nonresidential		<i>sq. ft.</i>	<i>per acre</i>					<i>per sq. ft.</i>
Mixed Use (MU) - Commercial	23.6	205,952	1.00	24	1.2%	\$78,634	\$3,326	\$0.38
Office Park (OP)	89.2	1,165,666	1.00	89	4.6%	\$296,706	\$3,326	\$0.25
General Commercial (GC)	188.5	2,052,765	1.00	189	9.7%	\$627,007	\$3,326	\$0.31
Community Commercial (CC)	38.9	423,621	1.00	39	2.0%	\$129,393	\$3,326	\$0.31
Regional Commercial (RC)	110.8	1,351,405	1.00	111	5.7%	\$368,554	\$3,326	\$0.27
Subtotal	451.0	5,199,409		451	23.2%	\$1,500,293		
Total Project	1,942.1			1,942	100.0%	\$6,460,000		

corp_alloc

Source: City of Folsom, MacKay & Soms, EPS

Results from 2012 Update of Building Costs for Corporation Yard in SOI:

Planning for the Year 2050

Public Works/Utilities (does not include Parks and Recreation)

OPTION #1

Methodology: Take current space use, and increase it by a percentage equal to population growth from 2012 to 2050 (56%) to derive sq feet needed, then multiply by the per square foot Cost factor used in the SOI Study to derive cost; for acreage, increase over current acreage use by the same factor, plus add 2 acres for staff from other locations and 2 acres for the transfer facility

OPTION #2

Methodology: Take the 2050 space requirements and acreage needed as stated in the SGS Group Study, and decrease them by a percentage equal to the decrease in actual staff in 2012 compared to 2006 (83%).

Acreage Needed:	29.4	29.6
Square Footage of Buildings	114,022	120,424
Cost of Buildings and Site Improvements:	\$25,940,095	\$27,396,532

Note: Costs do not include property acquisition costs

\$5.8M - \$6.0M

FPA Population 24,362

TOTAL CITY Population 109,000 = 22%
(2050)

Assumes Land Cost is a lease and paid through monthly service charges.

Results from 2012 Update of Building Costs for Corporation Yard in SOI:

Planning for the Year 2050

Public Works/Utilities (does not include Parks and Recreation)

OPTION #1

Methodology: Take current space use, and increase it by a percentage equal to population growth from 2012 to 2050 (56%) to derive sq feet needed, then multiply by the per square foot Cost factor used in the SOI Study to derive cost; for acreage, increase over current acreage use by the same factor, plus add 2 acres for staff from other locations and 2 acres for the transfer facility

OPTION #2

Methodology: Take the 2050 space requirements and acreage needed as stated in the SGS Group Study, and decrease them by a percentage equal to the decrease in actual staff in 2012 compared to 2006 (83%).

Acreage Needed:	29.4	29.6
Square Footage of Buildings	114,022	120,424
Cost of Buildings and Site Improvements:	\$25,940,095	\$27,396,532

Note: Costs do not include property acquisition costs

Corporation Yard Departmental Space Requirements (2006-2050) for Public Works/Utilities																				
Based on data from the Corporation Yard Needs Assessment Study by the SGS Group										Population Growth, 2012 to 2050: 156.77%										
										Staff Reduction from 2006 to 2012: 82.86%										
Space Component	Office					Warehouse/Storage					Shop/Specialized Space/Other					Total Net Square Feet				
	2012 Actual	2006 Requirements (from study)	2050 Requirements (from Study)	Option #1: 2050 Projected from Actual, x pop. Growth	Option #2: 2050 from Study, w/ reduced staff	2012 Actual	2006 Requirements (from study)	2050 Requirements (from Study)	Option #1: 2050 Projected from Actual, x pop. Growth	Option #2: 2050 from Study, w/ reduced staff	2012 Actual	2006 Requirements (from study)	2050 Requirements (from Study)	Option #1: 2050 Projected from Actual, x pop. Growth	Option #2: 2050 from Study, w/ reduced staff	2012 Actual	2006 Requirements (from study)	2050 Requirements (from Study)	Option #1: 2050 Projected from Actual, x pop. Growth	Option #2: 2050 from Study, w/ reduced staff
Public Works																				
Street Maintenance	618	1,817	2,105	969	1,744	800	4,194	4,194	1,254	3,475	300	11,950	12,115	470	10,038	1,718	17,961	18,414	2,693	15,257
Traffic Maintenance																				
Signs	0					180					1,000				1,180					
Signals	400			627		1,098			1,721		1,810			2,838	3,308				5,186	
Transit	3,369	4,278	4,470	5,282	3,704	225			353					0	3,594	4,278	4,470	5,634	3,704	
Fleet Management	1,440	1,710	2,016	2,258	1,670	2,145	2,302	2,508	3,363	2,078	15,030	18,993	27,193	23,563	22,531	18,615	23,005	31,717	29,183	26,280
Solid Waste	8,145	3,377	4,100	12,769	3,397	2,190			3,433			4,500	4,500	0	3,729	10,335	7,877	8,600	16,203	7,126
Transfer Station													52,500	32,000	32,000			52,500	32,000	32,000
Utilities																				
Wastewater	1,656	1,496	1,730	2,596	1,433	2,858			4,481		2,592	3,720	4,109	4,064	3,405	7,106	5,216	5,839	11,140	4,838
Water Management/Admin	432	1,167	1,167	677	967	120			188					0	0	552	1,167	1,167	865	967
Meter Division	1,188			1,862		200			314		426			668	1,814	0	0	2,844		
Utility Maintenance Water	1,188	582	804	1,862	666	320			502		860	1,120	1,351	1,348	1,119	2,368	1,701	2,155	3,712	1,785
Utility Maintenance Sewer	1,188	582	804	1,862	666	320			502			1,120	1,351	0	1,119	1,508	1,701	2,155	2,364	1,785
Water Quality	1,081	1,208	1,262	1,695	1,046	320	550	550	502	456		1,375	1,375	0	1,139	1,401	3,133	3,187	2,196	2,641
Common/Shared																				
Office Support		7,140	7,272		6,025					0		648	648		537		7,788	7,920		6,562
Field/Shop Support		8,820	10,996		9,111		10,100	10,100		8,369						18,920	21,096			17,480
Total Square Footage	20,705	32,176	36,725	32,460	30,429	10,776	17,146	17,352	16,612	14,377	22,018	43,425	105,142	64,951	75,618	53,499	92,747	159,219	114,022	120,424
Acreage (excluding Transfer Station)																17.5	19.5	26.6	27.4	22
Transfer Station Acreage																		7.6	2	7.6
TOTAL ACREAGE:																17.5	19.5	34.2	29.4	29.6
Square Feet times Cost Per Square Foot for Various Scenarios:																				
Building Costs at average cost per SF of: \$175																\$9,362,325	\$16,230,725	\$27,863,325	\$19,953,919	\$21,074,255
Site Improvements at average cost per SF of: \$52.50																\$2,808,698	\$4,869,218	\$8,358,998	\$5,986,176	\$6,322,277
Total Corporation Yard Building and Improvements:																\$12,171,023	\$21,099,943	\$36,222,323	\$25,940,095	\$27,396,532
Water Tst Plant Maintenance		375	375				2886	3059				3234	3352		0	6,495	6,786			
Park Maintenance		1125	1643				5247	6745							0	6,372	8,388			
Total	20,705	33,676	38,743			10,776	25,279	27,156			22,018	46,659	108,494		53,499	105,614	174,393			

Corporation Yard Departmental Staff Projections (2006-2050)
 An Update of Page 13 of the Corporation Yard Needs Assessment Study
 by the SGS Group

Division	2012 Update	2006 Study	2050 Study*
Public Works			
Street Maintenance	10	19	48
Traffic Maintenance	9		
Transit	13	27	45
Fleet Management	8	14	24
Solid Waste	38	44	59
Utilities			
Wastewater	13	12	24
Water Management/Admin	3	2	2
Meter Division	4		
Utility Maintenance Water	7	7	11
Utility Maintenance Sewer	5	7	11
Water Quality	6	8	14
	116	140	238
Water Txt Plant Maintenance		4	5
Park Maintenance		33	71
	116	177	314

* 2050 Study assumed 1.3% growth rate per year from 2006 to 2050

Additional Data:

Acreage of Current Corp Yard. Per Betty:	15.5 acres
City population used as "current" in study:	63,710
Maximum build out population at year 2050 including SOI, as used by study:	109,000
City's population as of June, 2011 (includes prison population): (Prison population in March 2012 was 2,912)	72,439

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APPENDIX K:

Transit

Table K-1	Estimated Transit Costs.....	K-1
Table K-2	Infrastructure Cost Allocation: Transit	K-2
	Detailed Cost Estimates.....	K-3



**Table K-1
Folsom Plan Area Specific Plan Financing Plan
Estimated Transit Costs (2013\$)**

Transit

Item	Units	Cost per Unit	Total Cost	Funding Source	
				FPASP	Other
24-Foot Bus Lane	4 miles	\$2,125,000	\$8,500,000	\$8,500,000	\$0
Transit Transfer Station	1 station	\$1,500,000	\$1,500,000	\$750,000	\$750,000
Transit Park and Ride Lots	3 stations	\$2,000,000	\$6,000,000	\$3,000,000	\$3,000,000
Transit Enhanced Stops	2 stations	\$1,000,000	\$2,000,000	\$1,000,000	\$1,000,000
Bus Rapid Transit Vehicles	4 buses	\$1,250,000	\$5,000,000	\$2,500,000	\$2,500,000
Land Acquisition	10.3 acres	\$175,000	\$1,800,000	\$1,800,000	\$0
TOTAL (Rounded)			\$24,800,000	\$17,550,000	\$7,250,000

transit

Source: DKS Associates, MacKay & Somps.

**Table K-2
Folsom Plan Area Specific Plan Financing Plan
Infrastructure Cost Allocation: Transit (2013\$)**

Transit

Land Use	Acres/Sq. Ft.		Cost Allocation Basis			Transit Cost Allocation		
	Developable Acres	Units/Sq. Ft.	EDUs per Unit/ Acre [1]	Total EDUs	Distribution of EDUs	Assigned Cost	per Acre	per Unit/ Sq. Ft.
<i>Formula</i>	<i>A</i>	<i>B</i>	<i>C</i>	<i>D=C**A or B</i>	<i>E=D/Total EDUs</i>	<i>F=Total Cost*E</i>	<i>G=F/A</i>	<i>H=F/B</i>
Residential		<i>units</i>	<i>per unit</i>					<i>per unit</i>
Single-Family (SF)	580.6	1,820	1.10	2,002	11.9%	\$2,095,562	\$3,609	\$1,151
Single-Family High Density (SFHD)	492.0	2,828	1.00	2,828	16.9%	\$2,960,165	\$6,017	\$1,047
Multifamily Low Density (MLD)	263.5	2,406	0.90	2,165	12.9%	\$2,266,599	\$8,602	\$942
Multifamily Medium Density (MMD)	68.5	1,224	0.80	979	5.8%	\$1,024,962	\$14,963	\$837
Multifamily High Density (MHD)	51.0	1,251	0.75	938	5.6%	\$982,099	\$19,257	\$785
Mixed Use (MU) - Residential	35.5	681	0.70	477	2.8%	\$498,978	\$14,072	\$733
Subtotal	1,491.1	10,210		9,390	56.0%	\$9,828,366		
Nonresidential		<i>sq. ft.</i>	<i>per acre</i>					<i>per sq. ft.</i>
Mixed Use (MU) - Commercial	23.6	205,952	12.00	284	1.7%	\$296,938	\$12,561	\$1.44
Office Park (OP)	89.2	1,165,666	15.00	1,338	8.0%	\$1,400,531	\$15,701	\$1.20
General Commercial (GC)	188.5	2,052,765	18.00	3,393	20.2%	\$3,551,570	\$18,841	\$1.73
Community Commercial (CC)	38.9	423,621	18.00	700	4.2%	\$732,923	\$18,841	\$1.73
Regional Commercial (RC)	110.8	1,351,405	15.00	1,662	9.9%	\$1,739,673	\$15,701	\$1.29
Subtotal	451.0	5,199,409		7,377	44.0%	\$7,721,634		
Total Project	1,942.1			16,766	100.0%	\$17,550,000		

transit_alloc

Source: DKS Associates, MacKay & Soms, EPS.

[1] Allocation factors same as roads allocation factors.

**Conceptual Cost Estimates of BRT Facility
Folsom South of US-50 Annexation Area**

BRT Facility Assumptions

- BRT in 12-foot exclusive, curb-side lanes – 4.0 miles of facility
- BRT stations:
 - One time-transfer station
 - Three stations with park-and-ride lots
 - Two enhanced transit stops
- Potential change in maintenance facility to accommodate BRT vehicles not included in capital cost estimate

BRT Vehicle Fleet Assumptions:

- 60' specialized BRT vehicle with 110 to 120 passenger capacity with 15 year service life
- Cost range for this type of vehicle is \$940,000 to \$1,600,000 per vehicle (APTA 2004).
- Assumed cost is \$1,250,000 per vehicle
- Assumed 15 minute headway for 18-hour period weekdays (consistent with light rail)
- Four BRT vehicles (including 1 spare) needed for Folsom SOI portion of BRT operations (with linkage to light rail)
- Additional BRT vehicles will be needed for through service to Easton and Rancho Cordova.
- Total vehicle cost of \$5 million

BRT Operation and Maintenance Cost Assumptions

- Assumed 15 minute headway for 18-hour period on weekdays (consistent with light rail)
- BRT vehicle revenue-miles per year estimated at 250,000
- Cost per vehicle revenue-mile assumed at \$6.40 per hour
- Estimated O&M cost is \$1,600,000 per year

Summary of Capital Cost Estimate for BRT Facility					
Cost Item	Unit Cost	Units	Number	Cost	Plan Area Responsibility
•Widening of existing street by 24-feet with new curbs and gutters, new storm drainage that ties to existing drainage in street. Bus operates in dedicated lane at curb.	See Estimate			\$8,500,000	100% 8,500,000
•Additional Land Area for extra lane.	10.3	Acres	NA	\$175,000	100% 1,800,000
•Transit Transfer Center with standard shelters, illumination, special paving and new pcc bus pads, electric signage, bike racks, misc furniture, landscaping.	\$1,500,000	Each	1	\$1,500,000	50% 750,000
•Transit Park and Ride lot with standard shelters, illumination, special paving, new pcc bus pads, electronic signage, bike racks, misc. furniture, landscaping.	\$2,000,000	Each	3	\$6,000,000	50% 3,000,000
•Transit Enhanced Stops with a shelter and CMS	\$1,000,000	Each	2	\$2,000,000	50% 1,000,000
•60' specialized BRT vehicle	\$1,250,000	Each	4	\$5,000,000	50% 2,500,000
Total				\$23,175,000	\$17,550,000

FOLSOM PLAN AREA
BRT Transit Lane Improvements
Construction Cost Estimate

Folsom, California

September 30, 2013

MACKEY & SOMPS
CIVIL ENGINEERS, INC.
SACRAMENTO, CALIFORNIA (916) 929-6092

Folsom Plan Area
BRT Transit Lane Improvements
Construction Cost Estimate

7919.00

NOTES

1. This estimate is prepared as a guide only and is subject to possible change. It has been prepared to a standard of accuracy which, to the best of our knowledge and judgment, is sufficient to satisfy our understanding of the purpose of this estimate. MacKay & Soms makes no warranty, either expressed or implied, as to the accuracy of this estimate.
2. This estimate does not consider the following:
 - a. Cost associated with environmental (wetland) mitigations or biological surveys
 - b. Phased construction or out-of-regular-sequence construction
 - c. Costs associated with ground water or inclement weather conditions
 - d. Financial Charges
 - e. Bonds
 - f. Land costs, acquisition of right of way, easements, and/or rights of entry
 - g. Assessments from assessment, lighting & landscaping, Mello-Roos districts or the like
3. Costs presented herein represent an opinion based on historical information. No provision has been made for inflation.
4. The "cash flow" situation may be different than the fees, credits, and reimbursements itemized in this estimate.
5. Interim improvements may be required depending on development timing of individual units.
6. Cost for unsuitable material removal is not included in this estimate.
7. Costs are preliminary and subject to change upon more detailed design and analysis.
8. Cost for rock excavation and dewatering is not included in this estimate.

Folsom Plan Area
BRT Transit Lane Improvements
Construction Cost Estimate

7919.00

CONSTRUCTION COSTS

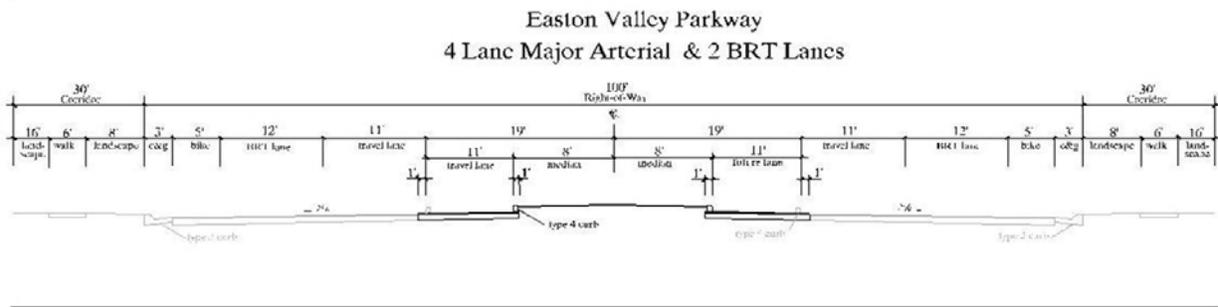
<u>ITEM</u> <u>No.</u>	<u>DESCRIPTION</u>	<u>TOTAL SEGMENT</u>				<u>TOTAL</u> <u>AMOUNT</u>
		<u>QUANTITY</u>	<u>UNIT</u>	<u>TYPE</u>	<u>UNIT COST</u>	
A. ROADS						
1.	Easton Valley Parkway					
	a1. Prairie City Road to Street E	8,820	LF	A	\$320.00	\$2,822,400
	a2. Traffic Signal Modification - Prairie City Road	1	LS		\$10,000.00	\$10,000
	a3. Traffic Signal Modification - Oak Avenue Parkway	1	LS		\$10,000.00	\$10,000
	a4. Traffic Signal Modification - Rowberry Road	1	LS		\$10,000.00	\$10,000
	a5. Traffic Signal Modification - Street 'E'	1	LS		\$10,000.00	\$10,000
	b1. Street E to New Placerville Road	4,130	LF	A	\$320.00	\$1,321,600
	b2. Traffic Signal Modification - Regional Mall Access Road	1	LS		\$10,000.00	\$10,000
	b3. Traffic Signal Modification - Scott Road	1	LS		\$10,000.00	\$10,000
	b4. Traffic Signal Modification - New Placerville Road	1	LS		\$10,000.00	\$10,000
2.	New Placerville Road					
	a1. Easton Valley Parkway to Street B	1,230	LF	Q	\$320.00	\$393,600
	a2. Traffic Signal Modification - Street 'B'	1	LS		\$10,000.00	\$10,000
3.	Street 'B'					
	a1. New Placerville Road to Community Park	3,050	LF	K	\$320.00	\$976,000
	a2. Traffic Signal Modification - Street 'A'	1	LS		\$10,000.00	\$10,000
4.	Old Placerville Road					
	a1. Community Park to White Rock Road	2,860	LF	L	\$320.00	\$915,200
						\$6,518,800
						Contingency (10%) \$651,880
						Engineering/Plan Check/Inspection (20%) \$1,303,760
						TOTAL MAJOR ROADS \$8,474,440
						USE \$8,500,000

Folsom Plan Area
BRT Transit Lane Improvements
Construction Cost Estimate

Preliminary Cost Per Linear Foot
Easton Valley Parkway Corridor-Open Space
Major Arterial-Street Section A
6-Lane Ultimate (4 Lane Road & 2 BRT Lanes)

	<u>ITEM</u>	<u>QUANTITY</u>	<u>UNIT</u>	<u>UNIT PRICE</u>	<u>PER FT COST</u>
1.	Clear and Grub	34	SF	\$0.10	\$3.40
2.	Sawcut Asphalt Concrete	2	LF	\$1.00	\$2.00
3.	Demo Existing Asphalt Concrete	2	SF	\$1.00	\$2.00
4.	Roadway Excavation (Excavator & Truck Haul Away)	2.5	CY	\$12.00	\$30.00
5.	Subgrade Preparation	26	SF	\$0.30	\$7.80
6.	6" Asphalt Concrete Paving	26	SF	\$3.60	\$93.60
7.	24" Aggregate Base	26	SF	\$3.00	\$78.00
8.	Median Curb, Type 4	2	LF	\$15.00	\$30.00
9.	Repair Median Landscaping & Irrigation (CNL)	10	SF	\$6.00	\$60.00
10.	Signing & Striping (2-lanes)	2	LF	\$1.50	\$3.00
11.	Erosion Control	34	SF	\$0.20	\$6.80
Subtotal					\$316.60
Use					\$320.00

A



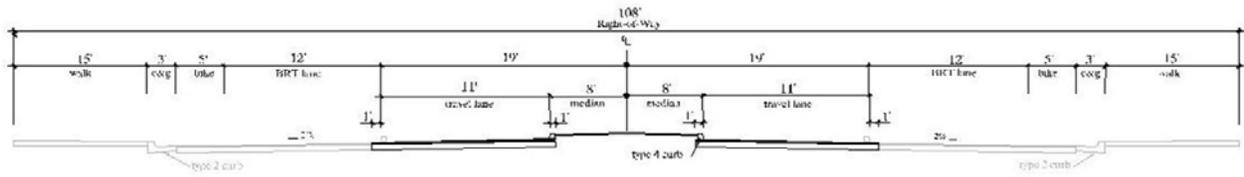
Folsom Plan Area
BRT Transit Lane Improvements
Construction Cost Estimate

Preliminary Cost Per Linear Foot
New Placerville Road
Collector Street Section Q
4-Lane Ultimate (2 Lane Road & 2 BRT Lanes)

	<u>ITEM</u>	<u>QUANTITY</u>	<u>UNIT</u>	<u>UNIT PRICE</u>	<u>PER FT COST</u>
1.	Clear and Grub	34	SF	\$0.10	\$3.40
2.	Sawcut Asphalt Concrete	2	LF	\$1.00	\$2.00
3.	Demo Existing Asphalt Concrete	2	SF	\$1.00	\$2.00
4.	Roadway Excavation (Excavator & Truck Haul Away)	2.5	CY	\$12.00	\$30.00
5.	Subgrade Preparation	26	SF	\$0.30	\$7.80
6.	6" Asphalt Concrete Paving	26	SF	\$3.60	\$93.60
7.	24" Aggregate Base	26	SF	\$3.00	\$78.00
8.	Median Curb, Type 4	2	LF	\$15.00	\$30.00
9.	Repair Median Landscaping & Irrigation (CNL)	10	SF	\$6.00	\$60.00
10.	Signing & Striping (2-lanes)	2	LF	\$1.50	\$3.00
11.	Erosion Control	34	SF	\$0.20	\$6.80
Subtotal					\$316.60
Use					\$320.00

Q

Placerville Road
2 Lane Collector & 2 BRT Lanes



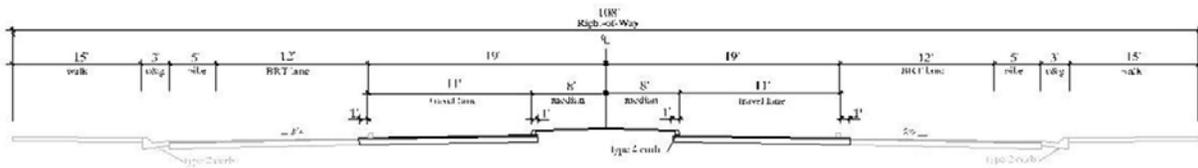
Folsom Plan Area
BRT Transit Lane Improvements
Construction Cost Estimate

Preliminary Cost Per Linear Foot
Street 'B' Corridor
Collector Street Section K
4-Lane Ultimate (2 Lane Road & 2 BRT Lanes)

	<u>ITEM</u>	<u>QUANTITY</u>	<u>UNIT</u>	<u>UNIT PRICE</u>	<u>PER FT COST</u>
1.	Clear and Grub	34	SF	\$0.10	\$3.40
2.	Sawcut Asphalt Concrete	2	LF	\$1.00	\$2.00
3.	Demo Existing Asphalt Concrete	2	SF	\$1.00	\$2.00
4.	Roadway Excavation (Excavator & Truck Haul Away)	2.5	CY	\$12.00	\$30.00
5.	Subgrade Preparation	26	SF	\$0.30	\$7.80
6.	6" Asphalt Concrete Paving	26	SF	\$3.60	\$93.60
7.	24" Aggregate Base	26	SF	\$3.00	\$78.00
8.	Median Curb, Type 4	2	LF	\$15.00	\$30.00
9.	Repair Median Landscaping & Irrigation (CNL)	10	SF	\$6.00	\$60.00
10.	Signing & Striping (2-lanes)	2	LF	\$1.50	\$3.00
11.	Erosion Control	34	SF	\$0.20	\$6.80
Subtotal					\$316.60
Use					\$320.00

K

Street 'B'
2 Lane Collector & 2 BRT Lanes



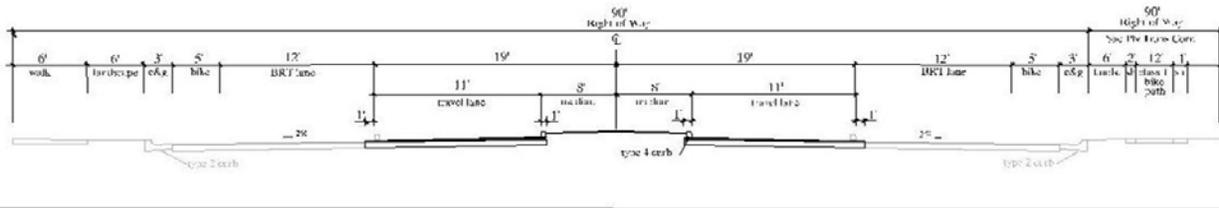
Folsom Plan Area
BRT Transit Lane Improvements
Construction Cost Estimate

Preliminary Cost Per Linear Foot
Old Placerville Road
Collector Street
4-Lane Ultimate (2 Lane Road & 2 BRT Lanes)

	<u>ITEM</u>	<u>QUANTITY</u>	<u>UNIT</u>	<u>UNIT PRICE</u>	<u>PER FT COST</u>
1.	Clear and Grub	34	SF	\$0.10	\$3.40
2.	Sawcut Asphalt Concrete	2	LF	\$1.00	\$2.00
3.	Demo Existing Asphalt Concrete	2	SF	\$1.00	\$2.00
4.	Roadway Excavation (Excavator & Truck Haul Away)	2.5	CY	\$12.00	\$30.00
5.	Subgrade Preparation	26	SF	\$0.30	\$7.80
6.	6" Asphalt Concrete Paving	26	SF	\$3.60	\$93.60
7.	24" Aggregate Base	26	SF	\$3.00	\$78.00
8.	Median Curb, Type 4	2	LF	\$15.00	\$30.00
9.	Repair Median Landscaping & Irrigation (CNL)	10	SF	\$6.00	\$60.00
10.	Signing & Striping (2-lanes)	2	LF	\$1.50	\$3.00
11.	Erosion Control	34	SF	\$0.20	\$6.80
Subtotal					\$316.60
Use					\$320.00

L

Old Placerville Road
2 Lane Collector & 2 BRT Lanes



Folsom Plan Area
BRT Transit Lane Improvements
Construction Cost Estimate

Preliminary Master Cost Per Linear Foot
(FOR ROADS)

<u>ITEM</u>	<u>UNIT</u>	<u>UNIT PRICE</u>
1. Clear and Grub	SF	\$ 0.10
2. Sawcut Asphalt Concrete	SF	\$ 1.00
3. Demo Existing Roadway	LF	\$ 1.00
4. Roadway Subgrade Preparation	SF	\$ 0.30
5. Roadway Excavation (Excavator & Truck Haul-away)	CY	\$ 12.00
6. Roadway Excavation	CY	\$ 5.00
7. 2" Asphalt Concrete Paving	SF	\$ 1.20
8. 4" Asphalt Concrete Paving	SF	\$ 2.40
9. 6" Asphalt Concrete Paving	SF	\$ 3.60
10. 6" Aggregate Base	SF	\$ 1.50
11. 15" Aggregate Base	SF	\$ 2.00
12. 24" Aggregate Base	SF	\$ 3.00
13. Curb & Gutter, Type 2 (Vertical Curb)	LF	\$ 20.00
14. Median Curb, Type 4	LF	\$ 15.00
15. Repair Median Landscaping & Irrigation (California Native Landscaping & Street Trees)	SF	\$ 6.00
16. Median Landscaping - Future travel lanes (Drought Tolerant Ground Cover)	SF	\$ 4.00
17. PCC Sidewalk w/6" AB	SF	\$ 6.00
18. Signing & Striping (\$ per lane)	LF	\$ 1.50
19. Erosion Control	SF	\$ 0.20
20. Roadside Ditch	LF	\$ 10.00
21. Street Lights (Type A, 220' spacing, both sides)	LF	\$ 25.00
22. Traffic Signal Modification	LF	\$ 10,000.00

Folsom Plan Area
BRT Transit Lane Improvements
Construction Cost Estimate

<u>Street Section Cost Summary</u>	
<u>Section Type</u>	<u>Cost</u>
A	\$320
Q	\$320
K	\$320
L	\$320

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APPENDIX L:

Parks

Figure L-1	Parks	L-1
Table L-1	Estimated Parks Costs	L-2
Table L-2	Infrastructure Cost Allocation: Parks	L-3
	Detailed Cost Estimates.....	L-4



Figure L-1



SECTION 9
PARKS

-  OPEN SPACE*
-  CPE COMMUNITY PARKS
-  NP3 NEIGHBORHOOD PARKS
-  LP1 LOCAL PARKS
-  COMMUNITY PARK SERVICE AREA (1 MILE RADIUS)
-  NEIGHBORHOOD PARK SERVICE AREA (1/2 MILE RADIUS)

* OPEN SPACE SHOWN TO INDICATE THE LINK BETWEEN OPEN SPACE AND PARKS. OPEN SPACE NOT INCLUDED IN PARK LAND DEDICATION.

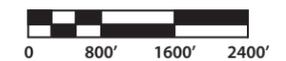


FIGURE 9.1 PARKS PLAN

**Table L-1
Folsom Plan Area Specific Plan Financing Plan
Estimated Parks Costs (2013\$)**

Parks

Item	Estimated Acres	Total Estimated Costs			Total Cost
		Development Cost	Soft Cost	Staff Admin. Cost	
<i>Percent</i>			25%	3.5%	
	<i>Acres</i>				
Community Park West	47.86	\$23,924,720	\$5,981,180	\$837,365	\$30,743,265
Community Park East	26.12	\$9,071,540	\$2,267,885	\$317,504	\$11,656,929
Neighborhood Park One	10.32	\$3,018,140	\$754,535	\$105,635	\$3,878,310
Neighborhood Park Two	5.01	\$3,475,250	\$868,813	\$121,634	\$4,465,696
Neighborhood Park Three	11.70	\$3,879,400	\$969,850	\$135,779	\$4,985,029
Neighborhood Park Four	10.61	\$2,992,720	\$748,180	\$104,745	\$3,845,645
Neighborhood Park Five	10.03	\$3,189,560	\$797,390	\$111,635	\$4,098,585
Oak Woodland Open Space Amenities		\$988,500	\$247,125	\$34,598	\$1,270,223
Local Park 1	1.15	\$792,500	\$198,125	\$27,738	\$1,018,363
Local Part 2	2.26	1,702,500	\$425,625	\$59,588	\$2,187,713
Total Parks	125.06	\$53,034,830	\$13,258,708	\$1,856,219	\$68,149,757

park cost

Source: City Proposal (3/20/13)

**Table L-2
Folsom Plan Area Specific Plan Financing Plan
Infrastructure Cost Allocation: Parks (2013\$)**

Parks

Land Use	Land Uses		Cost Allocation Basis			Park Cost Allocation		
	Developable Acres	Units/Sq. Ft.	Persons Served	Total Persons Served	Distribution of Persons Served	Assigned Cost	per Acre	per Unit/Sq. Ft.
<i>Formula</i>	<i>A</i>	<i>B</i>	<i>C</i>	<i>D=B*C</i>	<i>E=D/Total Persons</i>	<i>F=Total Cost*E</i>	<i>G=F/A</i>	<i>H=F/B</i>
Residential		<i>units</i>	<i>per unit</i>					<i>per unit</i>
Single-Family (SF)	580.6	1,820	2.92	5,314	21.8%	\$14,469,156	\$24,921	\$7,950
Single-Family High Density (SFHD)	492.0	2,828	2.92	8,258	33.9%	\$22,482,843	\$45,697	\$7,950
Multifamily Low Density (MLD)	263.5	2,406	1.94	4,668	19.2%	\$12,708,267	\$48,229	\$5,282
Multifamily Medium Density (MMD)	68.5	1,224	1.94	2,375	9.7%	\$6,465,053	\$94,380	\$5,282
Multifamily High Density (MHD)	51.0	1,251	1.94	2,427	10.0%	\$6,607,665	\$129,562	\$5,282
Mixed Use (MU) - Residential	35.5	681	1.94	1,321	5.4%	\$3,596,978	\$101,438	\$5,282
Subtotal	1,491.1	10,210		24,362	100.0%	\$66,329,963		
Nonresidential		<i>sq. ft.</i>						<i>per sq. ft.[1]</i>
Mixed Use (MU) - Commercial	23.6	205,952	NA	NA	NA	\$72,083	\$3,049	\$0.35
Office Park (OP)	89.2	1,165,666	NA	NA	NA	\$407,983	\$4,574	\$0.35
General Commercial (GC)	188.5	2,052,765	NA	NA	NA	\$718,468	\$3,812	\$0.35
Community Commercial (CC)	38.9	423,621	NA	NA	NA	\$148,267	\$3,812	\$0.35
Regional Commercial (RC)	110.8	1,351,405	NA	NA	NA	\$472,992	\$4,269	\$0.35
Subtotal	451.0	5,199,409				\$1,819,793		
Total Project	1,942.1			24,362	100.0%	\$68,149,757		

parcs_alloc

Source: MacKay & Somps, EPS

[1] Fee capped at current citywide nonresidential parks fee.

Folsom Plan Area - Park Program Estimate

September 30, 2013

7919-YR4

Parks and Recreation Department Estimated Costs				
<i>(From actual bid results - Nisenan / Livermore)</i>				
Community Park West	Quantity	Unit	Unit Cost	Extension
Basic Park Costs (excl. Area 40)	47.86	AC	\$ 202,000	\$ 9,667,720
Synthetic Turf Soccer/Football	2	EA	\$ 1,250,000	\$ 2,500,000
Restroom	2	EA	\$ 280,000	\$ 560,000
Parking	300	EA	\$ 3,500	\$ 1,050,000
Youth Baseball Field	2	EA	\$ 145,000	\$ 290,000
Field Lighting (200')	2	EA	\$ 150,000	\$ 300,000
Senior Baseball Field	2	EA	\$ 310,000	\$ 620,000
Field Lighting (320')	2	EA	\$ 178,000	\$ 356,000
Adult Softball Field	2	EA	\$ 200,000	\$ 400,000
Field Lighting (300')	2	EA	\$ 150,000	\$ 300,000
Field Lighting	2	EA	\$ 178,000	\$ 356,000
Dog Park	4	AC	\$ 150,000	\$ 600,000
Basketball Court (lighted)	2	EA	\$ 65,000	\$ 130,000
Tennis Court (lighted)	4	EA	\$ 90,000	\$ 360,000
Sand Volleyball Court (lighted)	2	EA	\$ 45,000	\$ 90,000
Playground (shaded)	2	EA	\$ 175,000	\$ 350,000
Picnic Pavilion (Group)	2	EA	\$ 80,000	\$ 160,000
Spray Park	1	LS	\$ 500,000	\$ 500,000
Skate Park	1	EA	\$ 1,500,000	\$ 1,500,000
Community Clubhouse (5,000 SF)	1	EA	\$ 2,400,000	\$ 2,400,000
Park Maintenance Yard	1	LS	\$ 1,000,000	\$ 1,000,000
OS Parkland & Aerojet (Area 40)	5	AC	\$ 75,000	\$ 375,000
Misc. Site Furnishings	1	LS	\$ 60,000	\$ 60,000
				\$ 23,924,720
Soft Costs (design/eng, const admin) @ 25%				\$ 5,981,180
Staff admin costs @ 3.5%				\$ 837,365
			Total	\$ 30,743,265
			Cost / Acre	\$ 642,358
Community Park East	Quantity	Unit	Unit Cost	Extension
Basic Park Costs	26.12	AC	\$ 202,000	\$ 5,276,240
Synthetic Turf Soccer/Football	1	EA	\$ 1,250,000	\$ 1,250,000
Restroom	1	EA	\$ 280,000	\$ 280,000
Parking	200	Stall	\$ 3,500	\$ 700,000
Youth Baseball Field	1	EA	\$ 142,300	\$ 142,300
Field Lighting (200')	1	EA	\$ 150,000	\$ 150,000
Field Lighting	1	EA	\$ 178,000	\$ 178,000
Dog Park	3	AC	\$ 150,000	\$ 375,000
Basketball Court (lighted)	1	EA	\$ 65,000	\$ 65,000
Tennis Court (lighted)	2	EA	\$ 90,000	\$ 180,000
Sand Volleyball Court (lighted)	2	EA	\$ 45,000	\$ 90,000
Playground (shaded)	1	EA	\$ 175,000	\$ 175,000
Picnic Pavilion (Group)	2	EA	\$ 80,000	\$ 160,000
Aquatic Center	0	EA	\$ 13,000,000	Other funding
Community Center/Gym	0	EA	\$ 23,750,000	Other funding
Misc. Site Furnishings	1	LS	\$ 50,000	\$ 50,000
				\$ 9,071,540
Soft Costs (design/eng, const admin) @ 25%				\$ 2,267,885
Staff admin costs @ 3.5%				\$ 317,504
			Total	\$ 11,656,929
			Cost / Acre	\$ 446,284

Folsom Plan Area - Park Program Estimate

September 30, 2013

7919-YR4

Parks and Recreation Department Estimated Costs				
<i>(From actual bid results - Nisenan / Livermore)</i>				
Neighborhood Park One (NP1)	Quantity	Unit	Unit Cost	Extension
Basic Park Costs	10.32	AC	\$ 202,000	\$ 2,084,640
Restroom	1	EA	\$ 215,000	\$ 215,000
Parking	55	Stall	\$ 3,500	\$ 192,500
Soccer Field	1	EA	\$ 46,000	\$ 46,000
Youth Baseball Field	1	EA	\$ 145,000	\$ 145,000
Playground	1	EA	\$ 160,000	\$ 160,000
Basketball Court (lighted)	1	EA	\$ 65,000	\$ 65,000
Group Picnic Area	1	EA	\$ 80,000	\$ 80,000
Miscellaneous Site Furnishings	1	LS	\$ 30,000	\$ 30,000
				\$ 3,018,140
Soft Costs (design/eng, const admin) @ 25%				\$ 754,535
Staff admin costs @ 3.5%				\$ 105,635
			Total	\$ 3,878,310
			Cost / Acre	\$ 375,805
Neighborhood Park Two (NP2)	Quantity	Unit	Unit Cost	Extension
Basic Park Costs	5.01	AC	\$ 225,000	\$ 1,127,250
Restroom	1	EA	\$ 215,000	\$ 215,000
Synthetic Turf Soccer/Football	1	EA	\$ 1,250,000	\$ 1,250,000
Parking	50	Stall	\$ 3,500	\$ 175,000
Soccer Field	0	EA	\$ 46,000	\$ -
Field Lighting	0	EA	\$ 150,000	\$ -
Field Lighting	1	EA	\$ 178,000	\$ 178,000
Playground	1	EA	\$ 160,000	\$ 160,000
Basketball Court (lighted)	1	EA	\$ 65,000	\$ 65,000
Tennis Court (lighted)	2	EA	\$ 90,000	\$ 180,000
Group Picnic Area	1	EA	\$ 80,000	\$ 80,000
Miscellaneous Site Furnishings	1	LS	\$ 45,000	\$ 45,000
				\$ 3,475,250
Soft Costs (design/eng, const admin) @ 25%				\$ 868,813
Staff admin costs @ 3.5%				\$ 121,634
			Total	\$ 4,465,696
			Cost / Acre	\$ 891,357
Neighborhood Park Three (NP3)	Quantity	Unit	Unit Cost	Extension
Basic Park Costs	11.70	AC	\$ 202,000	\$ 2,363,400
Restroom	1	EA	\$ 215,000	\$ 215,000
Parking	90	Stall	\$ 3,500	\$ 315,000
Soccer Field	1	EA	\$ 46,000	\$ 46,000
Youth Softball Field	2	EA	\$ 145,000	\$ 290,000
Field Lights (200')	2	EA	\$ 150,000	\$ 300,000
Playground	1	EA	\$ 160,000	\$ 160,000
Basketball Court (lighted)	1	EA	\$ 65,000	\$ 65,000
Group Picnic Area	1	EA	\$ 80,000	\$ 80,000
Miscellaneous Site Furnishings	1	LS	\$ 45,000	\$ 45,000
				\$ 3,879,400
Soft Costs (design/eng, const admin) @ 25%				\$ 969,850
Staff admin costs @ 3.5%				\$ 135,779
			Total	\$ 4,985,029
			Cost / Acre	\$ 426,071

Folsom Plan Area - Park Program Estimate

September 30, 2013

7919-YR4

Parks and Recreation Department Estimated Costs				
<i>(From actual bid results - Nisenan / Livermore)</i>				
Neighborhood Park Four (NP4)	Quantity	Unit	Unit Cost	Extension
Basic Park Costs	10.61	AC	\$ 202,000	\$ 2,143,220
Restroom	1	EA	\$ 215,000	\$ 215,000
Parking	55	Stall	\$ 3,500	\$ 192,500
Soccer Field	2	EA	\$ 46,000	\$ 92,000
Youth Softball Field	0	EA	\$ 145,000	\$ -
Playground	1	EA	\$ 160,000	\$ 160,000
Basketball Court (lighted)	1	EA	\$ 65,000	\$ 65,000
Group Picnic Area	1	EA	\$ 80,000	\$ 80,000
Miscellaneous Site Furnishings	1	LS	\$ 45,000	\$ 45,000
				\$ 2,992,720
Soft Costs (design/eng, const admin) @ 25%				\$ 748,180
Staff admin costs @ 3.5%				\$ 104,745
			Total	\$ 3,845,645
			Cost / Acre	\$ 362,455
Neighborhood Park Five (NP5)	Quantity	Unit	Unit Cost	Extension
Basic Park Costs	10.03	AC	\$ 202,000	\$ 2,026,060
Restroom	1	EA	\$ 215,000	\$ 215,000
Parking	75	Stall	\$ 3,500	\$ 262,500
Soccer Field	1	EA	\$ 46,000	\$ 46,000
Youth Softball Field	2	EA	\$ 145,000	\$ 290,000
Playground	1	EA	\$ 160,000	\$ 160,000
Basketball Court (lighted)	1	EA	\$ 65,000	\$ 65,000
Group Picnic Area	1	EA	\$ 80,000	\$ 80,000
Miscellaneous Site Furnishings	1	LS	\$ 45,000	\$ 45,000
				\$ 3,189,560
Soft Costs (design/eng, const admin) @ 25%				\$ 797,390
Staff admin costs @ 3.5%				\$ 111,635
			Total	\$ 4,098,585
			Cost / Acre	\$ 408,633
Oak Woodland Open Space	Quantity	Unit	Unit Cost	Extension
Restroom	1	EA	\$ 215,000	\$ 215,000
Parking	50	Stall	\$ 3,500	\$ 175,000
Disc Golf	9	AC	\$ 6,500	\$ 58,500
Youth Camping / Fire Access w/ XC	5	AC	\$ 100,000	\$ 500,000
Misc. Site Furnishings	1	LS	\$ 40,000	\$ 40,000
				\$ 988,500
Soft Costs (design/eng, const admin) @ 25%				\$ 247,125
Staff admin costs @ 3.5%				\$ 34,598
			Total	\$ 1,270,223

Folsom Plan Area - Park Program Estimate

September 30, 2013

7919-YR4

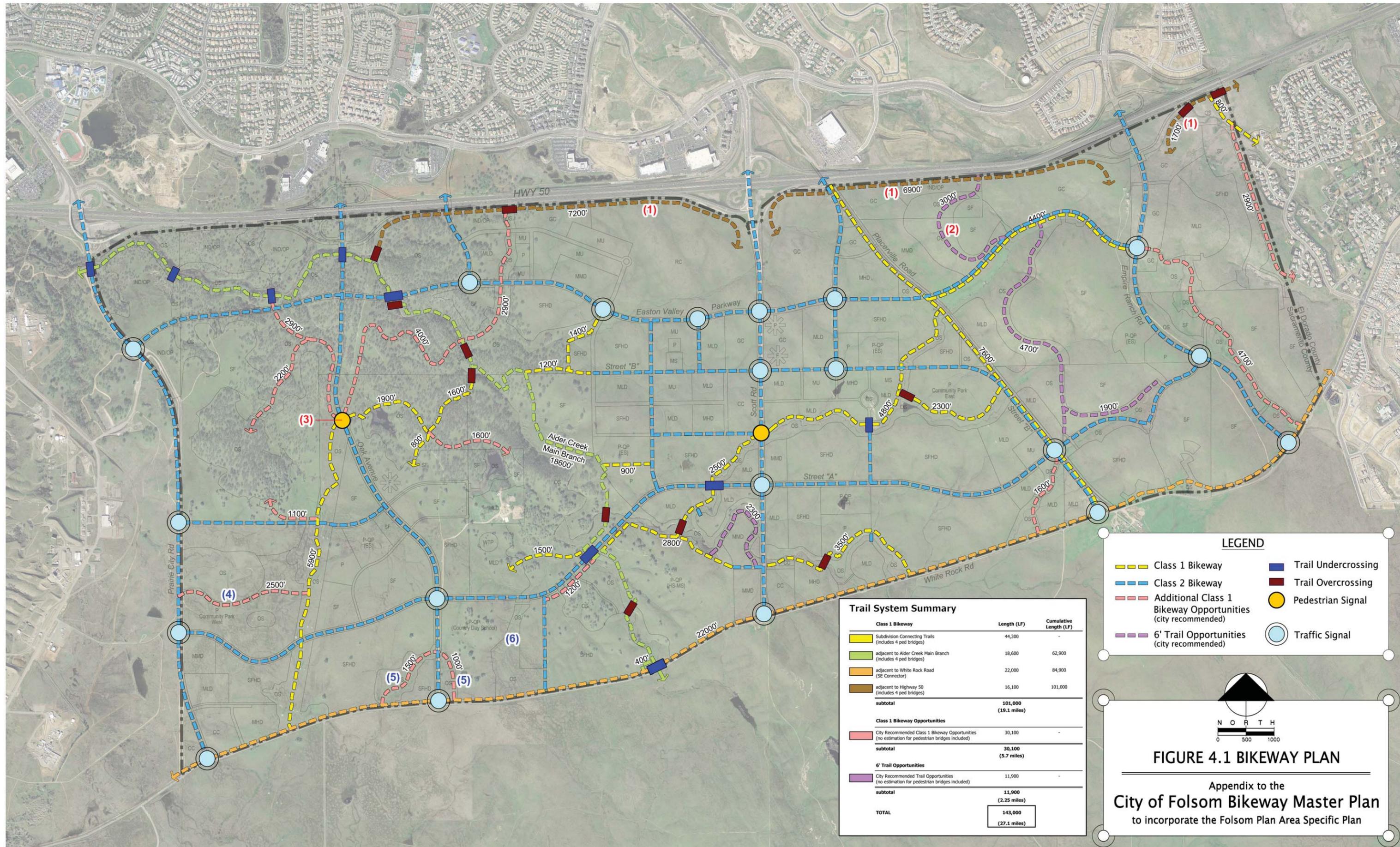
Parks and Recreation Department Estimated Costs				
<i>(From actual bid results - Nisenan / Livermore)</i>				
Local Park One (LP1)	Quantity	Unit	Unit Cost	Extension
Basic Park Costs	1.15	AC	\$ 250,000	\$ 287,500
Restroom	1	EA	\$ 215,000	\$ 215,000
Soccer Field (half)	0	EA	\$ 46,000	\$ -
Playground	1	EA	\$ 160,000	\$ 160,000
Group Picnic Area	1	EA	\$ 80,000	\$ 80,000
Miscellaneous Site Furnishings	1	LS	\$ 50,000	\$ 50,000
				\$ 792,500
Soft Costs (design/eng, const admin) @ 25%				\$ 198,125
Staff admin costs @ 3.5%				\$ 27,738
			Total	\$ 1,018,363
			Cost / Acre	\$ 885,533
Local Park Two (LP2)	Quantity	Unit	Unit Cost	Extension
Basic Park Costs	2.26	AC	\$ 250,000	\$ 565,000
Restroom	1	EA	\$ 215,000	\$ 215,000
Parking	25	Stall	\$ 3,500	\$ 87,500
Playground	1	LS	\$ 160,000	\$ 160,000
Basketball Court (lighted)	1	EA	\$ 65,000	\$ 65,000
Group Picnic Area	1	EA	\$ 80,000	\$ 80,000
Spray Park	1	LS	\$ 500,000	\$ 500,000
Miscellaneous Site Furnishings	1	LS	\$ 30,000	\$ 30,000
				\$ 1,702,500
Soft Costs (design/eng, const admin) @ 25%				\$ 425,625
Staff admin costs @ 3.5%				\$ 59,588
			Total	\$ 2,187,713
			Cost / Acre	\$ 968,014
SUBTOTAL				\$ 68,149,757

APPENDIX M:

Trails

Figure M-1	Trails System	M-1
Table M-1	Estimated Trails Costs	M-2
Table M-2	Infrastructure Cost Allocation: Trails	M-3
	Mackay & Soms Detailed Cost Estimates.....	M-4





Trail System Summary

Class 1 Bikeway	Length (LF)	Cumulative Length (LF)
Subdivision Connecting Trails (includes 4 ped bridges)	44,300	
adjacent to Alder Creek Main Branch (includes 4 ped bridges)	18,600	62,900
adjacent to White Rock Road (SE Connector)	22,000	84,900
adjacent to Highway 50 (includes 4 ped bridges)	16,100	101,000
subtotal	101,000	(19.1 miles)
Class 1 Bikeway Opportunities		
City Recommended Class 1 Bikeway Opportunities (no estimation for pedestrian bridges included)	30,100	
subtotal	30,100	(5.7 miles)
6' Trail Opportunities		
City Recommended Trail Opportunities (no estimation for pedestrian bridges included)	11,900	
subtotal	11,900	(2.25 miles)
TOTAL	143,000	(27.1 miles)

LEGEND

- Class 1 Bikeway
- Class 2 Bikeway
- Additional Class 1 Bikeway Opportunities (city recommended)
- 6' Trail Opportunities (city recommended)
- Trail Undercrossing
- Trail Overcrossing
- Pedestrian Signal
- Traffic Signal

FIGURE 4.1 BIKEWAY PLAN
 Appendix to the
City of Folsom Bikeway Master Plan
 to incorporate the Folsom Plan Area Specific Plan

**Table M-1
Folsom Plan Area Specific Plan Financing Plan
Estimated Trails Costs (2013\$)**

Trails

Department/ Facility Description	Estimated Linear Feet	Total Estimated Costs				Funding Sources		
		Development Cost [1]	Soft Cost	Staff Admin. Cost	Total Cost	Plan Area Fees	CFD PAYGO	Other
<i>Percent</i>			25%	3.5%				
	<i>Linear Feet</i>							
Subdivision Connecting Trails	44,300	\$3,701,000	\$925,250	\$129,535	\$4,755,785	\$4,755,785	\$0	\$0
Alder Creek Main Branch Trails	18,600	\$1,902,000	\$475,500	\$66,570	\$2,444,070	\$2,444,070	\$0	\$0
White Rock Road [1]	22,000	\$1,540,000	\$385,000	\$53,900	\$1,978,900	\$0	\$0	\$1,978,900
Community Park West [2]	2,500	NA	NA	NA	NA	NA	NA	NA
Highway 50 Parallel Trail	17,100	\$2,047,000	\$511,750	\$71,645	\$2,630,395	\$321,250	\$2,309,145	\$0
East of Placerville Road	7,600	\$532,000	\$133,000	\$18,620	\$683,620	\$683,620	\$0	\$0
Oak Ave. to Easton Valley Pkwy	15,400	\$1,078,000	\$269,500	\$37,730	\$1,385,230	\$1,385,230	\$0	\$0
Alder Creek Parallel Main Branch	2,000	\$140,000	\$35,000	\$4,900	\$179,900	\$179,900	\$0	\$0
Trail Near White Rock Road [1]	4,100.00	\$287,000	\$71,750	\$10,045	\$368,795	\$0	\$0	\$368,795
East of Placerville Road 6' to 12' Chang	12,900	\$903,000	\$225,750	\$31,605	\$1,160,355	\$1,160,355	\$0	\$0
Signal Crossings - Scott/Oak	NA	\$300,000	\$75,000	\$10,500	\$385,500	\$385,500	\$0	\$0
Restroom	NA	\$215,000	\$53,750	\$7,525	\$276,275	\$276,275	\$0	\$0
Trail and Bridge Contingency	11,200	\$1,084,000	\$271,000	\$37,940	\$1,392,940	\$1,392,940	\$0	\$0
Trail FF&Es		\$299,000	\$74,750	\$10,465	\$384,215	\$272,420	\$111,795	\$0
Total Trails	157,700	\$14,028,000	\$3,507,000	\$490,980	\$18,025,980	\$13,257,345	\$2,420,940	\$2,347,695
Total Trails (Rounded)						\$13,257,000	\$2,421,000	\$2,348,000

trails cost

Source: MacKay & Soms (October 2013)

[1] Funded by other sources: White Rock Rd Trail funded by Connector JPA; Trail Near White Rock Rd part of final map conditions.

[2] Included in Parks CIP, so excluded from trails cost estimate.

**Table M-2
Folsom Plan Area Specific Plan Financing Plan
Infrastructure Cost Allocation: Trails (2013\$)**

Trails

Land Use	Land Uses		Cost Allocation Basis			Trails Cost Allocation		
	Developable Acres	Units/Sq. Ft.	Persons Served]	Total Persons Served	Distribution of Persons Served	Assigned Cost [2]	per Acre	per Unit/Sq. Ft.
<i>Formula</i>	<i>A</i>	<i>B</i>	<i>C</i>	<i>D=C*A or B</i>	<i>E=D/Total Persons</i>	<i>F=Total Cost*E</i>	<i>G=F/A</i>	<i>H=F/B</i>
Residential		<i>units</i>	<i>per unit</i>					<i>per unit</i>
Single-Family (SF)	580.6	1,820	2.92	5,314	21.8%	\$2,891,870	\$4,981	\$1,589
Single-Family High Density (SFHD)	492.0	2,828	2.92	8,258	33.9%	\$4,493,521	\$9,133	\$1,589
Multifamily Low Density (MLD)	263.5	2,406	1.94	4,668	19.2%	\$2,539,930	\$9,639	\$1,056
Multifamily Medium Density (MMD)	68.5	1,224	1.94	2,375	9.7%	\$1,292,134	\$18,863	\$1,056
Multifamily High Density (MHD)	51.0	1,251	1.94	2,427	10.0%	\$1,320,637	\$25,895	\$1,056
Mixed Use (MU) - Residential	35.5	681	1.94	1,321	5.4%	\$718,908	\$20,274	\$1,056
Subtotal	1,491.1	10,210		24,362	100.0%	\$13,257,000		
Nonresidential		<i>sq. ft.</i>	<i>per acre</i>					
Mixed Use (MU) - Commercial	23.6	205,952	0.00	0	0.0%	\$0	\$0	\$0.00
Office Park (OP)	89.2	1,165,666	0.00	0	0.0%	\$0	\$0	\$0.00
General Commercial (GC)	188.5	2,052,765	0.00	0	0.0%	\$0	\$0	\$0.00
Community Commercial (CC)	38.9	423,621	0.00	0	0.0%	\$0	\$0	\$0.00
Regional Commercial (RC)	110.8	1,351,405	0.00	0	0.0%	\$0	\$0	\$0.00
Subtotal	451.0	5,199,409		0	0.0%	\$0		
Total Project	1,942.1			24,362	100.0%	\$13,257,000		

trails_alloc

Source: MacKay & Somps, EPS

Folsom Specific Plan Area Bikeway Master Plan Estimate

10/15/2013

	Description	Bikeway Plan Color	Length / Quantity				Estimated Cost	FEE PROGRAM		Length	Other Funding	Other / Notes
								Length	Impact Fee Funding			
1	Subdivision Connecting Trails	yellow	44,300	JPDA	8.4	mi	\$3,101,000	44,300	\$3,101,000		\$0	
	trail bridges	yellow	4	ea			\$600,000	4	\$600,000		\$0	
2	Alder Creek Main Branch	green	18,600	lf	3.5	mi	\$1,302,000	18,600	\$1,302,000		\$0	
	trail bridges	green	4	ea			\$600,000	4	\$600,000		\$0	
3	White Rock Road - SE Connector	orange	22,000	lf	4.2	mi	\$1,540,000	0	\$0	22,000	\$1,540,000	Connector JPA
4	Community Park West	salmon	2,500	lf	0.5	mi	\$175,000	0	\$0	2,500	\$175,000	Park CIP
5	Hwy 50 Parallel Trail	brown	16,100	lf	3.0	mi	\$1,127,000	0	\$0	16,100	\$1,127,000	PAYGO
	trail bridges	brown	4	ea			\$600,000	0	\$0	4	\$600,000	PAYGO
	add Scott Road trail undercrossing	brown	1	ea			\$250,000	1	\$250,000			
	add connection to Empire Ranch Rd.	brown	1,000	lf	0.2	mi	\$70,000	0	\$0	1,000	\$70,000	PAYGO
6	East of Placerville Road	yellow	7,600	lf	1.4	mi	\$532,000	7,600	\$532,000		\$0	
7	Oak Ave to Easton Valley Parkway	salmon	10,700	lf	2.0	mi	\$749,000	10,700	\$749,000		\$0	
	add connection to Lot 103 oak grove	salmon	4,700	lf	0.9	mi	\$329,000	4,700	\$329,000		\$0	
	add Alder Creek parallel main branch	salmon	2,000	lf	0.4	mi	\$140,000	2,000	\$140,000		\$0	
8	Near White Rock Road	salmon	4,100	lf	0.8	mi	\$287,000		\$0		\$287,000	Final Map
	add trail connections at Lots 246/253	salmon	0	lf	0.0	mi	\$0	0	\$0		\$0	Conditions/ or excluded
	add trail bridges	salmon	0	ea			\$0	0	\$0		\$0	
9	East of Placerville Rd. 6' to 12' change	purple	11,900	lf	2.3	mi	\$833,000	11,900	\$833,000		\$0	
	add connection to E.R. Rd / St. "A"	purple	1,000	lf	0.2	mi	\$70,000	1,000	\$70,000		\$0	
10	Trail Design Distance Contingency		11,200	lf	2.1	mi	\$784,000	11,200	\$784,000		\$0	
11	Trail Design Bridge Contingency		2	ea			\$300,000	2	\$300,000		\$0	
12	Trail FF&E's @ \$10,000/mi						\$299,000		\$212,000		\$87,000	
13	Signal Crossings - Scott/Oak	yellow	2	ea			\$300,000	2	\$300,000		\$0	
14	Restroom		1	ea			\$215,000	1	\$215,000		\$0	
15	Subtotal						\$14,203,000		\$10,317,000		\$3,886,000	
16	Contingency/Soft/Admin Costs @ 28.5%						\$4,047,855		\$2,940,345		\$1,107,510	
17	Grand Total				29.9	mi	\$18,250,855		\$13,257,345		\$4,993,510	

NOTE: 12' Bike/Ped Trail costs estimated at \$70 per LF.
 Bike/Ped Trail Bridge costs estimated at \$150,000 each.
 Fee Program contains 21.7 miles of Bike/Ped Trail system.

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APPENDIX N:

Interchanges

Table N-1	Highway 50 Interchange Improvement Costs	N-1
Table N-2	Infrastructure Cost Allocation: Interchange Costs	N-2
	Interchange Cost Estimates	N-3



**Table N-1
Folsom Plan Area Specific Plan Financing Plan
Highway 50 Interchange Improvement Costs (2013\$)**

Interchanges

Item	Total Cost	Funding Sources		
		City Fees	CFD PAYGO	Other
Interchanges/Highway 50 Improvements and Land				
Scott Rd./East Bidwell Blvd. Interchange Modifications	\$2,800,000	\$2,800,000	\$0	\$0
Oak Avenue Parkway Interchange	\$36,600,000	\$14,640,000	\$0	\$21,960,000
Prairie City Road Interchange Modifications	\$3,250,000	\$0	\$3,250,000	\$0
Empire Ranch Road Interchange	\$22,500,000	\$9,000,000	\$0	\$13,500,000
Rowberry Drive Overcrossing	\$5,000,000	\$0	\$5,000,000	\$0
Oak Ave Parkway Interchange Land	\$1,400,000	\$1,400,000	\$0	\$0
Empire Ranch Road Interchange Land	\$3,185,000	\$3,185,000	\$0	\$0
Total Interchanges/Hwy 50 Improvements and Land	\$74,735,000	\$31,025,000	\$8,250,000	\$35,460,000

int

Table N-2
Folsom Plan Area Specific Plan Financing Plan
Infrastructure Cost Allocation: Interchange Costs (2013\$)

**Interchanges/Hwy 50
Improvements**

Land Use	Land Uses		Cost Allocation Basis			Roadway Cost Allocation		
	Developable Acres	Units/ Sq. Ft.	EDUs per Unit/ Acre [1]	Total EDUs	Distribution of EDUs	Assigned Cost	per Acre	per Unit/ Sq. Ft.
<i>Formula</i>	<i>A</i>	<i>B</i>	<i>C</i>	<i>D=C*A or B</i>	<i>E=D/Total EDUs</i>	<i>F=Total Cost*E</i>	<i>G=F/A</i>	<i>H=F/B</i>
Residential		<i>units</i>	<i>per unit</i>					<i>per unit</i>
Single-Family (SF)	580.6	1,820	1.10	2,002	11.9%	\$3,704,548	\$6,381	\$2,035
Single-Family High Density (SFHD)	492.0	2,828	1.00	2,828	16.9%	\$5,232,998	\$10,636	\$1,850
Multifamily Low Density (MLD)	263.5	2,406	0.90	2,165	12.9%	\$4,006,908	\$15,206	\$1,665
Multifamily Medium Density (MMD)	68.5	1,224	0.80	979	5.8%	\$1,811,935	\$26,452	\$1,480
Multifamily High Density (MHD)	51.0	1,251	0.75	938	5.6%	\$1,736,160	\$34,042	\$1,388
Mixed Use (MU) - Residential	35.5	681	0.70	477	2.8%	\$882,097	\$24,876	\$1,295
Subtotal	1,491.1	10,210		9,390	56.0%	\$17,374,646		
Nonresidential		<i>sq. ft.</i>	<i>per acre</i>					<i>per sq. ft.</i>
Mixed Use (MU) - Commercial	23.6	205,952	12.00	284	1.7%	\$524,928	\$22,205	\$2.55
Office Park (OP)	89.2	1,165,666	15.00	1,338	8.0%	\$2,475,867	\$27,756	\$2.12
General Commercial (GC)	188.5	2,052,765	18.00	3,393	20.2%	\$6,278,488	\$33,308	\$3.06
Community Commercial (CC)	38.9	423,621	18.00	700	4.2%	\$1,295,667	\$33,308	\$3.06
Regional Commercial (RC)	110.8	1,351,405	15.00	1,662	9.9%	\$3,075,404	\$27,756	\$2.28
Subtotal	451.0	5,199,409		7,377	44.0%	\$13,650,354		
Total Plan Area	1,942.1			16,766	100.0%	\$31,025,000		

roads alloc3

Source: MacKay & Somps, EPS.

FOLSOM PLAN AREA
INTERCHANGE COST

Scott/Bidwell \$2.77M 6/27/07 HDR Memo \$2.52M Ken Payne email 4/13/13

Oak Avenue Interchange \$50.5M (includes \$4.0M ROW) HDR Memo 6/27/07

North \$1.45M/18.23ac

South \$2.57M/32.36ac (\$80,000/ac)

\$36.6M (excludes ROW) Ken Payne Memo 4/13/11 X 0.4
= \$14.4M assumes 20% outside funds and of remainder
50% to FPA

Prairie City Road \$5.6 m (No ROW) (Add'l Structure) \$5.04M Ken Payne Memo
4/13/11

\$3.25 (No ROW) (No Add'l Structure) HDR email 5/28/12

Empire Ranch Road Additional cost due to south leg added
\$7.265M (excludes ROW) HDR memo 6/27/07

Total Cost \$18.0M (excludes ROW) Ken Payne Memo 4/13/11
18.0 x 0.4 = \$7.2M

Total Cost \$29.58M (excludes \$7.05M ROW) 22.53 x 0.4=\$9M
HDR email 5/08/12

North \$1.82M/8.24ac @ \$220,600/ac (Currently Reserved)
South \$4.95M/22.44ac @ \$220,600/ac

Oak Avenue as 4 lane overcrossing with north side on and off ramps.

\$8M (MacKay & Soms estimate 3/15/13)

Assumption: No ROW allowance on south side since needed ROW would be equivalent
to 4 lane road and land otherwise would be open space.

Rowberry Road Overcrossing \$4.609M (No ROW Allowance) HDR Memo 6/25/07

FOLSOM PLAN AREA

Interchange Cost included in PFFP:

	Original	2012	Modified 4/22/13
1. Scott/Bidwell	\$2.8M	\$2.8M	\$2.8M
2. Oak Avene Full Interchange/OC	16.5M	14.4M	8.0M (100%?)
3. Prairie City Road	5.6M	3.25M	3.25M
4. Empire Ranch Road	7.3M	10.4M	9.0M
5. Rowberry Road OC	5.0M	5.0M	5.0M
TOTAL	\$37.2M	\$35.85M	\$28.05M
(All Exclude ROW)			
ROW Empire Ranch Road (\$175,000/AC)			3.2M
ROW(Southside only) Oak Ave Full Intchg \$80,000/ac			1.4M
Subtotal			\$4.6M
TOTAL			\$32.65M

Jim Ray

From: Mark Rackovan <mrackovan@folsom.ca.us>
Sent: Wednesday, May 09, 2012 7:18 AM
To: Richard Lorenz; Jim Ray
Subject: FW: Highway 50 Improvements - Empire Ranch and Prairie City
Attachments: (english) Empire Ranch Preliminary Project Cost Estimate Summary 5-3-12.xlsx; (english) Empire Ranch Preliminary Project Cost Estimate Summary - Empire Ranch ultimate build.xlsx

FYI – final cost estimate info from HDR.

From: Klemunes, John [mailto:John.Klemunes@hdrinc.com]
Sent: Tuesday, May 08, 2012 5:29 PM
To: Mark Rackovan
Cc: Luu, Henry; Hiatt, Steve
Subject: Highway 50 Improvements - Empire Ranch and Prairie City

Hi Mark,

Attached is the Empire Ranch converted estimate from the DPR using English units and recent construction costs. We also provided a revised cost estimate based on the 2007 study for the additional eastbound diagonal, westbound loop and widening the structure to 4 lanes.

Empire Ranch Interchange

	Base Interchange	Additional Ramps and 4-lane structure
Roadway	\$11,910,000	\$3,360,000
Structures	\$ 4,891,000	\$2,370,000
Total Constr.	\$16,801,000	\$5,730,000
Right of Way	\$ 6,800,000 (?)	\$ 250,000
Project Total	\$23,601,000	\$5,980,000

Total Empire Ranch Costs: \$29,581,000 Rounded to **\$30 million**

Prairie City Interchange

Cost for EB OFF-RAMP is \$2,528,450
 Cost for EB ON-RAMP is \$653,870
 Total Prairie City Interchange: \$3,182,320 Rounded to **\$3.25 million**

*REVIEW
 Overall Road
 Specialist*

*Empire Ranch Rd.
 outside funding
 (20%)
 4.5 * 0.50 = \$ 9M*

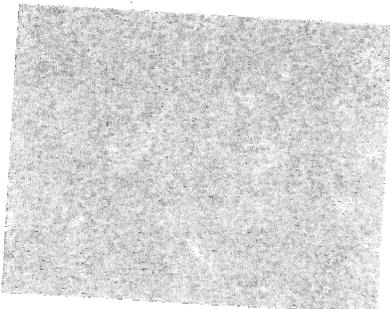
*South side should we include
 ROW 50% (?) and at what?
 LAND COST?*

Please contact me if you have any questions.

John

*\$ 29.58 M
 - 7.05 ROW
 \$ 22.53 M*

*No ROW for Oak Ave,
 Rowberry & Prairie City*



JOHN A. KLEMUNES | **HDR Engineering, Inc**
 JR P.E. | Sacramento Area Transportation Manager

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John.Klemunes@hdrinc.com | hdrinc.com

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Empire Ranch Interchange - Land Cost

03/21/2013

	APN	Acquisition (SF)	Acquisition (Acre)	Acquisition Cost (\$)
1	7211701130000	359032.48	8.24	\$1,817,733
2	7202701380000	535103.14	12.28	\$2,709,155
3	7202700280000	442419.74	10.16	\$2,239,912
	Total	1336555.35	30.68	\$6,766,800

Legend:

North of Highway 50

South of Highway 50

Note: parcel information based on GIS information.

Oak Ave Interchange - Land Cost

03/21/2013

	APN	Acquisition (SF)	Acquisition (Acre)	Acquisition Cost (\$)
1	7211901440000	498.51	0.01	\$909
2	7211900560000	1598.60	0.04	\$2,916
3	7211901200000	76563.22	1.76	\$139,678
4	7211900470000	8344.74	0.19	\$15,224
5	7211900570000	606011.43	13.91	\$1,105,573
6	7226800090000	339.87	0.01	\$620
7	7226800110000	304.34	0.01	\$555
8	7231200010000	9993.37	0.23	\$18,231
9	7211900690000	89978.24	2.07	\$164,151
10	7200600420000	76880.99	1.76	\$140,257
11	7200600450000	1333018.73	30.60	\$2,431,884
	Total	2203532.05	50.59	\$4,020,000

Legend:

North of Highway 50

South of Highway 50

Note: parcel information based on GIS information.

Jim Ray

From: MacKay & Soms [roseville@msce.com]
Sent: Wednesday, April 13, 2011 11:18 AM
To: Jim Ray
Subject: FW: Folsom SOI - Road Cost Follow-up
Importance: High

From: Kenneth Payne [mailto:kpayne@folsom.ca.us]
Sent: Tuesday, April 05, 2011 8:51 AM
To: Wil Sohlt
Cc: Jim Ray (roseville@msce.com)
Subject: Folsom SOI - Road Cost Follow-up
Importance: High

Wil,

I talked to rich Lorenz, we can reduce the \$36M Oak Avenue Interchange costs to \$25M as discussed yesterday, and the Empire Ranch should be at \$12M to \$15M. You showed \$12.7M on your table yesterday – that should work.

Ken

Interchanges (Soft costs included in "Major Roads")	
Scott/Bidwell Interchange Modifications	2,520,000
Oak Avenue Plawy Interchange	36,000,000
Prairie City Road Interchange Modifications	5,040,000
Empire Ranch Road Interchange Modifications	18,000,000
Rowbery Drive Overcrossing	4,500,000
Placerville Road Extension	-
Total Interchanges	66,060,000

Kenneth V. Payne, P.E., Chief
 Environmental & Water Resources Development
 City of Folsom
 916.351-3573 direct

*Folsom Sphere of Influence-Major Highway Improvements
Preliminary Opinion of Costs and Funding Options*

1. Introduction and Background

Based on preliminary Sphere of Influence (SOI) land use proposals as of April 2007, and associated travel demand forecasts, Fehr & Peers has identified several areas of possible capacity deficiency within the existing freeway and interchange system for Folsom. On that basis, HDR has reviewed some of the more notable physical improvements to the highway system to address these capacity deficiencies. This review, by design, is intended to be a broad overview to assess general financial feasibility of these improvements; development of specific financing plans would rely on more developed concept plans.

Based on Fehr & Peers initial review, the following facilities were assumed to be required to accommodate current SOI land use plans, and specifically were included as major highway-related improvements in this analysis:

- Prairie City Road interchange-possible modification
- Oak Avenue interchange-new facility
- E. Bidwell Street interchange-possible modification
- Empire Ranch interchange-modification to current concept
- Auxiliary lanes from Prairie City Road to Empire Ranch Road
- Rowberry Road overcrossing at US 50
- Placerville Road overhead structure near Costco (Bidwell Street relief)

For this initial phase of work, HDR has worked with Fehr & Peers in identifying more specific description of needed capacity improvements. Geometrics were developed for purposes of identifying the general improvements and preliminary cost estimating at Oak Avenue (which included evaluation of the Prairie City Road eastbound on-ramps and auxiliary lanes between Prairie City Road and Bidwell Street interchanges). For the other facilities, HDR conducted general field reviews, but no formal geometric development was completed. There was no review or discussion of these improvements with Caltrans.

2. Proposed Improvement Descriptions and Opinions of Cost

The following paragraphs provide more detailed description of the proposed improvements at each location, with a preliminary opinion of project costs. These costs should be considered very preliminary in nature and are intended to be a guideline for evaluating general financial feasibility. More detailed financing plans would merit further geometric review, more detailed quantity takeoffs, further cost analysis, and preliminary reviews/discussions with Caltrans.

- i. Prairie City Road interchange - Improvement of the eastbound on-ramps are included in the context of the Oak Avenue interchange as described below. In addition, we anticipate that the existing eastbound off-ramp will need to be improved by constructing an auxiliary/decel lane with two lane exit to accommodate additional traffic. In addition, the existing four lane overcrossing would need to be widened to six lanes.

The estimated costs for these improvements, based on experience with similar improvements, is as follows:

Roadway items	\$1,087,000
Structure items	\$3,106,000
Utilities and right of way	\$250,000
<i>Total hard costs</i>	<i>\$4,443,000</i>
Estimated soft costs (25%)	\$1,111,000
<i>Estimated total cost</i>	<i>\$5,554,000</i>

- ii. Oak Avenue interchange – A new interchange is needed, assumed to be an L-9 partial cloverleaf (diagonal off-ramps, loop and diagonal on-ramps). The existing Prairie City connector ramp merge would be relocated southerly as a collector ramp and be grade separated from the eastbound off-ramp at Oak Avenue; the collector would merge into the SB to EB loop on-ramp, then merge onto US 50. The Oak Avenue westbound ramp movements would be more conventional for a partial cloverleaf. Continuous auxiliary lanes would be needed in both directions between Prairie City Road and Bidwell Street to accommodate the various ramp

merges and diverges. A separate exhibit has been prepared to better illustrate this concept. Note that there are several crossings of drainage courses; whether these crossings are by slab bridge or culvert may affect the overall project cost.

The estimated costs for these improvements, based on concept-level design as shown herein, is as follows:

Roadway items	\$26,713,000
Structure items	\$10,512,000
Utilities and right of way	\$4,020,000
<i>Total hard costs</i>	<i>\$41,245,000</i>
Estimated soft costs (25%)	\$9,300,000
<i>Estimated total cost</i>	<i>\$50,545,000</i>

- iii. Bidwell interchange – The existing overcrossing would need to be widened from five lanes to six lanes. This widening could occur via restriping with non-standard lane widths (subject to Caltrans approvals) or through physical widening of the structure. The estimate below assumes widening of the structure by 12 feet, which is the “worst case” analysis

The estimated costs for these improvements, based on experience with similar improvements, is as follows:

Roadway items	\$154,000
Structure items	\$2,014,000
Utilities and right of way	\$50,000
<i>Total hard costs</i>	<i>\$2,218,000</i>
Estimated soft costs (25%)	\$555,000
<i>Estimated total cost</i>	<i>\$2,773,000</i>

- iv. Empire Ranch interchange – The ultimate interchange concept at this location is planned as an L-9 partial cloverleaf interchange. The project as currently approved calls for a four lane overcrossing, diagonal off-ramps

from both directions, a SB to WB diagonal on-ramp, and a SB to EB loop on-ramp. To accommodate the south area traffic, the overcrossing will need to be widened to six lanes, and new ramps will need to be constructed (NB to EB diagonal on-ramp, plus NB to WB loop on-ramp). The interchange footprint has anticipated these modifications. Auxiliary lanes would need to be constructed between Bidwell Street and Empire Ranch Road.

The estimated costs for these improvements, based on experience with similar improvements, is as follows:

Roadway items	\$2,640,000
Structure items	\$2,922,000
Utilities and right of way	\$250,000
<i>Total hard costs</i>	<i>\$5,812,000</i>
Estimated soft costs (25%)	\$1,453,000
<i>Estimated total cost</i>	<i>\$7,265,000</i>

- v. Rowberry Road overcrossing at US 50 – a four lane overcrossing is assumed at this location. We are assuming that the structure would be a two span reinforced concrete box girder structure.

The estimated costs for these improvements, based on experience with similar improvements, is as follows:

Roadway items	(assumed elsewhere)
Structure items	\$3,662,000
Utilities and right of way	\$25,000
<i>Total hard costs</i>	<i>\$3,687,000</i>
Estimated soft costs (25%)	\$922,000
<i>Estimated total cost</i>	<i>\$4,609,000</i>

- vi. Placerville Road overhead structure near Costco- we have assumed that a two lane structure could be constructed over the railroad tracks to route traffic directly to Iron Point Road.

The estimated costs for these improvements, based on experience with similar improvements, is as follows:

Roadway items	\$2,803,000
Structure items	\$3,346,000
Utilities and right of way	\$750,000
<i>Total hard costs</i>	<i>\$6,899,000</i>
Estimated soft costs (25%)	\$1,380,000
<i>Estimated total cost</i>	<i>\$8,279,000</i>

3. Project Funding

In addition to improvements specifically triggered by the Folsom Sphere of Influence proposals, there are a number of other highway-related improvements within the Highway 50 Corridor area in Folsom and Western El Dorado County. When evaluating the transportation system, as well as available funding options, it is helpful to be aware of the specific proposals. The table below illustrates planned and programmed projects within the corridor and the proposed funding/financing mechanism:

Highway 50 Corridor Projects:

Project	Sponsor	Estimated Cost	Funding Sources	Estimated Timing
Empire Ranch Road Interchange (northerly connection)				
US 50 Aux Lanes from Empire Ranch to EDH IC				
El Dorado Hills Interchange				
Silva Valley Parkway Interchange				
US 50 HOV Lanes from El Dorado Hills to Ponderosa				
Saratoga Way Extension				
White Rock Road realignment and widening				
Sunrise / Rancho Cordova Interchange				
SACOG Connector				

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APPENDIX O:
Aquatic and Community Center

Folsom Plan Area: Proposed Community Center and Aquatic Center..... O-1

Table O-1 Estimated Aquatic and Community Center Costs..... O-2

Table O-2 Infrastructure Cost Allocation: Aquatic and
Community Center..... O-3



Folsom Plan Area: Proposed Community Center and Aquatic Center

Objective/Vision

A multi-purpose community recreation and aquatic facility envisioned to provide a comprehensive range of recreation programs and services in support of community development, wellness, and satisfaction, developed within an environmentally and operationally sustainable framework.

Projected Population Served	24,362
Building Size	42,000± s.f
Pool Water Area	12,500± s.f.
Parking	As required by code and analysis
Anticipated Project Cost	\$36,750,000

Recommended Features

- Gymnasium and multi-purpose “flex” space for large programs and gatherings
- Four to six multi-purpose classrooms
- Senior center and teen activity rooms
- Support facilities (restrooms, locker rooms, kitchen, custodial, administration, equipment storage)
- 10 lane x 25 yard competitive swimming pool
- Recreation activity pool with water play elements (structure, slide, fountains, etc.)
- Deck space, outdoor activity space, and large event set-up space (swim meets, parties)

Recommended Programs

- Youth and adult indoor court sports and leagues (basketball, volleyball, etc.)
- Senior citizen leisure, recreation, and support services
- Adult dance and whole body fitness
- Preschool programs (i.e. Fun Factory)
- Summer and holiday activity camps
- Teen oriented social, recreational, and fitness programs (primarily middle school age)
- Comprehensive range of leisure, recreation, and education classes including special interests, fine arts, licensing and certification programs, and parent/child programs
- Due to the current popularity of indoor soccer, this activity should be considered and analyzed for feasibility at the time of project program development.
- Facility rentals to large groups and community organizations
- Recreation aquatic activities and fitness swimming
- Community swim team practices and meets
- Aquatic fitness programs for youth through adults
- Swim lessons – beginning through proficiency and athletic training

**Table O-1
 Folsom Plan Area Specific Plan Financing Plan
 Estimated Aquatic and Community Center Costs (2013\$)**

Aquatic and Community Center

Item	Total Cost	Funding Source	
		Aquatic Center CFD	Extended Term CFD
Aquatic Center	\$15,000,000	\$15,000,000	\$0
Remaining Community Center Facilities	\$21,750,000	\$0	\$21,750,000
Total Aquatic and Community Center (Rounded)	\$36,750,000	\$15,000,000	\$21,750,000

ac cost

Source: City of Folsom

Table O-2
Folsom Plan Area Specific Plan Financing Plan
Infrastructure Cost Allocation: Aquatic and Community Center (2013\$)

Aquatic and
Community Center

Land Use	Land Uses		Cost Allocation Basis			Cost Allocation for CFD Burden Estimates					
	Developable Acres	Units/ Sq. Ft.	Persons Served	Total Persons Served	Distribution of Persons Served	Aquatic Center CFD			Extended Term CFD		
						Assigned Cost	per Acre	per Unit/ Sq. Ft.	Assigned Cost	per Acre	per Unit/ Sq. Ft.
<i>Formula</i>	<i>A</i>	<i>B</i>	<i>C</i>	<i>D=C*A or B</i>	<i>E=D/Total Persons</i>	<i>F=Total Cost*E</i>	<i>G=F/A</i>	<i>H=F/B</i>	<i>F=Total Cost*E</i>	<i>G=F/A</i>	<i>H=F/B</i>
Residential		<i>units</i>	<i>per unit</i>								<i>per unit</i>
Single-Family (SF)	580.6	1,820	2.92	5,314	21.8%	\$3,272,086	\$5,636	\$1,798	\$4,744,525	\$8,172	\$2,607
Single-Family High Density (SFHD)	492.0	2,828	2.92	8,258	33.9%	\$5,084,318	\$10,334	\$1,798	\$7,372,262	\$14,984	\$2,607
Multifamily Low Density (MLD)	263.5	2,406	1.94	4,668	19.2%	\$2,873,875	\$10,907	\$1,194	\$4,167,118	\$15,814	\$1,732
Multifamily Medium Density (MMD)	68.5	1,224	1.94	2,375	9.7%	\$1,462,021	\$21,343	\$1,194	\$2,119,931	\$30,948	\$1,732
Multifamily High Density (MHD)	51.0	1,251	1.94	2,427	10.0%	\$1,494,272	\$29,299	\$1,194	\$2,166,694	\$42,484	\$1,732
Mixed Use (MU) - Residential	35.5	681	1.94	1,321	5.4%	\$813,428	\$22,939	\$1,194	\$1,179,471	\$33,262	\$1,732
Subtotal	1,491.1	10,210		24,362	100.0%	\$15,000,000			\$21,750,000		
Nonresidential		<i>sq. ft.</i>	<i>per acre</i>								
Mixed Use (MU) - Commercial	23.6	205,952	0.00	0	0.0%	\$0	\$0	\$0.00	\$0	\$0	\$0.00
Office Park (OP)	89.2	1,165,666	0.00	0	0.0%	\$0	\$0	\$0.00	\$0	\$0	\$0.00
General Commercial (GC)	188.5	2,052,765	0.00	0	0.0%	\$0	\$0	\$0.00	\$0	\$0	\$0.00
Community Commercial (CC)	38.9	423,621	0.00	0	0.0%	\$0	\$0	\$0.00	\$0	\$0	\$0.00
Regional Commercial (RC)	110.8	1,351,405	0.00	0	0.0%	\$0	\$0	\$0.00	\$0	\$0	\$0.00
Subtotal	451.0	5,199,409		0	0.0%	\$0			\$0		
Total Project	1,942.1			24,362	100.0%	\$15,000,000			\$21,750,000		

ac alloc

Source: MacKay & Soms, EPS

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APPENDIX P:

Schools

Table P-1 Folsom Cordova Unified School District Fees and
Estimated Fee Revenue P-1



**Table P-1
Folsom Plan Area Specific Plan Public Facilities Financing Plan
Folsom Cordova Unified School District Fees and Estimated Fee Revenue (2013\$)**

School Fee

Land Use	Units	Avg. Sq.Ft per Unit	Square Feet	Fee Per Square Foot [1]	Total Fee Revenue
Residential					
Single-Family (SF)	1,820	2,800	5,096,000	\$5.77	\$29,403,920
Single-Family High Density (SFHD)	2,828	2,300	6,504,400	\$5.77	\$37,530,388
Multifamily Low Density (MLD)	2,406	1,200	2,887,200	\$5.77	\$16,659,144
Multifamily Medium Density (MMD)	1,224	1,000	1,224,000	\$5.77	\$7,062,480
Multifamily High Density (MHD)	1,251	900	1,125,900	\$5.77	\$6,496,443
Mixed Use (MU) - Residential	681	900	612,900	\$5.77	\$3,536,433
Subtotal	10,210		17,450,400		\$100,688,808
Nonresidential					
Mixed Use (MU) - Commercial			205,952	\$0.51	\$105,036
Office Park (OP)			1,165,666	\$0.51	\$594,490
General Commercial (GC)			2,052,765	\$0.51	\$1,046,910
Community Commercial (CC)			423,621	\$0.51	\$216,047
Regional Commercial (RC)			1,351,405	\$0.51	\$689,217
Subtotal			5,199,409		\$2,651,699
Total Project			22,649,809		\$103,340,507

school fee

Source: Folsom Cordova Unified School District

[1] The current adopted residential fee is \$6.27 per square foot. Based on initial negotiations with the school district, the residential fee in this table reflects a \$0.50 per square foot reduction. This fee could change depending on the outcome of further negotiations.

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APPENDIX Q:

Estimated City Stand-Alone Fee Revenue

Table Q-1	Summary of Estimated City Stand-Alone Fee Revenue— City Facilities Fees (2 pages).....	Q-1
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Table Q-3	Estimated City Stand-Alone Fee Revenue— Solid Waste Capital Improvement.....	Q-4
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Table Q-1
Folsom Plan Area Specific Plan
Summary of Estimated City Stand-Alone Fee Revenue - City Facilities Fees

Year	Transportation Management		Solid Waste Capital Improvement		Parks Capital Equipment	
	Annual	Cumulative	Annual	Cumulative	Annual	Cumulative
1	\$7,000	\$7,000	\$65,200	\$65,200	\$16,800	\$16,800
2	\$10,500	\$17,500	\$97,800	\$163,000	\$25,200	\$42,000
3	\$10,500	\$28,000	\$97,800	\$260,800	\$25,200	\$67,200
4	\$18,175	\$46,175	\$138,488	\$399,288	\$50,988	\$118,188
5	\$13,000	\$59,175	\$119,074	\$518,362	\$33,600	\$151,788
6	\$21,425	\$80,600	\$168,257	\$686,619	\$59,388	\$211,176
7	\$16,250	\$96,850	\$148,842	\$835,461	\$42,000	\$253,176
8	\$21,425	\$118,275	\$168,257	\$1,003,718	\$59,388	\$312,564
9	\$42,187	\$160,462	\$207,117	\$1,210,835	\$44,594	\$357,158
10	\$48,062	\$208,524	\$246,734	\$1,457,569	\$61,814	\$418,971
11	\$45,437	\$253,961	\$236,886	\$1,694,455	\$52,994	\$471,965
12	\$81,724	\$335,686	\$333,990	\$2,028,444	\$90,363	\$562,329
13	\$72,054	\$407,740	\$299,483	\$2,327,927	\$59,619	\$621,948
14	\$77,224	\$484,964	\$283,022	\$2,610,949	\$90,363	\$712,311
15	\$64,524	\$549,488	\$215,362	\$2,826,310	\$47,691	\$760,003
16	\$62,224	\$611,712	\$155,379	\$2,981,689	\$39,963	\$799,966
17	\$51,874	\$663,587	\$116,550	\$3,098,239	\$5,187	\$805,154
18	\$64,549	\$728,136	\$164,101	\$3,262,341	\$47,775	\$852,929
19	\$25,937	\$754,073	\$58,275	\$3,320,616	\$2,594	\$855,523
20	\$28,437	\$782,510	\$70,715	\$3,391,331	\$10,994	\$866,516
21	\$25,937	\$808,447	\$58,275	\$3,449,606	\$2,594	\$869,110
22	\$25,937	\$834,384	\$58,275	\$3,507,881	\$2,594	\$871,704
23	\$25,937	\$860,321	\$58,275	\$3,566,156	\$2,594	\$874,298
24	\$25,937	\$886,258	\$58,275	\$3,624,431	\$2,594	\$876,891
25	\$28,437	\$914,695	\$70,715	\$3,695,146	\$10,994	\$887,885
26	\$25,937	\$940,633	\$58,275	\$3,753,421	\$2,594	\$890,479
27	\$25,937	\$966,570	\$58,275	\$3,811,696	\$2,594	\$893,072
28	\$25,937	\$992,507	\$58,275	\$3,869,971	\$2,594	\$895,666
29	\$25,937	\$1,018,444	\$58,275	\$3,928,246	\$2,594	\$898,260
30	\$28,437	\$1,046,881	\$70,715	\$3,998,961	\$10,994	\$909,254
31	\$27,735	\$1,074,616	\$62,315	\$4,061,276	\$2,774	\$912,027
32	\$0	\$1,074,616	\$0	\$4,061,276	\$0	\$912,027
33	\$0	\$1,074,616	\$0	\$4,061,276	\$0	\$912,027
34	\$0	\$1,074,616	\$0	\$4,061,276	\$0	\$912,027
35	\$2,500	\$1,077,116	\$12,440	\$4,073,716	\$8,400	\$920,427
36	\$0	\$1,077,116	\$0	\$4,073,716	\$0	\$920,427
37	\$0	\$1,077,116	\$0	\$4,073,716	\$0	\$920,427
38	\$0	\$1,077,116	\$0	\$4,073,716	\$0	\$920,427
39	\$0	\$1,077,116	\$0	\$4,073,716	\$0	\$920,427
40	\$2,500	\$1,079,616	\$12,440	\$4,086,156	\$8,400	\$928,827
41	\$0	\$1,079,616	\$0	\$4,086,156	\$0	\$928,827
42	\$0	\$1,079,616	\$0	\$4,086,156	\$0	\$928,827
43	\$0	\$1,079,616	\$0	\$4,086,156	\$0	\$928,827
44	\$0	\$1,079,616	\$0	\$4,086,156	\$0	\$928,827
45	\$2,025	\$1,081,641	\$10,076	\$4,096,232	\$6,804	\$935,631
Total [1]	\$1,082,000		\$4,096,000		\$936,000	

Source: EPS.

[1] Totals rounded to the nearest thousand.

Table Q-1
Folsom Plan Area Specific Plan
Summary of Estimated City Stand-Alone Fee Revenue - City Facilities Fees

Year	Housing Trust Fund		Corporation Yard		Transit		Highway 50 Interchanges	
	Annual	Cumulative	Annual	Cumulative	Annual	Cumulative	Annual	Cumulative
1	\$702,651	\$702,651	\$153,519	\$153,519	\$217,544	\$217,544	\$384,576	\$384,576
2	\$1,053,976	\$1,756,627	\$230,279	\$383,798	\$326,316	\$543,861	\$576,864	\$961,440
3	\$1,053,976	\$2,810,602	\$230,279	\$614,077	\$326,316	\$870,177	\$576,864	\$1,538,304
4	\$1,053,976	\$3,864,578	\$299,952	\$914,029	\$588,386	\$1,458,563	\$1,040,152	\$2,578,456
5	\$1,053,976	\$4,918,554	\$266,708	\$1,180,737	\$420,522	\$1,879,085	\$743,402	\$3,321,858
6	\$1,317,470	\$6,236,024	\$366,629	\$1,547,366	\$693,516	\$2,572,601	\$1,226,002	\$4,547,861
7	\$1,317,470	\$7,553,494	\$333,385	\$1,880,751	\$525,653	\$3,098,254	\$929,253	\$5,477,113
8	\$1,317,470	\$8,870,964	\$366,629	\$2,247,380	\$693,516	\$3,791,771	\$1,226,002	\$6,703,116
9	\$1,576,841	\$10,447,805	\$383,279	\$2,630,659	\$782,447	\$4,574,218	\$1,383,215	\$8,086,331
10	\$1,840,335	\$12,288,140	\$466,819	\$3,097,478	\$972,726	\$5,546,944	\$1,719,591	\$9,805,922
11	\$1,840,335	\$14,128,475	\$449,956	\$3,547,434	\$887,578	\$6,434,522	\$1,569,066	\$11,374,988
12	\$2,099,706	\$16,228,180	\$566,340	\$4,113,774	\$1,480,099	\$7,914,621	\$2,616,528	\$13,991,516
13	\$1,917,017	\$18,145,197	\$496,364	\$4,610,138	\$1,182,017	\$9,096,638	\$2,089,577	\$16,081,093
14	\$518,742	\$18,663,939	\$384,852	\$4,994,990	\$1,414,552	\$10,511,189	\$2,500,654	\$18,581,747
15	\$518,742	\$19,182,681	\$265,010	\$5,260,001	\$969,337	\$11,480,526	\$1,713,600	\$20,295,346
16	\$518,742	\$19,701,423	\$166,279	\$5,426,279	\$849,315	\$12,329,842	\$1,501,425	\$21,796,771
17	\$518,742	\$20,220,166	\$99,789	\$5,526,068	\$513,589	\$12,843,430	\$907,925	\$22,704,696
18	\$518,742	\$20,738,908	\$181,215	\$5,707,283	\$924,732	\$13,768,162	\$1,634,747	\$24,339,444
19	\$259,371	\$20,998,279	\$49,894	\$5,757,177	\$256,794	\$14,024,957	\$453,963	\$24,793,406
20	\$259,371	\$21,257,650	\$67,215	\$5,824,392	\$330,066	\$14,355,022	\$583,492	\$25,376,899
21	\$259,371	\$21,517,021	\$49,894	\$5,874,286	\$256,794	\$14,611,817	\$453,963	\$25,830,861
22	\$259,371	\$21,776,392	\$49,894	\$5,924,181	\$256,794	\$14,868,611	\$453,963	\$26,284,824
23	\$259,371	\$22,035,763	\$49,894	\$5,974,075	\$256,794	\$15,125,405	\$453,963	\$26,738,786
24	\$259,371	\$22,295,134	\$49,894	\$6,023,969	\$256,794	\$15,382,200	\$453,963	\$27,192,749
25	\$259,371	\$22,554,505	\$67,215	\$6,091,184	\$330,066	\$15,712,265	\$583,492	\$27,776,241
26	\$259,371	\$22,813,876	\$49,894	\$6,141,079	\$256,794	\$15,969,060	\$453,963	\$28,230,204
27	\$259,371	\$23,073,247	\$49,894	\$6,190,973	\$256,794	\$16,225,854	\$453,963	\$28,684,167
28	\$259,371	\$23,332,618	\$49,894	\$6,240,867	\$256,794	\$16,482,649	\$453,963	\$29,138,129
29	\$259,371	\$23,591,989	\$49,894	\$6,290,762	\$256,794	\$16,739,443	\$453,963	\$29,592,092
30	\$259,371	\$23,851,360	\$67,215	\$6,357,976	\$330,066	\$17,069,509	\$583,492	\$30,175,584
31	\$277,354	\$24,128,714	\$53,354	\$6,411,330	\$274,599	\$17,344,107	\$485,437	\$30,661,022
32	\$0	\$24,128,714	\$0	\$6,411,330	\$0	\$17,344,107	\$0	\$30,661,022
33	\$0	\$24,128,714	\$0	\$6,411,330	\$0	\$17,344,107	\$0	\$30,661,022
34	\$0	\$24,128,714	\$0	\$6,411,330	\$0	\$17,344,107	\$0	\$30,661,022
35	\$0	\$24,128,714	\$17,320	\$6,428,650	\$73,271	\$17,417,379	\$129,530	\$30,790,551
36	\$0	\$24,128,714	\$0	\$6,428,650	\$0	\$17,417,379	\$0	\$30,790,551
37	\$0	\$24,128,714	\$0	\$6,428,650	\$0	\$17,417,379	\$0	\$30,790,551
38	\$0	\$24,128,714	\$0	\$6,428,650	\$0	\$17,417,379	\$0	\$30,790,551
39	\$0	\$24,128,714	\$0	\$6,428,650	\$0	\$17,417,379	\$0	\$30,790,551
40	\$0	\$24,128,714	\$17,320	\$6,445,971	\$73,271	\$17,490,650	\$129,530	\$30,920,081
41	\$0	\$24,128,714	\$0	\$6,445,971	\$0	\$17,490,650	\$0	\$30,920,081
42	\$0	\$24,128,714	\$0	\$6,445,971	\$0	\$17,490,650	\$0	\$30,920,081
43	\$0	\$24,128,714	\$0	\$6,445,971	\$0	\$17,490,650	\$0	\$30,920,081
44	\$0	\$24,128,714	\$0	\$6,445,971	\$0	\$17,490,650	\$0	\$30,920,081
45	\$0	\$24,128,714	\$14,029	\$6,460,000	\$59,350	\$17,550,000	\$104,919	\$31,025,000
Total [1]	\$24,129,000		\$6,460,000		\$17,550,000		\$31,025,000	

summary sa

Source: EPS.

[1] Totals rounded to the nearest thousand.

Table Q-2
Folsom Plan Area Specific Plan
Estimated City Stand-Alone Fee Revenue - Transportation Management

Year	SF and SFHD	MLD	MMD & MHD	MU Resid.	Comm Sq. Ft.	Annual Total	Cumulative Total
		<i>per dwelling unit</i>			<i>per sq. ft.</i>		
Plan Area Fee	\$35	\$25	\$25	\$25	\$0.15		
1	\$7,000	\$0	\$0	\$0	\$0	\$7,000	\$7,000
2	\$10,500	\$0	\$0	\$0	\$0	\$10,500	\$17,500
3	\$10,500	\$0	\$0	\$0	\$0	\$10,500	\$28,000
4	\$10,500	\$2,500	\$5,175	\$0	\$0	\$18,175	\$46,175
5	\$10,500	\$2,500	\$0	\$0	\$0	\$13,000	\$59,175
6	\$13,125	\$3,125	\$5,175	\$0	\$0	\$21,425	\$80,600
7	\$13,125	\$3,125	\$0	\$0	\$0	\$16,250	\$96,850
8	\$13,125	\$3,125	\$5,175	\$0	\$0	\$21,425	\$118,275
9	\$13,125	\$3,125	\$0	\$0	\$25,937	\$42,187	\$160,462
10	\$15,750	\$3,750	\$2,625	\$0	\$25,937	\$48,062	\$208,524
11	\$15,750	\$3,750	\$0	\$0	\$25,937	\$45,437	\$253,961
12	\$15,750	\$3,750	\$10,350	\$0	\$51,874	\$81,724	\$335,686
13	\$13,930	\$6,250	\$0	\$0	\$51,874	\$72,054	\$407,740
14	\$0	\$15,000	\$10,350	\$0	\$51,874	\$77,224	\$484,964
15	\$0	\$10,150	\$0	\$2,500	\$51,874	\$64,524	\$549,488
16	\$0	\$0	\$10,350	\$0	\$51,874	\$62,224	\$611,712
17	\$0	\$0	\$0	\$0	\$51,874	\$51,874	\$663,587
18	\$0	\$0	\$12,675	\$0	\$51,874	\$64,549	\$728,136
19	\$0	\$0	\$0	\$0	\$25,937	\$25,937	\$754,073
20	\$0	\$0	\$0	\$2,500	\$25,937	\$28,437	\$782,510
21	\$0	\$0	\$0	\$0	\$25,937	\$25,937	\$808,447
22	\$0	\$0	\$0	\$0	\$25,937	\$25,937	\$834,384
23	\$0	\$0	\$0	\$0	\$25,937	\$25,937	\$860,321
24	\$0	\$0	\$0	\$0	\$25,937	\$25,937	\$886,258
25	\$0	\$0	\$0	\$2,500	\$25,937	\$28,437	\$914,695
26	\$0	\$0	\$0	\$0	\$25,937	\$25,937	\$940,633
27	\$0	\$0	\$0	\$0	\$25,937	\$25,937	\$966,570
28	\$0	\$0	\$0	\$0	\$25,937	\$25,937	\$992,507
29	\$0	\$0	\$0	\$0	\$25,937	\$25,937	\$1,018,444
30	\$0	\$0	\$0	\$2,500	\$25,937	\$28,437	\$1,046,881
31	\$0	\$0	\$0	\$0	\$27,735	\$27,735	\$1,074,616
32	\$0	\$0	\$0	\$0	\$0	\$0	\$1,074,616
33	\$0	\$0	\$0	\$0	\$0	\$0	\$1,074,616
34	\$0	\$0	\$0	\$0	\$0	\$0	\$1,074,616
35	\$0	\$0	\$0	\$2,500	\$0	\$2,500	\$1,077,116
36	\$0	\$0	\$0	\$0	\$0	\$0	\$1,077,116
37	\$0	\$0	\$0	\$0	\$0	\$0	\$1,077,116
38	\$0	\$0	\$0	\$0	\$0	\$0	\$1,077,116
39	\$0	\$0	\$0	\$0	\$0	\$0	\$1,077,116
40	\$0	\$0	\$0	\$2,500	\$0	\$2,500	\$1,079,616
41	\$0	\$0	\$0	\$0	\$0	\$0	\$1,079,616
42	\$0	\$0	\$0	\$0	\$0	\$0	\$1,079,616
43	\$0	\$0	\$0	\$0	\$0	\$0	\$1,079,616
44	\$0	\$0	\$0	\$0	\$0	\$0	\$1,079,616
45	\$0	\$0	\$0	\$2,025	\$0	\$2,025	\$1,081,641
Total	\$162,680	\$60,150	\$61,875	\$17,025	\$779,911	\$1,081,641	\$1,081,641

tran fee

Source: EPS.

Table Q-3
Folsom Plan Area Specific Plan
Estimated City Stand-Alone Fee Revenue - Solid Waste Capital Improvement

Year	SF and SFHD	MLD	MMD & MHD	MU Resid.	Comm Sq. Ft.	Annual Total	Cumulative Total
		<i>per dwelling unit</i>			<i>per sq. ft.</i>		
Plan Area Fee	\$326	\$213	\$94	\$124	\$0.34		
1	\$65,200	\$0	\$0	\$0	\$0	\$65,200	\$65,200
2	\$97,800	\$0	\$0	\$0	\$0	\$97,800	\$163,000
3	\$97,800	\$0	\$0	\$0	\$0	\$97,800	\$260,800
4	\$97,800	\$21,274	\$19,414	\$0	\$0	\$138,488	\$399,288
5	\$97,800	\$21,274	\$0	\$0	\$0	\$119,074	\$518,362
6	\$122,250	\$26,592	\$19,414	\$0	\$0	\$168,257	\$686,619
7	\$122,250	\$26,592	\$0	\$0	\$0	\$148,842	\$835,461
8	\$122,250	\$26,592	\$19,414	\$0	\$0	\$168,257	\$1,003,718
9	\$122,250	\$26,592	\$0	\$0	\$58,275	\$207,117	\$1,210,835
10	\$146,700	\$31,911	\$9,848	\$0	\$58,275	\$246,734	\$1,457,569
11	\$146,700	\$31,911	\$0	\$0	\$58,275	\$236,886	\$1,694,455
12	\$146,700	\$31,911	\$38,829	\$0	\$116,550	\$333,990	\$2,028,444
13	\$129,748	\$53,185	\$0	\$0	\$116,550	\$299,483	\$2,327,927
14	\$0	\$127,643	\$38,829	\$0	\$116,550	\$283,022	\$2,610,949
15	\$0	\$86,372	\$0	\$12,440	\$116,550	\$215,362	\$2,826,310
16	\$0	\$0	\$38,829	\$0	\$116,550	\$155,379	\$2,981,689
17	\$0	\$0	\$0	\$0	\$116,550	\$116,550	\$3,098,239
18	\$0	\$0	\$47,551	\$0	\$116,550	\$164,101	\$3,262,341
19	\$0	\$0	\$0	\$0	\$58,275	\$58,275	\$3,320,616
20	\$0	\$0	\$0	\$12,440	\$58,275	\$70,715	\$3,391,331
21	\$0	\$0	\$0	\$0	\$58,275	\$58,275	\$3,449,606
22	\$0	\$0	\$0	\$0	\$58,275	\$58,275	\$3,507,881
23	\$0	\$0	\$0	\$0	\$58,275	\$58,275	\$3,566,156
24	\$0	\$0	\$0	\$0	\$58,275	\$58,275	\$3,624,431
25	\$0	\$0	\$0	\$12,440	\$58,275	\$70,715	\$3,695,146
26	\$0	\$0	\$0	\$0	\$58,275	\$58,275	\$3,753,421
27	\$0	\$0	\$0	\$0	\$58,275	\$58,275	\$3,811,696
28	\$0	\$0	\$0	\$0	\$58,275	\$58,275	\$3,869,971
29	\$0	\$0	\$0	\$0	\$58,275	\$58,275	\$3,928,246
30	\$0	\$0	\$0	\$12,440	\$58,275	\$70,715	\$3,998,961
31	\$0	\$0	\$0	\$0	\$62,315	\$62,315	\$4,061,276
32	\$0	\$0	\$0	\$0	\$0	\$0	\$4,061,276
33	\$0	\$0	\$0	\$0	\$0	\$0	\$4,061,276
34	\$0	\$0	\$0	\$0	\$0	\$0	\$4,061,276
35	\$0	\$0	\$0	\$12,440	\$0	\$12,440	\$4,073,716
36	\$0	\$0	\$0	\$0	\$0	\$0	\$4,073,716
37	\$0	\$0	\$0	\$0	\$0	\$0	\$4,073,716
38	\$0	\$0	\$0	\$0	\$0	\$0	\$4,073,716
39	\$0	\$0	\$0	\$0	\$0	\$0	\$4,073,716
40	\$0	\$0	\$0	\$12,440	\$0	\$12,440	\$4,086,156
41	\$0	\$0	\$0	\$0	\$0	\$0	\$4,086,156
42	\$0	\$0	\$0	\$0	\$0	\$0	\$4,086,156
43	\$0	\$0	\$0	\$0	\$0	\$0	\$4,086,156
44	\$0	\$0	\$0	\$0	\$0	\$0	\$4,086,156
45	\$0	\$0	\$0	\$10,076	\$0	\$10,076	\$4,096,232
Total	\$1,515,248	\$511,849	\$232,129	\$84,716	\$1,752,290	\$4,096,232	\$4,096,232

Source: EPS.

sw fee

Table Q-4
Folsom Plan Area Specific Plan
Estimated City Stand-Alone Fee Revenue - Parks Capital Equipment

Year	SF and SFHD	MLD	MMD & MHD	MU Resid.	Comm Sq. Ft.	Annual Total	Cumulative Total
		<i>per dwelling unit</i>				<i>per sq. ft.</i>	
Plan Area Fee	\$84	\$84	\$84	\$84	\$0.02		
1	\$16,800	\$0	\$0	\$0	\$0	\$16,800	\$16,800
2	\$25,200	\$0	\$0	\$0	\$0	\$25,200	\$42,000
3	\$25,200	\$0	\$0	\$0	\$0	\$25,200	\$67,200
4	\$25,200	\$8,400	\$17,388	\$0	\$0	\$50,988	\$118,188
5	\$25,200	\$8,400	\$0	\$0	\$0	\$33,600	\$151,788
6	\$31,500	\$10,500	\$17,388	\$0	\$0	\$59,388	\$211,176
7	\$31,500	\$10,500	\$0	\$0	\$0	\$42,000	\$253,176
8	\$31,500	\$10,500	\$17,388	\$0	\$0	\$59,388	\$312,564
9	\$31,500	\$10,500	\$0	\$0	\$2,594	\$44,594	\$357,158
10	\$37,800	\$12,600	\$8,820	\$0	\$2,594	\$61,814	\$418,971
11	\$37,800	\$12,600	\$0	\$0	\$2,594	\$52,994	\$471,965
12	\$37,800	\$12,600	\$34,776	\$0	\$5,187	\$90,363	\$562,329
13	\$33,432	\$21,000	\$0	\$0	\$5,187	\$59,619	\$621,948
14	\$0	\$50,400	\$34,776	\$0	\$5,187	\$90,363	\$712,311
15	\$0	\$34,104	\$0	\$8,400	\$5,187	\$47,691	\$760,003
16	\$0	\$0	\$34,776	\$0	\$5,187	\$39,963	\$799,966
17	\$0	\$0	\$0	\$0	\$5,187	\$5,187	\$805,154
18	\$0	\$0	\$42,588	\$0	\$5,187	\$47,775	\$852,929
19	\$0	\$0	\$0	\$0	\$2,594	\$2,594	\$855,523
20	\$0	\$0	\$0	\$8,400	\$2,594	\$10,994	\$866,516
21	\$0	\$0	\$0	\$0	\$2,594	\$2,594	\$869,110
22	\$0	\$0	\$0	\$0	\$2,594	\$2,594	\$871,704
23	\$0	\$0	\$0	\$0	\$2,594	\$2,594	\$874,298
24	\$0	\$0	\$0	\$0	\$2,594	\$2,594	\$876,891
25	\$0	\$0	\$0	\$8,400	\$2,594	\$10,994	\$887,885
26	\$0	\$0	\$0	\$0	\$2,594	\$2,594	\$890,479
27	\$0	\$0	\$0	\$0	\$2,594	\$2,594	\$893,072
28	\$0	\$0	\$0	\$0	\$2,594	\$2,594	\$895,666
29	\$0	\$0	\$0	\$0	\$2,594	\$2,594	\$898,260
30	\$0	\$0	\$0	\$8,400	\$2,594	\$10,994	\$909,254
31	\$0	\$0	\$0	\$0	\$2,774	\$2,774	\$912,027
32	\$0	\$0	\$0	\$0	\$0	\$0	\$912,027
33	\$0	\$0	\$0	\$0	\$0	\$0	\$912,027
34	\$0	\$0	\$0	\$0	\$0	\$0	\$912,027
35	\$0	\$0	\$0	\$8,400	\$0	\$8,400	\$920,427
36	\$0	\$0	\$0	\$0	\$0	\$0	\$920,427
37	\$0	\$0	\$0	\$0	\$0	\$0	\$920,427
38	\$0	\$0	\$0	\$0	\$0	\$0	\$920,427
39	\$0	\$0	\$0	\$0	\$0	\$0	\$920,427
40	\$0	\$0	\$0	\$8,400	\$0	\$8,400	\$928,827
41	\$0	\$0	\$0	\$0	\$0	\$0	\$928,827
42	\$0	\$0	\$0	\$0	\$0	\$0	\$928,827
43	\$0	\$0	\$0	\$0	\$0	\$0	\$928,827
44	\$0	\$0	\$0	\$0	\$0	\$0	\$928,827
45	\$0	\$0	\$0	\$6,804	\$0	\$6,804	\$935,631
Total	\$390,432	\$202,104	\$207,900	\$57,204	\$77,991	\$935,631	\$935,631

park cap fee

Source: EPS.

**Table Q-5
Folsom Plan Area Specific Plan
Estimated City Stand-Alone Fee Revenue - Housing Trust Fund**

Year	SF and SFHD	MLD	MMD & MHD	MU Resid.	Comm Sq. Ft.	Annual Total	Cumulative Total
Plan Area Fee	\$3,513	<i>per dwelling unit</i>			<i>per sq. ft.</i>		
		\$0	\$0	\$0	\$1.50		
1	\$702,651	\$0	\$0	\$0	\$0	\$702,651	\$702,651
2	\$1,053,976	\$0	\$0	\$0	\$0	\$1,053,976	\$1,756,627
3	\$1,053,976	\$0	\$0	\$0	\$0	\$1,053,976	\$2,810,602
4	\$1,053,976	\$0	\$0	\$0	\$0	\$1,053,976	\$3,864,578
5	\$1,053,976	\$0	\$0	\$0	\$0	\$1,053,976	\$4,918,554
6	\$1,317,470	\$0	\$0	\$0	\$0	\$1,317,470	\$6,236,024
7	\$1,317,470	\$0	\$0	\$0	\$0	\$1,317,470	\$7,553,494
8	\$1,317,470	\$0	\$0	\$0	\$0	\$1,317,470	\$8,870,964
9	\$1,317,470	\$0	\$0	\$0	\$259,371	\$1,576,841	\$10,447,805
10	\$1,580,964	\$0	\$0	\$0	\$259,371	\$1,840,335	\$12,288,140
11	\$1,580,964	\$0	\$0	\$0	\$259,371	\$1,840,335	\$14,128,475
12	\$1,580,964	\$0	\$0	\$0	\$518,742	\$2,099,706	\$16,228,180
13	\$1,398,275	\$0	\$0	\$0	\$518,742	\$1,917,017	\$18,145,197
14	\$0	\$0	\$0	\$0	\$518,742	\$518,742	\$18,663,939
15	\$0	\$0	\$0	\$0	\$518,742	\$518,742	\$19,182,681
16	\$0	\$0	\$0	\$0	\$518,742	\$518,742	\$19,701,423
17	\$0	\$0	\$0	\$0	\$518,742	\$518,742	\$20,220,166
18	\$0	\$0	\$0	\$0	\$518,742	\$518,742	\$20,738,908
19	\$0	\$0	\$0	\$0	\$259,371	\$259,371	\$20,998,279
20	\$0	\$0	\$0	\$0	\$259,371	\$259,371	\$21,257,650
21	\$0	\$0	\$0	\$0	\$259,371	\$259,371	\$21,517,021
22	\$0	\$0	\$0	\$0	\$259,371	\$259,371	\$21,776,392
23	\$0	\$0	\$0	\$0	\$259,371	\$259,371	\$22,035,763
24	\$0	\$0	\$0	\$0	\$259,371	\$259,371	\$22,295,134
25	\$0	\$0	\$0	\$0	\$259,371	\$259,371	\$22,554,505
26	\$0	\$0	\$0	\$0	\$259,371	\$259,371	\$22,813,876
27	\$0	\$0	\$0	\$0	\$259,371	\$259,371	\$23,073,247
28	\$0	\$0	\$0	\$0	\$259,371	\$259,371	\$23,332,618
29	\$0	\$0	\$0	\$0	\$259,371	\$259,371	\$23,591,989
30	\$0	\$0	\$0	\$0	\$259,371	\$259,371	\$23,851,360
31	\$0	\$0	\$0	\$0	\$277,354	\$277,354	\$24,128,714
32	\$0	\$0	\$0	\$0	\$0	\$0	\$24,128,714
33	\$0	\$0	\$0	\$0	\$0	\$0	\$24,128,714
34	\$0	\$0	\$0	\$0	\$0	\$0	\$24,128,714
35	\$0	\$0	\$0	\$0	\$0	\$0	\$24,128,714
36	\$0	\$0	\$0	\$0	\$0	\$0	\$24,128,714
37	\$0	\$0	\$0	\$0	\$0	\$0	\$24,128,714
38	\$0	\$0	\$0	\$0	\$0	\$0	\$24,128,714
39	\$0	\$0	\$0	\$0	\$0	\$0	\$24,128,714
40	\$0	\$0	\$0	\$0	\$0	\$0	\$24,128,714
41	\$0	\$0	\$0	\$0	\$0	\$0	\$24,128,714
42	\$0	\$0	\$0	\$0	\$0	\$0	\$24,128,714
43	\$0	\$0	\$0	\$0	\$0	\$0	\$24,128,714
44	\$0	\$0	\$0	\$0	\$0	\$0	\$24,128,714
45	\$0	\$0	\$0	\$0	\$0	\$0	\$24,128,714
Total	\$16,329,600	\$0	\$0	\$0	\$7,799,114	\$24,128,714	\$24,128,714

hsg fee

Source: EPS.

Table Q-6
Folsom Plan Area Specific Plan
Estimated City Stand-Alone Fee Revenue - Corporation Yard

Year	SF and SFHD	MLD	MMD & MHD	MU Resid.	Comm Sq. Ft.	Annual Total	Cumulative Total
Plan Area Fee	\$768	<i>per dwelling unit</i>			<i>per sq. ft.</i>		
		\$364	\$161	\$173	\$0.29		
1	\$153,519	\$0	\$0	\$0	\$0	\$153,519	\$153,519
2	\$230,279	\$0	\$0	\$0	\$0	\$230,279	\$383,798
3	\$230,279	\$0	\$0	\$0	\$0	\$230,279	\$614,077
4	\$230,279	\$36,429	\$33,245	\$0	\$0	\$299,952	\$914,029
5	\$230,279	\$36,429	\$0	\$0	\$0	\$266,708	\$1,180,737
6	\$287,848	\$45,536	\$33,245	\$0	\$0	\$366,629	\$1,547,366
7	\$287,848	\$45,536	\$0	\$0	\$0	\$333,385	\$1,880,751
8	\$287,848	\$45,536	\$33,245	\$0	\$0	\$366,629	\$2,247,380
9	\$287,848	\$45,536	\$0	\$0	\$49,894	\$383,279	\$2,630,659
10	\$345,418	\$54,643	\$16,863	\$0	\$49,894	\$466,819	\$3,097,478
11	\$345,418	\$54,643	\$0	\$0	\$49,894	\$449,956	\$3,547,434
12	\$345,418	\$54,643	\$66,490	\$0	\$99,789	\$566,340	\$4,113,774
13	\$305,503	\$91,072	\$0	\$0	\$99,789	\$496,364	\$4,610,138
14	\$0	\$218,573	\$66,490	\$0	\$99,789	\$384,852	\$4,994,990
15	\$0	\$147,901	\$0	\$17,320	\$99,789	\$265,010	\$5,260,001
16	\$0	\$0	\$66,490	\$0	\$99,789	\$166,279	\$5,426,279
17	\$0	\$0	\$0	\$0	\$99,789	\$99,789	\$5,526,068
18	\$0	\$0	\$81,426	\$0	\$99,789	\$181,215	\$5,707,283
19	\$0	\$0	\$0	\$0	\$49,894	\$49,894	\$5,757,177
20	\$0	\$0	\$0	\$17,320	\$49,894	\$67,215	\$5,824,392
21	\$0	\$0	\$0	\$0	\$49,894	\$49,894	\$5,874,286
22	\$0	\$0	\$0	\$0	\$49,894	\$49,894	\$5,924,181
23	\$0	\$0	\$0	\$0	\$49,894	\$49,894	\$5,974,075
24	\$0	\$0	\$0	\$0	\$49,894	\$49,894	\$6,023,969
25	\$0	\$0	\$0	\$17,320	\$49,894	\$67,215	\$6,091,184
26	\$0	\$0	\$0	\$0	\$49,894	\$49,894	\$6,141,079
27	\$0	\$0	\$0	\$0	\$49,894	\$49,894	\$6,190,973
28	\$0	\$0	\$0	\$0	\$49,894	\$49,894	\$6,240,867
29	\$0	\$0	\$0	\$0	\$49,894	\$49,894	\$6,290,762
30	\$0	\$0	\$0	\$17,320	\$49,894	\$67,215	\$6,357,976
31	\$0	\$0	\$0	\$0	\$53,354	\$53,354	\$6,411,330
32	\$0	\$0	\$0	\$0	\$0	\$0	\$6,411,330
33	\$0	\$0	\$0	\$0	\$0	\$0	\$6,411,330
34	\$0	\$0	\$0	\$0	\$0	\$0	\$6,411,330
35	\$0	\$0	\$0	\$17,320	\$0	\$17,320	\$6,428,650
36	\$0	\$0	\$0	\$0	\$0	\$0	\$6,428,650
37	\$0	\$0	\$0	\$0	\$0	\$0	\$6,428,650
38	\$0	\$0	\$0	\$0	\$0	\$0	\$6,428,650
39	\$0	\$0	\$0	\$0	\$0	\$0	\$6,428,650
40	\$0	\$0	\$0	\$17,320	\$0	\$17,320	\$6,445,971
41	\$0	\$0	\$0	\$0	\$0	\$0	\$6,445,971
42	\$0	\$0	\$0	\$0	\$0	\$0	\$6,445,971
43	\$0	\$0	\$0	\$0	\$0	\$0	\$6,445,971
44	\$0	\$0	\$0	\$0	\$0	\$0	\$6,445,971
45	\$0	\$0	\$0	\$14,029	\$0	\$14,029	\$6,460,000
Total	\$3,567,785	\$876,479	\$397,492	\$117,950	\$1,500,293	\$6,460,000	\$6,460,000

corp fee

Source: EPS.

Table Q-7
Folsom Plan Area Specific Plan
Estimated City Stand-Alone Fee Revenue - Transit

Year	SF and SFHD	MLD	MMD & MHD	MU Resid.	Comm Sq. Ft.	Annual Total	Cumulative Total
Plan Area Fee	\$1,088	<i>per dwelling unit</i>			<i>per sq. ft.</i>		
		\$942	\$811	\$733	\$1.49		
1	\$217,544	\$0	\$0	\$0	\$0	\$217,544	\$217,544
2	\$326,316	\$0	\$0	\$0	\$0	\$326,316	\$543,861
3	\$326,316	\$0	\$0	\$0	\$0	\$326,316	\$870,177
4	\$326,316	\$94,206	\$167,863	\$0	\$0	\$588,386	\$1,458,563
5	\$326,316	\$94,206	\$0	\$0	\$0	\$420,522	\$1,879,085
6	\$407,895	\$117,758	\$167,863	\$0	\$0	\$693,516	\$2,572,601
7	\$407,895	\$117,758	\$0	\$0	\$0	\$525,653	\$3,098,254
8	\$407,895	\$117,758	\$167,863	\$0	\$0	\$693,516	\$3,791,771
9	\$407,895	\$117,758	\$0	\$0	\$256,794	\$782,447	\$4,574,218
10	\$489,474	\$141,309	\$85,148	\$0	\$256,794	\$972,726	\$5,546,944
11	\$489,474	\$141,309	\$0	\$0	\$256,794	\$887,578	\$6,434,522
12	\$489,474	\$141,309	\$335,727	\$0	\$513,589	\$1,480,099	\$7,914,621
13	\$432,913	\$235,515	\$0	\$0	\$513,589	\$1,182,017	\$9,096,638
14	\$0	\$565,237	\$335,727	\$0	\$513,589	\$1,414,552	\$10,511,189
15	\$0	\$382,477	\$0	\$73,271	\$513,589	\$969,337	\$11,480,526
16	\$0	\$0	\$335,727	\$0	\$513,589	\$849,315	\$12,329,842
17	\$0	\$0	\$0	\$0	\$513,589	\$513,589	\$12,843,430
18	\$0	\$0	\$411,143	\$0	\$513,589	\$924,732	\$13,768,162
19	\$0	\$0	\$0	\$0	\$256,794	\$256,794	\$14,024,957
20	\$0	\$0	\$0	\$73,271	\$256,794	\$330,066	\$14,355,022
21	\$0	\$0	\$0	\$0	\$256,794	\$256,794	\$14,611,817
22	\$0	\$0	\$0	\$0	\$256,794	\$256,794	\$14,868,611
23	\$0	\$0	\$0	\$0	\$256,794	\$256,794	\$15,125,405
24	\$0	\$0	\$0	\$0	\$256,794	\$256,794	\$15,382,200
25	\$0	\$0	\$0	\$73,271	\$256,794	\$330,066	\$15,712,265
26	\$0	\$0	\$0	\$0	\$256,794	\$256,794	\$15,969,060
27	\$0	\$0	\$0	\$0	\$256,794	\$256,794	\$16,225,854
28	\$0	\$0	\$0	\$0	\$256,794	\$256,794	\$16,482,649
29	\$0	\$0	\$0	\$0	\$256,794	\$256,794	\$16,739,443
30	\$0	\$0	\$0	\$73,271	\$256,794	\$330,066	\$17,069,509
31	\$0	\$0	\$0	\$0	\$274,599	\$274,599	\$17,344,107
32	\$0	\$0	\$0	\$0	\$0	\$0	\$17,344,107
33	\$0	\$0	\$0	\$0	\$0	\$0	\$17,344,107
34	\$0	\$0	\$0	\$0	\$0	\$0	\$17,344,107
35	\$0	\$0	\$0	\$73,271	\$0	\$73,271	\$17,417,379
36	\$0	\$0	\$0	\$0	\$0	\$0	\$17,417,379
37	\$0	\$0	\$0	\$0	\$0	\$0	\$17,417,379
38	\$0	\$0	\$0	\$0	\$0	\$0	\$17,417,379
39	\$0	\$0	\$0	\$0	\$0	\$0	\$17,417,379
40	\$0	\$0	\$0	\$73,271	\$0	\$73,271	\$17,490,650
41	\$0	\$0	\$0	\$0	\$0	\$0	\$17,490,650
42	\$0	\$0	\$0	\$0	\$0	\$0	\$17,490,650
43	\$0	\$0	\$0	\$0	\$0	\$0	\$17,490,650
44	\$0	\$0	\$0	\$0	\$0	\$0	\$17,490,650
45	\$0	\$0	\$0	\$59,350	\$0	\$59,350	\$17,550,000
Total	\$5,055,727	\$2,266,599	\$2,007,061	\$498,978	\$7,721,634	\$17,550,000	\$17,550,000

tr fee

Source: EPS.

Table Q-8
Folsom Plan Area Specific Plan
Estimated City Stand-Alone Fee Revenue - Highway 50 Interchanges

Year	SF and SFHD	MLD	MMD & MHD	MU Resid.	Comm Sq. Ft.	Annual Total	Cumulative Total
Plan Area Fee	\$1,923	<i>per dwelling unit</i>			<i>per sq. ft.</i>		
		\$1,665	\$1,434	\$1,295	\$2.63		
1	\$384,576	\$0	\$0	\$0	\$0	\$384,576	\$384,576
2	\$576,864	\$0	\$0	\$0	\$0	\$576,864	\$961,440
3	\$576,864	\$0	\$0	\$0	\$0	\$576,864	\$1,538,304
4	\$576,864	\$166,538	\$296,750	\$0	\$0	\$1,040,152	\$2,578,456
5	\$576,864	\$166,538	\$0	\$0	\$0	\$743,402	\$3,321,858
6	\$721,080	\$208,173	\$296,750	\$0	\$0	\$1,226,002	\$4,547,861
7	\$721,080	\$208,173	\$0	\$0	\$0	\$929,253	\$5,477,113
8	\$721,080	\$208,173	\$296,750	\$0	\$0	\$1,226,002	\$6,703,116
9	\$721,080	\$208,173	\$0	\$0	\$453,963	\$1,383,215	\$8,086,331
10	\$865,296	\$249,807	\$150,525	\$0	\$453,963	\$1,719,591	\$9,805,922
11	\$865,296	\$249,807	\$0	\$0	\$453,963	\$1,569,066	\$11,374,988
12	\$865,296	\$249,807	\$593,500	\$0	\$907,925	\$2,616,528	\$13,991,516
13	\$765,306	\$416,345	\$0	\$0	\$907,925	\$2,089,577	\$16,081,093
14	\$0	\$999,229	\$593,500	\$0	\$907,925	\$2,500,654	\$18,581,747
15	\$0	\$676,145	\$0	\$129,530	\$907,925	\$1,713,600	\$20,295,346
16	\$0	\$0	\$593,500	\$0	\$907,925	\$1,501,425	\$21,796,771
17	\$0	\$0	\$0	\$0	\$907,925	\$907,925	\$22,704,696
18	\$0	\$0	\$726,822	\$0	\$907,925	\$1,634,747	\$24,339,444
19	\$0	\$0	\$0	\$0	\$453,963	\$453,963	\$24,793,406
20	\$0	\$0	\$0	\$129,530	\$453,963	\$583,492	\$25,376,899
21	\$0	\$0	\$0	\$0	\$453,963	\$453,963	\$25,830,861
22	\$0	\$0	\$0	\$0	\$453,963	\$453,963	\$26,284,824
23	\$0	\$0	\$0	\$0	\$453,963	\$453,963	\$26,738,786
24	\$0	\$0	\$0	\$0	\$453,963	\$453,963	\$27,192,749
25	\$0	\$0	\$0	\$129,530	\$453,963	\$583,492	\$27,776,241
26	\$0	\$0	\$0	\$0	\$453,963	\$453,963	\$28,230,204
27	\$0	\$0	\$0	\$0	\$453,963	\$453,963	\$28,684,167
28	\$0	\$0	\$0	\$0	\$453,963	\$453,963	\$29,138,129
29	\$0	\$0	\$0	\$0	\$453,963	\$453,963	\$29,592,092
30	\$0	\$0	\$0	\$129,530	\$453,963	\$583,492	\$30,175,584
31	\$0	\$0	\$0	\$0	\$485,437	\$485,437	\$30,661,022
32	\$0	\$0	\$0	\$0	\$0	\$0	\$30,661,022
33	\$0	\$0	\$0	\$0	\$0	\$0	\$30,661,022
34	\$0	\$0	\$0	\$0	\$0	\$0	\$30,661,022
35	\$0	\$0	\$0	\$129,530	\$0	\$129,530	\$30,790,551
36	\$0	\$0	\$0	\$0	\$0	\$0	\$30,790,551
37	\$0	\$0	\$0	\$0	\$0	\$0	\$30,790,551
38	\$0	\$0	\$0	\$0	\$0	\$0	\$30,790,551
39	\$0	\$0	\$0	\$0	\$0	\$0	\$30,790,551
40	\$0	\$0	\$0	\$129,530	\$0	\$129,530	\$30,920,081
41	\$0	\$0	\$0	\$0	\$0	\$0	\$30,920,081
42	\$0	\$0	\$0	\$0	\$0	\$0	\$30,920,081
43	\$0	\$0	\$0	\$0	\$0	\$0	\$30,920,081
44	\$0	\$0	\$0	\$0	\$0	\$0	\$30,920,081
45	\$0	\$0	\$0	\$104,919	\$0	\$104,919	\$31,025,000
Total	\$8,937,547	\$4,006,908	\$3,548,095	\$882,097	\$13,650,354	\$31,025,000	\$31,025,000

int fee

Source: EPS.

**Table Q-9
Folsom Plan Area Specific Plan Financing Plan
Existing and Proposed City Stand-Alone Fee Schedule**

Land Use	Units/ Sq. Ft.	City Fee per Unit/Sq. Ft.							Total
		Transportation Management	Solid Waste Capital Improvement	Parks Capital Equipment	Housing Trust Fund	Corporation Yard	Transit	Highway 50 Interchanges	
Residential	<i>units</i>	<i>fee per unit</i>							
Single-Family (SF)	1,820	\$ 35	\$ 326	\$ 84	\$ 4,000	\$ 1,061	\$ 1,151	\$ 2,035	\$ 8,693
Single-Family High Density (SFHD)	2,828	\$ 35	\$ 326	\$ 84	\$ 3,200	\$ 579	\$ 1,047	\$ 1,850	\$ 7,121
Subtotal/Weighted Average	4,648	\$ 35	\$ 326	\$ 84	\$ 3,513	\$ 768	\$ 1,088	\$ 1,923	\$ 7,736
Multifamily Low Density (MLD)	2,406	\$ 25	\$ 213	\$ 84	\$ 0	\$ 364	\$ 942	\$ 1,665	\$ 3,293
Multifamily Medium Density (MMD)	1,224	\$ 25	\$ 109	\$ 84	\$ 0	\$ 186	\$ 837	\$ 1,480	\$ 2,722
Multifamily High Density (MHD)	1,251	\$ 25	\$ 79	\$ 84	\$ 0	\$ 136	\$ 785	\$ 1,388	\$ 2,497
Subtotal/Weighted Average	2,475	\$ 25	\$ 94	\$ 84	\$ 0	\$ 161	\$ 811	\$ 1,434	\$ 2,608
Mixed Use (MU) - Residential	681	\$ 25	\$ 124	\$ 84	\$ 0	\$ 173	\$ 733	\$ 1,295	\$ 2,435
Total	10,210								
Nonresidential	<i>sq. ft.</i>	<i>fee per sq. ft.</i>							
Mixed Use (MU) - Commercial	205,952	\$ 0.15	\$ 0.45	\$ 0.02	\$ 1.50	\$ 0.38	\$ 1.44	\$ 2.55	\$ 6.48
Office Park (OP)	1,165,666	\$ 0.15	\$ 0.30	\$ 0.02	\$ 1.50	\$ 0.25	\$ 1.20	\$ 2.12	\$ 5.54
General Commercial (GC)	2,052,765	\$ 0.15	\$ 0.36	\$ 0.02	\$ 1.50	\$ 0.31	\$ 1.73	\$ 3.06	\$ 7.12
Community Commercial (CC)	423,621	\$ 0.15	\$ 0.36	\$ 0.02	\$ 1.50	\$ 0.31	\$ 1.73	\$ 3.06	\$ 7.12
Regional Commercial (RC)	1,351,405	\$ 0.15	\$ 0.32	\$ 0.02	\$ 1.50	\$ 0.27	\$ 1.29	\$ 2.28	\$ 5.82
Subtotal/Weighted Average [1]	5,199,409	\$ 0.15	\$ 0.34	\$ 0.02	\$ 1.50	\$ 0.29	\$ 1.49	\$ 2.63	\$ 6.40

sa fee sched

Source: MacKay & Soms, EPS

[1] Weighted average used to estimate annual fee revenues shown in summary table.

Table Q-10
Folsom Plan Area Specific Plan
Estimated Absorption of Dwelling Units / Nonresidential Building Sq. Ft.

Year	Annual Absorption					Total	Comm Sq. Ft.
	Dwelling Units						
	SF and SFHD	MLD	MU Resid.	MMD & MHD			
1	200	-	-	-		200	-
2	300	-	-	-		300	-
3	300	-	-	-		300	-
4	300	100	-	207		607	-
5	300	100	-	-		400	-
6	375	125	-	207		707	-
7	375	125	-	-		500	-
8	375	125	-	207		707	-
9	375	125	-	-		500	172,914
10	450	150	-	105		705	172,914
11	450	150	-	-		600	172,914
12	450	150	-	414		1,014	345,828
13	398	250	-	-		648	345,828
14	-	600	-	414		1,014	345,828
15	-	406	100	-		506	345,828
16	-	-	-	414		414	345,828
17	-	-	-	-		-	345,828
18	-	-	-	507		507	345,828
19	-	-	-	-		-	172,914
20	-	-	100	-		100	172,914
21	-	-	-	-		-	172,914
22	-	-	-	-		-	172,914
23	-	-	-	-		-	172,914
24	-	-	-	-		-	172,914
25	-	-	100	-		100	172,914
26	-	-	-	-		-	172,914
27	-	-	-	-		-	172,914
28	-	-	-	-		-	172,914
29	-	-	-	-		-	172,914
30	-	-	100	-		100	172,914
31	-	-	-	-		-	184,903
32	-	-	-	-		-	-
33	-	-	-	-		-	-
34	-	-	-	-		-	-
35	-	-	100	-		100	-
36	-	-	-	-		-	-
37	-	-	-	-		-	-
38	-	-	-	-		-	-
39	-	-	-	-		-	-
40	-	-	100	-		100	-
41	-	-	-	-		-	-
42	-	-	-	-		-	-
43	-	-	-	-		-	-
44	-	-	-	-		-	-
45	-	-	81	-		81	-
Total	4,648	2,406	681	2,475		10,210	5,199,409

sa dev sched

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APPENDIX R:

Estimated City Facilities Fee Revenue

Table R-1	Summary of Estimated Plan Area Fee Revenue— City Facilities Fees	R-1
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Table R-10	Estimated Absorption of Specific Plan Dwelling Units/Acres	R-10



Table R-1
Folsom Plan Area Specific Plan
Summary of Estimated Plan Area Fee Revenue - City Facilities Fees

Year	Gen. Cap	Library	Municipal Services	Police	Fire	Parks	Trails	Annual Total [1]	Cumulative Total [1]
								<i>Rounded</i>	<i>Rounded</i>
1	\$207,000	\$61,844	\$125,680	\$57,669	\$196,360	\$1,590,017	\$317,788	\$2,556,000	\$2,556,000
2	\$310,500	\$92,766	\$188,520	\$86,504	\$294,540	\$2,385,026	\$476,682	\$3,835,000	\$6,391,000
3	\$310,500	\$92,766	\$188,520	\$86,504	\$294,540	\$2,385,026	\$476,682	\$3,835,000	\$10,226,000
4	\$628,245	\$155,837	\$316,692	\$186,941	\$585,905	\$4,006,571	\$800,771	\$6,681,000	\$16,907,000
5	\$414,000	\$113,310	\$230,270	\$119,220	\$389,447	\$2,913,216	\$582,248	\$4,762,000	\$21,669,000
6	\$731,745	\$184,164	\$374,259	\$216,746	\$683,267	\$4,734,875	\$946,333	\$7,871,000	\$29,540,000
7	\$517,500	\$141,638	\$287,837	\$149,025	\$486,809	\$3,641,521	\$727,810	\$5,952,000	\$35,492,000
8	\$731,745	\$184,164	\$374,259	\$216,746	\$683,267	\$4,734,875	\$946,333	\$7,871,000	\$43,363,000
9	\$573,372	\$141,638	\$308,971	\$227,833	\$579,426	\$3,702,040	\$727,810	\$6,261,000	\$49,624,000
10	\$785,547	\$191,537	\$410,376	\$291,990	\$776,440	\$4,984,945	\$984,217	\$8,425,000	\$58,049,000
11	\$676,872	\$169,965	\$366,538	\$257,638	\$676,788	\$4,430,345	\$873,372	\$7,452,000	\$65,501,000
12	\$1,161,235	\$255,018	\$560,516	\$471,890	\$1,162,321	\$6,677,574	\$1,310,418	\$11,599,000	\$77,100,000
13	\$782,425	\$174,430	\$396,745	\$354,168	\$813,259	\$4,605,651	\$896,314	\$8,023,000	\$85,123,000
14	\$1,161,235	\$208,317	\$465,611	\$489,354	\$1,147,594	\$5,476,893	\$1,070,445	\$10,019,000	\$95,142,000
15	\$635,455	\$103,953	\$253,521	\$323,158	\$665,465	\$2,793,684	\$534,167	\$5,309,000	\$100,451,000
16	\$540,235	\$85,053	\$215,111	\$293,060	\$578,150	\$2,307,749	\$437,045	\$4,456,000	\$104,907,000
17	\$111,745	\$0	\$42,267	\$157,617	\$185,234	\$121,040	\$0	\$618,000	\$105,525,000
18	\$636,490	\$104,159	\$253,939	\$323,485	\$666,414	\$2,798,966	\$535,222	\$5,319,000	\$110,844,000
19	\$55,872	\$0	\$21,134	\$78,808	\$92,617	\$60,520	\$0	\$309,000	\$111,153,000
20	\$159,372	\$20,544	\$62,883	\$111,524	\$187,524	\$588,711	\$105,567	\$1,236,000	\$112,389,000
21	\$55,872	\$0	\$21,134	\$78,808	\$92,617	\$60,520	\$0	\$309,000	\$112,698,000
22	\$55,872	\$0	\$21,134	\$78,808	\$92,617	\$60,520	\$0	\$309,000	\$113,007,000
23	\$55,872	\$0	\$21,134	\$78,808	\$92,617	\$60,520	\$0	\$309,000	\$113,316,000
24	\$55,872	\$0	\$21,134	\$78,808	\$92,617	\$60,520	\$0	\$309,000	\$113,625,000
25	\$159,372	\$20,544	\$62,883	\$111,524	\$187,524	\$588,711	\$105,567	\$1,236,000	\$114,861,000
26	\$55,872	\$0	\$21,134	\$78,808	\$92,617	\$60,520	\$0	\$309,000	\$115,170,000
27	\$55,872	\$0	\$21,134	\$78,808	\$92,617	\$60,520	\$0	\$309,000	\$115,479,000
28	\$55,872	\$0	\$21,134	\$78,808	\$92,617	\$60,520	\$0	\$309,000	\$115,788,000
29	\$55,872	\$0	\$21,134	\$78,808	\$92,617	\$60,520	\$0	\$309,000	\$116,097,000
30	\$159,372	\$20,544	\$62,883	\$111,524	\$187,524	\$588,711	\$105,567	\$1,236,000	\$117,333,000
31	\$59,746	\$0	\$22,599	\$84,272	\$99,039	\$64,716	\$0	\$330,000	\$117,663,000
32	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$117,663,000
33	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$117,663,000
34	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$117,663,000
35	\$103,500	\$20,544	\$41,750	\$32,716	\$94,907	\$528,191	\$105,567	\$927,000	\$118,590,000
36	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$118,590,000
37	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$118,590,000
38	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$118,590,000
39	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$118,590,000
40	\$103,500	\$20,544	\$41,750	\$32,716	\$94,907	\$528,191	\$105,567	\$927,000	\$119,517,000
41	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$119,517,000
42	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$119,517,000
43	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$119,517,000
44	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$119,517,000
45	\$83,835	\$16,641	\$33,817	\$26,500	\$76,875	\$427,834	\$85,509	\$751,000	\$120,268,000
Total [1]	\$12,247,000	\$2,580,000	\$5,878,000	\$5,530,000	\$12,627,000	\$68,150,000	\$13,257,000	\$120,268,000	\$120,268,000

"summary fee"

Source: EPS.

[1] Totals rounded to the nearest thousand. Grand totals may not sum because of rounding.

Table R-2
Folsom Plan Area Specific Plan
Estimated Plan Area Fee Revenue - General Capital Facilities

Year	SF and SFHD	MLD	MMD & MHD	MU Resid.	Comm Sq. Ft.	Annual Total	Cumulative Total
Plan Area Fee	\$1,035	<i>per dwelling unit</i> \$1,035	\$1,035	\$1,035	<i>per sq. ft.</i> \$0.32		
1	\$207,000	\$0	\$0	\$0	\$0	\$207,000	\$207,000
2	\$310,500	\$0	\$0	\$0	\$0	\$310,500	\$517,500
3	\$310,500	\$0	\$0	\$0	\$0	\$310,500	\$828,000
4	\$310,500	\$103,500	\$214,245	\$0	\$0	\$628,245	\$1,456,245
5	\$310,500	\$103,500	\$0	\$0	\$0	\$414,000	\$1,870,245
6	\$388,125	\$129,375	\$214,245	\$0	\$0	\$731,745	\$2,601,990
7	\$388,125	\$129,375	\$0	\$0	\$0	\$517,500	\$3,119,490
8	\$388,125	\$129,375	\$214,245	\$0	\$0	\$731,745	\$3,851,235
9	\$388,125	\$129,375	\$0	\$0	\$55,872	\$573,372	\$4,424,607
10	\$465,750	\$155,250	\$108,675	\$0	\$55,872	\$785,547	\$5,210,155
11	\$465,750	\$155,250	\$0	\$0	\$55,872	\$676,872	\$5,887,027
12	\$465,750	\$155,250	\$428,490	\$0	\$111,745	\$1,161,235	\$7,048,262
13	\$411,930	\$258,750	\$0	\$0	\$111,745	\$782,425	\$7,830,686
14	\$0	\$621,000	\$428,490	\$0	\$111,745	\$1,161,235	\$8,991,921
15	\$0	\$420,210	\$0	\$103,500	\$111,745	\$635,455	\$9,627,375
16	\$0	\$0	\$428,490	\$0	\$111,745	\$540,235	\$10,167,610
17	\$0	\$0	\$0	\$0	\$111,745	\$111,745	\$10,279,355
18	\$0	\$0	\$524,745	\$0	\$111,745	\$636,490	\$10,915,844
19	\$0	\$0	\$0	\$0	\$55,872	\$55,872	\$10,971,717
20	\$0	\$0	\$0	\$103,500	\$55,872	\$159,372	\$11,131,089
21	\$0	\$0	\$0	\$0	\$55,872	\$55,872	\$11,186,961
22	\$0	\$0	\$0	\$0	\$55,872	\$55,872	\$11,242,834
23	\$0	\$0	\$0	\$0	\$55,872	\$55,872	\$11,298,706
24	\$0	\$0	\$0	\$0	\$55,872	\$55,872	\$11,354,578
25	\$0	\$0	\$0	\$103,500	\$55,872	\$159,372	\$11,513,951
26	\$0	\$0	\$0	\$0	\$55,872	\$55,872	\$11,569,823
27	\$0	\$0	\$0	\$0	\$55,872	\$55,872	\$11,625,695
28	\$0	\$0	\$0	\$0	\$55,872	\$55,872	\$11,681,568
29	\$0	\$0	\$0	\$0	\$55,872	\$55,872	\$11,737,440
30	\$0	\$0	\$0	\$103,500	\$55,872	\$159,372	\$11,896,812
31	\$0	\$0	\$0	\$0	\$59,746	\$59,746	\$11,956,558
32	\$0	\$0	\$0	\$0	\$0	\$0	\$11,956,558
33	\$0	\$0	\$0	\$0	\$0	\$0	\$11,956,558
34	\$0	\$0	\$0	\$0	\$0	\$0	\$11,956,558
35	\$0	\$0	\$0	\$103,500	\$0	\$103,500	\$12,060,058
36	\$0	\$0	\$0	\$0	\$0	\$0	\$12,060,058
37	\$0	\$0	\$0	\$0	\$0	\$0	\$12,060,058
38	\$0	\$0	\$0	\$0	\$0	\$0	\$12,060,058
39	\$0	\$0	\$0	\$0	\$0	\$0	\$12,060,058
40	\$0	\$0	\$0	\$103,500	\$0	\$103,500	\$12,163,558
41	\$0	\$0	\$0	\$0	\$0	\$0	\$12,163,558
42	\$0	\$0	\$0	\$0	\$0	\$0	\$12,163,558
43	\$0	\$0	\$0	\$0	\$0	\$0	\$12,163,558
44	\$0	\$0	\$0	\$0	\$0	\$0	\$12,163,558
45	\$0	\$0	\$0	\$83,835	\$0	\$83,835	\$12,247,393
Total	\$4,810,680	\$2,490,210	\$2,561,625	\$704,835	\$1,680,043	\$12,247,393	\$12,247,393

"gen cap fee"

Source: EPS.

Table R-3
 Folsom Plan Area Specific Plan
 Estimated Plan Area Fee Revenue - Library

Year	SF and SFHD	MLD	MMD & MHD	MU Resid.	Comm Sq. Ft.	Annual Total	Cumulative Total
		<i>per dwelling unit</i>				<i>per sq. ft.</i>	
Plan Area Fee	\$309	\$205	\$205	\$205	\$0.00		
1	\$61,844	\$0	\$0	\$0	\$0	\$61,844	\$61,844
2	\$92,766	\$0	\$0	\$0	\$0	\$92,766	\$154,610
3	\$92,766	\$0	\$0	\$0	\$0	\$92,766	\$247,376
4	\$92,766	\$20,544	\$42,526	\$0	\$0	\$155,837	\$403,213
5	\$92,766	\$20,544	\$0	\$0	\$0	\$113,310	\$516,523
6	\$115,958	\$25,680	\$42,526	\$0	\$0	\$184,164	\$700,687
7	\$115,958	\$25,680	\$0	\$0	\$0	\$141,638	\$842,325
8	\$115,958	\$25,680	\$42,526	\$0	\$0	\$184,164	\$1,026,489
9	\$115,958	\$25,680	\$0	\$0	\$0	\$141,638	\$1,168,127
10	\$139,149	\$30,816	\$21,571	\$0	\$0	\$191,537	\$1,359,664
11	\$139,149	\$30,816	\$0	\$0	\$0	\$169,965	\$1,529,629
12	\$139,149	\$30,816	\$85,053	\$0	\$0	\$255,018	\$1,784,647
13	\$123,070	\$51,360	\$0	\$0	\$0	\$174,430	\$1,959,077
14	\$0	\$123,265	\$85,053	\$0	\$0	\$208,317	\$2,167,394
15	\$0	\$83,409	\$0	\$20,544	\$0	\$103,953	\$2,271,348
16	\$0	\$0	\$85,053	\$0	\$0	\$85,053	\$2,356,400
17	\$0	\$0	\$0	\$0	\$0	\$0	\$2,356,400
18	\$0	\$0	\$104,159	\$0	\$0	\$104,159	\$2,460,559
19	\$0	\$0	\$0	\$0	\$0	\$0	\$2,460,559
20	\$0	\$0	\$0	\$20,544	\$0	\$20,544	\$2,481,103
21	\$0	\$0	\$0	\$0	\$0	\$0	\$2,481,103
22	\$0	\$0	\$0	\$0	\$0	\$0	\$2,481,103
23	\$0	\$0	\$0	\$0	\$0	\$0	\$2,481,103
24	\$0	\$0	\$0	\$0	\$0	\$0	\$2,481,103
25	\$0	\$0	\$0	\$20,544	\$0	\$20,544	\$2,501,647
26	\$0	\$0	\$0	\$0	\$0	\$0	\$2,501,647
27	\$0	\$0	\$0	\$0	\$0	\$0	\$2,501,647
28	\$0	\$0	\$0	\$0	\$0	\$0	\$2,501,647
29	\$0	\$0	\$0	\$0	\$0	\$0	\$2,501,647
30	\$0	\$0	\$0	\$20,544	\$0	\$20,544	\$2,522,191
31	\$0	\$0	\$0	\$0	\$0	\$0	\$2,522,191
32	\$0	\$0	\$0	\$0	\$0	\$0	\$2,522,191
33	\$0	\$0	\$0	\$0	\$0	\$0	\$2,522,191
34	\$0	\$0	\$0	\$0	\$0	\$0	\$2,522,191
35	\$0	\$0	\$0	\$20,544	\$0	\$20,544	\$2,542,735
36	\$0	\$0	\$0	\$0	\$0	\$0	\$2,542,735
37	\$0	\$0	\$0	\$0	\$0	\$0	\$2,542,735
38	\$0	\$0	\$0	\$0	\$0	\$0	\$2,542,735
39	\$0	\$0	\$0	\$0	\$0	\$0	\$2,542,735
40	\$0	\$0	\$0	\$20,544	\$0	\$20,544	\$2,563,279
41	\$0	\$0	\$0	\$0	\$0	\$0	\$2,563,279
42	\$0	\$0	\$0	\$0	\$0	\$0	\$2,563,279
43	\$0	\$0	\$0	\$0	\$0	\$0	\$2,563,279
44	\$0	\$0	\$0	\$0	\$0	\$0	\$2,563,279
45	\$0	\$0	\$0	\$16,641	\$0	\$16,641	\$2,579,920
Total	\$1,437,257	\$494,291	\$508,467	\$139,905	\$0	\$2,579,920	\$2,579,920

Source: EPS.

lib_fee

Table R-4
Folsom Plan Area Specific Plan
Estimated Plan Area Fee Revenue - Municipal Services Center

Year	SF and SFHD	MLD	MMD & MHD	MU Resid.	Comm Sq. Ft.	Annual Total	Cumulative Total
Plan Area Fee	<u>\$628</u>	<u>per dwelling unit</u>		<u>\$417</u>	<u>per sq. ft.</u>	<u>\$0.12</u>	
1	\$125,680	\$0	\$0	\$0	\$0	\$125,680	\$125,680
2	\$188,520	\$0	\$0	\$0	\$0	\$188,520	\$314,200
3	\$188,520	\$0	\$0	\$0	\$0	\$188,520	\$502,720
4	\$188,520	\$41,750	\$86,422	\$0	\$0	\$316,692	\$819,412
5	\$188,520	\$41,750	\$0	\$0	\$0	\$230,270	\$1,049,682
6	\$235,650	\$52,187	\$86,422	\$0	\$0	\$374,259	\$1,423,941
7	\$235,650	\$52,187	\$0	\$0	\$0	\$287,837	\$1,711,778
8	\$235,650	\$52,187	\$86,422	\$0	\$0	\$374,259	\$2,086,038
9	\$235,650	\$52,187	\$0	\$0	\$21,134	\$308,971	\$2,395,008
10	\$282,780	\$62,625	\$43,837	\$0	\$21,134	\$410,376	\$2,805,384
11	\$282,780	\$62,625	\$0	\$0	\$21,134	\$366,538	\$3,171,922
12	\$282,780	\$62,625	\$172,844	\$0	\$42,267	\$560,516	\$3,732,438
13	\$250,103	\$104,375	\$0	\$0	\$42,267	\$396,745	\$4,129,183
14	\$0	\$250,499	\$172,844	\$0	\$42,267	\$465,611	\$4,594,794
15	\$0	\$169,504	\$0	\$41,750	\$42,267	\$253,521	\$4,848,315
16	\$0	\$0	\$172,844	\$0	\$42,267	\$215,111	\$5,063,426
17	\$0	\$0	\$0	\$0	\$42,267	\$42,267	\$5,105,693
18	\$0	\$0	\$211,672	\$0	\$42,267	\$253,939	\$5,359,632
19	\$0	\$0	\$0	\$0	\$21,134	\$21,134	\$5,380,766
20	\$0	\$0	\$0	\$41,750	\$21,134	\$62,883	\$5,443,649
21	\$0	\$0	\$0	\$0	\$21,134	\$21,134	\$5,464,783
22	\$0	\$0	\$0	\$0	\$21,134	\$21,134	\$5,485,916
23	\$0	\$0	\$0	\$0	\$21,134	\$21,134	\$5,507,050
24	\$0	\$0	\$0	\$0	\$21,134	\$21,134	\$5,528,183
25	\$0	\$0	\$0	\$41,750	\$21,134	\$62,883	\$5,591,067
26	\$0	\$0	\$0	\$0	\$21,134	\$21,134	\$5,612,200
27	\$0	\$0	\$0	\$0	\$21,134	\$21,134	\$5,633,334
28	\$0	\$0	\$0	\$0	\$21,134	\$21,134	\$5,654,467
29	\$0	\$0	\$0	\$0	\$21,134	\$21,134	\$5,675,601
30	\$0	\$0	\$0	\$41,750	\$21,134	\$62,883	\$5,738,484
31	\$0	\$0	\$0	\$0	\$22,599	\$22,599	\$5,761,083
32	\$0	\$0	\$0	\$0	\$0	\$0	\$5,761,083
33	\$0	\$0	\$0	\$0	\$0	\$0	\$5,761,083
34	\$0	\$0	\$0	\$0	\$0	\$0	\$5,761,083
35	\$0	\$0	\$0	\$41,750	\$0	\$41,750	\$5,802,833
36	\$0	\$0	\$0	\$0	\$0	\$0	\$5,802,833
37	\$0	\$0	\$0	\$0	\$0	\$0	\$5,802,833
38	\$0	\$0	\$0	\$0	\$0	\$0	\$5,802,833
39	\$0	\$0	\$0	\$0	\$0	\$0	\$5,802,833
40	\$0	\$0	\$0	\$41,750	\$0	\$41,750	\$5,844,583
41	\$0	\$0	\$0	\$0	\$0	\$0	\$5,844,583
42	\$0	\$0	\$0	\$0	\$0	\$0	\$5,844,583
43	\$0	\$0	\$0	\$0	\$0	\$0	\$5,844,583
44	\$0	\$0	\$0	\$0	\$0	\$0	\$5,844,583
45	\$0	\$0	\$0	\$33,817	\$0	\$33,817	\$5,878,400
Total	\$2,920,802	\$1,004,501	\$1,033,309	\$284,316	\$635,471	\$5,878,400	\$5,878,400

mun_fee

Source: EPS.

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**Table R-5
Folsom Plan Area Specific Plan
Estimated Plan Area Fee Revenue - Police Facilities**

Year	SF and SFHD	MLD	MMD & MHD	MU Resid.	Comm Sq. Ft.	Annual Total	Cumulative Total
Plan Area Fee	<i>per dwelling unit</i>	<i>per dwelling unit</i>	<i>per dwelling unit</i>	<i>per dwelling unit</i>	<i>per sq. ft.</i>		
	\$288	\$327	\$327	\$327	\$0.46		
1	\$57,669	\$0	\$0	\$0	\$0	\$57,669	\$57,669
2	\$86,504	\$0	\$0	\$0	\$0	\$86,504	\$144,173
3	\$86,504	\$0	\$0	\$0	\$0	\$86,504	\$230,677
4	\$86,504	\$32,716	\$67,722	\$0	\$0	\$186,941	\$417,619
5	\$86,504	\$32,716	\$0	\$0	\$0	\$119,220	\$536,839
6	\$108,130	\$40,895	\$67,722	\$0	\$0	\$216,746	\$753,585
7	\$108,130	\$40,895	\$0	\$0	\$0	\$149,025	\$902,610
8	\$108,130	\$40,895	\$67,722	\$0	\$0	\$216,746	\$1,119,356
9	\$108,130	\$40,895	\$0	\$0	\$78,808	\$227,833	\$1,347,189
10	\$129,756	\$49,074	\$34,352	\$0	\$78,808	\$291,990	\$1,639,178
11	\$129,756	\$49,074	\$0	\$0	\$78,808	\$257,638	\$1,896,816
12	\$129,756	\$49,074	\$135,443	\$0	\$157,617	\$471,890	\$2,368,706
13	\$114,762	\$81,789	\$0	\$0	\$157,617	\$354,168	\$2,722,874
14	\$0	\$196,294	\$135,443	\$0	\$157,617	\$489,354	\$3,212,228
15	\$0	\$132,826	\$0	\$32,716	\$157,617	\$323,158	\$3,535,387
16	\$0	\$0	\$135,443	\$0	\$157,617	\$293,060	\$3,828,446
17	\$0	\$0	\$0	\$0	\$157,617	\$157,617	\$3,986,063
18	\$0	\$0	\$165,869	\$0	\$157,617	\$323,485	\$4,309,549
19	\$0	\$0	\$0	\$0	\$78,808	\$78,808	\$4,388,357
20	\$0	\$0	\$0	\$32,716	\$78,808	\$111,524	\$4,499,881
21	\$0	\$0	\$0	\$0	\$78,808	\$78,808	\$4,578,690
22	\$0	\$0	\$0	\$0	\$78,808	\$78,808	\$4,657,498
23	\$0	\$0	\$0	\$0	\$78,808	\$78,808	\$4,736,306
24	\$0	\$0	\$0	\$0	\$78,808	\$78,808	\$4,815,115
25	\$0	\$0	\$0	\$32,716	\$78,808	\$111,524	\$4,926,639
26	\$0	\$0	\$0	\$0	\$78,808	\$78,808	\$5,005,447
27	\$0	\$0	\$0	\$0	\$78,808	\$78,808	\$5,084,256
28	\$0	\$0	\$0	\$0	\$78,808	\$78,808	\$5,163,064
29	\$0	\$0	\$0	\$0	\$78,808	\$78,808	\$5,241,872
30	\$0	\$0	\$0	\$32,716	\$78,808	\$111,524	\$5,353,396
31	\$0	\$0	\$0	\$0	\$84,272	\$84,272	\$5,437,669
32	\$0	\$0	\$0	\$0	\$0	\$0	\$5,437,669
33	\$0	\$0	\$0	\$0	\$0	\$0	\$5,437,669
34	\$0	\$0	\$0	\$0	\$0	\$0	\$5,437,669
35	\$0	\$0	\$0	\$32,716	\$0	\$32,716	\$5,470,385
36	\$0	\$0	\$0	\$0	\$0	\$0	\$5,470,385
37	\$0	\$0	\$0	\$0	\$0	\$0	\$5,470,385
38	\$0	\$0	\$0	\$0	\$0	\$0	\$5,470,385
39	\$0	\$0	\$0	\$0	\$0	\$0	\$5,470,385
40	\$0	\$0	\$0	\$32,716	\$0	\$32,716	\$5,503,100
41	\$0	\$0	\$0	\$0	\$0	\$0	\$5,503,100
42	\$0	\$0	\$0	\$0	\$0	\$0	\$5,503,100
43	\$0	\$0	\$0	\$0	\$0	\$0	\$5,503,100
44	\$0	\$0	\$0	\$0	\$0	\$0	\$5,503,100
45	\$0	\$0	\$0	\$26,500	\$0	\$26,500	\$5,529,600
Total	\$1,340,236	\$787,140	\$809,714	\$222,794	\$2,369,716	\$5,529,600	\$5,529,600

pol_fee

Source: EPS.

**Table R-6
Folsom Plan Area Specific Plan
Estimated Plan Area Fee Revenue - Fire Facilities**

Year	SF and SFHD	MLD	MMD & MHD	MU Resid.	Comm Sq. Ft.	Annual Total	Cumulative Total
Plan Area Fee	\$982	<i>per dwelling unit</i>		\$949	<i>per sq. ft.</i>		\$0.54
1	\$196,360	\$0	\$0	\$0	\$0	\$196,360	\$196,360
2	\$294,540	\$0	\$0	\$0	\$0	\$294,540	\$490,900
3	\$294,540	\$0	\$0	\$0	\$0	\$294,540	\$785,440
4	\$294,540	\$94,907	\$196,458	\$0	\$0	\$585,905	\$1,371,345
5	\$294,540	\$94,907	\$0	\$0	\$0	\$389,447	\$1,760,792
6	\$368,175	\$118,634	\$196,458	\$0	\$0	\$683,267	\$2,444,059
7	\$368,175	\$118,634	\$0	\$0	\$0	\$486,809	\$2,930,868
8	\$368,175	\$118,634	\$196,458	\$0	\$0	\$683,267	\$3,614,135
9	\$368,175	\$118,634	\$0	\$0	\$92,617	\$579,426	\$4,193,561
10	\$441,810	\$142,361	\$99,653	\$0	\$92,617	\$776,440	\$4,970,001
11	\$441,810	\$142,361	\$0	\$0	\$92,617	\$676,788	\$5,646,789
12	\$441,810	\$142,361	\$392,916	\$0	\$185,234	\$1,162,321	\$6,809,110
13	\$390,756	\$237,268	\$0	\$0	\$185,234	\$813,259	\$7,622,369
14	\$0	\$569,444	\$392,916	\$0	\$185,234	\$1,147,594	\$8,769,963
15	\$0	\$385,324	\$0	\$94,907	\$185,234	\$665,465	\$9,435,428
16	\$0	\$0	\$392,916	\$0	\$185,234	\$578,150	\$10,013,578
17	\$0	\$0	\$0	\$0	\$185,234	\$185,234	\$10,198,812
18	\$0	\$0	\$481,180	\$0	\$185,234	\$666,414	\$10,865,226
19	\$0	\$0	\$0	\$0	\$92,617	\$92,617	\$10,957,843
20	\$0	\$0	\$0	\$94,907	\$92,617	\$187,524	\$11,145,368
21	\$0	\$0	\$0	\$0	\$92,617	\$92,617	\$11,237,985
22	\$0	\$0	\$0	\$0	\$92,617	\$92,617	\$11,330,602
23	\$0	\$0	\$0	\$0	\$92,617	\$92,617	\$11,423,219
24	\$0	\$0	\$0	\$0	\$92,617	\$92,617	\$11,515,836
25	\$0	\$0	\$0	\$94,907	\$92,617	\$187,524	\$11,703,360
26	\$0	\$0	\$0	\$0	\$92,617	\$92,617	\$11,795,977
27	\$0	\$0	\$0	\$0	\$92,617	\$92,617	\$11,888,594
28	\$0	\$0	\$0	\$0	\$92,617	\$92,617	\$11,981,212
29	\$0	\$0	\$0	\$0	\$92,617	\$92,617	\$12,073,829
30	\$0	\$0	\$0	\$94,907	\$92,617	\$187,524	\$12,261,353
31	\$0	\$0	\$0	\$0	\$99,039	\$99,039	\$12,360,392
32	\$0	\$0	\$0	\$0	\$0	\$0	\$12,360,392
33	\$0	\$0	\$0	\$0	\$0	\$0	\$12,360,392
34	\$0	\$0	\$0	\$0	\$0	\$0	\$12,360,392
35	\$0	\$0	\$0	\$94,907	\$0	\$94,907	\$12,455,299
36	\$0	\$0	\$0	\$0	\$0	\$0	\$12,455,299
37	\$0	\$0	\$0	\$0	\$0	\$0	\$12,455,299
38	\$0	\$0	\$0	\$0	\$0	\$0	\$12,455,299
39	\$0	\$0	\$0	\$0	\$0	\$0	\$12,455,299
40	\$0	\$0	\$0	\$94,907	\$0	\$94,907	\$12,550,206
41	\$0	\$0	\$0	\$0	\$0	\$0	\$12,550,206
42	\$0	\$0	\$0	\$0	\$0	\$0	\$12,550,206
43	\$0	\$0	\$0	\$0	\$0	\$0	\$12,550,206
44	\$0	\$0	\$0	\$0	\$0	\$0	\$12,550,206
45	\$0	\$0	\$0	\$76,875	\$0	\$76,875	\$12,627,081
Total	\$4,563,404	\$2,283,469	\$2,348,955	\$646,319	\$2,784,934	\$12,627,081	\$12,627,081

fire_fee

Source: EPS.

Table R-7
Folsom Plan Area Specific Plan
Estimated Plan Area Fee Revenue - Parks

Year	SF and SFHD	MLD	MMD & MHD	MU Resid.	Comm Sq. Ft.	Annual Total	Cumulative Total
Plan Area Fee	\$7,950	<i>per dwelling unit</i>			<i>per sq. ft.</i>		
		\$5,282	\$5,282	\$5,282		\$0.35	
1	\$1,590,017	\$0	\$0	\$0	\$0	\$1,590,017	\$1,590,017
2	\$2,385,026	\$0	\$0	\$0	\$0	\$2,385,026	\$3,975,043
3	\$2,385,026	\$0	\$0	\$0	\$0	\$2,385,026	\$6,360,069
4	\$2,385,026	\$528,191	\$1,093,355	\$0	\$0	\$4,006,571	\$10,366,640
5	\$2,385,026	\$528,191	\$0	\$0	\$0	\$2,913,216	\$13,279,856
6	\$2,981,282	\$660,238	\$1,093,355	\$0	\$0	\$4,734,875	\$18,014,731
7	\$2,981,282	\$660,238	\$0	\$0	\$0	\$3,641,521	\$21,656,252
8	\$2,981,282	\$660,238	\$1,093,355	\$0	\$0	\$4,734,875	\$26,391,127
9	\$2,981,282	\$660,238	\$0	\$0	\$60,520	\$3,702,040	\$30,093,168
10	\$3,577,539	\$792,286	\$554,600	\$0	\$60,520	\$4,984,945	\$35,078,112
11	\$3,577,539	\$792,286	\$0	\$0	\$60,520	\$4,430,345	\$39,508,457
12	\$3,577,539	\$792,286	\$2,186,709	\$0	\$121,040	\$6,677,574	\$46,186,031
13	\$3,164,134	\$1,320,477	\$0	\$0	\$121,040	\$4,605,651	\$50,791,681
14	\$0	\$3,169,144	\$2,186,709	\$0	\$121,040	\$5,476,893	\$56,268,574
15	\$0	\$2,144,454	\$0	\$528,191	\$121,040	\$2,793,684	\$59,062,259
16	\$0	\$0	\$2,186,709	\$0	\$121,040	\$2,307,749	\$61,370,008
17	\$0	\$0	\$0	\$0	\$121,040	\$121,040	\$61,491,048
18	\$0	\$0	\$2,677,927	\$0	\$121,040	\$2,798,966	\$64,290,014
19	\$0	\$0	\$0	\$0	\$60,520	\$60,520	\$64,350,534
20	\$0	\$0	\$0	\$528,191	\$60,520	\$588,711	\$64,939,245
21	\$0	\$0	\$0	\$0	\$60,520	\$60,520	\$64,999,764
22	\$0	\$0	\$0	\$0	\$60,520	\$60,520	\$65,060,284
23	\$0	\$0	\$0	\$0	\$60,520	\$60,520	\$65,120,804
24	\$0	\$0	\$0	\$0	\$60,520	\$60,520	\$65,181,324
25	\$0	\$0	\$0	\$528,191	\$60,520	\$588,711	\$65,770,035
26	\$0	\$0	\$0	\$0	\$60,520	\$60,520	\$65,830,555
27	\$0	\$0	\$0	\$0	\$60,520	\$60,520	\$65,891,075
28	\$0	\$0	\$0	\$0	\$60,520	\$60,520	\$65,951,594
29	\$0	\$0	\$0	\$0	\$60,520	\$60,520	\$66,012,114
30	\$0	\$0	\$0	\$528,191	\$60,520	\$588,711	\$66,600,825
31	\$0	\$0	\$0	\$0	\$64,716	\$64,716	\$66,665,541
32	\$0	\$0	\$0	\$0	\$0	\$0	\$66,665,541
33	\$0	\$0	\$0	\$0	\$0	\$0	\$66,665,541
34	\$0	\$0	\$0	\$0	\$0	\$0	\$66,665,541
35	\$0	\$0	\$0	\$528,191	\$0	\$528,191	\$67,193,731
36	\$0	\$0	\$0	\$0	\$0	\$0	\$67,193,731
37	\$0	\$0	\$0	\$0	\$0	\$0	\$67,193,731
38	\$0	\$0	\$0	\$0	\$0	\$0	\$67,193,731
39	\$0	\$0	\$0	\$0	\$0	\$0	\$67,193,731
40	\$0	\$0	\$0	\$528,191	\$0	\$528,191	\$67,721,922
41	\$0	\$0	\$0	\$0	\$0	\$0	\$67,721,922
42	\$0	\$0	\$0	\$0	\$0	\$0	\$67,721,922
43	\$0	\$0	\$0	\$0	\$0	\$0	\$67,721,922
44	\$0	\$0	\$0	\$0	\$0	\$0	\$67,721,922
45	\$0	\$0	\$0	\$427,834	\$0	\$427,834	\$68,149,757
Total	\$36,952,000	\$12,708,267	\$13,072,718	\$3,596,978	\$1,819,793	\$68,149,757	\$68,149,757

park_fee

Source: EPS.

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Table R-8
Folsom Plan Area Specific Plan
Estimated Plan Area Fee Revenue - Trails

Year	SF and SFHD	MLD	MMD & MHD	MU Resid.	Comm Sq. Ft.	Annual Total	Cumulative Total
Plan Area Fee	\$1,589	<i>per dwelling unit</i>			<i>per sq. ft.</i>		
		\$1,056	\$1,056	\$1,056	\$0.00		
1	\$317,788	\$0	\$0	\$0	\$0	\$317,788	\$317,788
2	\$476,682	\$0	\$0	\$0	\$0	\$476,682	\$794,470
3	\$476,682	\$0	\$0	\$0	\$0	\$476,682	\$1,271,151
4	\$476,682	\$105,567	\$218,523	\$0	\$0	\$800,771	\$2,071,923
5	\$476,682	\$105,567	\$0	\$0	\$0	\$582,248	\$2,654,171
6	\$595,852	\$131,958	\$218,523	\$0	\$0	\$946,333	\$3,600,504
7	\$595,852	\$131,958	\$0	\$0	\$0	\$727,810	\$4,328,314
8	\$595,852	\$131,958	\$218,523	\$0	\$0	\$946,333	\$5,274,647
9	\$595,852	\$131,958	\$0	\$0	\$0	\$727,810	\$6,002,458
10	\$715,023	\$158,350	\$110,845	\$0	\$0	\$984,217	\$6,986,675
11	\$715,023	\$158,350	\$0	\$0	\$0	\$873,372	\$7,860,048
12	\$715,023	\$158,350	\$437,045	\$0	\$0	\$1,310,418	\$9,170,466
13	\$632,398	\$263,916	\$0	\$0	\$0	\$896,314	\$10,066,780
14	\$0	\$633,399	\$437,045	\$0	\$0	\$1,070,445	\$11,137,224
15	\$0	\$428,600	\$0	\$105,567	\$0	\$534,167	\$11,671,391
16	\$0	\$0	\$437,045	\$0	\$0	\$437,045	\$12,108,436
17	\$0	\$0	\$0	\$0	\$0	\$0	\$12,108,436
18	\$0	\$0	\$535,222	\$0	\$0	\$535,222	\$12,643,659
19	\$0	\$0	\$0	\$0	\$0	\$0	\$12,643,659
20	\$0	\$0	\$0	\$105,567	\$0	\$105,567	\$12,749,225
21	\$0	\$0	\$0	\$0	\$0	\$0	\$12,749,225
22	\$0	\$0	\$0	\$0	\$0	\$0	\$12,749,225
23	\$0	\$0	\$0	\$0	\$0	\$0	\$12,749,225
24	\$0	\$0	\$0	\$0	\$0	\$0	\$12,749,225
25	\$0	\$0	\$0	\$105,567	\$0	\$105,567	\$12,854,792
26	\$0	\$0	\$0	\$0	\$0	\$0	\$12,854,792
27	\$0	\$0	\$0	\$0	\$0	\$0	\$12,854,792
28	\$0	\$0	\$0	\$0	\$0	\$0	\$12,854,792
29	\$0	\$0	\$0	\$0	\$0	\$0	\$12,854,792
30	\$0	\$0	\$0	\$105,567	\$0	\$105,567	\$12,960,358
31	\$0	\$0	\$0	\$0	\$0	\$0	\$12,960,358
32	\$0	\$0	\$0	\$0	\$0	\$0	\$12,960,358
33	\$0	\$0	\$0	\$0	\$0	\$0	\$12,960,358
34	\$0	\$0	\$0	\$0	\$0	\$0	\$12,960,358
35	\$0	\$0	\$0	\$105,567	\$0	\$105,567	\$13,065,925
36	\$0	\$0	\$0	\$0	\$0	\$0	\$13,065,925
37	\$0	\$0	\$0	\$0	\$0	\$0	\$13,065,925
38	\$0	\$0	\$0	\$0	\$0	\$0	\$13,065,925
39	\$0	\$0	\$0	\$0	\$0	\$0	\$13,065,925
40	\$0	\$0	\$0	\$105,567	\$0	\$105,567	\$13,171,491
41	\$0	\$0	\$0	\$0	\$0	\$0	\$13,171,491
42	\$0	\$0	\$0	\$0	\$0	\$0	\$13,171,491
43	\$0	\$0	\$0	\$0	\$0	\$0	\$13,171,491
44	\$0	\$0	\$0	\$0	\$0	\$0	\$13,171,491
45	\$0	\$0	\$0	\$85,509	\$0	\$85,509	\$13,257,000
Total	\$7,385,390	\$2,539,930	\$2,612,771	\$718,908	\$0	\$13,257,000	\$13,257,000

trail_fee

Source: EPS.

**Table R-9
Folsom Plan Area Specific Plan Financing Plan
Plan Area Fees - City Facilities Fee Schedule**

Land Use	Units/ Sq. Ft.	Plan Area Fee per Unit/Sq. Ft.							Total
		General Capital	Library	Municipal Services	Police	Fire	Parks	Trails	
Residential	<i>units</i>	<i>fee per unit</i>							
Single-Family (SF)	1,820	\$ 1,035	\$ 309	\$ 628	\$ 288	\$ 982	\$ 7,950	\$ 1,589	\$ 12,782
Single-Family High Density (SFHD)	2,828	\$ 1,035	\$ 309	\$ 628	\$ 288	\$ 982	\$ 7,950	\$ 1,589	\$ 12,782
Subtotal/Weighted Average	4,648	\$ 1,035	\$ 309	\$ 628	\$ 288	\$ 982	\$ 7,950	\$ 1,589	\$ 12,782
Multifamily Low Density (MLD)	2,406	\$ 1,035	\$ 205	\$ 417	\$ 327	\$ 949	\$ 5,282	\$ 1,056	\$ 9,272
Multifamily Medium Density (MMD)	1,224	\$ 1,035	\$ 205	\$ 417	\$ 327	\$ 949	\$ 5,282	\$ 1,056	\$ 9,272
Multifamily High Density (MHD)	1,251	\$ 1,035	\$ 205	\$ 417	\$ 327	\$ 949	\$ 5,282	\$ 1,056	\$ 9,272
Subtotal/Weighted Average	2,475	\$ 1,035	\$ 205	\$ 417	\$ 327	\$ 949	\$ 5,282	\$ 1,056	\$ 9,272
Mixed Use (MU) - Residential	681	\$ 1,035	\$ 205	\$ 417	\$ 327	\$ 949	\$ 5,282	\$ 1,056	\$ 9,272
Total	10,210								
Nonresidential	<i>sq. ft.</i>	<i>fee per sq. ft.</i>							
Mixed Use (MU) - Commercial	205,952	\$ 0.32	\$ 0.00	\$ 0.13	\$ 0.49	\$ 0.57	\$ 0.35	\$ 0.00	\$ 1.87
Office Park (OP)	1,165,666	\$ 0.32	\$ 0.00	\$ 0.18	\$ 0.41	\$ 0.48	\$ 0.35	\$ 0.00	\$ 1.74
General Commercial (GC)	2,052,765	\$ 0.32	\$ 0.00	\$ 0.12	\$ 0.49	\$ 0.57	\$ 0.35	\$ 0.00	\$ 1.85
Community Commercial (CC)	423,621	\$ 0.32	\$ 0.00	\$ 0.10	\$ 0.49	\$ 0.57	\$ 0.35	\$ 0.00	\$ 1.83
Regional Commercial (RC)	1,351,405	\$ 0.32	\$ 0.00	\$ 0.08	\$ 0.44	\$ 0.51	\$ 0.35	\$ 0.00	\$ 1.70
Subtotal/Weighted Average [1]	5,199,409	\$ 0.32	\$ 0.00	\$ 0.12	\$ 0.46	\$ 0.54	\$ 0.35	\$ 0.00	\$ 1.79

city fee sched

Source: MacKay & Somps, EPS

[1] Weighted average used to estimate annual fee revenues shown in summary table.

Table R-10
Folsom Plan Area Specific Plan
Estimated Absorption of Dwelling Units / Nonresidential Building Sq. Ft.

Year	Annual Absorption					Comm Sq. Ft.
	Dwelling Units				Total	
	SF and SFHD	MLD	MU Resid.	MMD & MHD		
1	200	-	-	-	200	-
2	300	-	-	-	300	-
3	300	-	-	-	300	-
4	300	100	-	207	607	-
5	300	100	-	-	400	-
6	375	125	-	207	707	-
7	375	125	-	-	500	-
8	375	125	-	207	707	-
9	375	125	-	-	500	172,914
10	450	150	-	105	705	172,914
11	450	150	-	-	600	172,914
12	450	150	-	414	1,014	345,828
13	398	250	-	-	648	345,828
14	-	600	-	414	1,014	345,828
15	-	406	100	-	506	345,828
16	-	-	-	414	414	345,828
17	-	-	-	-	-	345,828
18	-	-	-	507	507	345,828
19	-	-	-	-	-	172,914
20	-	-	100	-	100	172,914
21	-	-	-	-	-	172,914
22	-	-	-	-	-	172,914
23	-	-	-	-	-	172,914
24	-	-	-	-	-	172,914
25	-	-	100	-	100	172,914
26	-	-	-	-	-	172,914
27	-	-	-	-	-	172,914
28	-	-	-	-	-	172,914
29	-	-	-	-	-	172,914
30	-	-	100	-	100	172,914
31	-	-	-	-	-	184,903
32	-	-	-	-	-	-
33	-	-	-	-	-	-
34	-	-	-	-	-	-
35	-	-	100	-	100	-
36	-	-	-	-	-	-
37	-	-	-	-	-	-
38	-	-	-	-	-	-
39	-	-	-	-	-	-
40	-	-	100	-	100	-
41	-	-	-	-	-	-
42	-	-	-	-	-	-
43	-	-	-	-	-	-
44	-	-	-	-	-	-
45	-	-	81	-	81	-
Total	4,648	2,406	681	2,475	10,210	5,199,409

dev sched

APPENDIX S:

Specific Plan Infrastructure Fee Program

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APPENDIX S: SPECIFIC PLAN INFRASTRUCTURE FEE PROGRAM

Overview

The SPIF will be a City-implemented plan area-specific development impact fee program applicable only to FPASP land uses. The SPIF, and all amendments and updates to the SPIF, will be implemented consistent with the provisions of Assembly Bill (AB) 1600 legislation, as codified by the Mitigation Fee Act (California Government Code sections 66000 et. seq.). This section of the Mitigation Fee Act sets forth the procedural requirements for establishing and collecting development impact fees. These procedures require that a reasonable relationship, or nexus, must exist between a governmental exaction and the type of development project on which the fee is imposed.

The SPIF will be independent and separate from all other City, County, other agency, or regional development impact fees that will be applicable to FPASP development. The provisions for development and implementation of the SPIF will be further outlined and described in the Amended and Restated Development Agreement (ARDA), which will include additional exhibits detailing the SPIF Program.

SPIF Nomenclature and Terminology

Calculating and presenting the SPIF includes references to various types of land uses and ownership entities. **Figure S-1** is intended to define the SPIF terminology. Any of these land use terms may be used in this Financing Plan and subsequent SPIF Nexus Study. In general, the SPIF refers to the entire proposed fee program, which will be composed of two fee components. Each SPIF component is described below.

SPIF Components and Cost Estimates

The SPIF is planned to contain the following fee components:

- Infrastructure Fee.
- Administration Fee.

The SPIF Infrastructure Fee Component contains the following categories of improvements and costs:

- Roadway facilities.
- Sanitary sewer facilities.
- Potable water facilities.
- Recycled water facilities.
- Storm drainage facilities.
- Habitat mitigation for backbone infrastructure.

The SPIF information in the Financing Plan is based on the best infrastructure improvement cost estimates, funding source information, administrative cost estimates, and land use information available at this time. As costs, land uses, and other fee program information changes over time, the SPIF will be updated to account for these changes as and when such updates are required by this fee program.

The cost estimates presented in this report are in constant 2013 dollars. The SPIF will include provisions for automatic and other adjustments for inflation and changes in infrastructure costs and right-of-way acquisition costs. Each of these categories of improvements and costs are explained in greater detail in **Chapter 4**.

Implementing Ordinances/Resolutions

The proposed SPIF Program is anticipated to be adopted by the City through one or more ordinances or resolutions establishing, authorizing collection of, and setting the fee amount. The fee will be effective 60 days following the City's final action on the ordinance authorizing collection of the fee, which is anticipated to occur before the first final small lot map is approved in the FPASP.

As delineated in the ARDA, in the event that Specific Plan Amendments (SPAs) are filed, the City and landowners will work cooperatively and in good faith to (1) complete the processing of SPAs and (2) to thereafter complete the first or update the SPIF program nexus study that will establish the actual SPIF.

Timing of SPIF Payment

As described below, the timing of SPIF payment will vary by fee program component.

Infrastructure Fee Component

The SPIF will be collected from new FPASP development at the time of final small lot map or at building permit issuance. For single-family residential property, fees will be payable at the issuance of a building permit, unless outstanding fee reimbursements are owed. If outstanding fee reimbursements are owed, then SPIF payment for single-family residential development will be required before recordation of a final small lot map, up to the amount of the outstanding fee reimbursement only. Any remaining SPIF payment will be paid upon issuance of a building permit. In this case, fees for all units in the final small lot map will be payable at one time. For nonresidential and multifamily property, the fee will be payable at the issuance of a building permit.

The amount of the Infrastructure Fee Component payable for a given project will vary based on whether the project has fee reimbursements converted to fee credits. Once a SPIF payment has been received or fee credits have been applied in lieu of SPIF payment for any parcel, that parcel will be determined to have satisfied its SPIF obligation.

SPIF Set-Aside Component

As described in **Chapter 6**, the ability of a Constructing Entity or developer to apply credits against the SPIF with respect to the first approximately 2,500 dwelling units will be subject to a SPIF Set-Aside component. The only way a property owner or developer would be able to use fee credits against the SPIF Set-Aside component is if that property owner or developer constructed eligible Phase 1 Sewer or Phase 1 and 2 Water infrastructure for which the SPIF Set-Aside component is included in the Financing Plan.

Administration Fee Component

The Administration Fee Component is due at the same time as the Infrastructure Fee Component and is not anticipated to be offset by fee credits.

SPIF Fee Program Reimbursements and Credits

As is typical with development impact fee programs, many of the public infrastructure facilities are needed up-front, before adequate revenue from the fee collection would be available to fund such improvements. Consequently, private funding will be necessary to pay for the public improvements when they are needed. This private funding may be in the form of land-secured bonds, developer equity, or another form of private funding. As will be further detailed in the ARDA, there shall be no adjustment to the SPIF based on the method by which a constructing party funds or constructs eligible project costs.

Reimbursement for Eligible Project Improvements

In cases where a private party (e.g., developer) has advance-funded an eligible SPIF infrastructure component, that party would be defined as a "Constructing Entity" and will be due a reimbursement from the SPIF Program. Reimbursements will be provided under the following conditions:

- A Constructing Entity shall have executed a Fee Reimbursement Agreement with the City.
- Constructing Entity-installed improvements shall be considered for reimbursement. Only funds collected from the SPIF shall be used to reimburse a developer who installed eligible infrastructure improvements identified in this report. Reimbursements are an obligation of the SPIF Program and not an obligation of the City General Fund or other operating funds.
- All bidding and contracting for construction work shall be done to allow for the project improvements to be eligible for acquisition or construction through a CFD or to enable the SPIF Infrastructure Fee Component to be financed by a CFD. Failure to comply with these requirements may result in the applicable improvements becoming ineligible for reimbursement through the SPIF.

The total amount of reimbursement for completed infrastructure will be based on actual costs incurred for eligible hard costs based on a properly bid construction contract. Soft costs will be calculated as a fixed percentage (20 percent) of hard costs. All hard costs will be subject to verification by the City.

Reimbursements shall be controlled by a fully executed Fee Reimbursement Agreement. Fee reimbursements will be personal to the party granted SPIF reimbursements, and such fee reimbursements do not run with the land and are not designated to any particular "phase" of FPASP development. Depending on circumstances, SPIF reimbursements may be repaid in the form of fee credits or cash reimbursements as described in more detail below. Cash reimbursement for eligible facilities will not be payable until the infrastructure for which reimbursement is being made is completed and accepted by the City. Fee reimbursements converted to fee credits may be used once a Fee Reimbursement Agreement has been executed.

Reimbursements Converted to Fee Credits

At his or her election, a Constructing Entity (developer or property owner) may convert fee reimbursements to fee credits for use within the Constructing Entity's property as will be defined in the ARDA. Fee credits will be expressed as a dollar amount to be used to offset the SPIF. Fee reimbursement may be converted to fee credits as needed when a developer/property owner is proceeding with development of his or her development project. All fee reimbursements, including those converted to fee credits, shall be adjusted annually based on the annual change to the SPIF Program (i.e., Construction Cost Index adjustment).

As with fee reimbursements, fee credits will not run with the land and will be transferrable to a Constructing Entity's property, as defined by the ARDA. In such an area, a developer or property owner may allocate SPIF fee credits in any manner to a given parcel or project. It is the Constructing Entity's responsibility to inform the City how fee credits will be applied to development projects. Exhibits to the ARDA will serve as template forms that may be included in the SPIF Program nexus study and subsequently used by a Constructing Entity when using SPIF Program fee credits. In no event will a party be granted fee credits against the Administrative Fee Component.

Cash Reimbursements

Fee reimbursements that are not converted to fee credits will be subject to reimbursement from SPIF cash flows, when available, on a first-in first-out basis.

Cash reimbursements will be paid on a first-in first-out basis based on the effective date of the credit/reimbursement agreement in any calendar year (Calendar-Year Priority). A Constructing Entity will achieve a given Calendar-Year Priority when it has a fully executed Fee Reimbursement Agreement and has expended at least 30 percent of the hard costs for eligible SPIF infrastructure included in such reimbursement agreement.

If two agreements have an effective date in the same calendar year, reimbursements will be paid out pro rata to each Constructing Entity based on the relative amount of fee reimbursements owed to each party.

The Financing Plan anticipates all SPIF infrastructure will be constructed by FPASP developers; thus, the City is anticipated to collect SPIF revenues only from these FPASP developer-property owners who are not Constructing Entities (i.e., do not construct eligible SPIF backbone infrastructure). **Tables S-1** through **S-6** show an example of the SPIF cash flow from the City's perspective, overall developer perspective, and individual developer perspective. These tables illustrate the following concepts:

- Large, phased expenditures will be incurred to construct SPIF infrastructure, likely by multiple constructing entities.
- Use of SPIF credits over time and in a Constructing Entity's property, as identified in the ARDA.
- Delayed nature of SPIF cash reimbursements from SPIF revenues.

SPIF Land Uses, Target Revenues, and Shortfall Payments

The SPIF Program estimates in the Financing Plan are based on the land use capacity from the approved Specific Plan (e.g., units or nonresidential building square footage) planned for each FPASP parcel. Accordingly, because the initial SPIF is based on these land use designations, if such designations change in the future, the SPIF should be updated to reflect such changes. As set forth in the ARDA, the initial SPIF implementing ordinance, and the nexus study on which it is based, are anticipated to be approved by the City before the first final small lot subdivision map is recorded in the Plan Area. If amendments to the Specific Plan are approved after the initial SPIF nexus study and implementing ordinance have been approved, the initial SPIF nexus study and ordinance shall be updated and amended to reflect the underlying land use capacity changes in the Specific Plan. Any owner in the FPASP may request such an update, and the City will use its best efforts to complete the update to assure that no SPIF is paid based on an outdated land use designation in the FPASP.

To avoid potential shortfalls in SPIF Program funding caused by underutilization of a development parcel, the SPIF Program will include target revenues and shortfall payments. In this case, a developer/property owner may build at less-than-maximum allocated density, pay what is known as the "shortfall fee," and the SPIF Program would be held harmless. Below is an overview of how target revenues and shortfall payments would be treated in the SPIF Program.

Based on the nexus-based cost allocations and planned land uses that form the basis for the SPIF Program nexus study (and any amendments thereto), a development parcel will have a targeted amount of SPIF payable for that parcel. If the actual density of a parcel is developed at a density lower than the allocated density, unless offset by a transfer of density from another parcel, the owner of the parcel will pay the amount required so the parcel yields the same revenue as the target revenue identified in the SPIF Program nexus study. The difference between the targeted revenue and the SPIF multiplied by the reduced land uses would be identified as the shortfall payment.

Although exactly the same, the ARDA may use the term shortfall payment for the difference between the target revenue and the "adjusted" revenue, based on the fees multiplied by the reduced development yield. For example, if the total fee obligation for a parcel was equal to \$1,000,000 for 100 units (\$10,000 per unit) and the parcel actually yielded only 90 units, the shortfall payment would have equaled \$100,000. In the event of a "shortfall payment," the ARDA and SPIF Program nexus study will stipulate that if outstanding fee reimbursements are owed, the entire "shortfall" amount be calculated and paid at recordation of small lot final map for single-family development or paid at building permit for multifamily residential or nonresidential development, as may be allowed to be phased by the City based on phased

development of the applicable parcel. If outstanding fee reimbursements are not owed, the entire shortfall amount will be calculated prior to recordation of a final map, but will be collected with each building permit within the final small lot map within which the shortfall was incurred.

Surplus fee credits (i.e., the amount, if any, by which fee credits previously allocated to an owner associated with development of the parcel exceeds the fee revenue anticipated to be derived from the parcel based on actual density) or fee reimbursements can be used to apply towards payment of the target revenue for a given parcel. Provided, however, only surplus fee credits or fee reimbursements generated by a Fee Reimbursement Agreement associated with development of an ownership property that includes such parcel may be applied to supplement the target revenue for such parcel; fee credits or reimbursements generated by a Fee Reimbursement Agreement related to development of a different ownership property may not be applied against the target revenue for a parcel in another ownership property.

Any property owner for which the target revenue provisions applied shall continue to own the development rights to the units that were not developed but for which fees were paid (e.g., 10 units in the prior example). That owner may transfer that unused development capacity (e.g., units) to another parcel or may be reimbursed from SPIF fees resulting from an overutilization of development on a different parcel. As delineated in the ARDA, the City will provide an accounting of any unused development capacity or "extra" fee revenue to any developer on request.

Any development (units or building square feet) that exceed the allocated land uses for a given parcel shall pay the applicable SPIF fees per unit. Such circumstances may yield more SPIF Program revenue than originally anticipated. Unless that extra fee revenue is used to offset an underutilization of development in another parcel, that extra fee revenue shall be used to reimburse a developer, where that developer paid the target revenue for a parcel that exceeded the original unadjusted SPIF amount (e.g., original fee rate per unit multiplied by the actual number of units on a parcel). In the above example, the developer who yielded only 90 units but paid SPIF based on the original 100-unit total would be eligible for reimbursement. Such reimbursements will be handled on a first-in first-out basis.

Finally, the Specific Plan Document allows for density transfers between properties owned by the same ownership group. In the event of a density transfer, the SPIF Program nexus study would permit the SPIF for the transferred units to remain as they were before the transfer or may be recalculated for the transferred units and all other units in the parcel subject to the density transfer (i.e., recipient parcel). Any SPIF related to a transfer shall not be payable on transfer but rather would be payable when otherwise applicable by development of the property receiving the density transfer.

SPIF Administration Fee Component

The SPIF Administration Fee Component will be collected to fund the administration, oversight, implementation, and updates of the SPIF Program. The SPIF Administration Fee Component will include adequate funding to cover all City costs, including those of outside consultants, to administer the SPIF Program.

While the SPIF Administration Fee Component is required to cover actual costs of administering the program on an annual basis, this fee component also must collect adequate funding to cover periodic updates to the program that are above and beyond the annual fee program monitoring and maintenance. To account for these circumstances, it is recommended the SPIF Administration Fee Component be established as a percentage of the SPIF Infrastructure Fee Component.

SPIF Program Adjustments and Update

The SPIF is subject to automatic annual inflation adjustments, periodic updates, and a 5-year review requirement. The purpose of each update is described in this section.

Automatic Inflation Adjustments

Annually, the costs on which the SPIF is based shall be updated by actual costs (using unit price and other cost data from completed projects) or using a construction cost index such as the Engineering News Record Construction Cost Index (CCI). In the event an index is used, the Financing Plan recommends, in April of each calendar year, using the procedures set forth in California Government Code Section 66017, the SPIF be adjusted by the average of the change in the San Francisco CCI and the change in the 20-city CCI as reported in the Engineering News Record for the 12-month period ending March of each calendar year.

Periodic SPIF Updates

The proposed SPIF is subject to periodic updates based on changes in developable land, cost estimates, or other changes in the data on which the fee is based. For the first 5 years after approval of the first SPIF Program fee nexus study, the periodic update will be conducted either (1) after the approval by the City of a Specific Plan amendment and on the request of any landowner or (2) every 2 years. Thereafter, the City will continue to conduct periodic updates either (1) after the approval by the City of a Specific Plan amendment and on the request of any landowner or (2) as otherwise determined by the City.

During periodic updates, the City will analyze these items:

- Changes in facility costs different from the CCI inflation factor.
- Use of actual costs for completed facility improvements to “true up” the Fee Program.
- Changes in land use because of SPAs
- Changes in other funding sources.
- Changes in the cost to update or administer the fee.

In addition, a new infrastructure project may be included in the SPIF Program to the extent the project has unanimous approval of the FPASP Owners’ Group and the City concurs. Any changes to the fee based on the periodic update will be presented to the City Council for approval before an increase or decrease in the fee.

After an amendment to the SPIF Program nexus study is adopted by the City Council, the SPIF designated in such nexus study shall form the basis for the “targeted revenue” to be derived from parcels included in the nexus study. The SPIF rates shall be set so that, when applied to

the projected development, the targeted revenue required to cover the infrastructure costs is achieved.

Five-Year Review

Fees will be collected from new development in the City immediately; use of these funds, however, may need to wait until a sufficient fund balance can be accrued. According to Government Code Section 66006, the City is required to deposit, invest, account for, and expend the fees in a prescribed manner. The fifth fiscal year following the first deposit into the fee account or fund, and every 5 years thereafter, the City is required to make all of the following findings with respect to that portion of the account or fund remaining unexpended:

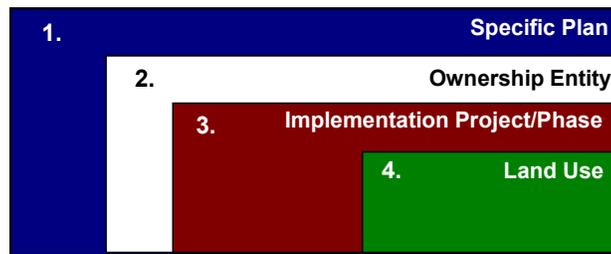
- Identify the purpose for which the fee is to be put.
- Demonstrate a reasonable relationship between the fee and the purpose for which it is charged.
- Identify all sources and amounts of funding anticipated to complete financing in incomplete plan area improvements.
- Designate the approximate dates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

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

**Figure S-1
Folsom Plan Area Specific Plan Public Facilities Financing Plan
Specific Plan Infrastructure Fee Program (SPIF)
Definition of Terminology**

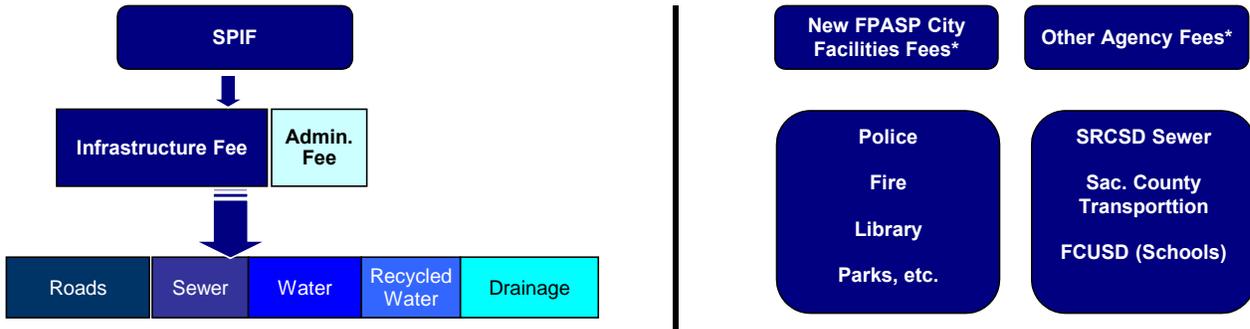
LAND USE TERMINOLOGY

- 1. Folsom Plan Area Specific Plan:** Refers to all land included in the Folsom Plan Area Specific Plan.
- 2. Ownership Entity:** Refers to each of the major defined ownership entities participating in Specific Plan entitlement and planning to enter into an Amended and Restated Development Agreements. Reflects all property covered by each Ownership Entity's Amended and Restated Development Agreement.
- 3. Implementation Project/Phase:** Refers to the individual numbered parcels/ projects or groups of parcels/ projects that will be developed within each larger ownership interest. May be synonymous with Final Small Lot Map(s).
- 4. Land Use:** Refers to the total proposed mix of residential (single-family and multifamily) and nonresidential land uses within each implementation project.



IMPACT FEE TERMINOLOGY

- 1. Specific Plan Infrastructure Fee (SPIF):** Refers to entire fee program created to equitably allocate the cost of infrastructure within the Folsom Plan Area Specific Plan. Includes infrastructure and administration components.
- 2. SPIF Components:** Refers to individual infrastructure components included in the SPIF. Other City and other agency fees are separate.



* Examples include, but are not limited to, these fees.

- 3. Fee Program Reimbursements:** If an Ownership Entity constructs infrastructure improvements included in the SPIF, that entity would seek City approval of a Fee Reimbursement Agreement identifying the total SPIF reimbursement owed for completed improvements. An Ownership Entity would be eligible to receive cash reimbursements from the SPIF, as those monies become available, and on a calendar-year prioritized, pro rata basis considering other SPIF reimbursement obligations. At their election, an Ownership Entity may convert all or a portion of the fee reimbursement to credits that may used to offset the SPIF obligation for new development within the Implementation Projects/Phases within that same Ownership Entity.
- 4. Fee Program Credits:** An Ownership Entity may convert fee reimbursements to fee credits that may be assigned to a designated Implementation Project/Phase within that Ownership Entity. Note that SPIF credits would not be applied to the administration component of the SPIF.

"terms"

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Table S-1
Folsom Plan Area
SPIF Example - Fee Program Cash Flow (\$ Millions)

SPIF Flow of Funds - City Perspective

Phase/ Year	Carpenter Ranch				Mangini Ranch				Hillsborough				Folsom White Rock				Total			
	Fee Obligation	Credits Applied	Constructing Parties Reimb.	SPIF Cash Flow	Fee Obligation	Credits Applied	Constructing Parties Reimb.	SPIF Cash Flow	Fee Obligation	Credits Applied	Constructing Parties Reimb.	SPIF Cash Flow	Fee Obligation	Credits Applied	Constructing Parties Reimb.	SPIF Cash Flow	Fee Obligation	Credits Applied	Constructing Parties Reimb.	SPIF Cash Flow
Phase 1																				
2015	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
2016	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
2017	\$3.4	(\$3.4)	-	-	\$5.4	(\$5.4)	-	-	-	-	-	-	-	-	-	-	\$8.8	(\$8.8)	-	-
2018	\$3.4	(\$3.4)	-	-	\$5.4	(\$5.4)	-	-	-	-	-	-	-	-	-	-	\$8.8	(\$8.8)	-	-
2019	\$3.4	(\$3.4)	-	-	\$5.4	(\$5.4)	-	-	-	-	-	-	-	-	-	-	\$8.8	(\$8.8)	-	-
Subtotal Phase 1	\$10.2	(\$10.2)	\$0.0	\$0.0	\$16.2	(\$16.2)	\$0.0	\$0.0	\$0.0	-	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$26.4	(\$26.4)	\$0.0	\$0.0
Phase 2																				
2020	\$3.2	(\$3.2)	-	-	\$3.3	(\$3.3)	-	-	-	-	-	-	-	-	-	-	\$6.4	(\$6.4)	-	-
2021	\$3.2	(\$3.2)	-	-	\$3.3	(\$3.3)	-	-	\$2.8	(\$2.8)	-	-	\$3.4	-	(\$3.4)	-	\$12.6	(\$9.2)	(\$3.4)	-
2022	-	-	-	-	-	-	-	-	\$2.8	(\$2.8)	-	-	-	-	-	-	\$2.8	(\$2.8)	-	-
2023	-	-	-	-	-	-	-	-	\$2.8	(\$2.8)	-	-	-	-	-	-	\$2.8	(\$2.8)	-	-
Subtotal Phase 2	\$6.3	(\$6.3)	\$0.0	\$0.0	\$6.5	(\$6.5)	\$0.0	\$0.0	\$8.5	(\$8.5)	\$0.0	\$0.0	\$3.4	\$0.0	(\$3.4)	\$0.0	\$24.7	(\$21.3)	(\$3.4)	\$0.0
Phase 3																				
2024	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
2025	\$3.7	(\$3.7)	-	-	\$5.0	(\$5.0)	-	-	\$2.9	(\$2.9)	-	-	-	-	-	-	\$11.6	(\$11.6)	-	-
2026	\$3.7	(\$3.7)	-	-	\$5.0	(\$5.0)	-	-	\$2.9	(\$2.9)	-	-	-	-	-	-	\$11.6	(\$11.6)	-	-
2027	\$3.7	(\$3.3)	(\$0.4)	-	\$5.0	(\$5.0)	-	-	\$2.9	(\$2.9)	-	-	-	-	-	-	\$11.6	(\$11.2)	(\$0.4)	-
2028	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Subtotal Phase 3	\$11.0	(\$10.6)	(\$0.4)	\$0.0	\$15.1	(\$15.1)	\$0.0	\$0.0	\$8.7	(\$8.7)	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$34.8	(\$34.4)	(\$0.4)	\$0.0
Total	\$27.5	(\$27.1)	(\$0.4)	\$0.0	\$37.8	(\$37.8)	\$0.0	\$0.0	\$17.2	(\$17.2)	\$0.0	\$0.0	\$3.4	\$0.0	(\$3.4)	\$0.0	\$85.9	(\$82.1)	(\$3.8)	\$0.0

"SPIF_rev"

Table S-2
Folsom Plan Area
SPIF Reimbursement Example - Overall Summary (\$ Millions)

SPIF Flow of Funds: Developer Perspective

Phase/ Year	Beginning Reimbursement Balance	SPIF Infrastructure Construction Cost	Less Fee Credits Utilized				Less Cash Reimbursements				Reimbursement Balance			
			Priority 1	Priority 2	Priority 3	Total	Priority 1	Priority 2	Priority 3	Total	Priority 1	Priority 2	Priority 3	Total
Phase 1														
2015	\$0.0	\$55.6	-	-	-	-	-	-	-	\$0.0	\$55.6	-	-	\$55.6
2016	\$55.6	-	-	-	-	-	-	-	-	\$0.0	\$55.6	-	-	\$55.6
2017	\$55.6	-	(\$8.8)	-	-	(\$8.8)	-	-	-	\$0.0	\$46.8	-	-	\$46.8
2018	\$46.8	-	(\$8.8)	-	-	(\$8.8)	-	-	-	\$0.0	\$38.0	-	-	\$38.0
2019	\$38.0	-	(\$8.8)	-	-	(\$8.8)	-	-	-	\$0.0	\$29.2	-	-	\$29.2
Phase 2														
2020	\$29.2	\$22.0	(\$6.4)	-	-	(\$6.4)	-	-	-	\$0.0	\$22.8	\$22.0	-	\$44.8
2021	\$44.8	-	(\$6.4)	(\$2.8)	-	(\$9.2)	(\$3.4)	-	-	(\$3.4)	\$13.0	\$19.2	-	\$32.2
2022	\$32.2	-	-	(\$2.8)	-	(\$2.8)	-	-	-	\$0.0	\$13.0	\$16.3	-	\$29.3
2023	\$29.3	-	-	(\$2.8)	-	(\$2.8)	-	-	-	\$0.0	\$13.0	\$13.5	-	\$26.5
Phase 3														
2024	\$26.5	\$22.2	-	-	-	-	-	-	-	\$0.0	\$13.0	\$13.5	\$22.2	\$48.7
2025	\$48.7	-	(\$8.6)	(\$3.0)	-	(\$11.6)	-	-	-	\$0.0	\$4.4	\$10.5	\$22.2	\$37.1
2026	\$37.1	-	(\$4.4)	(\$5.4)	(\$1.8)	(\$11.6)	-	-	-	\$0.0	\$0.0	\$5.1	\$20.4	\$25.5
2027	\$25.5	-	-	(\$4.2)	(\$6.9)	(\$11.2)	-	(\$0.4)	-	(\$0.4)	\$0.0	\$0.5	\$13.4	\$13.9
2028	\$13.9	-	-	-	-	-	-	-	-	\$0.0	\$0.0	\$0.5	\$13.4	\$13.9
Total		\$99.8	(\$52.2)	(\$21.1)	(\$8.8)	(\$82.1)	(\$3.4)	(\$0.4)	-	(\$3.8)				

"sum"

Table S-3
Folsom Plan Area
SPIF Reimbursement Example - Carpenter Ranch (\$ Millions)

Carpenter Ranch

Phase/ Year	Beginning Reimbursement Balance	SPIF Infrastructure Construction Cost	Less Fee Credits Utilized				Less Cash Reimbursements				Reimbursement Balance			
			Priority 1	Priority 2	Priority 3	Total	Priority 1	Priority 2	Priority 3	Total	Priority 1	Priority 2	Priority 3	Total
Phase 1														
2015	\$0.0	\$21.4	-	-	-	-	-	-	-	\$0.0	\$21.4	-	-	\$21.4
2016	\$21.4	-	-	-	-	-	-	-	-	\$0.0	\$21.4	-	-	\$21.4
2017	\$21.4	-	(\$3.4)	-	-	(\$3.4)	-	-	-	\$0.0	\$18.0	-	-	\$18.0
2018	\$18.0	-	(\$3.4)	-	-	(\$3.4)	-	-	-	\$0.0	\$14.6	-	-	\$14.6
2019	\$14.6	-	(\$3.4)	-	-	(\$3.4)	-	-	-	\$0.0	\$11.2	-	-	\$11.2
Phase 2														
2020	\$11.2	\$1.9	(\$3.2)	-	-	(\$3.2)	-	-	-	\$0.0	\$8.1	\$1.9	-	\$10.0
2021	\$10.0	-	(\$3.2)	-	-	(\$3.2)	(\$1.3)	-	-	(\$1.3)	\$3.6	\$1.9	-	\$5.5
2022	\$5.5	-	-	-	-	-	-	-	-	\$0.0	\$3.6	\$1.9	-	\$5.5
2023	\$5.5	-	-	-	-	-	-	-	-	\$0.0	\$3.6	\$1.9	-	\$5.5
Phase 3														
2024	\$5.5	\$5.1	-	-	-	-	-	-	-	\$0.0	\$3.6	\$1.9	\$5.1	\$10.6
2025	\$10.6	-	(\$3.6)	(\$0.1)	-	(\$3.7)	-	-	-	\$0.0	-	\$1.8	\$5.1	\$6.9
2026	\$6.9	-	-	(\$1.8)	(\$1.8)	(\$3.7)	-	-	-	\$0.0	-	-	\$3.3	\$3.3
2027	\$3.3	-	-	-	(\$3.3)	(\$3.3)	-	-	-	\$0.0	-	-	-	\$0.0
2028	\$0.0	-	-	-	-	-	-	-	-	\$0.0	-	-	-	\$0.0
Total		\$28.4	(\$20.1)	(\$1.9)	(\$5.1)	(\$27.1)	(\$1.3)	-	-	(\$1.3)				

"rcf"

Table S-4
Folsom Plan Area
SPIF Reimbursement Example - Mangini Ranch (\$ Millions)

Mangini Ranch

Phase/ Year	Beginning Reimbursement Balance	SPIF Infrastructure Construction Cost	Less Fee Credits Utilized				Less Cash Reimbursements				Reimbursement Balance			
			Priority 1	Priority 2	Priority 3	Total	Priority 1	Priority 2	Priority 3	Total	Priority 1	Priority 2	Priority 3	Total
Phase 1														
2015	\$0.0	\$34.2	-	-	-	-	-	-	-	\$0.0	\$34.2	-	-	\$34.2
2016	\$34.2	-	-	-	-	-	-	-	-	\$0.0	\$34.2	-	-	\$34.2
2017	\$34.2	-	(\$5.4)	-	-	(\$5.4)	-	-	-	\$0.0	\$28.8	-	-	\$28.8
2018	\$28.8	-	(\$5.4)	-	-	(\$5.4)	-	-	-	\$0.0	\$23.4	-	-	\$23.4
2019	\$23.4	-	(\$5.4)	-	-	(\$5.4)	-	-	-	\$0.0	\$18.0	-	-	\$18.0
Phase 2														
2020	\$18.0	\$2.0	(\$3.3)	-	-	(\$3.3)	-	-	-	\$0.0	\$14.8	\$2.0	-	\$16.8
2021	\$16.8	-	(\$3.3)	-	-	(\$3.3)	(\$2.1)	-	-	(\$2.1)	\$9.4	\$2.0	-	\$11.4
2022	\$11.4	-	-	-	-	-	-	-	-	\$0.0	\$9.4	\$2.0	-	\$11.4
2023	\$11.4	-	-	-	-	-	-	-	-	\$0.0	\$9.4	\$2.0	-	\$11.4
Phase 3														
2024	\$11.4	\$7.3	-	-	-	-	-	-	-	\$0.0	\$9.4	\$2.0	\$7.3	\$18.7
2025	\$18.7	-	(\$5.0)	-	-	(\$5.0)	-	-	-	\$0.0	\$4.4	\$2.0	\$7.3	\$13.7
2026	\$13.7	-	(\$4.4)	(\$0.7)	-	(\$5.0)	-	-	-	\$0.0	-	\$1.3	\$7.3	\$8.6
2027	\$8.6	-	-	(\$1.3)	(\$3.7)	(\$5.0)	-	-	-	\$0.0	-	-	\$3.6	\$3.6
2028	\$3.6	-	-	-	-	-	-	-	-	\$0.0	-	-	\$3.6	\$3.6
Total		\$43.5	(\$32.1)	(\$2.0)	(\$3.7)	(\$37.8)	(\$2.1)	-	-	(\$2.1)				

"mr"

Table S-5
Folsom Plan Area
SPIF Reimbursement Example - Hillsborough (\$ Millions)

Hillsborough

Phase/ Year	Beginning Reimbursement Balance	SPIF Infrastructure Construction Cost	Less Fee Credits Utilized				Less Cash Reimbursements				Reimbursement Balance			
			Priority 1	Priority 2	Priority 3	Total	Priority 1	Priority 2	Priority 3	Total	Priority 1	Priority 2	Priority 3	Total
Phase 1														
2015	\$0.0	-	-	-	-	-	-	-	-	\$0.0	-	-	-	\$0.0
2016	-	-	-	-	-	-	-	-	-	\$0.0	-	-	-	\$0.0
2017	-	-	-	-	-	-	-	-	-	\$0.0	-	-	-	\$0.0
2018	-	-	-	-	-	-	-	-	-	\$0.0	-	-	-	\$0.0
2019	-	-	-	-	-	-	-	-	-	\$0.0	-	-	-	\$0.0
Phase 2														
2020	-	\$18.1	-	-	-	-	-	-	-	\$0.0	-	\$18.1	-	\$18.1
2021	\$18.1	-	-	(\$2.8)	-	(\$2.8)	-	-	-	\$0.0	-	\$15.3	-	\$15.3
2022	\$15.3	-	-	(\$2.8)	-	(\$2.8)	-	-	-	\$0.0	-	\$12.4	-	\$12.4
2023	\$12.4	-	-	(\$2.8)	-	(\$2.8)	-	-	-	\$0.0	-	\$9.6	-	\$9.6
Phase 3														
2024	\$9.6	\$9.8	-	-	-	-	-	-	-	\$0.0	-	\$9.6	\$9.8	\$19.4
2025	\$19.4	-	-	(\$2.9)	-	(\$2.9)	-	-	-	\$0.0	-	\$6.7	\$9.8	\$16.5
2026	\$16.5	-	-	(\$2.9)	-	(\$2.9)	-	-	-	\$0.0	-	\$3.8	\$9.8	\$13.6
2027	\$13.6	-	-	(\$2.9)	-	(\$2.9)	-	-	(\$0.4)	(\$0.4)	-	\$0.5	\$9.8	\$10.3
2028	\$10.3	-	-	-	-	-	-	-	-	\$0.0	-	\$0.5	\$9.8	\$10.3
Total		\$27.9	-	(\$17.2)	-	(\$17.2)	-	(\$0.4)	-	(\$0.4)				

"hills"

Table S-6
 Folsom Plan Area
 SPIF Example - Folsom White Rock (\$ Millions)

Folsom White Rock

Year 2021	Folsom White Rock SPIF Fair Share Fee Obligation	Distribution of SPIF Payments (Fee Program Net Cash Flow)											
		Priority 1				Priority 2				Priority 3			
		Carpenter Ranch	Mangini Ranch	Hillsborough	Subtotal Priority 1	Carpenter Ranch	Mangini Ranch	Hillsborough	Subtotal Priority 2	Carpenter Ranch	Mangini Ranch	Hillsborough	Subtotal Priority 3
Reimbursement Distribution													
Improvements Constructed		\$21.4	\$34.2	\$0.0	\$55.6	\$1.9	\$2.0	\$18.1	\$22.0	\$5.1	\$7.3	\$9.8	\$22.2
Percent of Total		38%	62%	0%	100%	9%	9%	82%	100%	23%	33%	44%	100%
Folsom White Rock - Phase 3													
\$3.4													
Year 2021 - Distribution by Reimbursement Priority													
Priority 1	\$3.4	(\$1.3)	(\$2.1)	-	(\$3.4)	-	-	-	\$0.0	-	-	-	\$0.0
Priority 2	\$0.0												
Priority 3	\$0.0												
Remaining Reimbursement Balance - Ending 2021													
		\$3.6	\$9.4	\$0.0	\$13.0	\$1.9	\$2.0	\$15.3	\$19.2	\$0.0	\$0.0	\$0.0	\$0.0

"p3_nonconstruct"

APPENDIX T:
Sewer and Off-Site Water CFD

Table T-1 Estimated Sewer/Off-Site Water CFD Bonding Capacity T-1

Table T-2 Sewer/Water CFD Special Tax Revenue Cash Flow
Analysis (3 pages) T-2

Table T-3 Estimated Sewer/Off-Site Water CFD Special Tax
Revenue by Year (2 pages) T-5



Table T-1
Folsom Plan Area Specific Plan
Estimated Sewer/Offsite Water CFD Bonding Capacity

CFD Special Tax Escalator:	2.00%
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Item	Amount				Total
	Series 1	Series 2	Series 3	Series 4	
Estimated Year of Bonds	6	10	13	20	
Cumulative Units	2,514	4,926	8,178	9,199	
Cumulative Commercial Acres	0	30	105	285	
Assumptions					
Assumed Average Coupon Rate	7.50%	7.50%	7.50%	7.50%	
Bond Term (Years)	30	30	30	30	
Reserve Fund Requirement	10.00%	10.00%	10.00%	10.00%	
Capitalized Interest Period (Months)	6	6	6	6	
Cost of Issuance	4.00%	4.00%	4.00%	4.00%	
Debt Service Coverage	10.00%	10.00%	10.00%	10.00%	
Estimated Admin Costs	3.00%	3.00%	3.00%	3.00%	
Estimated Revenue for Debt Service					
Developed Property Cumulative Spec. Tax Revenue [1]	\$699,000	\$1,528,000	\$2,353,000	\$3,611,000	
Incremental Special Tax Revenue [1]	\$699,000	\$829,000	\$825,000	\$1,258,000	
Less Debt Service Coverage	(\$70,000)	(\$83,000)	(\$83,000)	(\$126,000)	
Less Administration	(\$21,000)	(\$25,000)	(\$25,000)	(\$38,000)	
Available for Debt Service	\$608,000	\$721,000	\$717,000	\$1,094,000	
Total Bonds - Developed Only					
Gross CFD Bonds (Level Debt Svc.)	\$7,181,000	\$8,515,000	\$8,468,000	\$12,921,000	\$37,085,000
Estimated Bond Escalation Factor	20%	20%	20%	20%	20%
Gross CFD Bonds (Esc. Debt Svc.)	\$8,617,000	\$10,218,000	\$10,162,000	\$15,505,000	\$44,502,000
Less Capitalized Interest	(\$304,000)	(\$361,000)	(\$359,000)	(\$547,000)	(\$1,571,000)
Less Reserve Fund	(\$862,000)	(\$1,022,000)	(\$1,016,000)	(\$1,551,000)	(\$4,451,000)
Less Cost of Issuance	(\$345,000)	(\$409,000)	(\$406,000)	(\$620,000)	(\$1,780,000)
Net Construction Proceeds	\$7,106,000	\$8,426,000	\$8,381,000	\$12,787,000	\$36,700,000
Net Construction Proceeds (Discounted @ 3%)	\$6,100,000	\$6,500,000	\$5,900,000	\$7,300,000	\$25,800,000

bond_cap

[1] See Table T-3.

Table T-2
Folsom Plan Area Specific Plan Financing Plan
Sewer/Water CFD Special Tax Revenue Cash Flow Analysis

Rate Escalation Factor	2.00%
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Year	Annual Special Tax Revenue	Less Annual Debt Service					Coverage from Dev. MAST	Less Delinq. [1]	Less Admin.	Plus Prior Yr. Delinq. [1]	PAYG	PAYG (Discounted)	Cumulative PAYG (Discounted)
		Series 1	Series 2	Series 3	Series 4	Total							
Source:	Table T-3	Table T-1										3.0%	
	Year of Bonds	6	10	13	20								
	a	b	c	d	e	f = b + c + d + e	g = a/f	h = a*0.10	i = a*0.03	j	k = a+f+h+i+j	l	m
1	\$60,000	-	-	-	-	-	n/a	(\$6,000)	(\$1,800)	\$0	\$52,200	\$52,200	\$52,200
2	\$153,000	-	-	-	-	-	n/a	(\$15,300)	(\$4,590)	\$6,000	\$139,110	\$135,058	\$187,258
3	\$249,696	-	-	-	-	-	n/a	(\$24,970)	(\$7,491)	\$15,300	\$232,536	\$219,187	\$406,445
4	\$393,114	-	-	-	-	-	n/a	(\$39,311)	(\$11,793)	\$24,970	\$366,979	\$335,837	\$742,283
5	\$515,281	-	-	-	-	-	n/a	(\$51,528)	(\$15,458)	\$39,311	\$487,606	\$433,231	\$1,175,514
6	\$698,751	(\$608,000)	-	-	-	(\$608,000)	115%	(\$69,875)	(\$20,963)	\$51,528	\$51,441	\$44,374	\$1,219,888
7	\$861,379	(\$608,000)	-	-	-	(\$608,000)	142%	(\$86,138)	(\$25,841)	\$69,875	\$211,275	\$176,939	\$1,396,827
8	\$1,058,767	(\$608,000)	-	-	-	(\$608,000)	174%	(\$105,877)	(\$31,763)	\$86,138	\$399,265	\$324,639	\$1,721,466
9	\$1,266,236	(\$608,000)	-	-	-	(\$608,000)	208%	(\$126,624)	(\$37,987)	\$105,877	\$599,502	\$473,252	\$2,194,718
10	\$1,528,189	(\$608,000)	(\$721,000)	-	-	(\$1,329,000)	115%	(\$152,819)	(\$45,846)	\$126,624	\$127,148	\$97,448	\$2,292,167
11	\$1,784,754	(\$608,000)	(\$721,000)	-	-	(\$1,329,000)	134%	(\$178,475)	(\$53,543)	\$152,819	\$376,555	\$280,192	\$2,572,359
12	\$2,146,313	(\$608,000)	(\$721,000)	-	-	(\$1,329,000)	161%	(\$214,631)	(\$64,389)	\$178,475	\$716,767	\$517,808	\$3,090,167
13	\$2,353,223	(\$608,000)	(\$721,000)	(\$717,000)	-	(\$2,046,000)	115%	(\$235,322)	(\$70,597)	\$214,631	\$215,935	\$151,452	\$3,241,619
14	\$2,655,490	(\$608,000)	(\$721,000)	(\$717,000)	-	(\$2,046,000)	129%	(\$265,549)	(\$79,665)	\$235,322	\$499,598	\$340,202	\$3,581,821
15	\$2,825,595	(\$608,000)	(\$721,000)	(\$717,000)	-	(\$2,046,000)	140%	(\$282,560)	(\$84,768)	\$265,549	\$677,817	\$448,117	\$4,029,938
16	\$3,021,647	(\$608,000)	(\$721,000)	(\$717,000)	-	(\$2,046,000)	149%	(\$302,165)	(\$90,649)	\$282,560	\$865,392	\$555,462	\$4,585,401
17	\$3,156,210	(\$608,000)	(\$721,000)	(\$717,000)	-	(\$2,046,000)	155%	(\$315,621)	(\$94,686)	\$302,165	\$1,002,067	\$624,455	\$5,209,856
18	\$3,380,138	(\$608,000)	(\$721,000)	(\$717,000)	-	(\$2,046,000)	166%	(\$338,014)	(\$101,404)	\$315,621	\$1,210,341	\$732,276	\$5,942,132
19	\$3,486,303	(\$608,000)	(\$721,000)	(\$717,000)	-	(\$2,046,000)	171%	(\$348,630)	(\$104,589)	\$338,014	\$1,325,098	\$778,355	\$6,720,487
20	\$3,611,097	(\$608,000)	(\$721,000)	(\$717,000)	(\$1,094,000)	(\$3,140,000)	115%	(\$361,110)	(\$108,333)	\$348,630	\$350,285	\$199,762	\$6,920,250
21	\$3,723,439	(\$608,000)	(\$721,000)	(\$717,000)	(\$1,094,000)	(\$3,140,000)	118%	(\$372,344)	(\$111,703)	\$361,110	\$460,502	\$254,969	\$7,175,219
22	\$3,838,831	(\$608,000)	(\$721,000)	(\$717,000)	(\$1,094,000)	(\$3,140,000)	122%	(\$383,883)	(\$115,165)	\$372,344	\$572,127	\$307,547	\$7,482,765
23	\$3,957,349	(\$608,000)	(\$721,000)	(\$717,000)	(\$1,094,000)	(\$3,140,000)	126%	(\$395,735)	(\$118,720)	\$383,883	\$686,777	\$358,424	\$7,841,189

Table T-2
Folsom Plan Area Specific Plan Financing Plan
Sewer/Water CFD Special Tax Revenue Cash Flow Analysis

Rate Escalation Factor	2.00%
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Year	Annual Special Tax Revenue	Less Annual Debt Service					Coverage from Dev. MAST	Less Delinq. [1]	Less Admin.	Plus Prior Yr. Delinq. [1]	PAYG	PAYG (Discounted)	Cumulative PAYG (Discounted)
		Series 1	Series 2	Series 3	Series 4	Total							
Source:	Table T-3	Table T-1										3.0%	
24	\$4,079,073	(\$608,000)	(\$721,000)	(\$717,000)	(\$1,094,000)	(\$3,140,000)	130%	(\$407,907)	(\$122,372)	\$395,735	\$804,528	\$407,648	\$8,248,837
25	\$4,221,453	(\$608,000)	(\$721,000)	(\$717,000)	(\$1,094,000)	(\$3,140,000)	134%	(\$422,145)	(\$126,644)	\$407,907	\$940,571	\$462,699	\$8,711,535
26	\$4,350,178	(\$608,000)	(\$721,000)	(\$717,000)	(\$1,094,000)	(\$3,140,000)	138%	(\$435,018)	(\$130,505)	\$422,145	\$1,066,800	\$509,510	\$9,221,045
27	\$4,482,364	(\$608,000)	(\$721,000)	(\$717,000)	(\$1,094,000)	(\$3,140,000)	142%	(\$448,236)	(\$134,471)	\$435,018	\$1,194,675	\$553,964	\$9,775,009
28	\$4,618,097	(\$608,000)	(\$721,000)	(\$717,000)	(\$1,094,000)	(\$3,140,000)	146%	(\$461,810)	(\$138,543)	\$448,236	\$1,325,981	\$596,942	\$10,371,952
29	\$4,746,624	(\$608,000)	(\$721,000)	(\$717,000)	(\$1,094,000)	(\$3,140,000)	151%	(\$474,662)	(\$142,399)	\$461,810	\$1,451,373	\$634,361	\$11,006,313
30	\$4,860,736	(\$608,000)	(\$721,000)	(\$717,000)	(\$1,094,000)	(\$3,140,000)	156%	(\$486,074)	(\$145,822)	\$474,662	\$1,563,502	\$663,467	\$11,669,779
31	\$4,957,950	(\$608,000)	(\$721,000)	(\$717,000)	(\$1,094,000)	(\$3,140,000)	161%	(\$495,795)	(\$148,739)	\$486,074	\$1,659,490	\$683,688	\$12,353,467
32	\$5,057,109	(\$608,000)	(\$721,000)	(\$717,000)	(\$1,094,000)	(\$3,140,000)	164%	(\$505,711)	(\$151,713)	\$495,795	\$1,755,480	\$702,169	\$13,055,637
33	\$5,158,251	(\$608,000)	(\$721,000)	(\$717,000)	(\$1,094,000)	(\$3,140,000)	167%	(\$515,825)	(\$154,748)	\$505,711	\$1,853,390	\$719,740	\$13,775,377
34	\$5,261,416	(\$608,000)	(\$721,000)	(\$717,000)	(\$1,094,000)	(\$3,140,000)	170%	(\$526,142)	(\$157,842)	\$515,825	\$1,953,257	\$736,429	\$14,511,806
35	\$5,387,820	(\$608,000)	(\$721,000)	(\$717,000)	(\$1,094,000)	(\$3,140,000)	174%	(\$538,782)	(\$161,635)	\$526,142	\$2,073,545	\$759,011	\$15,270,817
36	\$5,495,576	-	(\$721,000)	(\$717,000)	(\$1,094,000)	(\$2,532,000)	218%	(\$549,558)	(\$164,867)	\$538,782	\$2,787,934	\$990,785	\$16,261,602
37	\$5,605,488	-	(\$721,000)	(\$717,000)	(\$1,094,000)	(\$2,532,000)	222%	(\$560,549)	(\$168,165)	\$549,558	\$2,894,332	\$998,638	\$17,260,240
38	\$5,717,598	-	(\$721,000)	(\$717,000)	(\$1,094,000)	(\$2,532,000)	227%	(\$571,760)	(\$171,528)	\$560,549	\$3,002,859	\$1,005,906	\$18,266,147
39	\$5,831,950	-	(\$721,000)	(\$717,000)	(\$1,094,000)	(\$2,532,000)	231%	(\$583,195)	(\$174,958)	\$571,760	\$3,113,556	\$1,012,610	\$19,278,757
40	\$5,971,968	-	-	(\$717,000)	(\$1,094,000)	(\$1,811,000)	324%	(\$597,197)	(\$179,159)	\$583,195	\$3,967,807	\$1,252,849	\$20,531,606
41	\$6,091,407	-	-	(\$717,000)	(\$1,094,000)	(\$1,811,000)	330%	(\$609,141)	(\$182,742)	\$597,197	\$4,085,721	\$1,252,506	\$21,784,112
42	\$6,213,235	-	-	(\$717,000)	(\$1,094,000)	(\$1,811,000)	337%	(\$621,324)	(\$186,397)	\$609,141	\$4,203,656	\$1,251,126	\$23,035,237
43	\$6,337,500	-	-	-	(\$1,094,000)	(\$1,094,000)	583%	(\$633,750)	(\$190,125)	\$621,324	\$5,040,949	\$1,456,629	\$24,491,866
44	\$6,464,250	-	-	-	(\$1,094,000)	(\$1,094,000)	595%	(\$646,425)	(\$193,928)	\$633,750	\$5,163,648	\$1,448,625	\$25,940,491
45	\$6,614,443	-	-	-	(\$1,094,000)	(\$1,094,000)	609%	(\$661,444)	(\$198,433)	\$646,425	\$5,306,991	\$1,445,475	\$27,385,965
46	\$6,746,732	-	-	-	(\$1,094,000)	(\$1,094,000)	621%	(\$674,673)	(\$202,402)	\$661,444	\$5,437,101	\$1,437,780	\$28,823,745
47	\$6,881,667	-	-	-	(\$1,094,000)	(\$1,094,000)	633%	(\$688,167)	(\$206,450)	\$674,673	\$5,567,723	\$1,429,438	\$30,253,183
48	\$7,019,300	-	-	-	(\$1,094,000)	(\$1,094,000)	646%	(\$701,930)	(\$210,579)	\$688,167	\$5,700,958	\$1,421,014	\$31,674,197
49	\$7,019,300	-	-	-	(\$1,094,000)	(\$1,094,000)	646%	(\$701,930)	(\$210,579)	\$701,930	\$5,714,721	\$1,382,956	\$33,057,152

Table T-2
Folsom Plan Area Specific Plan Financing Plan
Sewer/Water CFD Special Tax Revenue Cash Flow Analysis

Rate Escalation Factor	2.00%
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Year	Annual Special Tax Revenue	Less Annual Debt Service					Coverage from Dev. MAST	Less Delinq. [1]	Less Admin.	Plus Prior Yr. Delinq. [1]	PAYG	PAYG (Discounted)	Cumulative PAYG (Discounted)
		Series 1	Series 2	Series 3	Series 4	Total							
Source:	Table T-3	Table T-1										3.0%	
50	\$7,019,300	-	-	-	-	-	n/a	(\$701,930)	(\$210,579)	\$701,930	\$6,808,721	\$1,599,711	\$34,656,864
51	\$7,019,300	-	-	-	-	-	n/a	(\$701,930)	(\$210,579)	\$701,930	\$6,808,721	\$1,553,118	\$36,209,981
52	\$7,019,300	-	-	-	-	-	n/a	(\$701,930)	(\$210,579)	\$701,930	\$6,808,721	\$1,507,881	\$37,717,862
53	\$7,019,300	-	-	-	-	-	n/a	(\$701,930)	(\$210,579)	\$701,930	\$6,808,721	\$1,463,962	\$39,181,824
54	\$7,019,300	-	-	-	-	-	n/a	(\$701,930)	(\$210,579)	\$701,930	\$6,808,721	\$1,421,323	\$40,603,147
55	\$7,019,300	-	-	-	-	-	n/a	(\$701,930)	(\$210,579)	\$701,930	\$6,808,721	\$1,379,925	\$41,983,072
56	\$7,019,300	-	-	-	-	-	n/a	(\$701,930)	(\$210,579)	\$701,930	\$6,808,721	\$1,339,733	\$43,322,804
57	\$7,019,300	-	-	-	-	-	n/a	(\$701,930)	(\$210,579)	\$701,930	\$6,808,721	\$1,300,711	\$44,623,516
58	\$7,019,300	-	-	-	-	-	n/a	(\$701,930)	(\$210,579)	\$701,930	\$6,808,721	\$1,262,827	\$45,886,343
59	\$7,019,300	-	-	-	-	-	n/a	(\$701,930)	(\$210,579)	\$701,930	\$6,808,721	\$1,226,045	\$47,112,388
60	\$7,019,300	-	-	-	-	-	n/a	(\$701,930)	(\$210,579)	\$701,930	\$6,808,721	\$1,190,335	\$48,302,723
61	\$7,019,300	-	-	-	-	-	n/a	(\$701,930)	(\$210,579)	\$701,930	\$6,808,721	\$1,155,665	\$49,458,388
62	\$7,019,300	-	-	-	-	-	n/a	(\$701,930)	(\$210,579)	\$701,930	\$6,808,721	\$1,122,005	\$50,580,394
63	\$7,019,300	-	-	-	-	-	n/a	(\$701,930)	(\$210,579)	\$701,930	\$6,808,721	\$1,089,325	\$51,669,719
64	\$7,019,300	-	-	-	-	-	n/a	(\$701,930)	(\$210,579)	\$701,930	\$6,808,721	\$1,057,597	\$52,727,316
65	\$7,019,300	-	-	-	-	-	n/a	(\$701,930)	(\$210,579)	\$701,930	\$6,808,721	\$1,026,794	\$53,754,110

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[1] Assumes a 3-percent delinquency rate each year. Also assumes that 3-percent is paid in full within a year, so is added back into the PAYG component in the following year.

Table T-3
Folsom Plan Area Specific Plan Financing Plan
Estimated Sewer/Offsite Water CFD Special Tax Revenue by Year

Tax Escalation Factor	2.00%
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Year	Estimated Annual Sewer/Water CFD Special Tax Revenue					Total Annual Revenue
	Dwelling Units				Acres	
	SF and SFHD	MLD	MU Resid.	MMD & MHD	Total Commercial	
	[2]	per unit		[3]	[4]	
Water Demand per Unit/ Acre [1]	0.46	0.23	0.16	0.18	1.62	
Estimated Monthly CFD Special Tax Rate per Unit/Acre [5]	\$25	\$13	\$9	\$10	\$150	
Estimated Annual CFD Special Tax per Unit/Acre	\$300	\$160	\$110	\$120	\$1,800	
1	\$60,000	\$0	\$0	\$0	\$0	\$60,000
2	\$153,000	\$0	\$0	\$0	\$0	\$153,000
3	\$249,696	\$0	\$0	\$0	\$0	\$249,696
4	\$350,199	\$16,555	\$0	\$26,360	\$0	\$393,114
5	\$454,622	\$33,772	\$0	\$26,888	\$0	\$515,281
6	\$587,923	\$55,977	\$0	\$54,851	\$0	\$698,751
7	\$726,375	\$79,057	\$0	\$55,948	\$0	\$861,379
8	\$870,129	\$103,037	\$0	\$85,600	\$0	\$1,058,767
9	\$1,019,344	\$127,945	\$0	\$87,312	\$31,635	\$1,266,236
10	\$1,201,068	\$158,469	\$0	\$104,116	\$64,535	\$1,528,189
11	\$1,389,654	\$190,163	\$0	\$106,199	\$98,739	\$1,784,754
12	\$1,585,302	\$223,061	\$0	\$170,094	\$167,856	\$2,146,313
13	\$1,663,045	\$276,984	\$0	\$173,495	\$239,698	\$2,353,223
14	\$1,696,306	\$403,605	\$0	\$241,232	\$314,346	\$2,655,490
15	\$1,730,233	\$443,171	\$14,250	\$246,056	\$391,885	\$2,825,595
16	\$1,764,837	\$452,034	\$14,535	\$317,840	\$472,400	\$3,021,647
17	\$1,800,134	\$461,075	\$14,826	\$324,197	\$555,978	\$3,156,210
18	\$1,836,137	\$470,296	\$15,123	\$415,872	\$642,711	\$3,380,138
19	\$1,872,859	\$479,702	\$15,425	\$424,189	\$694,128	\$3,486,303
20	\$1,910,316	\$489,296	\$31,467	\$432,673	\$747,344	\$3,611,097
21	\$1,948,523	\$499,082	\$32,096	\$441,326	\$802,412	\$3,723,439
22	\$1,987,493	\$509,064	\$32,738	\$450,153	\$859,383	\$3,838,831
23	\$2,027,243	\$519,245	\$33,393	\$459,156	\$918,312	\$3,957,349
24	\$2,067,788	\$529,630	\$34,061	\$468,339	\$979,254	\$4,079,073
25	\$2,109,144	\$540,223	\$52,113	\$477,706	\$1,042,267	\$4,221,453
26	\$2,151,327	\$551,027	\$53,156	\$487,260	\$1,107,409	\$4,350,178
27	\$2,194,353	\$562,048	\$54,219	\$497,005	\$1,174,740	\$4,482,364
28	\$2,238,240	\$573,289	\$55,303	\$506,945	\$1,244,320	\$4,618,097
29	\$2,283,005	\$584,754	\$56,409	\$517,084	\$1,305,371	\$4,746,624
30	\$2,328,665	\$596,449	\$76,716	\$527,426	\$1,331,479	\$4,860,736
31	\$2,375,238	\$608,378	\$78,251	\$537,974	\$1,358,108	\$4,957,950
32	\$2,422,743	\$620,546	\$79,816	\$548,734	\$1,385,270	\$5,057,109
33	\$2,471,198	\$632,957	\$81,412	\$559,709	\$1,412,976	\$5,158,251
34	\$2,520,622	\$645,616	\$83,040	\$570,903	\$1,441,235	\$5,261,416
35	\$2,571,034	\$658,528	\$105,877	\$582,321	\$1,470,060	\$5,387,820
36	\$2,622,455	\$671,699	\$107,994	\$593,967	\$1,499,461	\$5,495,576
37	\$2,674,904	\$685,133	\$110,154	\$605,847	\$1,529,450	\$5,605,488
38	\$2,728,402	\$698,836	\$112,357	\$617,963	\$1,560,039	\$5,717,598
39	\$2,782,970	\$712,812	\$114,604	\$630,323	\$1,591,240	\$5,831,950
40	\$2,838,630	\$727,068	\$140,275	\$642,929	\$1,623,065	\$5,971,968
41	\$2,895,402	\$741,610	\$143,081	\$655,788	\$1,655,526	\$6,091,407
42	\$2,953,310	\$756,442	\$145,943	\$668,904	\$1,688,637	\$6,213,235
43	\$3,012,377	\$771,571	\$148,861	\$682,282	\$1,722,410	\$6,337,500
44	\$3,072,624	\$787,002	\$151,839	\$695,927	\$1,756,858	\$6,464,250
45	\$3,134,077	\$802,742	\$175,784	\$709,846	\$1,791,995	\$6,614,443
46	\$3,196,758	\$818,797	\$179,299	\$724,043	\$1,827,835	\$6,746,732
47	\$3,260,693	\$835,173	\$182,885	\$738,524	\$1,864,392	\$6,881,667

Table T-3
Folsom Plan Area Specific Plan Financing Plan
Estimated Sewer/Offsite Water CFD Special Tax Revenue by Year

Tax Escalation Factor	2.00%
------------------------------	--------------

Year	Estimated Annual Sewer/Water CFD Special Tax Revenue					Total Annual Revenue
	Dwelling Units				Acres	
	SF and SFHD	MLD	MU Resid.	MMD & MHD	Total Commercial	
	[2]			[3]	[4]	
Water Demand per Unit/ Acre [1]	0.46	<i>per unit</i> 0.23	0.16	0.18	<i>per acre</i> 1.62	
Estimated Monthly CFD Special Tax Rate per Unit/Acre [5]	\$25	\$13	\$9	\$10	\$150	
Estimated Annual CFD Special Tax per Unit/Acre	\$300	\$160	\$110	\$120	\$1,800	
48	\$3,325,907	\$851,877	\$186,543	\$753,294	\$1,901,679	\$7,019,300
49	\$3,325,907	\$851,877	\$186,543	\$753,294	\$1,901,679	\$7,019,300
50	\$3,325,907	\$851,877	\$186,543	\$753,294	\$1,901,679	\$7,019,300
51	\$3,325,907	\$851,877	\$186,543	\$753,294	\$1,901,679	\$7,019,300
52	\$3,325,907	\$851,877	\$186,543	\$753,294	\$1,901,679	\$7,019,300
53	\$3,325,907	\$851,877	\$186,543	\$753,294	\$1,901,679	\$7,019,300
54	\$3,325,907	\$851,877	\$186,543	\$753,294	\$1,901,679	\$7,019,300
55	\$3,325,907	\$851,877	\$186,543	\$753,294	\$1,901,679	\$7,019,300
56	\$3,325,907	\$851,877	\$186,543	\$753,294	\$1,901,679	\$7,019,300
57	\$3,325,907	\$851,877	\$186,543	\$753,294	\$1,901,679	\$7,019,300
58	\$3,325,907	\$851,877	\$186,543	\$753,294	\$1,901,679	\$7,019,300
59	\$3,325,907	\$851,877	\$186,543	\$753,294	\$1,901,679	\$7,019,300
60	\$3,325,907	\$851,877	\$186,543	\$753,294	\$1,901,679	\$7,019,300
61	\$3,325,907	\$851,877	\$186,543	\$753,294	\$1,901,679	\$7,019,300
62	\$3,325,907	\$851,877	\$186,543	\$753,294	\$1,901,679	\$7,019,300
63	\$3,325,907	\$851,877	\$186,543	\$753,294	\$1,901,679	\$7,019,300
64	\$3,325,907	\$851,877	\$186,543	\$753,294	\$1,901,679	\$7,019,300
65	\$3,325,907	\$851,877	\$186,543	\$753,294	\$1,901,679	\$7,019,300

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- [1] Residential: acre feet/dwelling unit/year; nonresidential: acre feet/acre/year.
- [2] SF and SFHD water demand factor represents weighted average of estimated water demand for SF and SFHD units. See Table A-10.
- [3] MMD and MHD water demand factor represents weighted average of estimated water demand for MMD and MHD units. See Table A-10.
- [4] Derived by dividing total nonresidential water demands by total nonresidential acreage to estimate average factor per acre.
- [5] Tax rate escalated by 2.0% annually until Year 49 when the bonds are repaid.

APPENDIX U:

New Infrastructure CFD(s)— Extended-Term CFD(s)

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APPENDIX U: NEW INFRASTRUCTURE CFD(S)— EXTENDED-TERM CFD(S)

Overview

Historically, CFD special tax authorization periods (before the Great Recession) typically extended between 5 and 15 years beyond the anticipated final principal and interest payment for the final series of bonds (e.g., for a total of 35 to 45 years). The decline in land and home values, along with other economic factors, has made it more difficult for public and private entities to fund public improvements through land-secured bond financing, particularly before significant horizontal and vertical development has occurred.

An alternative to counter these funding constraints used in this Financing Plan is to extend the tax authorization over a longer period of time and provide a greater opportunity to fund the construction of public facilities and amenities over this longer time period. Extending the end-year within which CFD special taxes could be levied (i.e., extended-term) provides the City and property owners with greater flexibility and utilization of CFD cash flows.

Extended-Term CFD Authorization

An extended-term CFD is proposed to help to meet the challenge of high-cost infrastructure and facilities while also aligning the timing of funding availability with the need for such funding. For example, funding for large or deferred infrastructure projects (such as road widening from 2 to 4 lanes), which might not be needed until later in a project, may be well suited to come from the extended-term CFD revenues rather than other sources.

An extended-term CFD financing proposal could be implemented in a variety of ways to help finance infrastructure for the Project. This section identifies a one approach while maintaining a macro-level view of the concept of extending the terms of new infrastructure CFDs. For purposes of this Financing Plan, EPS estimated annual development levels and special tax rates to develop maximum annual special tax revenues in a CFD over a 65-year period. EPS prepared a CFD bond financing strategy, based on the assumption that CFD bonds would begin to be issued in the fifth year and every 2 years thereafter until a total of six bond series had been issued. The last CFD bond sale is assumed to occur in Year 15 of the analysis.

The quantitative examples provided should be considered preliminary, based on planned FPASP residential and nonresidential development, with assumed average maximum special tax rates for the different land uses. Generally speaking, when assumptions were made, they tended to be on the conservative side for purposes of this Financing Plan. CFD revenue generated through the use of a New Infrastructure CFD(s) with an extended term could vary based on several additional considerations regarding the financing structure, which are discussed further at the end of this section.

Maximizing the Use of CFD Financing Capacity

This summary offers an additional overview of the concepts behind maximizing CFD financing capacity to provide additional context and detail. The analysis and preliminary results presented in the following section offers “order-of-magnitude” quantitative estimates for available CFD revenues, assuming implementation of several techniques to maximize CFD financing capacity.

Concept Summary

CFDs typically are administered to achieve the minimal homeowner tax burden and are structured to help satisfy a project’s infrastructure financing requirements. As debt service requirements decline, the associated maximum annual special tax (MAST) levy also is reduced, calibrating revenue collection to debt service requirements. However, alternative approaches exist that maximize the use of authorized CFD special tax revenues and could generate additional bonding capacity and “pay-as-you-go” (PAYGO) funding for expenditures. One or more of the following concepts could be implemented to achieve maximum leverage of CFD financing capacity:

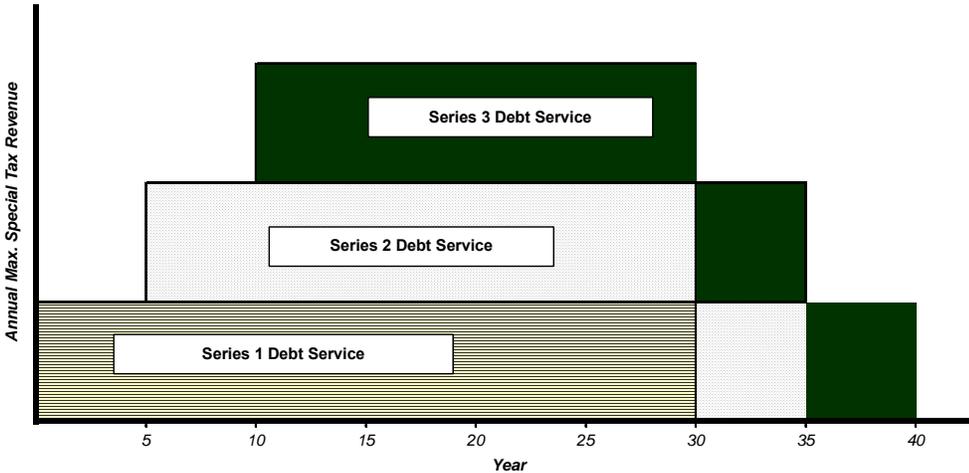
- Extend the term of CFD taxes to 65 years from the typical 30- to 45-year term. Multiple bond sales would occur during the term of the CFD, and the maximum special tax would be levied throughout the CFD term (see **Figure 1** and **Figure 2**).
- Collect the maximum tax for the entire intended time frame to use for additional facilities, instead of reducing tax as debt service obligations decline (see **Figure 3**). The MAST obligation can provide more revenues than required to fund the annual debt service obligation if actual delinquencies fall below the rate assumed during the bond sale. Municipal debt underwriters require 10-percent delinquency coverage, but actual delinquency rates historically have been in the range of 3 to 4 percent.
- Use bond refunding to reduce debt service through a lower interest rate. Continue to collect maximum tax for PAYGO expenditures or to support the sale of additional bonds (see **Figure 4**).
- Use available interest earnings on construction fund, reserve fund, and special tax fund for PAYGO expenditures (not estimated in the quantitative analysis included herein).

Example Calculations and Illustrations

Extended CFD Term

Figure 1 offers an illustration of the taxing capacity leveraged in a typical 40-year CFD. In this example, multiple series of 30-year bonds would be sold (assumed to begin in the base year—year 1), and the taxes would be levied and indexed to the funds required to pay debt service. As the first series of bonds is paid off, the overall CFD debt service obligation would be reduced, and the MAST levy also could be reduced.

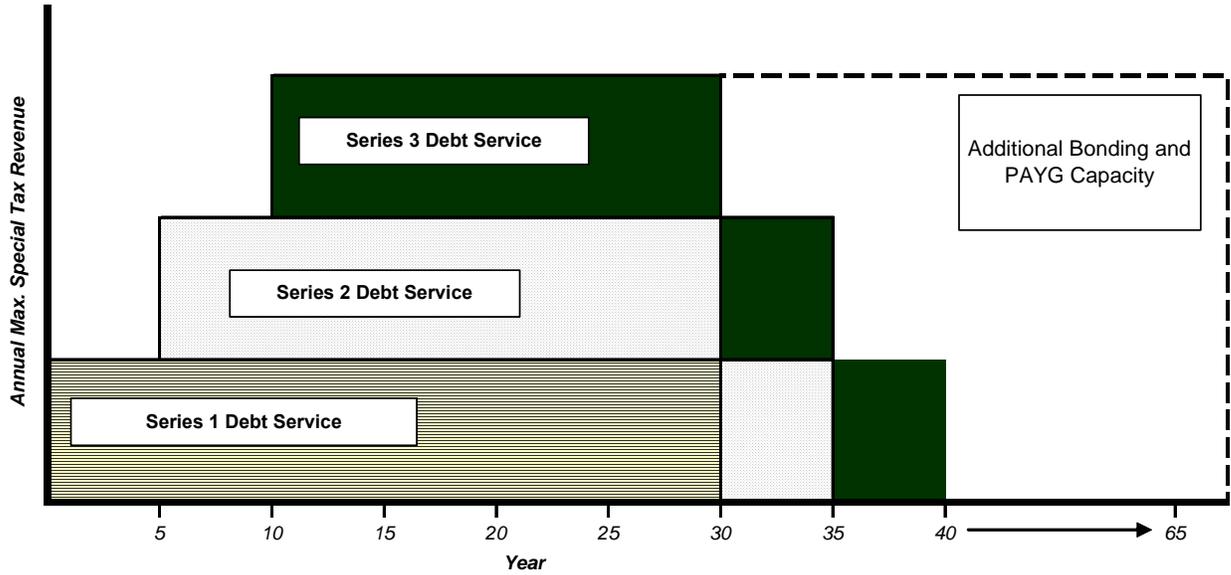
FIGURE 1
Base Case; Multiple CFD Bond Sales—40-Year Term



Note: Assumes 30-year bond sales.

Figure 2 illustrates the potential of an extended CFD term, during which the maximum special tax always would be collected, thereby generating additional revenues for PAYGO expenditures or additional CFD bonding capacity.

FIGURE 2
Alternative Case; Multiple CFD Bond Sales—65-Year CFD Term

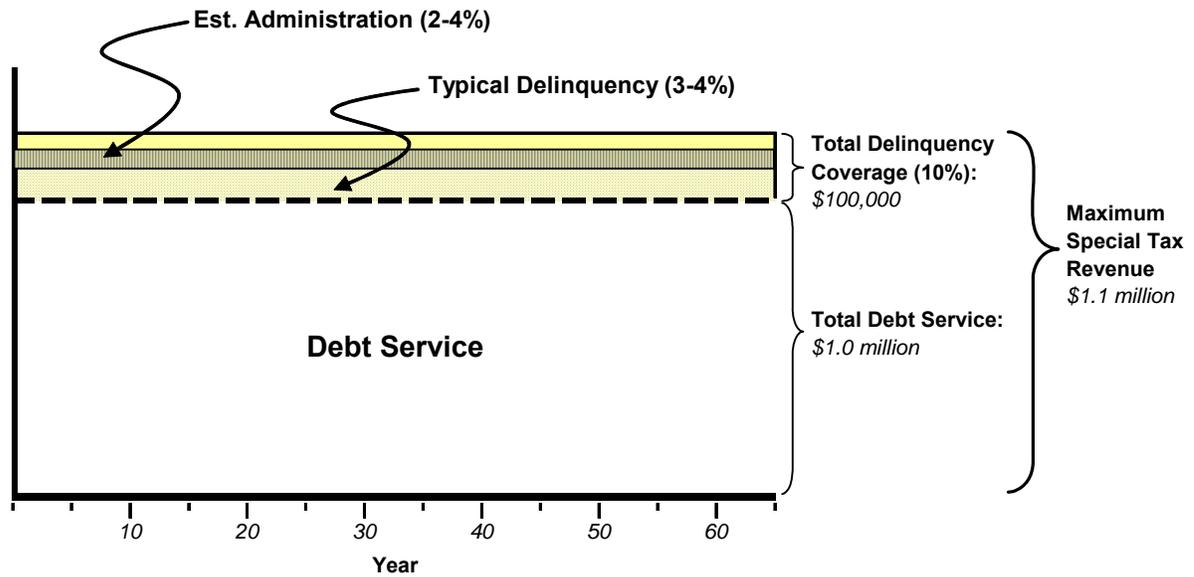


Note: Assumes 30-year bond sales.

Use Excess Delinquency Coverage for PAYGO

Historically, in a mature project/CFD, annual special tax collections can be reduced if delinquencies run within typical ranges and if sufficient delinquency coverage ratios are maintained on an annual basis. When computing the MAST available for debt service, 10 percent of gross MAST is allotted to delinquency coverage and is not committed to debt service. Historical delinquency rates, however, typically tend to range from only 3 to 4 percent on an annual basis. Consequently, collections for delinquency coverage beyond actual delinquency rates would be available for use on a PAYGO basis. This concept is illustrated in **Figure 3**. Also, as prior year delinquencies are cured, revenue from cured delinquencies would also be available to fund additional facilities on a PAYGO basis.

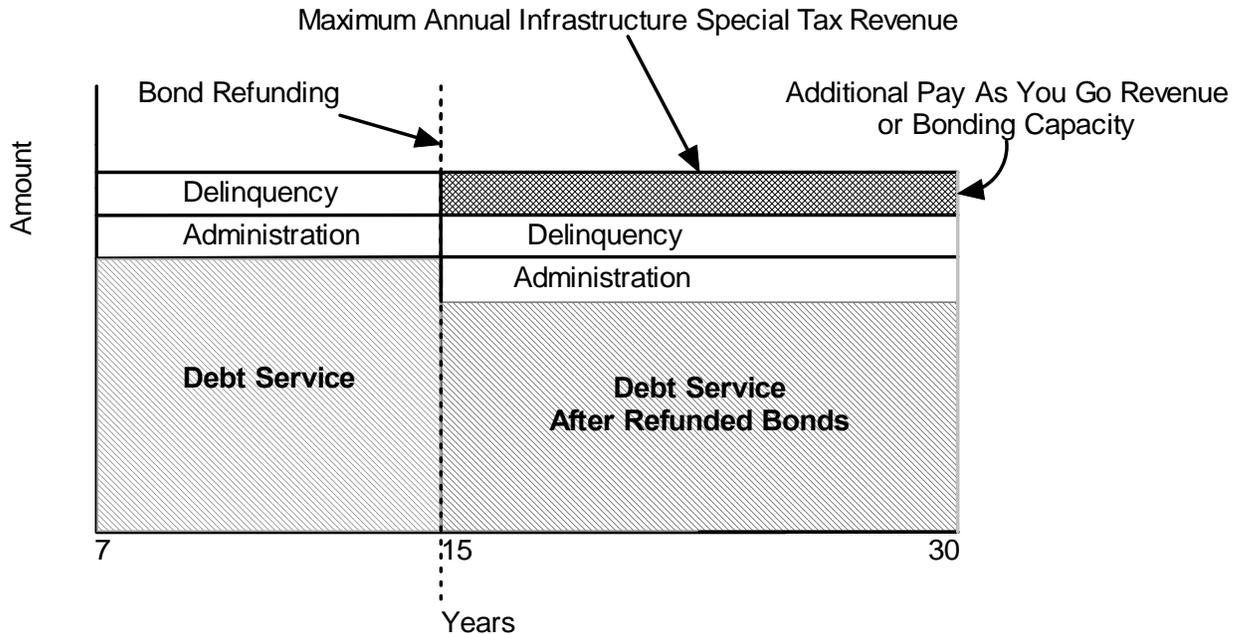
FIGURE 3
Distribution of Maximum Annual Special Tax Revenue



CFD Bond Refunding/Refinancing

CFD bond refundings can help to lower annual debt service, particularly once development in a CFD has matured and the CFD bonds can be rated as compared to non-rated bonds. The main reason for refunding bonds is to capitalize on a lower interest rate and, therefore, reduce annual debt service requirements or increase CFD bond proceeds. **Figure 4** shows the concept for Alternative 1 in the case where the maximum annual special tax continued to be collected at maximum levels, so additional bonding capacity or revenue for facilities would be available. **Figure 4** also illustrates the example where additional PAYGO revenue would be available if CFD bonds were refinanced at a lower rate without leveraging additional CFD bond proceeds. In this case if the MAST continued to be collected, revenue not committed to CFD debt service (now reduced), and annual delinquencies and CFD administration, could be used on a PAYGO basis.

FIGURE 4
Refunded Bonds



FPASP New Infrastructure CFD(s) Bonding Capacity Analysis

In this CFD bond financing strategy, the Financing Plan conservatively assumes CFD bonds would begin to be issued in the fifth year and every 2 years thereafter until a total of six bond series had been issued. The last CFD bond sale is assumed to occur in Year 15 of the analysis. It is important to note that additional bond sales could occur after Year 15, leveraging bonding capacity available from later stages of development and completed debt service obligations. This version of the analysis limits the issuance of bonds to the earlier stages of development, assuming revenues beyond debt service obligations are available to fund additional facilities on a PAYGO basis.

Land Use and Absorption

For purposes of this analysis, EPS assumed that all FPASP new development would elect to participate in the New Infrastructure CFD, although as described in the Financing Plan, this election is not mandatory. Proposed FPASP development is based on the land use plan from the Specific Plan Document (June 2011). The development is assumed to consist of 10,210 residential single-family and multifamily dwelling units and approximately 5.2 million building square feet of commercial development. Using FPASP absorption assumptions in the Financing Plan, and annual MAST revenues described below, EPS estimated MAST revenues for the New Infrastructure CFD(s) over a 65-year period. It is important to caveat that the absorption assumptions used throughout the Financing Plan are estimates and have not been informed by a detailed market absorption study or analysis.

In developing this analysis, EPS estimated base year average maximum special tax rates for each land use. The estimated average tax rates for single-family units are expressed per dwelling unit; and the estimated tax rates for multifamily units, commercial development, and undeveloped property are expressed per acre. The rates are assumed to increase at 2 percent annually over a 45-year period and then remain static at the Year 45 levels into the future. Escalation over this time period would enable the bond sale in Year 15 to leverage the escalating debt service over a typical 30-year bond term.

MAST Rates for Infrastructure

Assumed developed property average maximum special tax rates for infrastructure are as follows:

- Average Single-Family Dwelling Unit \$1,500
- Multifamily Low-Density Dwelling Unit \$1,200
- Mixed Use Residential Dwelling Unit \$700
- Multifamily and Nonresidential Acre \$5,000

As described above, the land use, absorption, tax rate, and other assumptions are consistent with those used elsewhere in the Financing Plan. For convenience, these assumptions are included at the end of this section.

Analysis Methodology and Preliminary Results

Methodological Assumptions

Categories of Funding

The analysis results are presented in **Tables U-1** through **U-5**. The total amount of estimated CFD funding available is separated into the following two categories:

- **Category 1—Funding for backbone infrastructure and public facilities (bond proceeds and a portion of PAYGO revenues).**
- **Category 2—Funding for City projects (portion of PAYGO revenues).**

The Category 1 funding is for Backbone Infrastructure and Other Public Facilities to be used at the discretion of developer/property owners who are participants in the New Infrastructure CFD. The Financing Plan anticipates early New Infrastructure CFD revenues will be used to acquire roadway, sewer, water, storm drainage and other infrastructure required to initiate FPASP development. Obviously, the New Infrastructure CFD will have to interact with the proposed Sewer and Off-Site Water CFD to ensure there is no overlap of funding for Phase 1 and 2 sewer and water infrastructure. The Category 2 funding for City projects will be dedicated to funding the following facilities:

- Roadway widening from two to four lanes for Oak Avenue Parkway south of Easton Valley Parkway and Empire Ranch Road.
- Certain City trail facilities.
- Potential Aquatics Center.

Present Value of Funding

The analysis is calculated in 2013 dollars but is based on assumed escalating annual taxes and debt service in the future. To account for inflation of facilities costs over time, the analysis uses three alternative discount rates of 3, 5, and 7 percent to estimate CFD revenues in present-year (Year 1) terms. Using the present value calculation puts the comparison of costs (in 2013 dollars) and future CFD revenues (discounted to 2013 dollars) in like terms for ease of comparison.

CFD Bond Refinancing Potential

Although not included in this analysis, there is the potential for future CFD bond refinancings. An initial unrated CFD bond series could be refinanced a number of years after the initial issuance to take advantage of a bond rating to achieve a lower interest rate. Various assumptions could be made concerning the refinancing. One approach is to assume that the CFD debt service remains consistent with the original assumptions, thereby generating more CFD proceeds once the CFD bonds are refinanced. An alternative to this approach would be to assume that when the CFD bonds are refinanced, instead of leveraging more bond proceeds, the debt service could be reduced. When debt service is lower, compared to the original bond issue, more dollars would shift into the PAYGO category.

Preliminary New Infrastructure CFD Results

Table U-1 shows the cumulative sum of CFD bond proceeds and annual PAYGO revenues that could be available to fund backbone infrastructure and City projects at Years 15, 30, 45, and 65 during the 65-year period. At the end of the 65-year period, the estimated cumulative revenue generated by the maximum annual special tax ranges from \$137 million, assuming a 7-percent discount rate, to \$354 million, assuming a 3-percent discount rate. Depending on the discount rate, the total financing capacity of the CFD in Year 65 is from 1.3 to 2.3 times greater as compared to Year 30.

Because the analysis does not anticipate CFD bond sale revenue after Year 30, the present value calculations for Years 30, 45, and 65 are equal. This is not the case for the PAYGO revenues, which could continue to accrue until Year 65.

The cumulative proceeds by category summarized in **Table U-1** are obtained from **Tables U-2** and **U-3**. **Table U-2** details the annual and cumulative CFD bond proceeds and PAYGO revenue (before discounting) for all years. **Table U-2** shows the assumptions of revenue allocation between Category 1 and Category 2 costs. One hundred percent of CFD bond proceeds (including any bond refinancing in Alternative 1) are assumed to be available for Category 1. PAYGO revenues are divided between Category 1 and 2 costs over time as shown in **Table U-2**. Beginning in Year 31, 100 percent of PAYGO revenues would be available for Category 2 costs.

Table U-3 shows the estimated annual CFD bond proceeds and PAYGO revenues. It also includes estimates of future bond sales that are assumed to be supported partially by raw land. In this analysis, the first bond sale is assumed to be supported by special taxes collected from finished homes. In subsequent bond sales, the analysis is based on the assumption that approximately 10 percent of the immediately next anticipated bond sale would be leveraged earlier. This 10-percent advance calculation is used as a proxy for calculating how a small portion of the second and all subsequent bond sales would be supported by special tax revenues from undeveloped property.

Table U-4 shows the estimated CFD bonding capacity for each of six estimated bond series during the buildout period of the Project based upon the conservative underwriting assumptions included in this analysis. The analysis is based on the assumption that the initial bond issuance would occur in the fifth year of development, and the first bond issuance would be required to be secured not only by land but also by vertical development (i.e., the bonding capacity is computed based on the maximum annual special tax generated by developed property, and excludes undeveloped property). In subsequent bond issuances, EPS has assumed an undeveloped land tax could be leveraged. To approximate additional proceeds that may be advanced, EPS has assumed 10 percent of the next bond sale would be advanced into the current period.

Table U-5 shows the estimated cash flow based on estimated maximum annual special tax revenues, CFD bond debt service, administration costs, and delinquency amounts. The model assumes a 3-percent administrative cost and a 3-percent annual special tax delinquency rate. The delinquencies are only short term, so the delinquency amounts deducted from revenues in a given year are returned to the cash flow in the following year. The amount of maximum annual special tax revenue not needed in a given year for debt service and administration costs is shown as PAYGO revenue.

Supporting Materials

Tables U-6 through **U-10** show all of the supporting calculations used to derive the preliminary New Infrastructure CFD(s) results. Each is briefly described below.

Table U-6 presents an estimated residential and nonresidential development absorption schedule through buildout of the Project. It shows annual and cumulative development projections by land use type. The development projections consist of dwelling units for single-family and multifamily low-density land uses and acres for other multifamily and commercial land uses. **Table U-6** also shows annual and cumulative undeveloped acres. For multifamily and commercial uses, the undeveloped acres are simply the acres that have not yet developed. For single-family and multifamily low-density land uses, undeveloped acres are estimated as remaining dwelling units divided by the average dwelling units per acre.

Table U-7 shows the base year Maximum Annual Special Tax (MAST) rates by land use type for both developed and undeveloped property, escalation of the MAST rates (through Year 45) for the proposed 65-year period, projected cumulative annual development and undeveloped acres by land use type, and the MAST revenue generated by levying the MAST over the 65-year period.

The MAST revenue is shown separately for developed and undeveloped property. As described earlier, in the second and subsequent bond sales, the analysis is based on the assumption that a small portion of annual special tax revenues from undeveloped property would be used to underwrite the bonds. A calculation of 10 percent of the next bond sale proceeds is used as a proxy for this assumption.

Table U-8 estimates the annual developed property MAST revenue from **Table U-7** that will be available to support additional bond sales. For each successive bond series, the base year MAST revenue is estimated as the total MAST revenue, less the sum of the MAST revenue for all previous bond series. This amount by series then is escalated at 2 percent per year. The base year developed property MAST revenue estimates by series are used in **Table U-4** to estimate the bonding capacity for each series. **Table U-8** includes MAST revenue estimates by series through Year 15, the estimated year that the last bond series will be issued.

Table U-9 discounts the annual and cumulative CFD revenue available for backbone infrastructure projects for each year in the 65-year period to the current year assuming alternative discount rates. The annual and cumulative undiscounted CFD revenue estimates for backbone infrastructure projects are obtained from **Table U-2**. These amounts are discounted at annual rates of 3, 5, and 7 percent.

Table U-10 discounts the annual and cumulative CFD revenue available for City projects for each year in the 65-year period to the current year assuming alternative discount rates. The annual and cumulative undiscounted CFD revenue estimates for City projects are obtained from **Table U-2**. These amounts are discounted at annual rates of 3, 5, and 7 percent.

Two-Percent Test and Results

One test of CFD feasibility is a measurement of total taxes and assessments as a percentage of the home sales price (also known as the Two-Percent test). The purpose of estimating the total taxes and assessments as a percentage of sales price is to ensure that current and proposed

taxes and assessments do not exceed 2 percent of the value of the property.¹ The State of California's Proposition 13 limited general property tax to 1 percent of the value of the property. Based on the guidelines and standard industry practice, other bonded debt, special assessments, and other special taxes should not exceed an additional 1 percent (for a total of 2 percent) of the total value of the property.

Table U-11 shows the estimated total annual ad-valorem taxes, special taxes, and assessments anticipated for new FPASP residential development. The total annual tax burdens range between 1.4 percent and 1.8 percent of the homes sales price. Based on the preliminary values indicated, which are subject to market conditions, the proposed total levels of annual taxes and assessments appear feasible for all residential land uses.

Additional Considerations

During development of this analysis, EPS identified the following additional observations that would be part of the overall financing solution and therefore could be incorporated as this financing mechanism is implemented:

- **Bond Reserve Fund Interest:** The analysis does not account for the fact that dollars in the CFD bond reserve fund account would accrue interest and that those dollars and potentially interest earnings could be available to make the final year(s) of debt service payments for a given CFD bond issue. To the extent that this assumption is incorporated into the analysis, additional capacity would exist to fund facilities.
- **Increased PAYGO through Refundings if additional capital is not raised:** This analysis does not count on additional revenues from CFD refunding. CFD refunding, if implemented, could result in either additional bond proceeds or additional PAYGO revenues. If CFD refunding retained debt service levels at prior levels (i.e., no debt service reduction through refunding), then additional bond proceeds would be generated with each bond refunding. Conversely, if debt service could be reduced through refunding, but annual special taxes continue to be levied at maximum levels, then PAYGO revenues would be higher.
- **Additional Bond Sales:** The analysis is based on an assumed series of 6 bond sales, with the last occurring in Year 15. Debt service obligations for the first bond sale end in Year 34, and the final bond sale in Year 44. MAST revenues previously committed to debt service then are assumed to be available to fund additional facilities on a PAYGO basis. An alternative approach would be to leverage these funds available in later years through an additional bond sale(s) to accelerate the availability of funds and secure the MAST revenue stream.

¹ The California Debt and Investment Advisory Commission (CDIAC) guideline follows the principle that total taxes and assessments on a developed residential unit should not exceed 2 percent of the value of the property. Although the CDIAC guideline is 2 percent, many jurisdictions prefer to maintain some room below the 2-percent guideline to allow for fluctuations in housing values or the future potential need for additional taxes and assessments, if supported by future residents (e.g., a school district GO bond).

**Table U-1
Folsom Plan Area Specific Plan
Summary of Estimated CFD Proceeds (Rounded)**

Year	Cumulative CFD Revenue with Alternative Discount Rates			
	Undiscounted	3%	5%	7%
CATEGORY 1: PROCEEDS FOR BACKBONE INFRASTRUCTURE [1]				
15	\$149,925,000	\$115,675,000	\$98,299,000	\$84,175,000
30	\$175,593,000	\$128,710,000	\$106,757,000	\$89,744,000
45	\$175,593,000	\$128,710,000	\$106,757,000	\$89,744,000
65	\$175,593,000	\$128,710,000	\$106,757,000	\$89,744,000
CATEGORY 2: PROCEEDS FOR CITY PROJECTS				
15	\$4,015,000	\$2,804,000	\$2,222,000	\$1,769,000
30	\$29,684,000	\$15,839,000	\$10,680,000	\$7,338,000
45	\$272,228,000	\$92,436,000	\$47,130,000	\$25,031,000
65	\$887,850,000	\$217,225,000	\$91,992,000	\$41,662,000
TOTAL PROCEEDS				
15	\$153,940,000	\$118,479,000	\$100,521,000	\$85,944,000
30	\$205,277,000	\$144,549,000	\$117,437,000	\$97,082,000
45	\$447,821,000	\$221,146,000	\$153,887,000	\$114,775,000
65	\$1,063,443,000	\$345,935,000	\$198,749,000	\$131,406,000

disc sum

[1] After Year 30, all proceeds go to the City, so the proceeds for backbone infrastructure remains constant.

Table U-2
Folsom Plan Area Specific Plan
Distribution of CFD Proceeds - Undiscounted

Year	CFD Bond Proceeds			Pay-As-You-Go Revenues				Total Proceeds		
	Total	Backbone Infrastructure	City	Total	Backbone Pct.	Backbone Infrastructure	City Projects	Backbone Infrastructure	City Projects	Total
		100%	0%							
Source:	Table U-3			Table U-3						
1	-	-	-	\$282,000	100%	\$282,000	-	\$282,000	-	\$282,000
2	-	-	-	\$728,000	100%	\$728,000	-	\$728,000	-	\$728,000
3	-	-	-	\$1,197,000	100%	\$1,197,000	-	\$1,197,000	-	\$1,197,000
4	-	-	-	\$1,853,000	100%	\$1,853,000	-	\$1,853,000	-	\$1,853,000
5	\$24,856,000	\$24,856,000	-	\$240,000	100%	\$240,000	-	\$25,096,000	-	\$25,096,000
6	-	-	-	\$1,054,000	100%	\$1,054,000	-	\$1,054,000	-	\$1,054,000
7	\$17,708,400	\$17,708,400	-	\$410,000	100%	\$410,000	-	\$18,118,400	-	\$18,118,400
8	-	-	-	\$1,265,000	100%	\$1,265,000	-	\$1,265,000	-	\$1,265,000
9	\$19,662,000	\$19,662,000	-	\$604,000	100%	\$604,000	-	\$20,266,000	-	\$20,266,000
10	-	-	-	\$1,717,000	100%	\$1,717,000	-	\$1,717,000	-	\$1,717,000
11	\$24,702,800	\$24,702,800	-	\$852,000	50%	\$426,000	\$426,000	\$25,128,800	\$426,000	\$25,554,800
12	-	-	-	\$2,195,000	50%	\$1,097,500	\$1,097,500	\$1,097,500	\$1,097,500	\$2,195,000
13	\$28,355,500	\$28,355,500	-	\$577,000	50%	\$577,000	\$577,000	\$28,932,500	\$577,000	\$29,509,500
14	-	-	-	\$2,396,000	50%	\$1,198,000	\$1,198,000	\$1,198,000	\$1,198,000	\$2,396,000
15	\$21,275,000	\$21,275,000	-	\$1,433,000	50%	\$716,500	\$716,500	\$21,991,500	\$716,500	\$22,708,000
16	-	-	-	\$1,806,000	50%	\$903,000	\$903,000	\$903,000	\$903,000	\$1,806,000
17	-	-	-	\$2,046,000	50%	\$1,023,000	\$1,023,000	\$1,023,000	\$1,023,000	\$2,046,000
18	-	-	-	\$2,451,000	50%	\$1,225,500	\$1,225,500	\$1,225,500	\$1,225,500	\$2,451,000
19	-	-	-	\$2,613,000	50%	\$1,306,500	\$1,306,500	\$1,306,500	\$1,306,500	\$2,613,000
20	-	-	-	\$2,867,000	50%	\$1,433,500	\$1,433,500	\$1,433,500	\$1,433,500	\$2,867,000
21	-	-	-	\$3,035,000	50%	\$1,517,500	\$1,517,500	\$1,517,500	\$1,517,500	\$3,035,000
22	-	-	-	\$3,206,000	50%	\$1,603,000	\$1,603,000	\$1,603,000	\$1,603,000	\$3,206,000
23	-	-	-	\$3,383,000	50%	\$1,691,500	\$1,691,500	\$1,691,500	\$1,691,500	\$3,383,000
24	-	-	-	\$3,565,000	50%	\$1,782,500	\$1,782,500	\$1,782,500	\$1,782,500	\$3,565,000
25	-	-	-	\$3,859,000	50%	\$1,929,500	\$1,929,500	\$1,929,500	\$1,929,500	\$3,859,000
26	-	-	-	\$4,059,000	50%	\$2,029,500	\$2,029,500	\$2,029,500	\$2,029,500	\$4,059,000
27	-	-	-	\$4,262,000	50%	\$2,131,000	\$2,131,000	\$2,131,000	\$2,131,000	\$4,262,000
28	-	-	-	\$4,471,000	50%	\$2,235,500	\$2,235,500	\$2,235,500	\$2,235,500	\$4,471,000
29	-	-	-	\$4,687,000	50%	\$2,343,500	\$2,343,500	\$2,343,500	\$2,343,500	\$4,687,000
30	-	-	-	\$5,027,000	50%	\$2,513,500	\$2,513,500	\$2,513,500	\$2,513,500	\$5,027,000
31	-	-	-	\$5,271,000	0%	-	\$5,271,000	-	\$5,271,000	\$5,271,000
32	-	-	-	\$5,381,000	0%	-	\$5,381,000	-	\$5,381,000	\$5,381,000
33	-	-	-	\$5,489,000	0%	-	\$5,489,000	-	\$5,489,000	\$5,489,000
34	-	-	-	\$8,788,000	0%	-	\$8,788,000	-	\$8,788,000	\$8,788,000
35	-	-	-	\$9,915,000	0%	-	\$9,915,000	-	\$9,915,000	\$9,915,000

Table U-2
Folsom Plan Area Specific Plan
Distribution of CFD Proceeds - Undiscounted

Year	CFD Bond Proceeds			Pay-As-You-Go Revenues				Total Proceeds		
	Total	Backbone Infrastructure	City	Total	Backbone Pct.	Backbone Infrastructure	City Projects	Backbone Infrastructure	City Projects	Total
		100%	0%							
36	-	-	-	\$12,166,000	0%	-	\$12,166,000	-	\$12,166,000	\$12,166,000
37	-	-	-	\$12,938,000	0%	-	\$12,938,000	-	\$12,938,000	\$12,938,000
38	-	-	-	\$15,435,000	0%	-	\$15,435,000	-	\$15,435,000	\$15,435,000
39	-	-	-	\$16,322,000	0%	-	\$16,322,000	-	\$16,322,000	\$16,322,000
40	-	-	-	\$19,624,000	0%	-	\$19,624,000	-	\$19,624,000	\$19,624,000
41	-	-	-	\$20,752,000	0%	-	\$20,752,000	-	\$20,752,000	\$20,752,000
42	-	-	-	\$24,532,000	0%	-	\$24,532,000	-	\$24,532,000	\$24,532,000
43	-	-	-	\$25,891,000	0%	-	\$25,891,000	-	\$25,891,000	\$25,891,000
44	-	-	-	\$29,139,000	0%	-	\$29,139,000	-	\$29,139,000	\$29,139,000
45	-	-	-	\$30,901,000	0%	-	\$30,901,000	-	\$30,901,000	\$30,901,000
46	-	-	-	\$30,912,000	0%	-	\$30,912,000	-	\$30,912,000	\$30,912,000
47	-	-	-	\$30,900,000	0%	-	\$30,900,000	-	\$30,900,000	\$30,900,000
48	-	-	-	\$30,887,000	0%	-	\$30,887,000	-	\$30,887,000	\$30,887,000
49	-	-	-	\$30,875,000	0%	-	\$30,875,000	-	\$30,875,000	\$30,875,000
50	-	-	-	\$30,862,000	0%	-	\$30,862,000	-	\$30,862,000	\$30,862,000
51	-	-	-	\$30,849,000	0%	-	\$30,849,000	-	\$30,849,000	\$30,849,000
52	-	-	-	\$30,835,000	0%	-	\$30,835,000	-	\$30,835,000	\$30,835,000
53	-	-	-	\$30,821,000	0%	-	\$30,821,000	-	\$30,821,000	\$30,821,000
54	-	-	-	\$30,807,000	0%	-	\$30,807,000	-	\$30,807,000	\$30,807,000
55	-	-	-	\$30,793,000	0%	-	\$30,793,000	-	\$30,793,000	\$30,793,000
56	-	-	-	\$30,779,000	0%	-	\$30,779,000	-	\$30,779,000	\$30,779,000
57	-	-	-	\$30,764,000	0%	-	\$30,764,000	-	\$30,764,000	\$30,764,000
58	-	-	-	\$30,749,000	0%	-	\$30,749,000	-	\$30,749,000	\$30,749,000
59	-	-	-	\$30,733,000	0%	-	\$30,733,000	-	\$30,733,000	\$30,733,000
60	-	-	-	\$30,717,000	0%	-	\$30,717,000	-	\$30,717,000	\$30,717,000
61	-	-	-	\$30,701,000	0%	-	\$30,701,000	-	\$30,701,000	\$30,701,000
62	-	-	-	\$30,685,000	0%	-	\$30,685,000	-	\$30,685,000	\$30,685,000
63	-	-	-	\$30,668,000	0%	-	\$30,668,000	-	\$30,668,000	\$30,668,000
64	-	-	-	\$30,651,000	0%	-	\$30,651,000	-	\$30,651,000	\$30,651,000
65	-	-	-	\$30,634,000	0%	-	\$30,634,000	-	\$30,634,000	\$30,634,000
Totals	\$136,559,700	\$136,559,700	-	\$926,883,000		\$39,033,500	\$887,849,500	\$175,593,200	\$887,849,500	\$1,063,442,700

sum

Table U-3
Folsom Plan Area Specific Plan
Summary of All CFD Proceeds - Undiscounted

Year	Annual CFD Bond Proceeds			Annual Pay-As-You-Go Revenues			Total Proceeds	
	Original Issue	Amount Advanced [1]	Total [2]	PAYGO	Bond Reserve Fund [3]	Total	Annual	Cumulative
		10.0%						
Source:	Table U-4			Table U-5	Table U-4			
1	-	-	-	\$282,000	-	\$282,000	\$282,000	\$282,000
2	-	-	-	\$728,000	-	\$728,000	\$728,000	\$1,010,000
3	-	-	-	\$1,197,000	-	\$1,197,000	\$1,197,000	\$2,207,000
4	-	-	-	\$1,853,000	-	\$1,853,000	\$1,853,000	\$4,060,000
5	\$24,856,000	-	\$24,856,000	\$240,000	-	\$240,000	\$25,096,000	\$29,156,000
6	-	-	-	\$1,054,000	-	\$1,054,000	\$1,054,000	\$30,210,000
7	\$15,963,000	\$1,745,400	\$17,708,400	\$410,000	-	\$410,000	\$18,118,400	\$48,328,400
8	-	-	-	\$1,265,000	-	\$1,265,000	\$1,265,000	\$49,593,400
9	\$17,454,000	\$2,208,000	\$19,662,000	\$604,000	-	\$604,000	\$20,266,000	\$69,859,400
10	-	-	-	\$1,717,000	-	\$1,717,000	\$1,717,000	\$71,576,400
11	\$22,080,000	\$2,622,800	\$24,702,800	\$852,000	-	\$852,000	\$25,554,800	\$97,131,200
12	-	-	-	\$2,195,000	-	\$2,195,000	\$2,195,000	\$99,326,200
13	\$26,228,000	\$2,127,500	\$28,355,500	\$1,154,000	-	\$1,154,000	\$29,509,500	\$128,835,700
14	-	-	-	\$2,396,000	-	\$2,396,000	\$2,396,000	\$131,231,700
15	\$21,275,000	-	\$21,275,000	\$1,433,000	-	\$1,433,000	\$22,708,000	\$153,939,700
16	-	-	-	\$1,806,000	-	\$1,806,000	\$1,806,000	\$155,745,700
17	-	-	-	\$2,046,000	-	\$2,046,000	\$2,046,000	\$157,791,700
18	-	-	-	\$2,451,000	-	\$2,451,000	\$2,451,000	\$160,242,700
19	-	-	-	\$2,613,000	-	\$2,613,000	\$2,613,000	\$162,855,700
20	-	-	-	\$2,867,000	-	\$2,867,000	\$2,867,000	\$165,722,700
21	-	-	-	\$3,035,000	-	\$3,035,000	\$3,035,000	\$168,757,700
22	-	-	-	\$3,206,000	-	\$3,206,000	\$3,206,000	\$171,963,700
23	-	-	-	\$3,383,000	-	\$3,383,000	\$3,383,000	\$175,346,700
24	-	-	-	\$3,565,000	-	\$3,565,000	\$3,565,000	\$178,911,700
25	-	-	-	\$3,859,000	-	\$3,859,000	\$3,859,000	\$182,770,700
26	-	-	-	\$4,059,000	-	\$4,059,000	\$4,059,000	\$186,829,700
27	-	-	-	\$4,262,000	-	\$4,262,000	\$4,262,000	\$191,091,700
28	-	-	-	\$4,471,000	-	\$4,471,000	\$4,471,000	\$195,562,700
29	-	-	-	\$4,687,000	-	\$4,687,000	\$4,687,000	\$200,249,700
30	-	-	-	\$5,027,000	-	\$5,027,000	\$5,027,000	\$205,276,700
31	-	-	-	\$5,271,000	-	\$5,271,000	\$5,271,000	\$210,547,700
32	-	-	-	\$5,381,000	-	\$5,381,000	\$5,381,000	\$215,928,700
33	-	-	-	\$5,489,000	-	\$5,489,000	\$5,489,000	\$221,417,700
34	-	-	-	\$5,599,000	\$3,189,000	\$8,788,000	\$8,788,000	\$230,205,700
35	-	-	-	\$9,915,000	-	\$9,915,000	\$9,915,000	\$240,120,700
36	-	-	-	\$10,118,000	\$2,048,000	\$12,166,000	\$12,166,000	\$252,286,700

Table U-3
Folsom Plan Area Specific Plan
Summary of All CFD Proceeds - Undiscounted

Year	Annual CFD Bond Proceeds			Annual Pay-As-You-Go Revenues			Total Proceeds	
	Original Issue	Amount Advanced [1]	Total [2]	PAYGO	Bond Reserve Fund [3]	Total	Annual	Cumulative
		10.0%						
37	-	-	-	\$12,938,000	-	\$12,938,000	\$12,938,000	\$265,224,700
38	-	-	-	\$13,196,000	\$2,239,000	\$15,435,000	\$15,435,000	\$280,659,700
39	-	-	-	\$16,322,000	-	\$16,322,000	\$16,322,000	\$296,981,700
40	-	-	-	\$16,791,000	\$2,833,000	\$19,624,000	\$19,624,000	\$316,605,700
41	-	-	-	\$20,752,000	-	\$20,752,000	\$20,752,000	\$337,357,700
42	-	-	-	\$21,167,000	\$3,365,000	\$24,532,000	\$24,532,000	\$361,889,700
43	-	-	-	\$25,891,000	-	\$25,891,000	\$25,891,000	\$387,780,700
44	-	-	-	\$26,409,000	\$2,730,000	\$29,139,000	\$29,139,000	\$416,919,700
45	-	-	-	\$30,901,000	-	\$30,901,000	\$30,901,000	\$447,820,700
46	-	-	-	\$30,912,000	-	\$30,912,000	\$30,912,000	\$478,732,700
47	-	-	-	\$30,900,000	-	\$30,900,000	\$30,900,000	\$509,632,700
48	-	-	-	\$30,887,000	-	\$30,887,000	\$30,887,000	\$540,519,700
49	-	-	-	\$30,875,000	-	\$30,875,000	\$30,875,000	\$571,394,700
50	-	-	-	\$30,862,000	-	\$30,862,000	\$30,862,000	\$602,256,700
51	-	-	-	\$30,849,000	-	\$30,849,000	\$30,849,000	\$633,105,700
52	-	-	-	\$30,835,000	-	\$30,835,000	\$30,835,000	\$663,940,700
53	-	-	-	\$30,821,000	-	\$30,821,000	\$30,821,000	\$694,761,700
54	-	-	-	\$30,807,000	-	\$30,807,000	\$30,807,000	\$725,568,700
55	-	-	-	\$30,793,000	-	\$30,793,000	\$30,793,000	\$756,361,700
56	-	-	-	\$30,779,000	-	\$30,779,000	\$30,779,000	\$787,140,700
57	-	-	-	\$30,764,000	-	\$30,764,000	\$30,764,000	\$817,904,700
58	-	-	-	\$30,749,000	-	\$30,749,000	\$30,749,000	\$848,653,700
59	-	-	-	\$30,733,000	-	\$30,733,000	\$30,733,000	\$879,386,700
60	-	-	-	\$30,717,000	-	\$30,717,000	\$30,717,000	\$910,103,700
61	-	-	-	\$30,701,000	-	\$30,701,000	\$30,701,000	\$940,804,700
62	-	-	-	\$30,685,000	-	\$30,685,000	\$30,685,000	\$971,489,700
63	-	-	-	\$30,668,000	-	\$30,668,000	\$30,668,000	\$1,002,157,700
64	-	-	-	\$30,651,000	-	\$30,651,000	\$30,651,000	\$1,032,808,700
65	-	-	-	\$30,634,000	-	\$30,634,000	\$30,634,000	\$1,063,442,700
Totals	\$127,856,000	\$8,703,700	\$136,559,700	\$910,479,000	\$16,404,000	\$926,883,000	\$1,063,442,700	\$1,063,442,700

pro sum

[1] Estimated as 10% of proceeds from following series (with the exception of the first series). Advance accounts for the future ability to leverage an undeveloped land tax.

[2] Additional proceeds could occur from refinancing. Such additional proceeds are not estimated in this table.

[3] Bond reserve fund does not account for interest earnings.

Table U-4
Folsom Plan Area Specific Plan
CFD Bond Calculations and Assumptions

Tax Escalation Factor:	2.00%
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Item	Series 1	Series 2	Series 3	Series 4	Series 5	Series 6	Totals
Estimated Year of Bonds	5	7	9	11	13	15	
Assumptions							
Assumed Average Coupon Rate	7.50%	7.50%	7.50%	7.50%	7.50%	7.50%	7.50%
Bond Term (Years)	30	30	30	30	30	30	30
Reserve Fund Requirement	10.00%	10.00%	10.00%	10.00%	10.00%	10.00%	10.00%
Capitalized Interest Period (Months)	12	12	12	12	12	12	12
Cost of Issuance	5.00%	5.00%	5.00%	5.00%	5.00%	5.00%	5.00%
Debt Service Coverage	10.00%	10.00%	10.00%	10.00%	10.00%	10.00%	10.00%
Estimated Admin Costs	3.00%	3.00%	3.00%	3.00%	3.00%	3.00%	3.00%
Estimated Revenue for Debt Service							
Developed Property MAST [1]	\$2,587,013	\$1,661,090	\$1,816,072	\$2,297,804	\$2,729,256	\$2,213,030	
Less Debt Service Coverage	(\$259,000)	(\$166,000)	(\$182,000)	(\$230,000)	(\$273,000)	(\$221,000)	
Less CFD Admin	(\$78,000)	(\$50,000)	(\$54,000)	(\$69,000)	(\$82,000)	(\$66,000)	
Available for Debt Service	\$2,250,013	\$1,445,090	\$1,580,072	\$1,998,804	\$2,374,256	\$1,926,030	
Total Bonds - Developed Only							
Gross CFD Bonds (Level DS)	\$26,574,000	\$17,067,000	\$18,661,000	\$23,607,000	\$28,041,000	\$22,747,000	\$136,697,000
Estimated Bond Escalation Factor	20%	20%	20%	20%	20%	20%	
Gross CFD Bonds (Esc. DS)	\$31,889,000	\$20,480,000	\$22,393,000	\$28,328,000	\$33,649,000	\$27,296,000	\$164,035,000
Less Capitalized Interest	(\$2,250,000)	(\$1,445,000)	(\$1,580,000)	(\$1,999,000)	(\$2,374,000)	(\$1,926,000)	(\$11,574,000)
Less Reserve Fund	(\$3,189,000)	(\$2,048,000)	(\$2,239,000)	(\$2,833,000)	(\$3,365,000)	(\$2,730,000)	(\$16,404,000)
Less Cost of Issuance	(\$1,594,000)	(\$1,024,000)	(\$1,120,000)	(\$1,416,000)	(\$1,682,000)	(\$1,365,000)	(\$8,201,000)
Net Construction Proceeds	\$24,856,000	\$15,963,000	\$17,454,000	\$22,080,000	\$26,228,000	\$21,275,000	\$127,856,000
Proceeds as a Percent of Total Bonds	78%	78%	78%	78%	78%	78%	
Total Bond Costs	22%	22%	22%	22%	22%	22%	

bonds

[1] See Table U-8.

**Table U-5
Folsom Plan Area Specific Plan
CFD Cash Flow Analysis**

Tax Escalation Factor 2.00%

Year	Developed MAST Revenues [1]	Less Annual Debt Service							Coverage from Dev. MAST	Less Delinq. [2]	Less Admin [3]	Plus Prior Yr. Delinq. [2]	PAYGO
		Series 1	Series 2	Series 3	Series 4	Series 5	Series 6	Total					
1	\$300,000	-	-	-	-	-	-	-	n/a	(\$9,000)	(\$9,000)	\$0	\$282,000
2	\$765,000	-	-	-	-	-	-	-	n/a	(\$22,950)	(\$22,950)	\$9,000	\$728,100
3	\$1,248,480	-	-	-	-	-	-	-	n/a	(\$37,454)	(\$37,454)	\$22,950	\$1,196,521
4	\$1,931,399	-	-	-	-	-	-	-	n/a	(\$57,942)	(\$57,942)	\$37,454	\$1,852,969
5	\$2,587,013	(\$2,250,013)	-	-	-	-	-	(\$2,250,013)	115%	(\$77,610)	(\$77,610)	\$57,942	\$239,721
6	\$3,480,615	(\$2,295,013)	-	-	-	-	-	(\$2,295,013)	152%	(\$104,418)	(\$104,418)	\$77,610	\$1,054,375
7	\$4,352,618	(\$2,340,913)	(\$1,445,090)	-	-	-	-	(\$3,786,003)	115%	(\$130,579)	(\$130,579)	\$104,418	\$409,876
8	\$5,315,543	(\$2,387,732)	(\$1,473,991)	-	-	-	-	(\$3,861,723)	138%	(\$159,466)	(\$159,466)	\$130,579	\$1,265,466
9	\$6,344,536	(\$2,435,486)	(\$1,503,471)	(\$1,580,072)	-	-	-	(\$5,519,030)	115%	(\$190,336)	(\$190,336)	\$159,466	\$604,300
10	\$7,612,740	(\$2,484,196)	(\$1,533,541)	(\$1,611,673)	-	-	-	(\$5,629,410)	135%	(\$228,382)	(\$228,382)	\$190,336	\$1,716,901
11	\$8,898,659	(\$2,533,880)	(\$1,564,211)	(\$1,643,907)	(\$1,998,804)	-	-	(\$7,740,803)	115%	(\$266,960)	(\$266,960)	\$228,382	\$852,319
12	\$10,450,561	(\$2,584,558)	(\$1,595,496)	(\$1,676,785)	(\$2,038,781)	-	-	(\$7,895,619)	132%	(\$313,517)	(\$313,517)	\$266,960	\$2,194,868
13	\$11,987,421	(\$2,636,249)	(\$1,627,406)	(\$1,710,321)	(\$2,079,556)	(\$2,374,256)	-	(\$10,427,788)	115%	(\$359,623)	(\$359,623)	\$313,517	\$1,153,905
14	\$13,481,968	(\$2,688,974)	(\$1,659,954)	(\$1,744,527)	(\$2,121,147)	(\$2,421,741)	-	(\$10,636,343)	127%	(\$404,459)	(\$404,459)	\$359,623	\$2,396,330
15	\$14,684,743	(\$2,742,753)	(\$1,693,153)	(\$1,779,418)	(\$2,163,570)	(\$2,470,176)	(\$1,926,030)	(\$12,775,100)	115%	(\$440,542)	(\$440,542)	\$404,459	\$1,433,018
16	\$15,314,905	(\$2,797,608)	(\$1,727,016)	(\$1,815,006)	(\$2,206,842)	(\$2,519,580)	(\$1,964,550)	(\$13,030,602)	118%	(\$459,447)	(\$459,447)	\$440,542	\$1,805,951
17	\$15,827,121	(\$2,853,560)	(\$1,761,556)	(\$1,851,306)	(\$2,250,978)	(\$2,569,971)	(\$2,003,841)	(\$13,291,214)	119%	(\$474,814)	(\$474,814)	\$459,447	\$2,045,727
18	\$16,525,229	(\$2,910,632)	(\$1,796,787)	(\$1,888,332)	(\$2,295,998)	(\$2,621,371)	(\$2,043,918)	(\$13,557,038)	122%	(\$495,757)	(\$495,757)	\$474,814	\$2,451,491
19	\$16,962,852	(\$2,968,844)	(\$1,832,723)	(\$1,926,099)	(\$2,341,918)	(\$2,673,798)	(\$2,084,797)	(\$13,828,179)	123%	(\$508,886)	(\$508,886)	\$495,757	\$2,612,659
20	\$17,513,347	(\$3,028,221)	(\$1,869,377)	(\$1,964,621)	(\$2,388,756)	(\$2,727,274)	(\$2,126,493)	(\$14,104,743)	124%	(\$525,400)	(\$525,400)	\$508,886	\$2,866,689
21	\$17,975,060	(\$3,088,785)	(\$1,906,765)	(\$2,003,913)	(\$2,436,532)	(\$2,781,820)	(\$2,169,022)	(\$14,386,837)	125%	(\$539,252)	(\$539,252)	\$525,400	\$3,035,119
22	\$18,448,236	(\$3,150,561)	(\$1,944,900)	(\$2,043,992)	(\$2,485,262)	(\$2,837,456)	(\$2,212,403)	(\$14,674,574)	126%	(\$553,447)	(\$553,447)	\$539,252	\$3,206,019
23	\$18,933,149	(\$3,213,572)	(\$1,983,798)	(\$2,084,872)	(\$2,534,967)	(\$2,894,205)	(\$2,256,651)	(\$14,968,066)	126%	(\$567,994)	(\$567,994)	\$553,447	\$3,382,542
24	\$19,430,080	(\$3,277,844)	(\$2,023,474)	(\$2,126,569)	(\$2,585,667)	(\$2,952,089)	(\$2,301,784)	(\$15,267,427)	127%	(\$582,902)	(\$582,902)	\$567,994	\$3,564,842
25	\$20,051,905	(\$3,343,401)	(\$2,063,944)	(\$2,169,100)	(\$2,637,380)	(\$3,011,131)	(\$2,347,820)	(\$15,572,776)	129%	(\$601,557)	(\$601,557)	\$582,902	\$3,858,917
26	\$20,575,988	(\$3,410,269)	(\$2,105,223)	(\$2,212,482)	(\$2,690,128)	(\$3,071,354)	(\$2,394,776)	(\$15,884,231)	130%	(\$617,280)	(\$617,280)	\$601,557	\$4,058,755
27	\$21,113,014	(\$3,478,474)	(\$2,147,327)	(\$2,256,732)	(\$2,743,930)	(\$3,132,781)	(\$2,442,671)	(\$16,201,916)	130%	(\$633,390)	(\$633,390)	\$617,280	\$4,261,597
28	\$21,663,291	(\$3,548,044)	(\$2,190,274)	(\$2,301,867)	(\$2,798,809)	(\$3,195,436)	(\$2,491,525)	(\$16,525,954)	131%	(\$649,899)	(\$649,899)	\$633,390	\$4,470,930
29	\$22,227,134	(\$3,619,004)	(\$2,234,079)	(\$2,347,904)	(\$2,854,785)	(\$3,259,345)	(\$2,541,355)	(\$16,856,473)	132%	(\$666,814)	(\$666,814)	\$649,899	\$4,686,931
30	\$22,929,174	(\$3,691,385)	(\$2,278,761)	(\$2,394,862)	(\$2,911,881)	(\$3,324,532)	(\$2,592,183)	(\$17,193,603)	133%	(\$687,875)	(\$687,875)	\$666,814	\$5,026,635
31	\$23,533,029	(\$3,765,212)	(\$2,324,336)	(\$2,442,759)	(\$2,970,118)	(\$3,391,023)	(\$2,644,026)	(\$17,537,475)	134%	(\$705,991)	(\$705,991)	\$687,875	\$5,271,447
32	\$24,003,689	(\$3,840,517)	(\$2,370,823)	(\$2,491,614)	(\$3,029,521)	(\$3,458,843)	(\$2,696,907)	(\$17,888,224)	134%	(\$720,111)	(\$720,111)	\$705,991	\$5,381,235
33	\$24,483,763	(\$3,917,327)	(\$2,418,239)	(\$2,541,447)	(\$3,090,111)	(\$3,528,020)	(\$2,750,845)	(\$18,245,989)	134%	(\$734,513)	(\$734,513)	\$720,111	\$5,488,859
34	\$24,973,438	(\$3,995,673)	(\$2,466,604)	(\$2,592,276)	(\$3,151,913)	(\$3,598,580)	(\$2,805,862)	(\$18,610,908)	134%	(\$749,203)	(\$749,203)	\$734,513	\$5,598,636
35	\$25,610,154	-	(\$2,515,936)	(\$2,644,121)	(\$3,214,952)	(\$3,670,552)	(\$2,861,979)	(\$14,907,540)	172%	(\$768,305)	(\$768,305)	\$749,203	\$9,915,209
36	\$26,122,357	-	(\$2,566,255)	(\$2,697,004)	(\$3,279,251)	(\$3,743,963)	(\$2,919,219)	(\$15,205,690)	172%	(\$783,671)	(\$783,671)	\$768,305	\$10,117,630
37	\$26,644,804	-	-	(\$2,750,944)	(\$3,344,836)	(\$3,818,842)	(\$2,977,603)	(\$12,892,225)	207%	(\$799,344)	(\$799,344)	\$783,671	\$12,937,562
38	\$27,177,701	-	-	(\$2,805,963)	(\$3,411,732)	(\$3,895,219)	(\$3,037,155)	(\$13,150,069)	207%	(\$815,331)	(\$815,331)	\$799,344	\$13,196,314
39	\$27,721,255	-	-	-	(\$3,479,967)	(\$3,973,124)	(\$3,097,898)	(\$10,550,989)	263%	(\$831,638)	(\$831,638)	\$815,331	\$16,322,322
40	\$28,427,212	-	-	-	(\$3,549,566)	(\$4,052,586)	(\$3,159,856)	(\$10,762,008)	264%	(\$852,816)	(\$852,816)	\$831,638	\$16,791,208

**Table U-5
Folsom Plan Area Specific Plan
CFD Cash Flow Analysis**

Tax Escalation Factor	2.00%
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Year	Developed MAST Revenues [1]	Less Annual Debt Service						Coverage from Dev. MAST	Less Delinq. [2]	Less Admin [3]	Plus Prior Yr. Delinq. [2]	PAYGO	
		Series 1	Series 2	Series 3	Series 4	Series 5	Series 6						Total
Source:	Table U-7	Table U-4											
41	\$28,995,756	-	-	-	-	(\$4,133,638)	(\$3,223,053)	(\$7,356,691)	394%	(\$869,873)	(\$869,873)	\$852,816	\$20,752,136
42	\$29,575,671	-	-	-	-	(\$4,216,311)	(\$3,287,514)	(\$7,503,825)	394%	(\$887,270)	(\$887,270)	\$869,873	\$21,167,179
43	\$30,167,185	-	-	-	-	-	(\$3,353,264)	(\$3,353,264)	900%	(\$905,016)	(\$905,016)	\$887,270	\$25,891,159
44	\$30,770,528	-	-	-	-	-	(\$3,420,330)	(\$3,420,330)	900%	(\$923,116)	(\$923,116)	\$905,016	\$26,408,982
45	\$31,521,455	-	-	-	-	-	-	-	n/a	(\$945,644)	(\$597,513)	\$923,116	\$30,901,414
46	\$31,521,455	-	-	-	-	-	-	-	n/a	(\$945,644)	(\$609,464)	\$945,644	\$30,911,991
47	\$31,521,455	-	-	-	-	-	-	-	n/a	(\$945,644)	(\$621,653)	\$945,644	\$30,899,802
48	\$31,521,455	-	-	-	-	-	-	-	n/a	(\$945,644)	(\$634,086)	\$945,644	\$30,887,369
49	\$31,521,455	-	-	-	-	-	-	-	n/a	(\$945,644)	(\$646,768)	\$945,644	\$30,874,687
50	\$31,521,455	-	-	-	-	-	-	-	n/a	(\$945,644)	(\$659,703)	\$945,644	\$30,861,752
51	\$31,521,455	-	-	-	-	-	-	-	n/a	(\$945,644)	(\$672,897)	\$945,644	\$30,848,558
52	\$31,521,455	-	-	-	-	-	-	-	n/a	(\$945,644)	(\$686,355)	\$945,644	\$30,835,100
53	\$31,521,455	-	-	-	-	-	-	-	n/a	(\$945,644)	(\$700,082)	\$945,644	\$30,821,373
54	\$31,521,455	-	-	-	-	-	-	-	n/a	(\$945,644)	(\$714,084)	\$945,644	\$30,807,371
55	\$31,521,455	-	-	-	-	-	-	-	n/a	(\$945,644)	(\$728,365)	\$945,644	\$30,793,090
56	\$31,521,455	-	-	-	-	-	-	-	n/a	(\$945,644)	(\$742,933)	\$945,644	\$30,778,522
57	\$31,521,455	-	-	-	-	-	-	-	n/a	(\$945,644)	(\$757,791)	\$945,644	\$30,763,664
58	\$31,521,455	-	-	-	-	-	-	-	n/a	(\$945,644)	(\$772,947)	\$945,644	\$30,748,508
59	\$31,521,455	-	-	-	-	-	-	-	n/a	(\$945,644)	(\$788,406)	\$945,644	\$30,733,049
60	\$31,521,455	-	-	-	-	-	-	-	n/a	(\$945,644)	(\$804,174)	\$945,644	\$30,717,281
61	\$31,521,455	-	-	-	-	-	-	-	n/a	(\$945,644)	(\$820,258)	\$945,644	\$30,701,197
62	\$31,521,455	-	-	-	-	-	-	-	n/a	(\$945,644)	(\$836,663)	\$945,644	\$30,684,792
63	\$31,521,455	-	-	-	-	-	-	-	n/a	(\$945,644)	(\$853,396)	\$945,644	\$30,668,059
64	\$31,521,455	-	-	-	-	-	-	-	n/a	(\$945,644)	(\$870,464)	\$945,644	\$30,650,991
65	\$31,521,455	-	-	-	-	-	-	-	n/a	(\$945,644)	(\$887,873)	\$945,644	\$30,633,582

cf

[1] Cash flow assumes issuing bonds only on developed units. MAST stops escalating after year 45.
 [2] Assumes a 3-percent delinquency rate each year. Also assumes that 3-percent is paid in full within a year, so is added back into the PAYGO component in the following year.
 [3] Assumes annual administration costs after bonds repaid of \$250,000 in Year 1 dollars escalated at 2% annually.

Table U-6
Folsom Plan Area Specific Plan
Absorption of Taxable Dwelling Units / Acres

Year	Annual Absorption					Cumulative Absorption					Undeveloped Acres	
	Dwelling Units			Acres		Dwelling Units			Acres		SF	MF & Comm.
	SF and SFHD	MLD	MU Resid.	MMD & MHD	Comm.	SF and SFHD	MLD	MU Resid.	MMD & MHD	Comm. [1]		
<i>Dwelling Units at Buildout</i>						4,648	2,406	681				
<i>Acres at Buildout</i>						1,072.6	263.5	35.5	119.5	451.0	0.0	0.0
<i>Dwelling Units per Acre</i>						4.3	9.1	19.2				
											1,371.6	570.5
1	200	-	-	-	-	200	-	-	-	-	1,325.4	570.5
2	300	-	-	-	-	500	-	-	-	-	1,256.2	570.5
3	300	-	-	-	-	800	-	-	-	-	1,186.9	570.5
4	300	100	-	10.0	-	1,100	100	-	10.0	-	1,106.8	560.5
5	300	100	-	-	-	1,400	200	-	10.0	-	1,026.6	560.5
6	375	125	-	10.0	-	1,775	325	-	20.0	-	926.4	550.5
7	375	125	-	-	-	2,150	450	-	20.0	-	826.1	550.5
8	375	125	-	10.0	-	2,525	575	-	30.0	-	725.9	540.5
9	375	125	-	-	15.0	2,900	700	-	30.0	15.0	625.7	525.5
10	450	150	-	5.0	15.0	3,350	850	-	35.0	30.0	505.4	505.5
11	450	150	-	-	15.0	3,800	1,000	-	35.0	45.0	385.1	490.5
12	450	150	-	20.0	30.0	4,250	1,150	-	55.0	75.0	264.9	440.5
13	398	250	-	-	30.0	4,648	1,400	-	55.0	105.0	145.6	410.5
14	-	600	-	20.0	30.0	4,648	2,000	-	75.0	135.0	79.9	360.5
15	-	406	100	-	30.0	4,648	2,406	100	75.0	165.0	30.3	330.5
16	-	-	-	20.0	30.0	4,648	2,406	100	95.0	195.0	30.3	280.5
17	-	-	-	-	30.0	4,648	2,406	100	95.0	225.0	30.3	250.5
18	-	-	-	24.5	30.0	4,648	2,406	100	119.5	255.0	30.3	196.0
19	-	-	-	-	15.0	4,648	2,406	100	119.5	270.0	30.3	181.0
20	-	-	100	-	15.0	4,648	2,406	200	119.5	285.0	25.0	166.0
21	-	-	-	-	15.0	4,648	2,406	200	119.5	300.0	25.0	151.0
22	-	-	-	-	15.0	4,648	2,406	200	119.5	315.0	25.0	136.0
23	-	-	-	-	15.0	4,648	2,406	200	119.5	330.0	25.0	121.0
24	-	-	-	-	15.0	4,648	2,406	200	119.5	345.0	25.0	106.0
25	-	-	100	-	15.0	4,648	2,406	300	119.5	360.0	19.8	91.0
26	-	-	-	-	15.0	4,648	2,406	300	119.5	375.0	19.8	76.0
27	-	-	-	-	15.0	4,648	2,406	300	119.5	390.0	19.8	61.0
28	-	-	-	-	15.0	4,648	2,406	300	119.5	405.0	19.8	46.0
29	-	-	-	-	15.0	4,648	2,406	300	119.5	420.0	19.8	31.0
30	-	-	100	-	15.0	4,648	2,406	400	119.5	435.0	14.6	16.0
31	-	-	-	-	16.0	4,648	2,406	400	119.5	451.0	14.6	-
32	-	-	-	-	-	4,648	2,406	400	119.5	451.0	14.6	-
33	-	-	-	-	-	4,648	2,406	400	119.5	451.0	14.6	-
34	-	-	-	-	-	4,648	2,406	400	119.5	451.0	14.6	-
35	-	-	100	-	-	4,648	2,406	500	119.5	451.0	9.4	-
36	-	-	-	-	-	4,648	2,406	500	119.5	451.0	9.4	-
37	-	-	-	-	-	4,648	2,406	500	119.5	451.0	9.4	-
38	-	-	-	-	-	4,648	2,406	500	119.5	451.0	9.4	-
39	-	-	-	-	-	4,648	2,406	500	119.5	451.0	9.4	-
40	-	-	100	-	-	4,648	2,406	600	119.5	451.0	4.2	-
41	-	-	-	-	-	4,648	2,406	600	119.5	451.0	4.2	-
42	-	-	-	-	-	4,648	2,406	600	119.5	451.0	4.2	-
43	-	-	-	-	-	4,648	2,406	600	119.5	451.0	4.2	-
44	-	-	-	-	-	4,648	2,406	600	119.5	451.0	4.2	-
45	-	-	81	-	-	4,648	2,406	681	119.5	451.0	-	-
46	-	-	-	-	-	4,648	2,406	681	119.5	451.0	-	-
47	-	-	-	-	-	4,648	2,406	681	119.5	451.0	-	-
48	-	-	-	-	-	4,648	2,406	681	119.5	451.0	-	-
49	-	-	-	-	-	4,648	2,406	681	119.5	451.0	-	-
50	-	-	-	-	-	4,648	2,406	681	119.5	451.0	-	-
51	-	-	-	-	-	4,648	2,406	681	119.5	451.0	-	-

Table U-6
Folsom Plan Area Specific Plan
Absorption of Taxable Dwelling Units / Acres

Year	Annual Absorption					Cumulative Absorption					Undeveloped Acres	
	Dwelling Units			Acres		Dwelling Units			Acres		SF	MF & Comm.
	SF and SFHD	MLD	MU Resid.	MMD & MHD	Comm.	SF and SFHD	MLD	MU Resid.	MMD & MHD	Comm. [1]		
<i>Dwelling Units at Buildout</i>						4,648	2,406	681				
<i>Acres at Buildout</i>						1,072.6	263.5	35.5	119.5	451.0	0.0	0.0
<i>Dwelling Units per Acre</i>						4.3	9.1	19.2				
52	-	-	-	-	-	4,648	2,406	681	119.5	451.0	-	-
53	-	-	-	-	-	4,648	2,406	681	119.5	451.0	-	-
54	-	-	-	-	-	4,648	2,406	681	119.5	451.0	-	-
55	-	-	-	-	-	4,648	2,406	681	119.5	451.0	-	-
56	-	-	-	-	-	4,648	2,406	681	119.5	451.0	-	-
57	-	-	-	-	-	4,648	2,406	681	119.5	451.0	-	-
58	-	-	-	-	-	4,648	2,406	681	119.5	451.0	-	-
59	-	-	-	-	-	4,648	2,406	681	119.5	451.0	-	-
60	-	-	-	-	-	4,648	2,406	681	119.5	451.0	-	-
61	-	-	-	-	-	4,648	2,406	681	119.5	451.0	-	-
62	-	-	-	-	-	4,648	2,406	681	119.5	451.0	-	-
63	-	-	-	-	-	4,648	2,406	681	119.5	451.0	-	-
64	-	-	-	-	-	4,648	2,406	681	119.5	451.0	-	-
65	-	-	-	-	-	4,648	2,406	681	119.5	451.0	-	-

absorption

[1] Cumulative residential undeveloped acres estimated as previous year's undeveloped acres - sum of units/(units per acre) across residential land uses.

Table U-7
Folsom Plan Area Specific Plan
Maximum Annual Special Tax (MAST) per Unit/Acre and Total MAST

Tax Escalation Factor	2.00%
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Year	Maximum Annual Special Tax per Unit or Acre [1]							Cumulative Units / Acres							MAST Revenue		
	SF and SFHD	MLD	MU Resid.	MMD & MHD	Comm.	Undev. Resid.	Undev. MF & Comm.	SF and SFHD	MLD	MU Resid.	MMD & MHD	Comm.	Undev. Resid.	Undev. MF & Comm.	Developed	Undev.	Total
	per dwelling unit			per acre				dwelling units			acres						
1	\$1,500	\$1,200	\$700	\$5,000	\$5,000	\$7,500	\$5,000	200	-	-	-	-	1,325.4	570.5	\$300,000	\$12,793,251	\$13,093,251
2	\$1,530	\$1,224	\$714	\$5,100	\$5,100	\$7,650	\$5,100	500	-	-	-	-	1,256.2	570.5	\$765,000	\$12,519,508	\$13,284,508
3	\$1,561	\$1,248	\$728	\$5,202	\$5,202	\$7,803	\$5,202	800	-	-	-	-	1,186.9	570.5	\$1,248,480	\$12,229,699	\$13,478,179
4	\$1,592	\$1,273	\$743	\$5,306	\$5,306	\$7,959	\$5,306	1,100	100	-	10.0	-	1,106.8	560.5	\$1,931,399	\$11,783,062	\$13,714,461
5	\$1,624	\$1,299	\$758	\$5,412	\$5,412	\$8,118	\$5,412	1,400	200	-	10.0	-	1,026.6	560.5	\$2,587,013	\$11,367,790	\$13,954,803
6	\$1,656	\$1,325	\$773	\$5,520	\$5,520	\$8,281	\$5,520	1,775	325	-	20.0	-	926.4	550.5	\$3,480,615	\$10,710,002	\$14,190,617
7	\$1,689	\$1,351	\$788	\$5,631	\$5,631	\$8,446	\$5,631	2,150	450	-	20.0	-	826.1	550.5	\$4,352,618	\$10,077,663	\$14,430,281
8	\$1,723	\$1,378	\$804	\$5,743	\$5,743	\$8,615	\$5,743	2,525	575	-	30.0	-	725.9	540.5	\$5,315,543	\$9,358,313	\$14,673,856
9	\$1,757	\$1,406	\$820	\$5,858	\$5,858	\$8,787	\$5,858	2,900	700	-	30.0	15.0	625.7	525.5	\$6,344,536	\$8,576,866	\$14,921,401
10	\$1,793	\$1,434	\$837	\$5,975	\$5,975	\$8,963	\$5,975	3,350	850	-	35.0	30.0	505.4	505.5	\$7,612,740	\$7,550,869	\$15,163,609
11	\$1,828	\$1,463	\$853	\$6,095	\$6,095	\$9,142	\$6,095	3,800	1,000	-	35.0	45.0	385.1	490.5	\$8,898,659	\$6,510,877	\$15,409,537
12	\$1,865	\$1,492	\$870	\$6,217	\$6,217	\$9,325	\$6,217	4,250	1,150	-	55.0	75.0	264.9	440.5	\$10,450,561	\$5,208,675	\$15,659,236
13	\$1,902	\$1,522	\$888	\$6,341	\$6,341	\$9,512	\$6,341	4,648	1,400	-	55.0	105.0	145.6	410.5	\$11,987,421	\$3,988,573	\$15,975,994
14	\$1,940	\$1,552	\$906	\$6,468	\$6,468	\$9,702	\$6,468	4,648	2,000	-	75.0	135.0	79.9	360.5	\$13,481,968	\$3,107,414	\$16,589,382
15	\$1,979	\$1,583	\$924	\$6,597	\$6,597	\$9,896	\$6,597	4,648	2,406	100	75.0	165.0	30.3	330.5	\$14,684,743	\$2,480,089	\$17,164,832
16	\$2,019	\$1,615	\$942	\$6,729	\$6,729	\$10,094	\$6,729	4,648	2,406	100	95.0	195.0	30.3	280.5	\$15,314,905	\$2,193,223	\$17,508,128
17	\$2,059	\$1,647	\$961	\$6,864	\$6,864	\$10,296	\$6,864	4,648	2,406	100	95.0	225.0	30.3	250.5	\$15,827,121	\$2,031,170	\$17,858,291
18	\$2,100	\$1,680	\$980	\$7,001	\$7,001	\$10,502	\$7,001	4,648	2,406	100	119.5	255.0	30.3	196.0	\$16,525,229	\$1,690,227	\$18,215,457
19	\$2,142	\$1,714	\$1,000	\$7,141	\$7,141	\$10,712	\$7,141	4,648	2,406	100	119.5	270.0	30.3	181.0	\$16,962,852	\$1,616,913	\$18,579,766
20	\$2,185	\$1,748	\$1,020	\$7,284	\$7,284	\$10,926	\$7,284	4,648	2,406	200	119.5	285.0	25.0	166.0	\$17,513,347	\$1,483,098	\$18,996,445
21	\$2,229	\$1,783	\$1,040	\$7,430	\$7,430	\$11,145	\$7,430	4,648	2,406	200	119.5	300.0	25.0	151.0	\$17,975,060	\$1,401,314	\$19,376,374
22	\$2,273	\$1,819	\$1,061	\$7,578	\$7,578	\$11,367	\$7,578	4,648	2,406	200	119.5	315.0	25.0	136.0	\$18,448,236	\$1,315,665	\$19,763,902
23	\$2,319	\$1,855	\$1,082	\$7,730	\$7,730	\$11,595	\$7,730	4,648	2,406	200	119.5	330.0	25.0	121.0	\$18,933,149	\$1,226,030	\$20,159,180
24	\$2,365	\$1,892	\$1,104	\$7,884	\$7,884	\$11,827	\$7,884	4,648	2,406	200	119.5	345.0	25.0	106.0	\$19,430,080	\$1,132,283	\$20,562,363
25	\$2,413	\$1,930	\$1,126	\$8,042	\$8,042	\$12,063	\$8,042	4,648	2,406	300	119.5	360.0	19.8	91.0	\$20,051,905	\$971,482	\$21,023,387
26	\$2,461	\$1,969	\$1,148	\$8,203	\$8,203	\$12,305	\$8,203	4,648	2,406	300	119.5	375.0	19.8	76.0	\$20,575,988	\$867,866	\$21,443,855
27	\$2,510	\$2,008	\$1,171	\$8,367	\$8,367	\$12,551	\$8,367	4,648	2,406	300	119.5	390.0	19.8	61.0	\$21,113,014	\$759,717	\$21,872,732
28	\$2,560	\$2,048	\$1,195	\$8,534	\$8,534	\$12,802	\$8,534	4,648	2,406	300	119.5	405.0	19.8	46.0	\$21,663,291	\$646,895	\$22,310,186
29	\$2,612	\$2,089	\$1,219	\$8,705	\$8,705	\$13,058	\$8,705	4,648	2,406	300	119.5	420.0	19.8	31.0	\$22,227,134	\$529,256	\$22,756,390
30	\$2,664	\$2,131	\$1,243	\$8,879	\$8,879	\$13,319	\$8,879	4,648	2,406	400	119.5	435.0	14.6	16.0	\$22,929,174	\$337,301	\$23,266,475
31	\$2,717	\$2,174	\$1,268	\$9,057	\$9,057	\$13,585	\$9,057	4,648	2,406	400	119.5	451.0	14.6	-	\$23,533,029	\$198,776	\$23,731,805
32	\$2,771	\$2,217	\$1,293	\$9,238	\$9,238	\$13,857	\$9,238	4,648	2,406	400	119.5	451.0	14.6	-	\$24,003,689	\$202,752	\$24,206,441
33	\$2,827	\$2,261	\$1,319	\$9,423	\$9,423	\$14,134	\$9,423	4,648	2,406	400	119.5	451.0	14.6	-	\$24,483,763	\$206,807	\$24,690,570
34	\$2,883	\$2,307	\$1,346	\$9,611	\$9,611	\$14,417	\$9,611	4,648	2,406	400	119.5	451.0	14.6	-	\$24,973,438	\$210,943	\$25,184,381
35	\$2,941	\$2,353	\$1,372	\$9,803	\$9,803	\$14,705	\$9,803	4,648	2,406	500	119.5	451.0	9.4	-	\$25,610,154	\$138,592	\$25,748,746
36	\$3,000	\$2,400	\$1,400	\$9,999	\$9,999	\$14,999	\$9,999	4,648	2,406	500	119.5	451.0	9.4	-	\$26,122,357	\$141,364	\$26,263,721
37	\$3,060	\$2,448	\$1,428	\$10,199	\$10,199	\$15,299	\$10,199	4,648	2,406	500	119.5	451.0	9.4	-	\$26,644,804	\$144,191	\$26,788,995
38	\$3,121	\$2,497	\$1,456	\$10,403	\$10,403	\$15,605	\$10,403	4,648	2,406	500	119.5	451.0	9.4	-	\$27,177,701	\$147,075	\$27,324,775
39	\$3,183	\$2,547	\$1,486	\$10,611	\$10,611	\$15,917	\$10,611	4,648	2,406	500	119.5	451.0	9.4	-	\$27,721,255	\$150,016	\$27,871,271
40	\$3,247	\$2,598	\$1,515	\$10,824	\$10,824	\$16,236	\$10,824	4,648	2,406	600	119.5	451.0	4.2	-	\$28,427,212	\$68,477	\$28,495,689
41	\$3,312	\$2,650	\$1,546	\$11,040	\$11,040	\$16,560	\$11,040	4,648	2,406	600	119.5	451.0	4.2	-	\$28,995,756	\$69,847	\$29,065,603

Table U-7
Folsom Plan Area Specific Plan
Maximum Annual Special Tax (MAST) per Unit/Acre and Total MAST

Tax Escalation Factor	2.00%
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Year	Maximum Annual Special Tax per Unit or Acre [1]							Cumulative Units / Acres							MAST Revenue		
	SF and SFHD	MLD	MU Resid.	MMD & MHD	Comm.	Undev. Resid.	Undev. MF & Comm.	SF and SFHD	MLD	MU Resid.	MMD & MHD	Comm.	Undev. Resid.	Undev. MF & Comm.	Developed	Undev.	Total
	per dwelling unit			per acre				dwelling units			acres						
42	\$3,378	\$2,703	\$1,577	\$11,261	\$11,261	\$16,892	\$11,261	4,648	2,406	600	119.5	451.0	4.2	-	\$29,575,671	\$71,243	\$29,646,915
43	\$3,446	\$2,757	\$1,608	\$11,486	\$11,486	\$17,229	\$11,486	4,648	2,406	600	119.5	451.0	4.2	-	\$30,167,185	\$72,668	\$30,239,853
44	\$3,515	\$2,812	\$1,640	\$11,716	\$11,716	\$17,574	\$11,716	4,648	2,406	600	119.5	451.0	4.2	-	\$30,770,528	\$74,122	\$30,844,650
45	\$3,585	\$2,868	\$1,673	\$11,950	\$11,950	\$17,925	\$11,950	4,648	2,406	681	119.5	451.0	-	-	\$31,521,455	-	\$31,521,455
46	\$3,585	\$2,868	\$1,673	\$11,950	\$11,950	\$17,925	\$11,950	4,648	2,406	681	119.5	451.0	-	-	\$31,521,455	-	\$31,521,455
47	\$3,585	\$2,868	\$1,673	\$11,950	\$11,950	\$17,925	\$11,950	4,648	2,406	681	119.5	451.0	-	-	\$31,521,455	-	\$31,521,455
48	\$3,585	\$2,868	\$1,673	\$11,950	\$11,950	\$17,925	\$11,950	4,648	2,406	681	119.5	451.0	-	-	\$31,521,455	-	\$31,521,455
49	\$3,585	\$2,868	\$1,673	\$11,950	\$11,950	\$17,925	\$11,950	4,648	2,406	681	119.5	451.0	-	-	\$31,521,455	-	\$31,521,455
50	\$3,585	\$2,868	\$1,673	\$11,950	\$11,950	\$17,925	\$11,950	4,648	2,406	681	119.5	451.0	-	-	\$31,521,455	-	\$31,521,455
51	\$3,585	\$2,868	\$1,673	\$11,950	\$11,950	\$17,925	\$11,950	4,648	2,406	681	119.5	451.0	-	-	\$31,521,455	-	\$31,521,455
52	\$3,585	\$2,868	\$1,673	\$11,950	\$11,950	\$17,925	\$11,950	4,648	2,406	681	119.5	451.0	-	-	\$31,521,455	-	\$31,521,455
53	\$3,585	\$2,868	\$1,673	\$11,950	\$11,950	\$17,925	\$11,950	4,648	2,406	681	119.5	451.0	-	-	\$31,521,455	-	\$31,521,455
54	\$3,585	\$2,868	\$1,673	\$11,950	\$11,950	\$17,925	\$11,950	4,648	2,406	681	119.5	451.0	-	-	\$31,521,455	-	\$31,521,455
55	\$3,585	\$2,868	\$1,673	\$11,950	\$11,950	\$17,925	\$11,950	4,648	2,406	681	119.5	451.0	-	-	\$31,521,455	-	\$31,521,455
56	\$3,585	\$2,868	\$1,673	\$11,950	\$11,950	\$17,925	\$11,950	4,648	2,406	681	119.5	451.0	-	-	\$31,521,455	-	\$31,521,455
57	\$3,585	\$2,868	\$1,673	\$11,950	\$11,950	\$17,925	\$11,950	4,648	2,406	681	119.5	451.0	-	-	\$31,521,455	-	\$31,521,455
58	\$3,585	\$2,868	\$1,673	\$11,950	\$11,950	\$17,925	\$11,950	4,648	2,406	681	119.5	451.0	-	-	\$31,521,455	-	\$31,521,455
59	\$3,585	\$2,868	\$1,673	\$11,950	\$11,950	\$17,925	\$11,950	4,648	2,406	681	119.5	451.0	-	-	\$31,521,455	-	\$31,521,455
60	\$3,585	\$2,868	\$1,673	\$11,950	\$11,950	\$17,925	\$11,950	4,648	2,406	681	119.5	451.0	-	-	\$31,521,455	-	\$31,521,455
61	\$3,585	\$2,868	\$1,673	\$11,950	\$11,950	\$17,925	\$11,950	4,648	2,406	681	119.5	451.0	-	-	\$31,521,455	-	\$31,521,455
62	\$3,585	\$2,868	\$1,673	\$11,950	\$11,950	\$17,925	\$11,950	4,648	2,406	681	119.5	451.0	-	-	\$31,521,455	-	\$31,521,455
63	\$3,585	\$2,868	\$1,673	\$11,950	\$11,950	\$17,925	\$11,950	4,648	2,406	681	119.5	451.0	-	-	\$31,521,455	-	\$31,521,455
64	\$3,585	\$2,868	\$1,673	\$11,950	\$11,950	\$17,925	\$11,950	4,648	2,406	681	119.5	451.0	-	-	\$31,521,455	-	\$31,521,455
65	\$3,585	\$2,868	\$1,673	\$11,950	\$11,950	\$17,925	\$11,950	4,648	2,406	681	119.5	451.0	-	-	\$31,521,455	-	\$31,521,455

mast

[1] Assumes MAST does not escalate after year 45.

Table U-8
Folsom Plan Area Specific Plan
Maximum Annual Special Tax (MAST) Revenue on Developed Property by Bond Series

Tax Escalation Factor	2.00%
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Year	Developed MAST Revenues	MAST Revenue by Bond Series						Remainder	Total
		Series 1	Series 2	Series 3	Series 4	Series 5	Series 6		
1	\$300,000	-	-	-	-	-	-	\$300,000	\$300,000
2	\$765,000	-	-	-	-	-	-	\$765,000	\$765,000
3	\$1,248,480	-	-	-	-	-	-	\$1,248,480	\$1,248,480
4	\$1,931,399	-	-	-	-	-	-	\$1,931,399	\$1,931,399
5	\$2,587,013	\$2,587,013	-	-	-	-	-	-	\$2,587,013
6	\$3,480,615	\$2,638,753	-	-	-	-	-	\$841,862	\$3,480,615
7	\$4,352,618	\$2,691,528	\$1,661,090	-	-	-	-	-	\$4,352,618
8	\$5,315,543	\$2,745,359	\$1,694,311	-	-	-	-	\$875,873	\$5,315,543
9	\$6,344,536	\$2,800,266	\$1,728,198	\$1,816,072	-	-	-	-	\$6,344,536
10	\$7,612,740	\$2,856,271	\$1,762,762	\$1,852,393	-	-	-	\$1,141,313	\$7,612,740
11	\$8,898,659	\$2,913,397	\$1,798,017	\$1,889,441	\$2,297,804	-	-	-	\$8,898,659
12	\$10,450,561	\$2,971,665	\$1,833,977	\$1,927,230	\$2,343,761	-	-	\$1,373,929	\$10,450,561
13	\$11,987,421	\$3,031,098	\$1,870,657	\$1,965,775	\$2,390,636	\$2,729,256	-	-	\$11,987,421
14	\$13,481,968	\$3,091,720	\$1,908,070	\$2,005,090	\$2,438,448	\$2,783,841	-	\$1,254,798	\$13,481,968
15	\$14,684,743	\$3,153,554	\$1,946,231	\$2,045,192	\$2,487,217	\$2,839,518	\$2,213,030	-	\$14,684,743

Source: Table U-7

tax

**Table U-9
Folsom Plan Area Specific Plan
Estimated CFD Proceeds With Alternative Discount Rates - Backbone Infrastructure**

Year	Annual CFD Revenue with Alternative Discount Rates				Cumulative CFD Revenue with Alternative Discount Rates			
	Undiscounted	3%	5%	7%	Undiscounted	3%	5%	7%
1	\$282,000	\$282,000	\$282,000	\$282,000	\$282,000	\$282,000	\$282,000	\$282,000
2	\$728,000	\$706,796	\$693,333	\$680,374	\$1,010,000	\$988,796	\$975,333	\$962,374
3	\$1,197,000	\$1,128,287	\$1,085,714	\$1,045,506	\$2,207,000	\$2,117,083	\$2,061,048	\$2,007,880
4	\$1,853,000	\$1,695,757	\$1,600,691	\$1,512,600	\$4,060,000	\$3,812,841	\$3,661,739	\$3,520,480
5	\$25,096,000	\$22,297,471	\$20,646,541	\$19,145,618	\$29,156,000	\$26,110,312	\$24,308,280	\$22,666,098
6	\$1,054,000	\$909,190	\$825,837	\$751,487	\$30,210,000	\$27,019,502	\$25,134,117	\$23,417,586
7	\$18,118,400	\$15,173,875	\$13,520,229	\$12,073,055	\$48,328,400	\$42,193,376	\$38,654,346	\$35,490,641
8	\$1,265,000	\$1,028,561	\$899,012	\$787,778	\$49,593,400	\$43,221,937	\$39,553,358	\$36,278,419
9	\$20,266,000	\$15,998,168	\$13,716,827	\$11,794,997	\$69,859,400	\$59,220,105	\$53,270,184	\$48,073,416
10	\$1,717,000	\$1,315,938	\$1,106,794	\$933,934	\$71,576,400	\$60,536,042	\$54,376,978	\$49,007,350
11	\$25,128,800	\$18,698,187	\$15,426,903	\$12,774,208	\$96,705,200	\$79,234,229	\$69,803,881	\$61,781,557
12	\$1,097,500	\$792,857	\$641,686	\$521,414	\$97,802,700	\$80,027,087	\$70,445,566	\$62,302,972
13	\$28,932,500	\$20,292,673	\$16,110,699	\$12,846,376	\$126,735,200	\$100,319,760	\$86,556,265	\$75,149,348
14	\$1,198,000	\$815,780	\$635,325	\$497,127	\$127,933,200	\$101,135,540	\$87,191,590	\$75,646,475
15	\$21,991,500	\$14,538,972	\$11,107,202	\$8,528,683	\$149,924,700	\$115,674,512	\$98,298,792	\$84,175,158
16	\$903,000	\$579,601	\$434,358	\$327,289	\$150,827,700	\$116,254,113	\$98,733,150	\$84,502,447
17	\$1,023,000	\$637,500	\$468,648	\$346,525	\$151,850,700	\$116,891,613	\$99,201,798	\$84,848,972
18	\$1,225,500	\$741,448	\$534,682	\$387,962	\$153,076,200	\$117,633,061	\$99,736,480	\$85,236,934
19	\$1,306,500	\$767,431	\$542,878	\$386,546	\$154,382,700	\$118,400,492	\$100,279,358	\$85,623,480
20	\$1,433,500	\$817,505	\$567,285	\$396,375	\$155,816,200	\$119,217,997	\$100,846,642	\$86,019,855
21	\$1,517,500	\$840,203	\$571,930	\$392,151	\$157,333,700	\$120,058,200	\$101,418,572	\$86,412,006
22	\$1,603,000	\$861,691	\$575,385	\$387,145	\$158,936,700	\$120,919,891	\$101,993,957	\$86,799,151
23	\$1,691,500	\$882,781	\$578,239	\$381,794	\$160,628,200	\$121,802,672	\$102,572,196	\$87,180,945
24	\$1,782,500	\$903,178	\$580,331	\$376,013	\$162,410,700	\$122,705,850	\$103,152,527	\$87,556,958
25	\$1,929,500	\$949,186	\$598,276	\$380,394	\$164,340,200	\$123,655,037	\$103,750,803	\$87,937,352
26	\$2,029,500	\$969,301	\$599,317	\$373,934	\$166,369,700	\$124,624,337	\$104,350,120	\$88,311,286
27	\$2,131,000	\$988,133	\$599,324	\$366,949	\$168,500,700	\$125,612,471	\$104,949,444	\$88,678,235
28	\$2,235,500	\$1,006,398	\$598,775	\$359,760	\$170,736,200	\$126,618,868	\$105,548,219	\$89,037,995
29	\$2,343,500	\$1,024,289	\$597,812	\$352,468	\$173,079,700	\$127,643,158	\$106,146,031	\$89,390,462
30	\$2,513,500	\$1,066,595	\$610,646	\$353,305	\$175,593,200	\$128,709,752	\$106,756,676	\$89,743,767
31	\$0	\$0	\$0	\$0	\$175,593,200	\$128,709,752	\$106,756,676	\$89,743,767
32	\$0	\$0	\$0	\$0	\$175,593,200	\$128,709,752	\$106,756,676	\$89,743,767
33	\$0	\$0	\$0	\$0	\$175,593,200	\$128,709,752	\$106,756,676	\$89,743,767
34	\$0	\$0	\$0	\$0	\$175,593,200	\$128,709,752	\$106,756,676	\$89,743,767
35	\$0	\$0	\$0	\$0	\$175,593,200	\$128,709,752	\$106,756,676	\$89,743,767
36	\$0	\$0	\$0	\$0	\$175,593,200	\$128,709,752	\$106,756,676	\$89,743,767
37	\$0	\$0	\$0	\$0	\$175,593,200	\$128,709,752	\$106,756,676	\$89,743,767
38	\$0	\$0	\$0	\$0	\$175,593,200	\$128,709,752	\$106,756,676	\$89,743,767
39	\$0	\$0	\$0	\$0	\$175,593,200	\$128,709,752	\$106,756,676	\$89,743,767
40	\$0	\$0	\$0	\$0	\$175,593,200	\$128,709,752	\$106,756,676	\$89,743,767

**Table U-9
Folsom Plan Area Specific Plan
Estimated CFD Proceeds With Alternative Discount Rates - Backbone Infrastructure**

Year	Annual CFD Revenue with Alternative Discount Rates				Cumulative CFD Revenue with Alternative Discount Rates			
	Undiscounted	3%	5%	7%	Undiscounted	3%	5%	7%
41	\$0	\$0	\$0	\$0	\$175,593,200	\$128,709,752	\$106,756,676	\$89,743,767
42	\$0	\$0	\$0	\$0	\$175,593,200	\$128,709,752	\$106,756,676	\$89,743,767
43	\$0	\$0	\$0	\$0	\$175,593,200	\$128,709,752	\$106,756,676	\$89,743,767
44	\$0	\$0	\$0	\$0	\$175,593,200	\$128,709,752	\$106,756,676	\$89,743,767
45	\$0	\$0	\$0	\$0	\$175,593,200	\$128,709,752	\$106,756,676	\$89,743,767
46	\$0	\$0	\$0	\$0	\$175,593,200	\$128,709,752	\$106,756,676	\$89,743,767
47	\$0	\$0	\$0	\$0	\$175,593,200	\$128,709,752	\$106,756,676	\$89,743,767
48	\$0	\$0	\$0	\$0	\$175,593,200	\$128,709,752	\$106,756,676	\$89,743,767
49	\$0	\$0	\$0	\$0	\$175,593,200	\$128,709,752	\$106,756,676	\$89,743,767
50	\$0	\$0	\$0	\$0	\$175,593,200	\$128,709,752	\$106,756,676	\$89,743,767
51	\$0	\$0	\$0	\$0	\$175,593,200	\$128,709,752	\$106,756,676	\$89,743,767
52	\$0	\$0	\$0	\$0	\$175,593,200	\$128,709,752	\$106,756,676	\$89,743,767
53	\$0	\$0	\$0	\$0	\$175,593,200	\$128,709,752	\$106,756,676	\$89,743,767
54	\$0	\$0	\$0	\$0	\$175,593,200	\$128,709,752	\$106,756,676	\$89,743,767
55	\$0	\$0	\$0	\$0	\$175,593,200	\$128,709,752	\$106,756,676	\$89,743,767
56	\$0	\$0	\$0	\$0	\$175,593,200	\$128,709,752	\$106,756,676	\$89,743,767
57	\$0	\$0	\$0	\$0	\$175,593,200	\$128,709,752	\$106,756,676	\$89,743,767
58	\$0	\$0	\$0	\$0	\$175,593,200	\$128,709,752	\$106,756,676	\$89,743,767
59	\$0	\$0	\$0	\$0	\$175,593,200	\$128,709,752	\$106,756,676	\$89,743,767
60	\$0	\$0	\$0	\$0	\$175,593,200	\$128,709,752	\$106,756,676	\$89,743,767
61	\$0	\$0	\$0	\$0	\$175,593,200	\$128,709,752	\$106,756,676	\$89,743,767
62	\$0	\$0	\$0	\$0	\$175,593,200	\$128,709,752	\$106,756,676	\$89,743,767
63	\$0	\$0	\$0	\$0	\$175,593,200	\$128,709,752	\$106,756,676	\$89,743,767
64	\$0	\$0	\$0	\$0	\$175,593,200	\$128,709,752	\$106,756,676	\$89,743,767
65	\$0	\$0	\$0	\$0	\$175,593,200	\$128,709,752	\$106,756,676	\$89,743,767
Totals	\$175,593,200	\$128,709,752	\$106,756,676	\$89,743,767	\$175,593,200	\$128,709,752	\$106,756,676	\$89,743,767

disc

**Table U-10
Folsom Plan Area Specific Plan
Estimated CFD Proceeds With Alternative Discount Rates - City Projects**

Year	Annual CFD Revenue with Alternative Discount Rates				Cumulative CFD Revenue with Alternative Discount Rates			
	Undiscounted	3%	5%	7%	Undiscounted	3%	5%	7%
1	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
2	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
3	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
4	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
5	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
6	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
7	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
8	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
9	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
10	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
11	\$426,000	\$316,984	\$261,527	\$216,557	\$426,000	\$316,984	\$261,527	\$216,557
12	\$1,097,500	\$792,857	\$641,686	\$521,414	\$1,523,500	\$1,109,841	\$903,213	\$737,971
13	\$577,000	\$404,696	\$321,295	\$256,195	\$2,100,500	\$1,514,538	\$1,224,508	\$994,166
14	\$1,198,000	\$815,780	\$635,325	\$497,127	\$3,298,500	\$2,330,317	\$1,859,833	\$1,491,293
15	\$716,500	\$473,691	\$361,881	\$277,871	\$4,015,000	\$2,804,008	\$2,221,714	\$1,769,165
16	\$903,000	\$579,601	\$434,358	\$327,289	\$4,918,000	\$3,383,610	\$2,656,072	\$2,096,453
17	\$1,023,000	\$637,500	\$468,648	\$346,525	\$5,941,000	\$4,021,109	\$3,124,720	\$2,442,979
18	\$1,225,500	\$741,448	\$534,682	\$387,962	\$7,166,500	\$4,762,557	\$3,659,402	\$2,830,941
19	\$1,306,500	\$767,431	\$542,878	\$386,546	\$8,473,000	\$5,529,988	\$4,202,280	\$3,217,487
20	\$1,433,500	\$817,505	\$567,285	\$396,375	\$9,906,500	\$6,347,493	\$4,769,564	\$3,613,862
21	\$1,517,500	\$840,203	\$571,930	\$392,151	\$11,424,000	\$7,187,696	\$5,341,494	\$4,006,012
22	\$1,603,000	\$861,691	\$575,385	\$387,145	\$13,027,000	\$8,049,387	\$5,916,879	\$4,393,158
23	\$1,691,500	\$882,781	\$578,239	\$381,794	\$14,718,500	\$8,932,169	\$6,495,118	\$4,774,952
24	\$1,782,500	\$903,178	\$580,331	\$376,013	\$16,501,000	\$9,835,347	\$7,075,449	\$5,150,965
25	\$1,929,500	\$949,186	\$598,276	\$380,394	\$18,430,500	\$10,784,533	\$7,673,725	\$5,531,359
26	\$2,029,500	\$969,301	\$599,317	\$373,934	\$20,460,000	\$11,753,833	\$8,273,042	\$5,905,293
27	\$2,131,000	\$988,133	\$599,324	\$366,949	\$22,591,000	\$12,741,967	\$8,872,366	\$6,272,241
28	\$2,235,500	\$1,006,398	\$598,775	\$359,760	\$24,826,500	\$13,748,364	\$9,471,141	\$6,632,001
29	\$2,343,500	\$1,024,289	\$597,812	\$352,468	\$27,170,000	\$14,772,654	\$10,068,953	\$6,984,469
30	\$2,513,500	\$1,066,595	\$610,646	\$353,305	\$29,683,500	\$15,839,248	\$10,679,598	\$7,337,773
31	\$5,271,000	\$2,171,582	\$1,219,591	\$692,436	\$34,954,500	\$18,010,831	\$11,899,189	\$8,030,209
32	\$5,381,000	\$2,152,331	\$1,185,754	\$660,642	\$40,335,500	\$20,163,161	\$13,084,943	\$8,690,851
33	\$5,489,000	\$2,131,582	\$1,151,955	\$629,814	\$45,824,500	\$22,294,743	\$14,236,898	\$9,320,665
34	\$8,788,000	\$3,313,307	\$1,756,480	\$942,379	\$54,612,500	\$25,608,050	\$15,993,378	\$10,263,043
35	\$9,915,000	\$3,629,335	\$1,887,368	\$993,675	\$64,527,500	\$29,237,385	\$17,880,746	\$11,256,718
36	\$12,166,000	\$4,323,594	\$2,205,578	\$1,139,503	\$76,693,500	\$33,560,980	\$20,086,324	\$12,396,222
37	\$12,938,000	\$4,464,030	\$2,233,842	\$1,132,534	\$89,631,500	\$38,025,009	\$22,320,165	\$13,528,755
38	\$15,435,000	\$5,170,462	\$2,538,064	\$1,262,719	\$105,066,500	\$43,195,471	\$24,858,229	\$14,791,475
39	\$16,322,000	\$5,308,341	\$2,556,113	\$1,247,929	\$121,388,500	\$48,503,812	\$27,414,342	\$16,039,404
40	\$19,624,000	\$6,196,348	\$2,926,880	\$1,402,233	\$141,012,500	\$54,700,160	\$30,341,222	\$17,441,637

Table U-10
Folsom Plan Area Specific Plan
Estimated CFD Proceeds With Alternative Discount Rates - City Projects

Year	Annual CFD Revenue with Alternative Discount Rates				Cumulative CFD Revenue with Alternative Discount Rates			
	Undiscounted	3%	5%	7%	Undiscounted	3%	5%	7%
41	\$20,752,000	\$6,361,668	\$2,947,732	\$1,385,826	\$161,764,500	\$61,061,827	\$33,288,954	\$18,827,463
42	\$24,532,000	\$7,301,410	\$3,318,728	\$1,531,081	\$186,296,500	\$68,363,237	\$36,607,682	\$20,358,544
43	\$25,891,000	\$7,481,443	\$3,335,787	\$1,510,185	\$212,187,500	\$75,844,681	\$39,943,469	\$21,868,729
44	\$29,139,000	\$8,174,741	\$3,575,484	\$1,588,445	\$241,326,500	\$84,019,421	\$43,518,952	\$23,457,174
45	\$30,901,000	\$8,416,560	\$3,611,132	\$1,574,296	\$272,227,500	\$92,435,982	\$47,130,084	\$25,031,470
46	\$30,912,000	\$8,174,327	\$3,440,398	\$1,471,828	\$303,139,500	\$100,610,308	\$50,570,482	\$26,503,298
47	\$30,900,000	\$7,933,159	\$3,275,297	\$1,375,006	\$334,039,500	\$108,543,467	\$53,845,779	\$27,878,304
48	\$30,887,000	\$7,698,855	\$3,118,018	\$1,284,512	\$364,926,500	\$116,242,323	\$56,963,798	\$29,162,816
49	\$30,875,000	\$7,471,713	\$2,968,388	\$1,200,012	\$395,801,500	\$123,714,036	\$59,932,185	\$30,362,828
50	\$30,862,000	\$7,251,036	\$2,825,845	\$1,121,034	\$426,663,500	\$130,965,071	\$62,758,031	\$31,483,863
51	\$30,849,000	\$7,036,875	\$2,690,148	\$1,047,254	\$457,512,500	\$138,001,947	\$65,448,179	\$32,531,117
52	\$30,835,000	\$6,828,817	\$2,560,883	\$978,298	\$488,347,500	\$144,830,764	\$68,009,061	\$33,509,415
53	\$30,821,000	\$6,626,910	\$2,437,829	\$913,882	\$519,168,500	\$151,457,674	\$70,446,890	\$34,423,298
54	\$30,807,000	\$6,430,970	\$2,320,687	\$853,708	\$549,975,500	\$157,888,644	\$72,767,577	\$35,277,006
55	\$30,793,000	\$6,240,823	\$2,209,174	\$797,495	\$580,768,500	\$164,129,467	\$74,976,751	\$36,074,501
56	\$30,779,000	\$6,056,297	\$2,103,018	\$744,984	\$611,547,500	\$170,185,764	\$77,079,769	\$36,819,484
57	\$30,764,000	\$5,877,034	\$2,001,899	\$695,907	\$642,311,500	\$176,062,798	\$79,081,667	\$37,515,391
58	\$30,749,000	\$5,703,076	\$1,905,640	\$650,063	\$673,060,500	\$181,765,874	\$80,987,308	\$38,165,455
59	\$30,733,000	\$5,534,086	\$1,813,951	\$607,220	\$703,793,500	\$187,299,960	\$82,801,259	\$38,772,674
60	\$30,717,000	\$5,370,102	\$1,726,673	\$567,200	\$734,510,500	\$192,670,062	\$84,527,932	\$39,339,874
61	\$30,701,000	\$5,210,976	\$1,643,594	\$529,817	\$765,211,500	\$197,881,038	\$86,171,526	\$39,869,691
62	\$30,685,000	\$5,056,563	\$1,564,512	\$494,898	\$795,896,500	\$202,937,601	\$87,736,038	\$40,364,589
63	\$30,668,000	\$4,906,565	\$1,489,186	\$462,265	\$826,564,500	\$207,844,166	\$89,225,224	\$40,826,854
64	\$30,651,000	\$4,761,014	\$1,417,486	\$431,784	\$857,215,500	\$212,605,180	\$90,642,710	\$41,258,638
65	\$30,634,000	\$4,619,780	\$1,349,238	\$403,313	\$887,849,500	\$217,224,960	\$91,991,948	\$41,661,951
Totals	\$887,849,500	\$217,224,960	\$91,991,948	\$41,661,951	\$887,849,500	\$217,224,960	\$91,991,948	\$41,661,951

disc city

Table U-11
Folsom Plan Area Specific Plan Financing Plan
Tax Capacity as a Percentage of Estimated Home Sales Prices

Item	Single-Family		Multifamily				
	Low-Density	High-Density	Low-Density	Med.-Density	High-Density	Mixed Use	
Assumptions							
Developable Acres	580.6	492.0	263.5	68.5	51.0	35.5	
Number of Units [1]	1,820	2,828	2,406	1,224	1,251	681	
Lot Size (sq. ft.)	10,000	5,500	n/a	n/a	n/a	n/a	
Unit Square Feet	2,800	2,300	1,200	1,000	900	900	
Estimated Average Sales Price	\$450,000	\$360,000	\$315,000	\$288,000	\$243,000	\$243,000	
Less Homeowners Property Tax Exemption	(\$7,000)	(\$7,000)	(\$7,000)	(\$7,000)	(\$7,000)	(\$7,000)	
Assessed Value	\$443,000	\$353,000	\$308,000	\$281,000	\$236,000	\$236,000	
EXISTING and PROPOSED SPECIAL TAXES AND ASSESSMENTS							
Ad Valorem Taxes							
General Property Tax	1.0000%	\$4,430	\$3,530	\$3,080	\$2,810	\$2,360	\$2,360
Los Rios Collage GOB	0.0193%	\$85	\$68	\$59	\$54	\$46	\$46
Folsom Cordova Improvement 2	0.0371%	\$164	\$131	\$114	\$104	\$88	\$88
Folsom Cordova Improvement 3	0.1155%	\$512	\$408	\$356	\$325	\$273	\$273
Subtotal Ad Valorem Taxes	1.1719%	\$5,192	\$4,137	\$3,609	\$3,293	\$2,766	\$2,766
Proposed Special Taxes & Assessments for Infrastructure							
Infrastructure CFD	Placeholder Est.	\$1,700	\$1,400	\$1,200	\$1,000	\$300	\$200
Sewer/Off-Site Water CFD	Placeholder Est.	\$300	\$300	\$160	\$120	\$120	\$110
Aquatic Center CFD	Placeholder Est.	\$175	\$175	\$120	\$120	\$120	\$120
Subtotal Special Taxes & Assessments for Infrastructure		\$2,175	\$1,875	\$1,480	\$1,240	\$540	\$430
Proposed Special Taxes & Assessments for Maintenance							
Maintenance District (CFD or L&L) [2]	City Est.	\$300	\$300	\$300	\$200	\$150	\$100
Storm Drainage Maintenance	City Est.	\$50	\$50	\$50	\$35	\$35	\$35
Open Space Maintenance	City Est.	\$50	\$50	\$50	\$35	\$35	\$35
Subtotal Special Taxes & Assessments for Maintenance		\$400	\$400	\$400	\$270	\$220	\$170
Total Annual Taxes		\$7,767	\$6,412	\$5,489	\$4,803	\$3,526	\$3,366
Total Annual Taxes as % of Finished Average Sales Price		1.73%	1.78%	1.74%	1.67%	1.45%	1.39%

"tax capacity new"

Source: Sacramento County, City of Folsom, and EPS.

[1] Although all units are shown, Folsom Heights would not pay the Sewer/Off-Site water CFD tax.

[2] For landscape corridors, street lighting, and sound wall maintenance.

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APPENDIX V:

Infrastructure Cost Burden Comparison

Table V-1	Summary of Infrastructure Cost Comparison per Single-Family Unit	V-1
Table V-2	City/County Development Impact Fees per Single-Family Unit	V-2
Table V-3	Plan Area Fees per Single-Family Unit	V-3
Table V-4	Estimated School Mitigation per Single-Family Unit	V-4
Table V-5	Special Taxes and Assessments per Unit.....	V-5



**Table V-1
Folsom Plan Area Specific Plan Financing Plan
Summary of Infrastructure Cost Comparison per Single-Family Unit**

Summary of Infrastructure Costs per Unit	Formula	Roseville		Folsom		
		Fiddymont Ranch	Sierra Vista	Trails	Empire Ranch	Folsom Plan Area
Assumptions						
Unit Size (sq. ft.)		2,300	2,300	2,300	2,300	2,300
Density - Units per acre		5.7	5.7	5.7	5.7	5.7
Lot Size		5,500	5,500	5,500	5,500	5,500
Building Valuation (for build. permit fee calcs.)		\$225,150	\$225,150	\$241,360	\$241,360	\$241,360
Total Citywide/Countywide Development Impact Fees (from Table V-2)	<i>a</i>	\$37,111	\$47,448	\$29,669	\$26,285	\$33,840
Plan Area Fees (from Table V-3)	<i>b</i>	\$2,933	\$14,531	\$0	\$0	\$20,760
Total School Mitigation (from V-4)	<i>c</i>	\$20,759	\$7,360	\$14,421	\$14,421	\$13,271
Total Estimated Bond Debt (from V-5) [1]	<i>d</i>	\$16,167	\$0	\$0	\$18,913	\$5,600
Total Infrastructure Cost per Unit	<i>a+b+c+d</i>	\$76,971	\$69,339	\$44,090	\$59,619	\$73,471
Alternative Funding Sources [2] [3]	<i>e</i>	\$0	(\$5,760)	\$0	\$0	\$0
Net Fees (City, County, Schools, and Plan Area)	<i>a+b+c+e</i>	\$60,803	\$63,579	\$44,090	\$40,706	\$67,871

"sum"

[1] Folsom Plan Area includes the portion of water and sewer facilities funded through the proposed sewer and off-site water CFD.

[2] SVSP adjustments reflect extended term CFD financing used to offset development agreement fees (Community Benefit Fee, Public Facilities Fee, Tier II Regional Traffic Fee, and Citywide Parks).

[3] Although certain Folsom Plan Area improvements have been removed from the SPIF and will be funded through an infrastructure CFD, an additional burden is not included because of the extended term nature of the CFD.

**Table V-2
Folsom Plan Area Specific Plan Financing Plan
City/County Development Impact Fees per Single-Family Unit**

<u>City/County Development Impact Fees per Unit:</u> These are fees charged by the City or County and do not include fees for a special plan area.	Roseville		Folsom			FPA Notes
	Fiddymont Ranch	Sierra Vista	Trails	Empire Ranch	Folsom Plan Area	
<i>Current as of</i>	<i>Jun-13</i>	<i>Jun-13</i>	<i>Jul-13</i>	<i>Jul-13</i>	<i>Jun-13</i>	
CITY/COUNTY FEES PER UNIT						
Processing Fees per Unit [1]						
Building Permit	\$1,513	\$1,513	\$1,732	\$1,732	\$1,732	
Plan Check	\$908	\$908	\$150	\$150	\$150	
Energy Fee	-	-	-	-	-	
Technology Surcharge	-	-	-	-	-	
Seismic/Strong Motion	\$23	\$23	\$24	\$24	\$24	
CBSC Fee	\$9	\$9	\$10	\$10	\$10	
Fire Review Fee	\$8	\$8	-	-	-	
Other Building Permit or Processing Fees	-	-	\$126	\$126	\$126	
Total Processing Fees per Unit	\$2,460	\$2,460	\$2,042	\$2,042	\$2,042	
Development Impact Fees per Unit						
Sewer [2]	\$7,021	\$7,021	\$4,997	\$4,997	\$4,032	
Water	\$6,748	\$6,748	\$4,358	\$4,358		
Zone 40 Special Services Area A Fee	-	-	-	-	-	
Traffic [3]	\$2,805	\$5,500	\$7,382	\$5,663	\$4,951	Transportation Management Fee, SCTDF Contribution, City Interchanges/ Hwy 50 Improvements
Transit	-	-	\$651	\$651	\$1,047	
Regional Traffic Fees [4]	\$1,785	\$7,385			\$4,889	Hwy 50 Corridor Mobility Fee
City/ County Traffic Fee #2		\$1,350				
Sacramento Transportation Authority Fee (STA)	-	-	\$1,100	\$1,100	\$1,100	
Drainage	\$406	\$406	\$933	\$933		
Parks - Neighborhood	\$3,278	\$3,410			\$9,623	Parks and Trails
Parks - Citywide	\$2,092	\$1,768	\$2,994	\$2,994		
Aquatics Center						
Fire/Police	-	-	\$1,517	\$1,517	\$1,270	Fire and Police
Fire Service Construction Tax	\$1,126	\$1,126				
In-Lieu Flood Protection Fees	-	-				
SAFCA DIF	-	-				
Habitat/Greenbelt Preservation	-	-	\$248	\$248		
Affordable Housing [5]	-	-	\$1,665		\$3,200	Housing Trust Fund
Public Facilities/Capital Improvements	\$3,108	\$2,712	\$1,435	\$1,435	\$2,551	General Capital Facilities Fee, Library, Municipal Services, Corporation Yard
Community Benefit Fee	-	\$1,280			-	
Other General Fees/One-Time Taxes						Solid Waste Capital Improvement Fee
Electric Direct Install	\$2,544	\$2,544				
Electric Backbone Impact Fee	\$1,211	\$1,211				
Solid Waste Impact Fee	\$410	\$410	\$326	\$326	\$326	
Waste Management Fee			\$21	\$21		
Countywide Fees						
Capital Facilities	\$1,936	\$1,936				
Animal Control	\$182	\$182				
Credit for Overlap Between Offsite Funding Sources					(\$1,192)	SCTDF and Highway 50 Mobility fee programs overlap.
Total Development Impact Fees per Unit	\$34,651	\$44,988	\$27,627	\$24,243	\$31,798	
TOTAL CITY/COUNTY FEES PER UNIT	\$37,111	\$47,448	\$29,669	\$26,285	\$33,840	

"city/county"

[1] Processing fees exclude mechanical, electrical, plumbing and other similar review fees.

[2] The new area SRCSA rate is \$4,032/DUE and the proposed expansion area SASD rate is \$13,691/acre.

[3] Empire Ranch has a Mello-Roos CFD that funds infrastructure. The City traffic fee has been credited by 23.4 percent to account for overlap in funding with the Mello-Roos District.

[4] For Sierra Vista, regional traffic fee include development agreement SPRTA Tier II Fees, collected to pay for construction of the Placer Parkway and improvements to the I-80/SR65 interchange.

The current Tier II fee is \$5,600 per unit, and will be partially offset by extended term CFD financing.

[5] While there is not currently an affordable housing development impact fee in the City of Roseville, developers do have an affordable housing construction obligation.

Table V-3
Folsom Plan Area Specific Plan Financing Plan
Plan Area Fees per Single-Family Unit

Plan Area Fees: These fees are charged only within a certain area of a County or City to fund facilities to serve a specific development project.	Roseville		Folsom			FPA Notes
	Fiddymont Ranch	Sierra Vista	Trails	Empire Ranch	Folsom Plan Area	
Current as of	<i>Jun-13</i>	<i>Jun-13</i>	<i>Jul-13</i>	<i>Jul-13</i>	<i>Jun-13</i>	
PLAN AREA FEES PER UNIT						
Infrastructure Fee	-	-				
Transit	\$54	-				
Roadway	\$175	\$7,010			\$7,587	
Park Improvement / Open Space	-	\$245				
Fire/Police Protection	-	-				
Library	-	-				
Drainage	-	\$2,213			\$1,466	
Sewer	-	\$835			\$1,833	
Water	\$140	\$3,368			\$8,112	On and Offsite Water
Landscape Corridors	-	-				
Fee Program Formation/Administration	-	\$276			\$605	
Public Land and Regional Park Acquisition Fees	-	-				
Other General Fees	\$2,565	\$113			\$1,159	Habitat Mitigation
West Plan Infrastructure Reimbursement	-	\$471				
TOTAL PLAN AREA FEES PER UNIT	\$2,933	\$14,531	\$0	\$0	\$20,760	

"plan_area"

**Table V-4
Folsom Plan Area Specific Plan Financing Plan
Estimated School Mitigation per Single-Family Unit**

Estimated School Mitigation per Unit	Roseville		Folsom [1]		
	Fiddymont Ranch	Sierra Vista	Trails	Empire Ranch	Folsom Plan Area
<i>Current as of</i>	<i>Jun-13</i>	<i>Jun-13</i>	<i>Jul-13</i>	<i>Jul-13</i>	<i>Jun-13</i>
<i>School District</i>	<i>Roseville City Elem & Roseville JUHSD</i>	<i>Center USD</i>	<i>FCUSD</i>	<i>FCUSD</i>	<i>FCUSD</i>
A. Annual School Mello-Roos CFD Taxes	-	-	-	-	-
B. Present Value of School CFD Tax	\$0				
C. School Fee per Sq. Ft.:					
Level 1 Fees [2]	\$3.20	\$3.20	\$6.27	\$6.27	\$5.77
Level 2 (or 3) SB50 Fee	-	-	-	-	-
Mitigation Agreement	-	-	-	-	-
D. Total School Fee:					
Level 1 Fees	\$7,360	\$7,360	\$14,421	\$14,421	\$13,271
Level 2 (or 3) SB50 Fee	-	-	-	-	-
Mitigation Agreement	\$13,399	\$0	-	-	-
E. Total School Mitigation (B+D)	\$20,759	\$7,360	\$14,421	\$14,421	\$13,271

"school"

[1] The Folsom Cordova USD has two school facility improvement districts, Rancho Cordova is in SFID 1 and Folsom is in SFID 2.

[2] A reduction of \$0.50 per sq. ft. in the fee is assumed for the Folsom Plan Area.

**Table V-5
SINGLE-FAMILY HOMES
Special Taxes and Assessments per Unit
2,300-Sq.-Ft. Home, 450-Sq.-Ft. Garage, 3 Bedrooms
2 Bathrooms, 5.7 Units per Net Acre**

Special Taxes and Assessments per Unit for Infrastructure	Roseville			Folsom	
	Fiddymont Ranch	Sierra Vista	Trails	Empire Ranch	Folsom Plan Area
<i>Current as of</i>	<i>Jun-13</i>				
Annual Special Taxes and Assessments per Unit					
Infrastructure CFD [1]	\$1,172	-	-	\$1,623	\$475
Infrastructure Assessment District	-	-	-	-	-
Total Annual Taxes and Assessments	\$1,172	\$0	\$0	\$1,623	\$475
Estimated Bond Debt of Special Taxes and Assessments					
Infrastructure CFD [1]	\$16,167			\$18,913	\$5,600
Infrastructure Assessment District	-				
Total Estimated Bond Debt	\$16,167	\$0	\$0	\$18,913	\$5,600

"bonds"

[1] Folsom Plan Area amount equals the burden of financing certain sewer and offsite water facilities through the sewer and offsite water CFD, as well as the Aquatic Center through the Aquatic Center CFD. Amount is rounded to the nearest hundred.

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